

BACKGROUND REPORT

COMMUNITY OF WINCHESTER LAND USE STUDY

January 2012



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BACKGROUND REPORT

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1.0 PURPOSE

The purpose of this Background Report is to provide the foundation and supporting information for the preparation of the Land Use Study (LUS) for the unincorporated community of Winchester in Riverside County. The composition and direction of the LUS will be influenced by the physical conditions, opportunities and constraints within the community, the General Plan, and the Harvest Valley/Winchester Area Plan (HV/WAP). Input from the Planning Advisory Board, the Winchester Municipal Advisory Council (WMAC) and the community through a series of design charrettes and community workshops will have a significant influence the on the LUS.

2.0 ORGANIZATION

The Background Report will provide supporting information on the project area which is located within the community of Winchester. The information is organized into four topic areas which include:

- Project Location—Section 3.0
- Physical Conditions—Section 4.0
- General Plan—Section 5.0
- Opportunities and Constraints—Section 6.0

3.0 PROJECT LOCATION

The community of Winchester is situated in western Riverside County. Winchester is an unincorporated community located within the Harvest Valley/Winchester Area Plan. The Planning Area consists of only unincorporated territory and includes Harvest Valley (which is an umbrella name and includes the communities of Romoland, Homeland and Green Acres) and Winchester (Figure 1, Regional Location Map). However, this LUS is only for the unincorporated community of Winchester. One of the primary goals of this LUS is to define the ultimate boundaries for the future development of the community of Winchester.

The unincorporated communities of Homeland and Green Acres are located to the north. Romoland is located to the northwest and Diamond Valley is to the southeast. The cities of Perris and Menifee are located to the west and the city of Hemet to the east.

Due to its central location, Winchester is situated to become what the County of Riverside General Plan refers to as the “gateway to the Diamond Valley”. Diamond Valley Lake will be a significant land use feature that is anticipated to attract growth and will influence the change in the land use character of the area. The Planning Area boundary is depicted in Figure 2, HV/WAP Land Use Map. The boundaries as described above are based on the existing HV/WAP.

4.0 PHYSICAL CONDITIONS

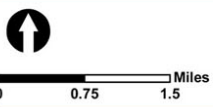
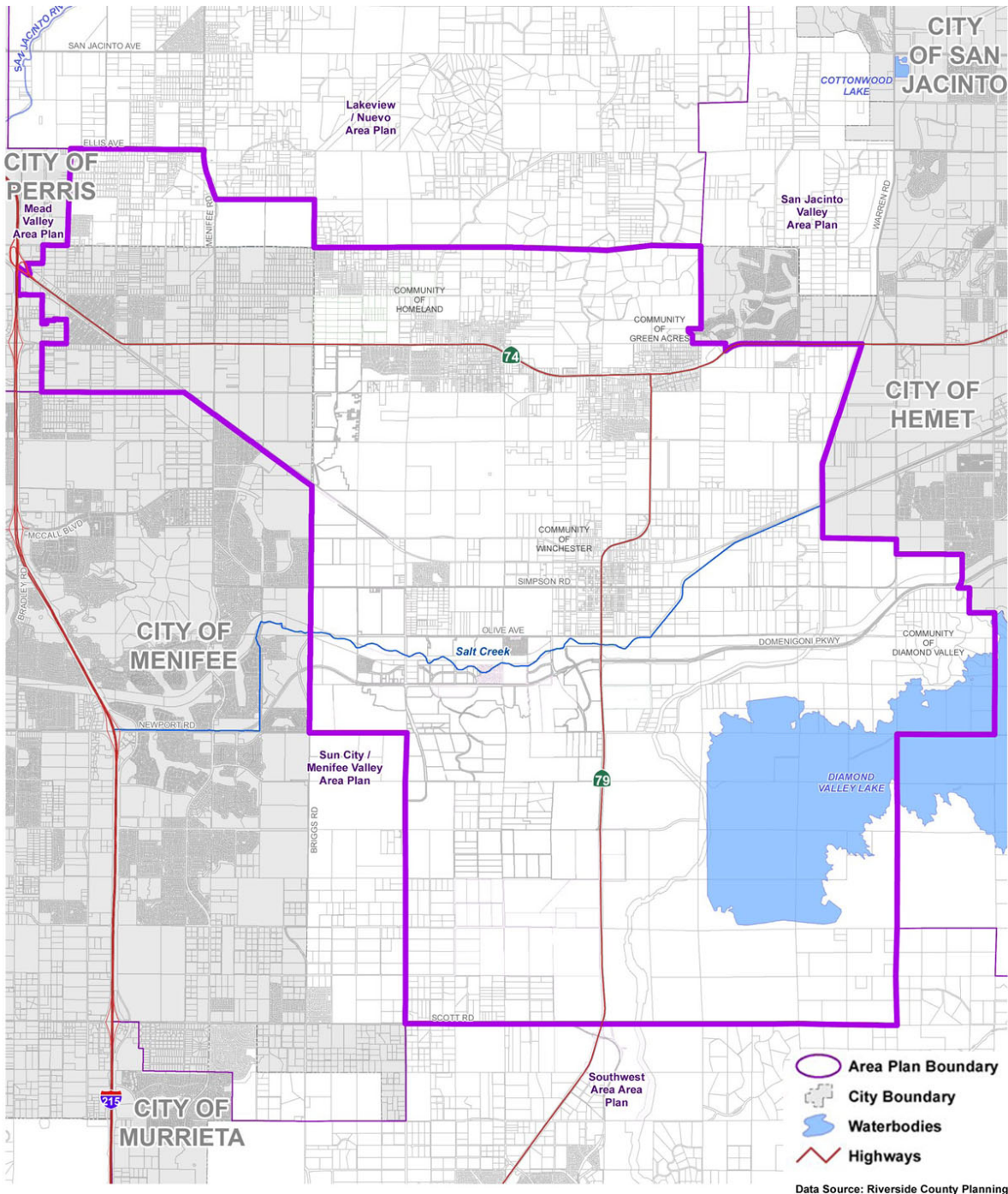
The assessment of the physical conditions, and the opportunities and constraints will be the basis for this Land Use Study. The physical conditions will be assessed to address the local site conditions, local and regional infrastructure, and any limitations that could influence this LUS. For the purposes of this LUS, the physical conditions include existing land use, environmental issues, infrastructure, utilities, topography and other natural features. The physical conditions will also be assessed in conjunction with the goals, policies and objectives of the County of Riverside General Plan and the HV/WAP, the residents of Winchester and the WMAC.

