

TABLE OF CONTENTS

VISION SUMMARY	1
INTRODUCTION.....	4
A Special Note on Implementing the Vision	5
LOCATION	6
FEATURES.....	6
SETTING	6
UNIQUE FEATURES.....	7
Double Butte.....	7
Diamond Valley Lake.....	7
Lakeview Mountains	7
Dawson Mountains	7
Vernal Pools	8
San Diego Canal/Aqueduct	8
UNIQUE COMMUNITIES	8
Harvest Valley	8
Romoland	8
Homeland	8
Green Acres	9
Winchester.....	9
LAND USE PLAN	9
LAND USE CONCEPT	10
POLICY AREAS	22
POLICY AREAS.....	22
Hemet-Ryan Airport Influence Area.....	22
March Joint Air Reserve Base Airport Influence Area	23
Winchester.....	23
Green Acres	24
Diamond Valley Lake Policy Area	24
Winchester Road/Newport Road Policy Area	25
Highway 79 Policy Area.....	26
Specific Plans	26
LAND USE.....	28
LOCAL LAND USE POLICIES	29
<i>Community Centers and Mixed Use Areas/Highest Density Residential Development Town Center.....</i>	<i>29</i>
Community Centers.....	29
<i>Winchester Town Center</i>	<i>30</i>
<i>Winchester Community - Western Area (Mixed-Use Area)</i>	<i>35</i>
Mount Palomar Nighttime Lighting	41
Third and Fifth Supervisorial District Design Standards and Guidelines	41
CIRCULATION	41
LOCAL CIRCULATION POLICIES.....	42
Vehicular Circulation System.....	42

Rail Transit	42
Trails and Bikeway System	43
Scenic Highways	43
Transit Oasis	44
State Route 79 Corridor.....	44
Community Environmental Transportation Acceptability Process (CETAP) Corridors.....	45
MULTIPURPOSE OPEN SPACE	61
LOCAL OPEN SPACE POLICIES	61
Watersheds, Floodplains, and Watercourses	61
PROPOSED MULTIPLE SPECIES HABITAT CONSERVATION PLAN	62
MSHCP Program Description	62
Key Biological Issues	63
HAZARDS	63
LOCAL HAZARD POLICIES	64
Flooding and Dam Inundation	64
Wildland Fire Hazard	64
Seismic	65
Slope	65

LIST OF FIGURES

Figure 1: Harvest Valley/Winchester Area Plan Location.....	11
Figure 2: Harvest Valley/Winchester Area Plan Physical Features.....	13
Figure 3: Harvest Valley/Winchester Area Plan Land Use Plan.....	15
<i>Figure 3A: Harvest Valley/Winchester Area Plan Winchester Town Center Neighborhoods.....</i>	<i>37</i>
<i>Figure 3B: Harvest Valley/Winchester Area Plan Winchester Community (Western Area) Neighborhoods.....</i>	<i>39</i>
Figure 4: Harvest Valley/Winchester Area Plan Overlays and Policy Areas	47
Figure 5: Harvest Valley/Winchester Area Plan Hemet Ryan Airport Influence Area	49
Figure 6: Harvest Valley/Winchester Area Plan March Joint Air Reserve Base Airport Influence Area.....	51
Figure 7: Harvest Valley/Winchester Area Plan Mt. Palomar Nighttime Lighting Policy Area.....	53
Figure 8: Harvest Valley/Winchester Area Plan Circulation	55
Figure 9: Harvest Valley/Winchester Area Plan Trails and Bikeway System	57
Figure 10: Harvest Valley/Winchester Area Plan Scenic Highways.....	59
Figure 11: Harvest Valley/Winchester Area Plan Flood Hazards.....	67
Figure 12: Harvest Valley/Winchester Area Plan Wildfire Susceptibility	69
Figure 13: Harvest Valley/Winchester Area Plan Seismic Hazards	71
Figure 14: Harvest Valley/Winchester Area Plan Steep Slope.....	73
Figure 15: Harvest Valley/Winchester Area Plan Slope Instability.....	75

LIST OF TABLES

Table 1:	Land Use Designations Summary	17
Table 2:	Statistical Summary of Harvest Valley/Winchester Area Plan	20
Table 3:	Adopted Specific Plans in the Harvest Valley/Winchester Area Plan	27
Table 4:	Airport Land Use Compatibility Criteria for Riverside County (Applicable to Hemet-Ryan Airport)	27
Table 5:	Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base).....	28

Harvest Valley/Winchester Area Plan

General Plan Amendments adopted since 12/31/09

- GPA No. 727, BOS RSLN 2010-138, 05/25/10;
- GPA No. 1110, BOS RSLN 2013-279, 12/17/13;
- GPA No. 1128, BOS RSLN 2015-214, 09/22/15;
- GPA No. 1075, BOS RSLN 2011-156, 10/18/11;
- GPA No. 1120, BOS RSLN 2014-222, 12/24/14;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15

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Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of the Harvest Valley/Winchester Area Plan as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

"Riverside County is a family of special communities in a remarkable environmental setting."

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through the County of Riverside, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout Riverside County. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

Our Communities and Neighborhoods

Our choices in the kind of community and neighborhood we prefer is almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

Harvest Valley/Winchester Area Plan

Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



Quotes: quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



Factoids: interesting information about Riverside County that is related to the element



References: contacts and resources that can be consulted for additional information



Definitions: clarification of terms and vocabulary used in certain policies or text.

The Harvest Valley/Winchester planning area is at a crossroads for two significant reasons. First, the Harvest Valley/Winchester planning area contains the east-west running State Route 74 and the north-south running State Route 79, both of which are major transportation corridors that will emerge as powerful regional influences. Second, the Harvest Valley/Winchester planning area contains the largest fresh water lake in Southern California: The Diamond Valley Lake. The Diamond Valley Lake will be the major factor in attracting growth and influencing the change in character of the area from rural to urban.

The Harvest Valley/Winchester Area Plan guides the evolving character of this place. The Harvest Valley/Winchester Area Plan is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspires to achieve by the year 2020. Using that Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated Riverside County territory. The Harvest Valley/Winchester Area Plan, on the other hand, provides customized direction specifically for this planning area.

This area plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this distinctive area to understand the physical, environmental, and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the Area Plan addresses critical issues facing the planning area. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the Area Plan fits with what is around it and how it relates to the cities that impact it. Physical features are described in a section that highlights the planning area's communities, surrounding environment and natural resources.

Harvest Valley/Winchester Area Plan

This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect the unique features found only in the Harvest Valley/Winchester planning area, certain special policies are still necessary to address unique situations. The Policy Areas section presents these policies. Land use related issues are addressed in the Land Use section. Land use isn't the only key factor in developing and conserving land here. The Plan also describes relevant transportation issues, routes, and modes of transportation in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are also natural and manmade hazards to consider, and they are spelled out in the Hazards section.

Data in this area plan is current as of *[Approval date of GPA NO. 1122] ~~March 23, 2010~~*. Any general plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflect the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the Harvest Valley/Winchester planning area.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

Community Centers. This method of concentrating development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, create a transit friendly and walkable environment, and offer a broader mix of housing choices is a major device for implementing the Vision. Two community center overlays are included in the Harvest Valley/Winchester planning area. A significant Community Center Overlay designation is located in Winchester. The theme envisioned for this transit-oriented Village Center has a Western influence, capitalizing on the unique identity for the Winchester



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors.

area. An additional Community Center Overlays located along Winchester Road would serve both residents of surrounding Community Development residential areas and visitors to the Diamond Valley Lake. These centers could take advantage of the regional recreational draw that the lake presents.

Diamond Valley Recreation Area. Fishing on the lake is just one of the many amenities offered by the Diamond Valley Recreation Area. The open lake and surrounding land will serve regional tourist, recreation, and camping activities. The presence and success of these activities also bolsters the local economy. This winning combination of an economic stimulator and regional attraction also serves as an impetus for future growth in the immediate area.

Preserved Open Space Character. The vast amount of conserved open space surrounding the Diamond Valley Lake and Double Butte help maintain the natural character of the area and act as major regional and recreational attractions for Riverside County. These lands also serve as habitat for endangered species and as passive open space to be enjoyed by the local communities. The combination of activities that these preserved spaces serve are integral to the success of these lands in the future.

Location

The pivotal location of this area is clearly evident in Figure 1, Location. The Harvest Valley/Winchester planning area is contiguous with five other planning areas, which together constitute a major portion of the vast development potential in western Riverside County. Starting to the south and moving clockwise, we find the adjacent Southwest Area Plan, and the Sun City/Menifee, Mead Valley, Lakeview/Nuevo, and San Jacinto Valley Area Plans. The planning area encompasses only unincorporated territory, but the cities of Perris and Hemet frame this sprawling 32,000-acre valley on the west and east, respectively. The massive Diamond Valley Lake dominates the southeastern portion of the Harvest Valley/Winchester area.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That applies here as well. While not as close to the surrounding mountains as some other areas, the central location of the Harvest Valley/Winchester planning area affords an ample view of the mountain vistas that dominate the remarkable setting of western Riverside County. We find here a wide variety of physical features: flat valley floors, gently rolling foothills, abrupt buttes and hillsides, and the ever-present rock outcroppings. Watercourses meandering through the Harvest Valley/Winchester planning area include Warm Springs Creek and Salt Creek. This section describes the setting, features, and functions that are unique to the Harvest Valley/Winchester planning area. These defining characteristics are shown on Figure 2, Physical Features.

Setting

The Harvest Valley/Winchester area is actually part of a system of broad, sweeping valleys and is framed by the Menifee Valley to the west and the Domenigoni Valley to the south. Situated within this valley, the Double Butte, Dawson and Lakeview Mountains, and Diamond Valley Lake are the major physical features defining the Harvest Valley/Winchester planning area. The Lakeview Mountains to the north and the Dawson Mountains in the southeast, though mainly located in adjacent planning areas, create a strong visual backdrop. Salt Creek generally separates the Harvest Valley/Winchester planning area into northern and southern halves, and the San Diego

Harvest Valley/Winchester Area Plan

Aqueduct bisects the land into east-west segments. Warm Springs Creek, which ultimately flows into the Santa Margarita River, is piped underground to approximately Scott Road where it then flows southwest out of the planning area.

Unique Features

Double Butte

Double Butte is a steep, dual peaked mountain centrally located between Winchester and Homeland. Much of this feature was the site of a Riverside County landfill, which has since been closed. The intent is to establish recreational uses once clean-up and mitigation measures have been completed.

Diamond Valley Lake

Diamond Valley Lake is an 800,000-acre-foot (260 billion gallon) lake that provides critical water storage for much of Southern California. The lake nearly doubles the surface water storage for most of Southern California, and it secures emergency water storage for six months. This massive new landmark is not just a startling presence on the landscape; it performs the critical role in this arid climate of reducing the threat of water shortages during droughts and peak summer needs. The Diamond Valley Lake was created by a set of three dams and was approved for water storage in 2000. Most of the water for this facility is delivered through the Colorado River Aqueduct and the California State Water Project. The 13,000-acre Dr. Roy E. Shipley Reserve stretches between the Diamond Valley Lake and Lake Skinner, which is located in the Southwest Area Plan to the south. Potential recreational opportunities available at the Diamond Valley facility include bicycle, hiking and equestrian trails, camping, fishing, boating, golfing, and picnicking.



An acre-foot of water is nearly 326,000 gallons, enough to meet the annual water needs of two typical southland families.

Lakeview Mountains

The Lakeview Mountains, which lie north of Harvest Valley, define the northern portion of the Harvest Valley/Winchester planning area. They nevertheless create a valuable scenic backdrop, especially for the communities of Homeland and Green Acres located directly to the south. Large rock outcroppings and boulders accent the slopes. These mountains are home to the Buck Jewel flower, an indicator of Coastal Sage Scrub habitat. These species also document the relatively dry, arid micro climate that prevails here.

Dawson Mountains

The Dawson Mountains create the southern wall of the Diamond Valley Lake. This range also creates a striking backdrop for communities on the valley floor like Winchester. The range is a series of rugged mountains providing an exceptional environment for hiking trails, equestrian uses, bicycling, and places for camping. These mountains also serve as a corridor between the habitats that are found in and around Diamond Valley and the Shipley Reserve to the south.

Vernal Pools

Vernal pools are seasonally flooded depressions found on ancient soils with an impermeable layer such as hardpan, claypan, or volcanic basalt. The impermeable layer allows the pools to retain water much longer than the surrounding lands; nonetheless, the pools are shallow enough to dry up each season. Vernal pools often fill and empty several times during the rainy season. Only plants and animals that are adapted to this cycle of wetting and drying can survive in vernal pools over time. In this case, the vernal pools are located in the northeast portion of the planning area. Vernal pools serve as habitat for endangered wildlife species and are often associated with areas characterized by rare plant species.

San Diego Canal/Aqueduct

Running from north to south and intersecting the western end of Diamond Valley Lake is the San Diego Canal/Aqueduct. Its function is to transport State Project water as well as Colorado River water to Lake Skinner, where the canal ends. From that point, deliveries are made to MWD's member agencies in southern Riverside County and San Diego County via a system of pipelines.

Unique Communities

Harvest Valley

Harvest Valley is an umbrella name that is applied to the communities of Romoland, Homeland, and Green Acres. These three communities are connected by State Route 74 and are generally located between the Lakeview Mountains and Double Butte. Each of these three communities has a distinct character, which is described in more detail below.

Romoland

Romoland is located in the northwest portion of the Harvest Valley/Winchester planning area, adjacent to the City of Perris. Romoland is historically centered on a 160-acre urban grid bisected by State Route 74 and the rail line. North of State Route 74 is a small residential community comprised of single family residences and mobile homes, with a few commercial uses stretching along the highway. Farther to the north, the area is characterized by 1-acre lots and horse ranches. Industrial areas are located south of Highway 74. As this area grows, urbanization will extend eastward in accordance with the adopted Menifee North Specific Plan. A mixed use planning area that lies between Romoland and Homeland could capitalize on the growth of the two communities and act as the focus to bring these two communities together.

Homeland

Homeland is located east of Romoland, bounded by the Lakeview Mountains to the north and the Double Buttes to the south. Homeland is currently characterized by a mixture of single family and mobile homes with a strip of commercial uses along State Route 74. Similar to Romoland, but with less industrial uses, this community includes a mixture of small, urban lots and larger lots where animal-keeping is an important feature.

Harvest Valley/Winchester Area Plan

Green Acres

Connected by State Route 74 but physically separated from Homeland by a finger of the Lakeview Mountains that extends southerly to Highway 74, is the community of Green Acres. Nestled in the foothills of the Lakeview Mountains, this small residential community is located at the current intersection of State Routes 74 and 79. Animal-keeping is an important element of the local lifestyle here.

Winchester

Near the geographic center of the Harvest Valley/Winchester planning area is the community of Winchester. Consistent with its central location, Winchester is framed by several major features: Salt Creek, the rail line, State Route 79, and the Domenigoni Parkway. Currently, the community of Winchester is characterized by a small Western-themed commercial core at the intersection of Winchester Road (State Route 79) and Simpson Road. Surrounding the community core are small homes on large parcels and agricultural uses. Winchester could build upon the Western theme and be transformed into a unique, mixed-use ~~Town Center~~ Village Center that capitalizes on a transit station and proximity to the Diamond Valley Lake. Medium density residential uses will surround the new Village Center.

Land Use Plan

The Land Use Plan focuses on preserving the unique features in the Harvest Valley/Winchester planning area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Harvest Valley/Winchester Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this planning area. The Plan is organized around 24 area plan land use designations. These area plan land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Harvest Valley/Winchester Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

Land Use Concept

The Land Use Plan reflects a significant shift from the existing rural character to a more urban/suburban/rural mix focused around unique cores. The impetus for this shift is the Diamond Valley Lake and the recreational opportunities it presents. In addition, the transit opportunities presented by the rail line, State Route 74, and State Route 79 create natural crossroads to expand upon.



For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the General Plan **Land Use Element**.

The communities of Romoland, Homeland, and Green Acres, together called Harvest Valley, make up the northern portion of the Harvest Valley/Winchester planning area. They contain dispersed commercial, business, and residential uses along State Route 74. A Mixed Use Planning Area is planned to be located along the south side of State Route 74, easterly of Briggs Road, to act as a focus for the communities of Homeland and Romoland. The Mixed Use Planning Area could become an additional focal point at the heart of Harvest Valley along State Route 74 to serve as a local gathering spot for area residents. Medium Density Residential designations surround the more intense uses along the highway.

The community of Green Acres, located in the eastern portion of the planning area, is a Low Density Residential community that is buffered from the City of Hemet by rural and mountainous terrain. To the southeast of this community, proximity to the Hemet Ryan Airport necessitates Estate Density Residential or lower intensity land use. Green Acres also includes a policy area that allows for continued equestrian and animal keeping uses.

Western Riverside County has a special visual quality created by the numerous landforms at varying scales that pop up from the valley floors. Such is the case with Double Butte. The Public Facility designation here (resulting from the closed landfill) is surrounded by mountainous terrain a quality that characterizes much of the visual character within the Harvest Valley/Winchester area. Double Butte is also a separator between Harvest Valley to the north and Winchester to the south.

The community of Winchester is located immediately south of Double Butte and north of Salt Creek. Winchester is ideally situated to become the gateway to the Diamond Valley and accommodate significant intensification of land usage. Winchester has the potential to serve as an important tourist and transit hub for the region due to its proximity to the Diamond Valley Lake as well as the presence of the rail line, State Route 79, and the Domenigoni Parkway. Moreover, local homeowners share a vision of greater prominence for this community.

To most effectively take advantage of these opportunities, future development in Winchester should reflect a distinct character and identity. Typical strip commercial uses will diminish the community's potential significantly. Instead, a compact downtown core designed in an Old West Theme is envisioned. To help make this vision become a reality, the Community Center Overlay *and Town Center including a Highest Density Residential (HHDR) neighborhood and eight Mixed-Use Area (MUA) neighborhoods designated to contain some HHDR development* allows a mixture of commercial, office, and residential uses to be developed and provides guidance for future community design. Contrary to typical zoning that separates uses, the Community Center Overlay *and Town Center concept* allows a mixture of commercial, office, and residential uses within the same project.

Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2, 3, 4}	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.
	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2, 3, 4}	Notes
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	20+ du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
	Mixed-Use Planning Area		<ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Harvest Valley/Winchester Area Plan

Overlays and Policy Areas

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	<ul style="list-style-type: none"> Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is 0.5 acre per structure.

Table 2: Statistical Summary of Harvest Valley/Winchester Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁸				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	1,408	196	541	NA
Rural Mountainous (RM)	3,394	155	428	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	4,802	351	969	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	1,732	559	1,546	NA
Very Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	380	518	1,433	NA
<i>Rural Community Foundation Sub-Total:</i>	2,112	1,077	2,979	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	909	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	3,003	NA	NA	NA
Open Space-Water (OS-W)	2,748	NA	NA	NA
Open Space-Recreation (OS-R)	1,741	NA	NA	261
Open Space-Rural (OS-RUR)	0	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	8,401	0	0	261
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	1,261	905	2,501	NA
Low Density Residential (LDR)	1,180 1,139	1,626 1,565	4,494 4,325	NA
Medium Density Residential (MDR)	7,090 6,616	22,583 21,073	62,431 58,257	NA
Medium-High Density Residential (MHDR)	908	5,371	14,849	NA
High Density Residential (HDR)	256	2,559	7,074	NA
Very High Density Residential (VHDR)	76 64	1,175 986	3,247 2,727	NA
Highest Density Residential (HHDR)	14 41	390 1,132	1,079 3,128	NA
Commercial Retail ² (CR)	361 342	NA	NA	7,668 3,523
Commercial Tourist (CT)	400	NA	NA	6,539
Commercial Office (CO)	131 83	NA	NA	19,609 17,290
Light Industrial (LI)	357	NA	NA	4,594
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	100	NA	NA	1,639
Public Facilities (PF)	1,614 1,607	NA	NA	1,614 1,607
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	21 595	98 5,878	270 16,250	174 6,645
<i>Community Development Foundation Sub-Total:</i>	13,769	34,707 39,469	95,945 109,111	41,837
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	29,084	36,135 40,897	99,893 133,059	42,098
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	3,094	---	---	---
Indian Lands	0	---	---	---
Freeways	0	---	---	---
<i>Other Lands Sub-Total:</i>	3,094			
TOTAL FOR ALL LANDS:	32,178	36,135	99,893	42,098

Harvest Valley/Winchester Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
		40.897	133,059	
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREA				
OVERLAYS^{4, 5}				
Community Center Overlay	457	1,701	4,703	28,354
<i>Total Area Subject to Overlays:^{4, 5}</i>	457	1,701	4,703	28,354
POLICY AREAS⁶				
Green Acres	754	---	---	---
Highway 79	29,403	---	---	---
Winchester	287	---	---	---
Winchester/Newport Road	38	---	---	---
Diamond Valley Lake	7,911	---	---	---
Hemet-Ryan Airport Influence Area	2,565	---	---	---
March Joint Air Reserve Base Influence Area	7,602	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	48,560			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	49,017			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Like a Western town, Winchester should be developed around a series of walkable blocks with buildings oriented to the street. Western-themed building facades with detailed touches, such as covered and wooden sidewalks, could further enhance the theme experience. A core of retail, shopping, office, and residential uses should stretch along Winchester Road from the rail line to Olive Avenue. The overlay also allows for the siting of higher density residential uses within and around the core area, in order to provide convenient pedestrian access to services, shopping, and employment uses.

A transit station on the rail line should be incorporated into the fabric of Winchester and act as the northern anchor for the community. This transit station would act as the regional connection to the Diamond Valley Lake and its surrounding entertainment and recreational uses, as well as Temecula further to the south.

The Diamond Valley Lake and surrounding recreation area provides a major tourist attraction and is the key to future growth in the area. The land uses that surround the Diamond Valley Lake are intended to preserve this facility's long-term outdoor recreational opportunities and to attract visitors by providing a quality experience for them.

To the south of the Diamond Valley Lake, the Open Space-Conservation Habitat and Open Space-Recreation land use designations preserve the natural habitat of the Dawson Mountains and Shipley Reserve as well as providing areas for permanent outdoor recreation. To the west of the lake, the Open Space- Recreation land use designation accommodates the intensive water-oriented recreation plans of the Metropolitan Water District, which include water sports and camping.

The Community Center Overlay immediately west of Winchester Road and south of Holland Road would serve as a downtown area for future developments to the west or could accommodate an Entertainment Center that is intended to capitalize on the proximity of the lake and its intensive recreational opportunities. This Community Center is envisioned as a unified and themed pedestrian oriented village. The center should be designed to accommodate pedestrian movement and as such, the presence of the automobile should be minimized by reducing street widths, locating parking behind buildings, and/or combining parking in structures. Sidewalks should be wide with ample street furniture and shade trees to create a pleasant pedestrian environment.

A transit station should be incorporated into this Community Center. This transit station can be connected to the Winchester Transit Station through a transit system such as the Oasis Concept, which is described in the Circulation Element of the General Plan. The transit line would then follow Winchester Avenue south into the Temecula Valley, providing a convenient tourism connection for the major attractions of the region.

Policy Areas

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

Policy Areas

Seven policy areas have been designated within the Harvest Valley/Winchester planning area. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Harvest Valley/Winchester 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. These boundaries, other than the boundaries of the Airport Influence Areas, are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

Hemet-Ryan Airport Influence Area

Hemet-Ryan Airport is an active airport located just outside of the Harvest Valley/Winchester planning area in the City of Hemet. The northeastern section of the Harvest Valley/Winchester planning area is within this airport's Airport Influence Area. The boundary of the Hemet-Ryan Airport Influence Area is shown in Figure 4, Overlays and Policy Areas. There are a number of Compatibility Zones associated with the Airport Influence Area. Compatibility Zones are shown in Figure 5, Hemet-Ryan Airport Influence Area. Properties within these zones are subject to regulations governing such issues as land use, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Hemet-Ryan Airport). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Harvest Valley/Winchester Area Plan

Policies:

- HVWAP 1.1 To provide for the orderly development of Hemet-Ryan Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Hemet Ryan Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.



**HVWAP = Harvest
Valley/Winchester Area
Plan Policy**

March Joint Air Reserve Base Airport Influence Area

March Joint Air Reserve Base is located northwest of the Harvest Valley/Winchester planning area. The former Air Force Base was established in 1918 and was continually used until 1993. In 1996, the land was converted from an Air Force Base to an Active Duty Reserve Base. A four-party Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris, and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The JPA's land use jurisdiction and March Joint Air Reserve Base encompass 6,500 acres of land, including the active cargo and military airport. There are three Compatibility Zones associated with the Airport Influence Area. These zones are shown in Figure 6, March Joint Air Reserve Base Airport Influence Area. Properties within these zones are subject to regulations governing such issues as land use development intensity, density, height of structures and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 5, Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Policies:

- HVWAP 2.1 To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Winchester

The Winchester Policy Area centers on that community and coincides with the Winchester Community Center Overlay. The intent of this policy area is to help in creating a sense of place as well as an entrance to the Diamond Valley Recreation Area. This policy area has been created to capitalize on the proximity to Diamond Valley Lake by providing for uses that reinforce and support recreation activities. Potential transportation connections through implementation of the Transit Oasis Concept (defined in the Circulation Element) have been incorporated to link the Winchester area with other tourist attractions within Riverside County. The policy area is also intended to enhance opportunities for selective redevelopment where that can achieve the Area Plan's intent.

Building upon the existing community character, the Winchester Policy Area is envisioned as a Western-themed village with the core of the activity centered around Winchester and Simpson Roads. The Community Center Overlay accommodates commercial uses, dining, entertainment, lodging, higher intensity residential uses, and

offices. The core of the policy area will be relatively dense, with a mixture of commercial and employment uses. The Community Center Overlay encourages a mixture of uses in the area, contrary to typical zoning.

Policies:

- HVWAP 3.1 Encourage mixed land uses within the Winchester Policy area that promote the surrounding recreation, employment, and transit opportunities.
- HVWAP 3.2 Recognize the community desire for future development projects within the Winchester Policy Area to reflect a Western design theme.
- HVWAP 3.3 Prepare a master plan or a specific plan to guide the pattern and form of new development. The master plan or specific plan shall cover the development of the entire Community Center Overlay land use designation and address the Western design theme, development standards, street scene, access, the relationship to surrounding properties, signage, and parking.
- HVWAP 3.4 Permit development to conform to the underlying land use designations as specified on Figure 3, Land Use Plan, until such time as the master plan or specific plan is adopted. Require a plot plan or use permit prior to new improvements not specifically permitted by right to guide the pattern and form of new development.

Green Acres

Green Acres is a rural community located at the junction of State Route 74 and 79. The intent of this policy area is to preserve the historic rural and agricultural character of this community, and preserve the residents' ability to keep animals on appropriately sized lots.

Policies:

- HVWAP 4.1 Allow for lot sizes within the residential land use designation that accommodate limited animal keeping per the Riverside County Zoning Ordinance.

Diamond Valley Lake Policy Area

Diamond Valley Lake (DVL) is a recently built, approximately 800,000 acre-foot capacity reservoir owned and operated by the Metropolitan Water District (MWD), which provides domestic water supplies to much of Southern California. Diamond Valley Lake is strategically located, with ample adjacent land, to also provide for a wide variety of recreational opportunities for the residents of Riverside County and Southern California, and beyond. Potential recreational opportunities include, but are not limited to, fishing, boating, camping, golfing, picnicking, bicycling, horseback riding, and hiking. In support of recreational facilities, other tourist-oriented facilities including hotels, restaurants, and commercial services are anticipated to be developed in the future. The County of Riverside will continue to cooperate with MWD and Diamond Valley Lake's other neighboring jurisdiction, the City of Hemet, to encourage development of the lake's recreational opportunities and supporting commercial services.

It is envisioned that Diamond Valley Lake's recreational and tourist-oriented facilities will be developed pursuant to one or more specific plans contained within the policy area. The Harvest Valley/Winchester, Southwest, and San Jacinto Valley Area Plans illustrate MWD's concept, at the time of the adoption of the Riverside County

Harvest Valley/Winchester Area Plan

General Plan, for the potential future development of the DVL lands. Following are the policies for development in the Diamond Valley Lake Policy Area (DVLPA):

Policies:

- HVWAP 5.1 Continue cooperating with the Metropolitan Water District and the City of Hemet to encourage the development of a comprehensive program for recreational and support commercial facilities at Diamond Valley Lake.
- HVWAP 5.2 All development shall occur through specific plans. Any specific plans adopted in the Diamond Valley Lake Policy Area shall be classified as Community Development Specific Plans.
- HVWAP 5.3 The Diamond Valley Lake Policy Area, in its entirety, is included in the Highway 79 Policy Area (Circulation Element Policies C 2.6 and C 2.7).
- HVWAP 5.4 Provided that total development intensity for the entire Diamond Valley Lake Policy Area is not increased beyond the level of development intensity established for this area at the time of the adoption of the General Plan, no general plan amendments shall be required to be filed and approved in order to authorize changes in mapped general plan designations, provided that any such changes are approved through specific plan applications (specific plans, specific plan amendments, substantial conformances, as appropriate). The approved specific plan applications will constitute the General Plan Element mapped land use designations for the areas so affected. In the event that total development intensity for the entire DVLPA would be exceeded due to any development proposal within the area, the application must be accompanied by, and approved through, a general plan amendment (GPA) application. No such GPA shall be subject to the General Plan Certainty System's eight-year amendment cycle and other procedural requirements applicable to Foundation Component amendments. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

Winchester Road/Newport Road Policy Area

The Winchester Road/Newport Road Policy Area consists of the southwest one-quarter of the southwest one-quarter of Section 34, Township 5 South, Range 2 West. This area is designated Commercial Retail and Commercial Tourist; however, portions of the area are subject to topographic constraints. The intent of this Policy Area is to direct most types of commercial use to the low-lying area, provided that development can coexist with the proximity of the Diamond Valley Reservoir West Dam. However, it is recognized that the hilltop area may present an opportunity for development of a destination site (lodging, dining establishment, retreat center, etc.). This upper area, if developed, must be designed with particular sensitivity toward maintaining the scenic values of this hill as seen by travelers on Winchester Road.

Policies:

- HVWAP 6.1 Development of the hilltop area shall be designed to maintain the scenic value of the hill, avoiding slope scarring.
- HVWAP 6.2 No structures for human occupancy shall be sited on lands in excess of 25% slope, excluding existing building pads, if any, unless site-specific investigation indicates that no adverse impacts or increased hazard would result, and that visual impacts can be mitigated.

- HVWAP 6.3 Up to two access roads or driveways to the hilltop area may traverse areas in excess of 25% natural slope, provided that the roads or driveways are designed to minimize the visual impact on the hill while accommodating the requirements of emergency vehicles.

Highway 79 Policy Area

The purpose of the Highway 79 Policy Area is to address transportation infrastructure capacity within the policy area. Applicable policies are also located in the Circulation Element of the General Plan.

Policies:

- HVWAP 7.1 Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto and Banning Policy Area. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation.
- HVWAP 7.2 Maintain program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into 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% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.
- HVWAP 7.3 To ensure that Riverside County's traffic volume range breaks for the various facility types used to determine LOS stay current, review and update the thresholds periodically.

Specific Plans



The authority for preparation of specific plans is found in the California Government Code, Sections 65450 through 65457.

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific Plans are identified in this section as Policy Areas because detailed development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

The six specific plans located in the Harvest Valley/Winchester planning area are listed in Table 3, Adopted Specific Plans in the Harvest Valley/Winchester Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

Harvest Valley/Winchester Area Plan

Table 3: Adopted Specific Plans in the Harvest Valley/Winchester Area Plan

Specific Plan	Specific Plan #
Menifee North	260
The Crossroads in Winchester	288
Winchester Hills	293
BSA Properties	322
Trailmark	344
Domenigoni/Barton Properties ¹	310

Source: County of Riverside Planning Department.

¹ Portions of this specific plan extend into a neighboring Area Plan or City

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Hemet-Ryan Airport) ^{1, 2, 3}**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	Residential with a 2 1/2 acre minimum lot size, but only at distances more than one mile from runway threshold.	Not Applicable	The following uses are permitted: agriculture and open space. No high-risk land uses including: hazardous material facilities; institutional uses; places of assembly; critical facilities; and residential uses within one mile of the runway threshold. Discretionary review is required: commercial; industrial; and residential uses larger than 2 1/2 acre minimum lot size
Area II	Residential with a 2 1/2 acre minimum lot size.	Not Applicable	The following uses are permitted: industrial, agriculture and residential uses with 2 1/2 acre or greater lot sizes. Discretionary review is required: commercial uses. No public or private schools. No institutional uses. No places of assembly. No hazardous material facilities
Transition Area ³	20 dwelling units/acre	Not Applicable	The following uses are permitted: commercial; industrial; manufacturing; and agricultural uses. Discretionary review is required: residential dwelling units/multiple family dwelling units; institutional uses; places of assembly; public and private schools; and hazardous material facilities or activities involving hazardous materials. All structures shall be limited to 35 feet in height, or two stories, whichever is less.
Area III	Not Applicable	Not Applicable	A wide range of uses is permitted. Discretionary uses include: structures over 35 feet or two stories whichever is greater; institutional uses; places of assembly; hazardous materials; public and private schools

¹ The following uses shall be prohibited in all airport safety zones:

- 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.
- 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.
- 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.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and /or aircraft instrumentation.

² Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.

³ The Transition Area is located between Area II and Area III. It is 330 feet inside the Area II boundary and 660 feet outside the Area II boundary. If 50% or more of the project site is in the Transition Area, it is considered part of the Transition Area. The Transition Area does not extend beyond the outer boundary of Area III or extend into Area I.

Source: Extracted from Hemet-Ryan Airport Comprehensive Airport Land Use Plan

**Table 5: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to March Joint Air Reserve Base)^{1,2}**

Safety Zone	Maximum Population Density	Land Use
Area I	No Residential ³	<p>No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities.</p> <ul style="list-style-type: none"> • Places of Assembly, such as churches, schools, and auditoriums. • Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores. • High Patronage Services, such as restaurants, theaters, banks, and bowling alleys. • Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. • Communication Facilities for use by emergency response and public information activities. • Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.
Area II	Residential: 2.5 acre minimum lots	
Area III	Not Applicable	

¹ The following uses shall be prohibited in all airport safety zones:

- 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.
- 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.
- 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.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and /or aircraft instrumentation.

² Aviation easements shall be secured through dedication for all land uses permitted in any safety zones.

³ Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission.

Source: Extracted from Riverside County Airport Land Use Plan

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Harvest Valley/Winchester planning area, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use section provides a host of policies to address these issues. These policies



Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and specific plan design guidelines.

The Community Center Guidelines are located in Appendix J of the General Plan.

may reinforce Riverside County regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

Local Land Use Policies

Community Centers and Mixed Use Areas/Highest Density Residential Development Town Center

Community Centers

The Harvest Valley/Winchester Area Plan Land Use Plan identifies two Community Center Overlays within its planning area as shown in Figure 4, Overlays and Policy Areas. The Community Center Overlay land use designations allow a unique mix of employment, commercial, public, and residential uses. In order to promote a compact mixing of these uses, voluntary incentives may be necessary. The Community Center Overlay also allows development to meet the standards of the underlying land use designation.

The first of the two Community Center Overlay land use designations is located in the community of Winchester. Given the transportation opportunities and the presence of the nearby Diamond Valley Lake, this *Community Center Overlay* land use designation, *together with the partially overlapping and adjoining nine neighborhoods (one Highest Density Residential (HHDR) neighborhood and eight Mixed-Use Area (MUA) neighborhoods) of Winchester Town Center*, land use designation allows the flexibility for this community to create a special place in western Riverside County. *The Community Center Overlay includes the portions of Winchester located between Longfellow and Whittier Avenues, and between Olive Avenue and 9th Street, that are not included in the Winchester Town Center neighborhoods.*

The other Community Center Overlay designation is located westerly of Winchester Road. This area is provided with the Community Center Overlay to allow the flexibility to create a village core that would serve the adjacent residences and become the focal point for the surrounding community. Alternatively, this area could be developed as an Entertainment Center to take advantage of the recreational and tourism opportunities presented by Diamond Valley Lake.

Policies:

- HWAP 8.1 Prepare a master plan or a specific plan to guide the pattern and form of new development. The master plan or specific plan shall cover the development of the entire Community Center Overlay land use designation and address the development standards, street scene, access, the relationship to surrounding properties, signage, and parking.
- HWAP 8.2 Provide incentives, such as density bonuses and regulatory concessions, to property owners and developers to facilitate the development of community centers as designated on the Harvest Valley/Winchester Area Plan Land Use Plan, Figure 3.
- HWAP 8.3 Ensure that community centers development adheres to those policies listed in the Community Centers Area Plan Land Use Designation section of the General Plan Land Use Element.

- HVWAP 8.4 Encourage community centers located in adopted specific plans to adhere to those policies listed in the Community Centers Area Plan Land Use Designation section of the General Plan Land Use Element.
- HVWAP 8.5 Encourage areas within Community Center Overlays to develop to land use standards for Community Centers as detailed in the Community Centers Area Plan Land Use Designation section of the General Plan Land Use Element, and within the Community Centers Guidelines.
- HVWAP 8.6 Allow the land uses within a Community Center Overlay to develop to the standards and uses of the underlying land use designation.
- HVWAP 8.7 Ensure sufficient pedestrian linkages to the Salt Creek corridor from the adjacent Winchester Community Center Overlay area.
- HVWAP 8.8 Encourage future development within the Winchester Community Center Overlay area to develop in a Western theme and incorporate a transit station along the railroad line.

Winchester Town Center

***Winchester Town Center** (see Figure 3A) is located in the heart of the community of Winchester – it covers more than half of the roughly one square mile area of the community’s core. It includes eight planned Mixed-Use Area (MUA) designated neighborhoods and one Highest Density Residential (HHDR) designated neighborhood, together covering a total of about 364 gross acres. Most of Winchester’s existing single family residences and businesses are concentrated in blocks or portions of blocks located along or near Winchester Road, generally between Longfellow and Whittier Avenues, and are not included in Winchester Town Center’s nine planned MUA and HHDR designated neighborhoods described herein. The nine Winchester Town Center neighborhoods contain many vacant and mostly vacant parcels. These neighborhoods generally also contain a few small clusters of single family residences, scattered single family residences, and a few businesses (the latter of which are primarily located along Winchester Road). The policies below would ensure that compatible uses – whether one- or two-story buildings, parks and trails, or local streets are provided as transitional land uses where more intense HHDR and MUA developments would adjoin existing low-profile (usually one story) single family residential neighborhoods.*

The Winchester core retains a traditional “grid-like” street pattern. This will enable the future development of a vibrant, well-interconnected community having frequent pedestrian, bicycle, automobile, bus, and, potentially in the future, train access shuttle routes both inside the core and connecting the core to adjacent community areas that will reduce travel times, enhance convenient access to community facilities and services for both local residents and visitors, and enhance the core’s potential as an even more prominent local and sub-regional activity center.

Winchester Town Center is planned along both the east and west sides of Winchester Road (California Highway 79), which is the community’s main business street. It lies along the north side of Salt Creek, between Rice Road on the west and Patterson Avenue on the east, and extends northward to 9th Street, near Double Butte. Highway 79 is proposed for relocation to the eastern side of Winchester, as part of a major project to provide a new, upgraded highway route connecting Winchester with I-15 to the south in Temecula and I-10 to the north in Beaumont. Simpson Road is the community core’s primary east-west street, and is located in the center of the community. In the future, Grand Avenue, which is located along the northern edge of the community’s core, and is designated as an Urban Arterial, will be one of the community’s major east-west transportation routes, joining existing Domenigoni Parkway, which lies to the south of Salt Creek, in providing the Winchester community core’s connections with Menifee and I-215 on the west and Hemet on the east. Riverside Transit Agency currently provides local bus service, primarily along Winchester Road and Domenigoni Parkway, connecting Winchester to Menifee, Hemet, Murrieta, and Temecula. Currently unused, a BNSF Railway route, oriented in an east-west fashion, is located in the northerly part of Winchester’s core between Asbury and 9th Streets. This route may provide the potential location for future Metrolink commuter train service from the terminus of the new Perris Valley Line, in

Harvest Valley/Winchester Area Plan

Perris, through Winchester, to Hemet.

Salt Creek is a fairly wide, channelized soft-bottom riverine open space area, and is the location for a new 16 mile-long Class 1 Bike Path that will eventually connect Winchester with Lake Elsinore to the west, and Hemet to the east. Diamond Valley Lake, a major regional reservoir and recreational area for boating, fishing, and trail activities, is located nearby to the southeast. Double Butte provides an imposing mountainous backdrop to the community on its northwestern side.

Existing community facilities in Winchester's community core area include Winchester Elementary School, Winchester Park, which contains outdoor recreational facilities including ballfields, an indoor gymnasium and community meeting facilities, and a Riverside County Fire Station.

Winchester Town Center and its nine neighborhoods will benefit from reduced distances between housing, workplaces, retail businesses, and other services, amenities, and destinations. In addition, a walkable, bicycle-friendly environment with increased accessibility via bus and potentially train transit will result in more transportation options and reduced transportation costs for the community's residents and employees.

Winchester Town Center's nine neighborhoods and the policies that apply to them are described in detail below. The neighborhood descriptions and policies are presented as follows: the sole HHDR-designated neighborhood contained in Winchester Town Center is described first; then, Winchester Town Center's eight MUA-designated neighborhoods are described. The presentation of the policies is organized as follows: first, the policy or policies pertaining solely to each neighborhood are listed directly under that neighborhood's description; then, the policies pertaining to all neighborhoods, whether they are designated HHDR or MUA, are presented.

Highest Density Residential Area (HHDR) Neighborhood Description and Policy:

Following is a description of the only neighborhood in Winchester Town Center designated for 100% HHDR development, and the policy specific to the neighborhood:

Double Butte View Neighborhood [Neighborhood 1] *contains about 33 gross acres (about ~~31~~ 29 net acres) and is currently vacant. Visually imposing Double Butte is located nearby to the north. This neighborhood is located directly west of the Winchester Transit Center Neighborhood, and is planned to contain, at a 100% level, HHDR units to accommodate residents desiring convenient, walkable access to nearby local community commercial services and facilities and services, and potentially in the future to regional jobs and other destinations via passenger rail transportation. The neighborhood should contain local park and recreation facilities, and potentially, community facilities.*

Policy:

HVWAP 8.9 *The entire Double Butte View Neighborhood shall be developed in accordance with the HHDR land use designation.*

Mixed-Use Area (MUA) Neighborhoods Descriptions and Policies:

Following is a description of each of the eight MUA neighborhoods in Winchester Town Center, and the policy or policies specific to each of these neighborhoods:

Winchester Transit Center Neighborhood [Neighborhood 2] *contains about 28 gross acres (about ~~25~~ 23 net acres). Existing land usage consists of several single family homes. This neighborhood is envisioned as a potential location for a future commuter transit station, if and when Metrolink service is extended from Perris, its current terminus at the end of the Perris Valley Line, to Winchester, and beyond to Hemet. This neighborhood is designated as a MUA, with a required ~~minimum~~ 50% HHDR component. The remainder of the neighborhood would consist of the train station, including parking and shuttle accommodations, and*

retail commercial, office, and other land use types that would benefit from this strategic transit-centered location. This neighborhood will benefit from reduced distances between housing, workplaces, retail businesses, and other amenities and destinations. In addition, a walkable, bicycle-friendly environment with increased accessibility via transit will result in reduced transportation costs. This neighborhood, even more so than the others in Winchester Town Center, should contain very frequent pedestrian, bicycle, automobile, and transit shuttle passages, both internal within the neighborhood as well as leading to the neighborhood's edges, to ensure both a high degree of interaction between uses within the neighborhood plus frequent, easy, and inviting access facilities to the transit service and commercial services from surrounding community neighborhoods.

Policy:

HWWAP 8.10 **Fifty percent At least 50%** of the Winchester Transit Center Neighborhood shall be developed in accordance with the HHDR land use designation.

Winchester Northeast Neighborhood [Neighborhood 3] contains about 22 gross acres (about **19 18** net acres). Existing land usage consists of several existing single family homes. The neighborhood is located in the northeastern part of Winchester Town Center, between Winchester Road and Whittier Avenue, and between 9th Street and Asbury Street and the BNSF Railway route. This neighborhood will be developed as a MUA, with a 50% required **minimum** HHDR component. The remaining neighborhood uses will include job-creating retail commercial facilities, offices, and other land use types supporting the overall viability and interactivity of the neighborhood.

Policy:

HWWAP 8.11 **Fifty percent At least 50%** of the Winchester Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.

Patterson Avenue North Neighborhood [Neighborhood 4] contains about 41 gross acres (about **36 35** net acres). This neighborhood contains several single family residential homes. It is located between Whittier and Patterson Avenues, and between Simpson Road and the BNSF Railway route. This neighborhood is designated as a MUA, with a required **minimum** 25% HHDR component. The other neighborhood uses may include residential uses at lower densities than HHDR, parks and recreation facilities, and civic uses, and should include job-creating retail commercial, office, and other commercial uses. Generally, the commercial uses should be located along and near Simpson Road, and to a lesser degree, Patterson Avenue.

Policy:

HWWAP 8.12 **Twenty-five percent At least 25%** of the Patterson Avenue North Neighborhood shall be developed in accordance with the HHDR land use designation.

Simpson Road West Neighborhood [Neighborhood 5] contains about 85 gross acres (about 68 net acres), and existing land usage consists of a several scattered single family residential homes, and businesses and a U.S. Post Office located along Winchester Road. This neighborhood is situated very close – just to the north - of Winchester Elementary School and Valley-Wide Recreation Center/Winchester Park. Specifically, it covers an irregularly shaped area very generally located between Rice Road and Garfield Avenue, and between Taylor Street and Haddock Street. This neighborhood is designated as a MUA, with a required **minimum** 35% HHDR component. In particular, it has residential neighborhood locational advantages, including close-at-hand access to Winchester Elementary School, Winchester Park recreational facilities, and Salt Creek, with its planned Class 1 Bike Path. Appropriate uses here, in addition to HHDR, will include primarily residential uses of lower densities than HHDR. Also, job-producing retail commercial, office, and other commercial services will be appropriately located along and near Winchester and Simpson Roads.

Policy:

Harvest Valley/Winchester Area Plan

HWAP 8.13 *Thirty-five percent ~~At least 35%~~ of the Simpson Road West Neighborhood shall be developed in accordance with the HHDR land use designation.*

Simpson Road East Neighborhood [Neighborhood 6] contains about 13 gross acres (about 9 net acres) and several scattered businesses and single family residences. This neighborhood is located primarily along Simpson Road, between Winchester Road and Whittier Avenue, and north of Gough Street. **Fifty percent ~~At least 50%~~** of this neighborhood will be developed as HHDR, primarily to accommodate residents desiring very convenient access to commercial services in the heart of the community. This neighborhood will particularly benefit from reduced distances between housing, workplaces, retail business, and other amenities and destinations. Job-producing retail, office, and other commercial uses should be located primarily along Winchester and Simpson Roads.

Policy:

HWAP 8.14 *Fifty percent ~~At least 50%~~ of the Simpson Road East Neighborhood shall be developed in accordance with the HHDR land use designation.*

Salt Creek West Neighborhood [Neighborhood 7] contains about 31 gross acres (about 28 net acres), and is currently vacant. This neighborhood is conveniently located immediately to the southwest of Winchester Elementary School and Valley-Wide Recreation Center at the southwestern corner of Winchester Town Center. **Fifty percent ~~At least 50%~~** of this neighborhood will be developed as HHDR, which will be very conveniently located near community educational and recreational services. Other uses in this MUA should include primarily lower density (lower than HHDR) residential uses and recreational uses. Small-scale retail and office commercial uses may be located along Rice Road and Olive Avenue. This neighborhood is strategically located adjacent to the planned 16 mile-long Salt Creek Class 1 Bike Path, providing convenient pedestrian and bicycle recreation adjacent to the neighborhood. Multiple trailheads should be provided from this neighborhood to the Salt Creek Trail, and numerous conveniently located pedestrian and bicycle connections should also be provided to the west, north, and east, thereby facilitating pedestrian and bicycle access between this neighborhood and Winchester Elementary School and Winchester Park's recreational and civic facilities, and between Salt Creek and the rest of the Winchester community.

Policies:

HWAP 8.15 *Fifty percent ~~At least 50%~~ of the Salt Creek West Neighborhood shall be developed in accordance with the HHDR land use designation.*

HWAP 8.16 *Development in the Salt Creek West Neighborhood should be designed to provide for frequent, convenient, and enticing access for pedestrians and bicyclists to the Salt Creek Class 1 Bike Path, and for convenient access to other community areas located to the west, north, and east of this neighborhood.*

Patterson Avenue South Neighborhood [Neighborhood 8] contains about 70 gross acres (about 63 net acres) and some existing development. Except for the southwestern part of this neighborhood, the neighborhood is primarily located between Whittier and Patterson Avenues. It extends from Simpson Road on the north to south of Haddock Street. **Thirty-five percent ~~At least 35%~~** of this neighborhood will be developed as HHDR. Other neighborhood uses may include residential uses of lower densities than HHDR, parks and recreational facilities, and job-producing retail commercial, offices, and other commercial uses located along Simpson Road, and to a lesser degree, Patterson Avenue.

Policy:

HWAP 8.17 *Thirty-five percent ~~At least 35%~~ of the Patterson Avenue South Neighborhood shall be developed in accordance with the HHDR land use designation.*

Salt Creek East Neighborhood [Neighborhood 9] contains about 41 gross acres (about 37 net acres) and is mostly

*vacant. It is located along the north side of Olive Avenue, between Winchester Road and Patterson Avenue. This neighborhood has about a one-half mile frontage along the proposed Salt Creek Class 1 bike Path, providing opportunities for both local and regional recreational access (with eventual connections to the Lake Elsinore and Hemet communities). **Fifty percent At least 50%** of this neighborhood will be developed for HHDR, with the remainder mostly developed for lower density (lower than HHDR) residential uses, and park and recreational uses. A limited amount of job-producing retail and other commercial uses may be sited along Patterson and Olive Avenues. This neighborhood should feature frequent points of access to the Salt Creek Trail, and pedestrian and bicycle passages through the neighborhood to ensure convenient and inviting access to the trail for residents of both this neighborhood and surrounding community areas to the west, north, and east.*

Policies:

HVWAP 8.18 ***Fifty percent At least 50%*** of the Salt Creek East Neighborhood shall be developed in accordance with the HHDR land use designation.

HVWAP 8.19 *Development in the Salt Creek East Neighborhood should be designed to provide for frequent, convenient, and enticing access for pedestrians and bicyclists to the Salt Creek Regional Trail, and for convenient access to other community areas located to the west, north, and east of this neighborhood.*

Policies applying to all Neighborhoods of Winchester Town Center, whether they are designated Highest Density Residential (HHDR) or Mixed-Use Area (MUA):

The following policies apply to all of the neighborhoods in Winchester Town Center, whether they are designated HHDR or MUA:

HVWAP 8.20 *Design and locate development to provide for walkable connections between on-site uses, and convenient pedestrian and bicycle connections, and as feasible and appropriate, bus and train shuttle connections (if passenger train service becomes locally available) to adjacent and nearby communities, businesses, parks and open space areas, and transit access opportunities.*

HVWAP 8.21 *Utilize development design to facilitate convenient bus transit access to each neighborhood, and to provide for well-designed and convenient pedestrian, bicycle, and potential transit shuttle access to potential regional transit facilities. In addition, the Winchester Transit Center Neighborhood should be designed to accommodate frequent and convenient access for pedestrian, bicycle, bus and transit shuttle, and automobile access from surrounding neighborhoods to a potential on-site regional transit station located within the Winchester Transit Center Neighborhood.*

HVWAP 8.22 *Development in Mixed-Use Areas should include either or both side-by-side and vertical mixed uses.*

HVWAP 8.23 *Where necessary to ensure compatible transitions between land use types, development adjoining existing single family residential uses should use a combination of low-profile (usually one- or two-story) buildings, trails, parks and recreation areas, and other compatible, low profile uses to ensure appropriate transitions and buffering between differing land use types.*

HVWAP 8.24 *Include local neighborhood parks and as feasible, community parks and recreation facilities, and convenient pedestrian, bicycle, bus transit, and automobile access to them from surrounding neighborhoods and community areas.*

HVWAP 8.25 *Locate and design all businesses and other land uses that attract high traffic volumes away from the sites of existing and planned elementary, middle, and high schools.*

- HVWAP 8.26 *Non-HHDR development within MUA-designated neighborhoods should utilize mutually supportive mixes of retail, commercial, office, industrial, civic, park and recreational, and other types of uses that result in vibrant neighborhoods with internal compatibility.*
- HVWAP 8.27 *Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.*

Winchester Community - Western Area (Mixed-Use Area)

Winchester Community – Western Area (see Figure 3B) *contains one neighborhood, the **West Winchester Neighborhood [Neighborhood 1]**. It contains about 244 gross acres (about ~~232~~ 230 net acres), and is planned as a Mixed-Use Area (MUA) containing **at least** 25% Highest Density Residential (HHDR) development. Other neighborhood uses will include residential uses at lower densities than HHDR, community facilities including park and recreation and trail facilities, and, potentially, schools and other community facilities. A limited amount of job-producing retail commercial and office commercial uses may be appropriate along Rice Road. This neighborhood is conveniently located less than one-half mile west of Winchester Elementary School and Valley-Wide Recreation Center's Winchester Park, with its outdoor park and ballfields, and gym and public meeting facilities. Although not located directly adjacent to Salt Creek, it is located very close to the planned 16 mile-long Salt Creek Class 1 Bike Path. This neighborhood is planned to contain a mixture of pedestrian and bicycle linkages both internal to the neighborhood and to surrounding community parks, schools, and commercial areas.*

Following are the policies applying to the West Winchester Neighborhood:

- HVWAP 8.28 ***Twenty-five At least 25%** of the West Winchester Neighborhood [Neighborhood 1] shall be developed in accordance with the HHDR land use designation. The remainder of the neighborhood may be developed in a mixture of lower residential densities (lower than HHDR), park and recreation and trail facilities, schools and community facilities, and very limited commercial services, all of which are supportive of the primary residential nature of this neighborhood and the surrounding community.*
- HVWAP 8.29 *Design and locate all development in such a manner as to provide for frequent and convenient pedestrian and bicycle connections between the various sections of the neighborhood, and as feasible and appropriate, bus and train shuttle connections (if passenger train service becomes locally available) to adjacent and nearby communities, businesses, parks and open space areas, and transit access opportunities.*
- HVWAP 8.30 *Design development to facilitate convenient bus transit access to the site, and to provide for well-designed and convenient pedestrian, bicycle, and potential transit shuttle access to potential regional transit facilities.*
- HVWAP 8.31 *Utilize both side-by-side and vertical mixed uses in this Mixed-Use Area neighborhood.*
- HVWAP 8.32 *Include, as appropriate, local neighborhood parks, community park and recreation facilities, convenient pedestrian, bicycle, and as appropriate, bus transit and automobile access to them from surrounding neighborhood and community areas.*
- HVWAP 8.33 *Uses approved and operating under an existing valid entitlement may remain, or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.*

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Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as skyglow. It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines.

Mount Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires unique nighttime lighting standards so that the night sky can be viewed clearly. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the Observatory's view. Please see Figure 7, Mt. Palomar Nighttime Lighting Policy, for areas that may be impacted by these standards.

Policies:

- HVWAP 9.1 Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.

Third and Fifth Supervisorial District Design Standards and Guidelines

In July 2001, the County of Riverside adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial Districts. The Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails, and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

Policies:

- HVWAP 9.1 Require development to adhere to standards detailed in the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial Districts.

Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles, and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems,

“

Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents.

”

- RCIP Vision

and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

As stated in the Vision and the Land Use Element, the County of Riverside is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Harvest Valley/Winchester planning area, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the Harvest Valley/Winchester Area Plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Harvest Valley/Winchester Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Harvest Valley/Winchester planning area is shown on Figure 8, Circulation. The vehicular circulation system in the Harvest Valley/Winchester planning area is anchored by State Routes 74 and 79, which run east-west and north-south respectively. At the time of the adoption of this area plan, there were three proposed alignments for State Route 79, as described in detail in subsequent sections. Interstate 215 runs north-south and is adjacent to a portion of the Harvest Valley/Winchester planning area, west of Romoland. A system of arterials and collector roads branch off from these major roadways and serve local uses. Chief among these are Newport Road and Domenigoni Parkway, which provide east-west access, and Briggs and Menifee Roads, which provide north-south access.

Policies:

- HVWAP 11.1 Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the System Design, Construction and Maintenance section of the General Plan Circulation Element.
- HVWAP 11.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

Rail Transit

The Burlington Northern/Santa Fe rail line physically bisects the planning area and divides it into northern and southern halves. The railroad is currently being used for freight and cargo hauling, but has the potential to be used for passenger service. This route would connect the City of Hemet with the March Joint Air Reserve Base and the City of Riverside. Expanded regional access available from a new transit opportunity would reinforce the development of new homes, business, and recreational opportunities here.

Harvest Valley/Winchester Area Plan

Policies:

- HVWAP 12.1 Maintain and enhance existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.
- HVWAP 12.2 Work with railroad companies to create a transit stop in the Winchester Community Center Overlay that serves both regional and local transit traffic and is integrated with the Transit Oasis Concept.

Trails and Bikeway System

The County of Riverside contains multi-purpose trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users and others as an integral part of Riverside County's circulation system. These multi-use trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as separators or edges between communities.

As shown on Figure 9, Trails and Bikeway System, the Harvest Valley/Winchester planning area supports an extensive system of existing and proposed trails and bikeways. An example is the Salt Creek recreational trail, which runs east-west along Salt Creek, connecting Hemet to Sun City. A few proposed trails and bikeways serve residential, commercial, and mixed uses, increasing the accessibility to these uses by pedestrians, cyclists, and equestrian enthusiasts.

Policies:

- HVWAP 13.1 Maintain and improve the trails and bikeways system, as shown on Figure 9, and as it is discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Scenic Highways

Scenic Highways provide the motorist with views of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along scenic highways and corridors so that it will not detract from the area's natural characteristics.

As shown on Figure 10, Scenic Highways, there is one County Eligible and one State Eligible Scenic Highway in the planning area. State Route 74 from the Orange County border to the western edge of the San Bernardino National Forest has been designated as an Eligible State Scenic Highway. State Route 74 passes through Homeland, Romoland, and Green Acres. State Route 74 continues east out of the Harvest Valley/Winchester planning area to the Palms to Pines Highway, an official State Scenic Highway. Menifee Road is a County Eligible Scenic Highway that runs from State Route 74 south out of the planning area eventually connecting with Interstate 215. From these two roadways, views of the Lakeview and Dawson Mountains and Double Butte are provided.

Policies:

- HVWAP 14.1 Protect the scenic highways in the Harvest Valley/Winchester planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

Transit Oasis

The Transit Oasis is a concept to improve transportation options in Riverside County by providing an integrated system of local serving, rubber-tired transit that is linked with a regional transportation system, such as MetroLink or express buses. In the Transit Oasis concept, rubber-tired transit vehicles operate on a single prioritized or dedicated lane in a one-way, continuous loop. The Transit Oasis is designed to fit into community centers, which provide the types of densities and concentrated development patterns that can allow this concept to become a reality.

In the Harvest Valley/Winchester planning area, the Transit Oasis concept may be accommodated in the Community Center Overlays. The Transit Oasis would provide local serving transit to the residents and businesses in and adjacent to the community centers as well as convenient access to regional circulation systems. Due to their strategic locations, these Transit Oasis systems could potentially connect with regional transit systems that may be provided within the East-West CETAP Corridor.

Policies:

- HVWAP 15.1 Support the development and implementation of a Transit Oasis system in the Community Center Overlays in accordance with the Public Transportation System section of the General Plan Circulation Element.

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Investment in and expansion of the existing freeway and arterial street networks continue to be a critical part of our comprehensive transportation system development.

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- RCIP Vision



Please see the General Plan Circulation Element for more Transit Corridor policies.

State Route 79 Corridor

Currently, State Route 79 (Winchester Road) runs north-south through the center of the community of Winchester. The State Route 79 (SR 79) Project will re-align the existing State Route 79 between Lamb Canyon Road on the north and Newport Road on the south causing the highway to bypass the Winchester Policy Area. The SR 79 Project will provide a greater traffic capacity to meet increasing traffic demands within Riverside County. While the precise alignment of this relocation has not been set, all current alignments show the roadway veering east of Winchester. The existing State Route 79 will remain as a secondary arterial highway. This re-alignment is a separate effort from the Community Environmental Transportation Acceptability Process (CETAP) portion of the RCIP.

The implementation of a transit station, which would serve the Transit Oasis and regional rail transit concepts, would reinforce the unique community core and help bring visitors to Winchester. In that context, existing State Route 79 remains an important future transit link. The Harvest Valley/Winchester Area Plan provides an opportunity to complete a transit connection between Winchester and Temecula along State Route 79 through

the acquisition of right-of-way that would accommodate future transit use. Transit improvements could include additional road lanes, a dedicated transit lane, or other transportation improvements.

Policies:

HVWAP 16.1 Require the dedication of right-of-way along existing State Route 79 (Winchester Road) in accordance with Ordinance No. 461, which will accommodate future transportation/transit improvements.

Community Environmental Transportation Acceptability Process (CETAP) Corridors

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino Corridor, and Riverside County - Orange County Corridor.

In the Harvest Valley/Winchester planning area, the East-West CETAP Corridor passes east to west and connects Interstate 215 State Route 79. These corridors could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

Policies:

HVWAP 17.1 Accommodate the East-West CETAP Corridor in accordance with the Community Environmental Transportation Acceptability Process section of the General Plan Circulation Element.

HVWAP 17.2 Accommodate the realignment of State Route 79 within the planning area.

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Multipurpose Open Space

The Harvest Valley/Winchester open space system contains a variety of open spaces that serve a multitude of functions, hence the label of multi-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. Some of the Harvest Valley/Winchester planning area natural open space resources are quite special. This means that each existing resource requires thoughtful preservation and, in some cases (as with Double Butte), restoration. This Multipurpose Open Space section is a critical component of the character of the County of Riverside and of the Harvest Valley/Winchester planning area. Preserving the scenic background and natural resources of this extensive valley system gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that: these open spaces also help define the edges of and separation between communities, which is another important aspect of the Vision.

In this planning area, the natural characteristics offer design opportunities for quality development and, in some cases (as with the Diamond Valley Lake) the opportunities are exceptional. Habitat preservation opportunities are likewise important here. Achieving a desirable end state of valued local open space to benefit residents and visitors will require sensitive design attention in laying out development proposals.

The impressive open space inventory here includes features such as Double Butte, the Lakeview and Dawson mountain ranges, Sal Creek and Warm Springs Creek. Each of these natural features offer open spaces, habitat, and recreation opportunities, enhanced by the scenic vistas associated with the varied topography that defines this area. These features encompass a variety of habitats, including riparian corridors, vernal pools, oak woodlands, and chaparral habitats. There are also a number of parks and recreation areas where many of these resources can be enjoyed.

The Harvest Valley/Winchester planning area has experienced relatively little growth over the past 20 years, but that is expected to change dramatically. That is why these policies are needed to achieve a balance between growth, natural resource conservation, and preservation of community character.

Local Open Space Policies

Watersheds, Floodplains, and Watercourses

The northern portion of the Harvest Valley/Winchester planning area is part of the Santa Ana River Watershed, and the southern portion is part of the San Diego Basin Watershed. Warm Springs Creek feeds the Santa Margarita

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The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.

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- RCIP Vision



A watershed is the entire region drained by a waterway that drains into a lake or reservoir. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include combinations of forests, glaciers, deserts, and/or grasslands.

River, while Salt Creek is a tributary of the San Jacinto River. These two watersheds, and their included watercourses, provide natural habitat, open space linkages, and recreation potential. The following policies preserve and protect these important areas.

Policies:



For further information on the MSHCP please see the Multipurpose Open Space Element of the General Plan.



The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW)



The following sensitive, threatened and endangered species may be found within this Area Plan.

spreading navarretia
Munz's onion
ferruginous hawk
burrowing owl
bobcat
Stephen's kangaroo rat
granite spiny lizard
San Diego black-tailed jackrabbit
California gnatcatcher
Los Angeles pocket mouse
Riverside fairy shrimp
Parry's spineflower

HVWAP 18.1 Protect the Santa Ana and San Diego Basin Watersheds and habitats, and provide opportunities for flood protection through adherence to Open Space, Habitat, and Natural Resources section of the General Plan Land Use Element and the Floodplain and Riparian Area Management, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the General Plan Multipurpose Open Space Element.

Proposed Multiple Species Habitat Conservation Plan

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the WRC MSHCP was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The WRC MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

MSHCP Program Description

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this “take” of threatened and endangered species. The intent of the WRC MSHCP is for the Wildlife Agencies to grant a take authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the WRC MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the WRC MSHCP Reserve or subjected to other WRC MSHCP criteria.

Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

Policies:

- HVWAP 19.1 Conserve existing intact areas of upland scrub to provide good foraging habitat for raptors and open grassland areas for the burrowing owl.
- HVWAP 19.2 Conserve Domino-Traver-Willow soils within the vernal pool habitat areas. Maintain the existing hydrologic regime in order to preserve the habitat for the Riverside fairy shrimp.
- HVWAP 19.3 Conserve existing populations of the California gnatcatcher and Bell's sage sparrow in the Harvest Valley/Winchester planning area, including locations in the North Domenigoni Hills. Conservation should focus on coastal sage scrub and grassland patches in addition to riparian habitats associated with upper Warm Springs Creek.
- HVWAP 19.4 Maintain a habitat connection between the North Domenigoni Hills and Warm Springs Creek to facilitate the genetic and physical migration of species.
- HVWAP 19.5 Maintain habitat connectivity between coastal sage scrub, grasslands, and riparian vegetation in order to provide a contiguous linkage from Diamond Valley Lake to the French Valley area.
- HVWAP 19.6 Conserve Auld soils in order to preserve local populations of Munz's onion, in coordination with future development in the Specific Plan Required area.
- HVWAP 19.7 Conserve and maintain vernal pool complexes and hydrology that supports Riverside fairy shrimp and other rare, threatened and endangered species known to exist within the Harvest Valley/Winchester planning area to promote genetic diversity through wildlife movement.
- HVWAP 19.8 Improve wildlife crossing routes in conjunction with the improvement and widening plans for State Route 79.
- HVWAP 19.9 Maintain intact habitat surrounding the closed Double Butte landfill site.
- HVWAP 19.10 Protect sensitive biological resources in the Harvest Valley/Winchester Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Hazards

Hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.

Portions of the Harvest Valley/Winchester planning area may be subjected to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 11 to Figure 15. These hazards are located throughout the Harvest Valley/Winchester planning area at varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Harvest Valley/Winchester planning area.

Local Hazard Policies

Flooding and Dam Inundation



Since 1965, eleven Gubernatorial and Presidential flood disaster declarations have been declared for Riverside County. State law generally makes local government agencies responsible for flood control in California.

The failure of the Diamond Valley Lake dams could pose a significant flood hazard to residents of this planning area if this 800,000-acre-foot facility were to fail. According to the Federal Emergency Management Agency (FEMA), failure of this dam could result in flooding as far away as the Antelope/French Valleys.

In addition to hazards posed by dam failures, hazards to life and property could result from a significant flood event along Salt Creek and the San Jacinto River. Winchester and Romoland are within the 100-year floodplains, as shown on Figure 11, Flood Hazards. The floodplains follow existing creeks and most significantly affect lowland areas. The floodplains may also contain rare and significant ecosystems such as riparian habitats or vernal pools that are also subject to serious loss.

Many techniques may be used to address the danger of flooding, such as avoiding development in floodplains, altering the water channels, applying specialized building techniques, elevating structures that are in floodplains, and enforcing setbacks. The following policies address the hazards associated with flooding and dam inundation.

Policies:

- HVWAP 20.1 Protect life and property from the hazards of potential dam failures and flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.
- HVWAP 20.2 Adhere to the flood proofing and flood protection requirements of Riverside County Ordinance No. 458.
- HVWAP 20.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential, or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.



Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds enhance the fire danger throughout Southern California.

Wildland Fire Hazard

Due to its rural and mountainous nature, portions of the Harvest Valley/Winchester planning area are subject to a high risk of fire hazards. These risks are greater in rural areas and along urban edges. The fire hazards

within this planning area are concentrated in the areas designated as Open Space-Conservation Habitat and Open Space-Recreation, such as in the Dawson Mountains; Rural Mountainous designations, such as in the Lakeview Mountains; and at Double Butte, which is designated Public Facilities. The Open Space Foundation Component designations limit the density and type of structures that could be exposed to wildland fires. Methods to address this hazard include such techniques as creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, utilizing fire resistant building techniques, and avoidance of building in high-risk areas. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 12, Wildfire Susceptibility, to see the locations of the wildfire zones within the Harvest Valley/Winchester planning area.

Policies:

HVWAP 21.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

Seismic

There are no seismic faults located within the Harvest Valley/Winchester planning area. There are, however, faults outside the area, such as the San Jacinto and San Andreas faults, that pose significant seismic threat to the life and property of Harvest Valley/Winchester residents. Threats from seismic events include groundshaking, fault rupture, liquefaction, and landslides. The area directly south of Double Butte, including the community of Winchester, has a high susceptibility to liquefaction. There are areas of very susceptible shallow groundwater sediments along Salt Creek. The use of specialized building techniques, enforcement of setbacks, and other measures as specified in site-specific liquefaction hazard reports will help to mitigate the potentially dangerous circumstances. Refer to Figure 13, Seismic Hazards, for the location of liquefaction areas within the Harvest Valley/ Winchester planning area.

Policies:

HVWAP 22.1 Protect life and property from seismic related events through adherence to the Seismic Hazards section of the General Plan Safety Element.

Slope

The Harvest Valley/Winchester planning area is home to several mountain ranges and hillsides that have extremely steep slopes. While they contribute significantly to the character of this area, the mountains and hills are quite susceptible to damage from excessive grading. Many of these areas require special development standards and care to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to ensure the health, safety, and welfare while protecting these important character-enhancing resources. Figure 14, Steep Slope, depicts the areas of slope for the Harvest Valley/Winchester area. Also refer to Figure 15, Slope Instability, for areas of possible landslide.



Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as “sand boils, sand blows” or “sand volcanoes.” Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

Policies:

- HVWAP 23.1 Identify ridgelines that provide a significant visual resource for the Harvest Valley/Winchester planning area through adherence to policies within the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources section of the General Plan Multipurpose Open Space Element.
- HVWAP 23.2 Protect life and property through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element and policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.