Winchester consists of several major features: State Route 79 (Winchester Road), the existing Burlington Northern/Santa Fe rail line running east-west through the community, Double Butte Mountains, Diamond Valley Lake, Salt Creek, and the San Diego Aqueduct (Figure 3, Physical Features).

The existing community of Winchester is characterized by a small western-themed commercial core at the intersection of State Route 79 and Simpson Road. This small and under-utilized community core is surrounded by small homes on large parcels and agricultural uses. The HV/WAP currently envisions Winchester to be developed from a rural area to a western themed commercial core with the majority of the development activity centering around Winchester and Simpson Roads. This area is identified as the Winchester Policy Area in the HV/WAP. The entire community is also within the Highway 79 Policy Area. The existing Policy Areas and Overlays are discussed in greater detail in Section 5.

Figure 1 – Regional Location Map

(Source: County of Riverside General Plan)



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**HARVEST VALLEY/
WINCHESTER AREA PLAN**

Figure 2 – Harvest Valley/Winchester Community Planning Area Land Use Plan--(RCIP Figure 3)

(Source: County of Riverside General Plan)

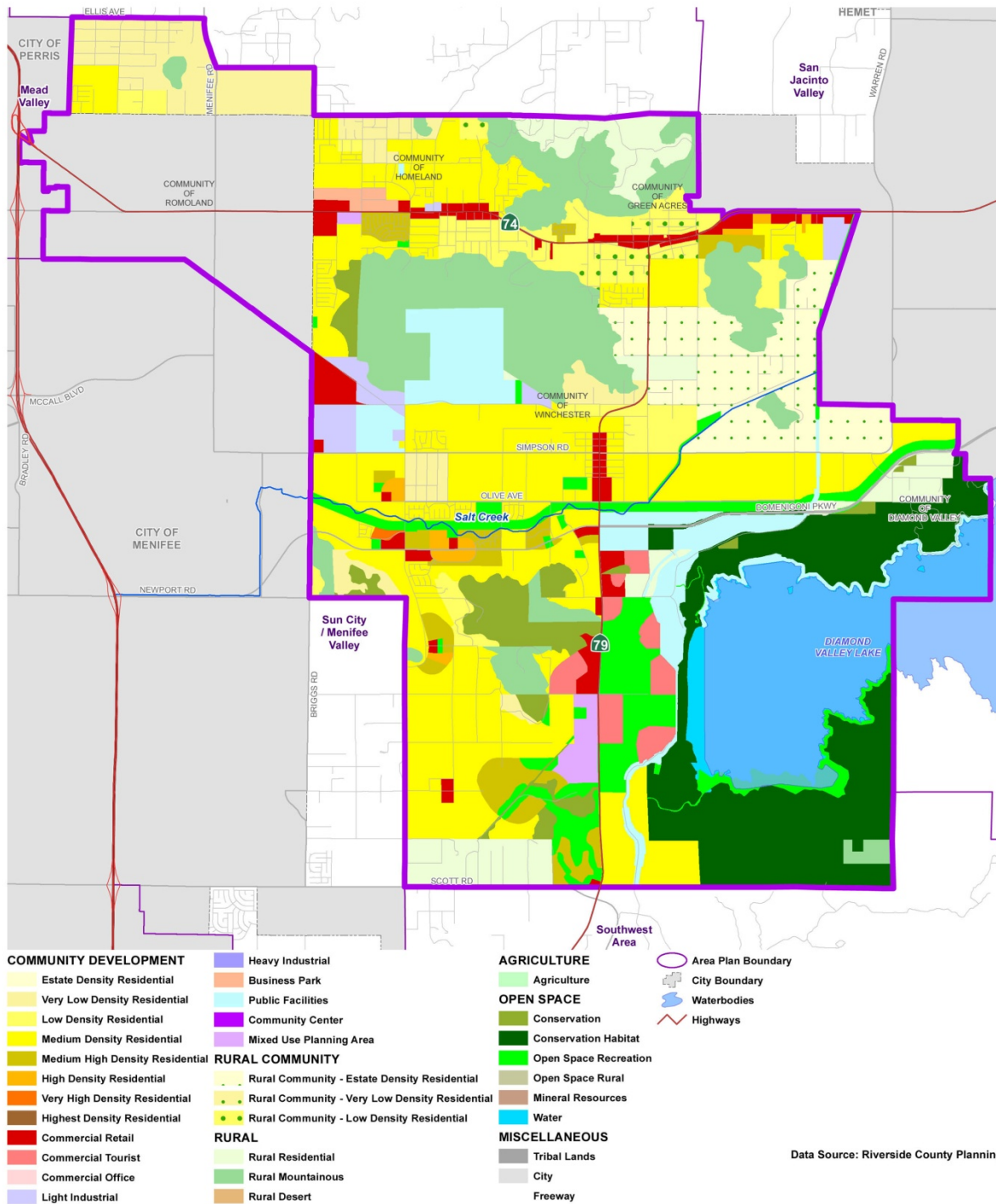
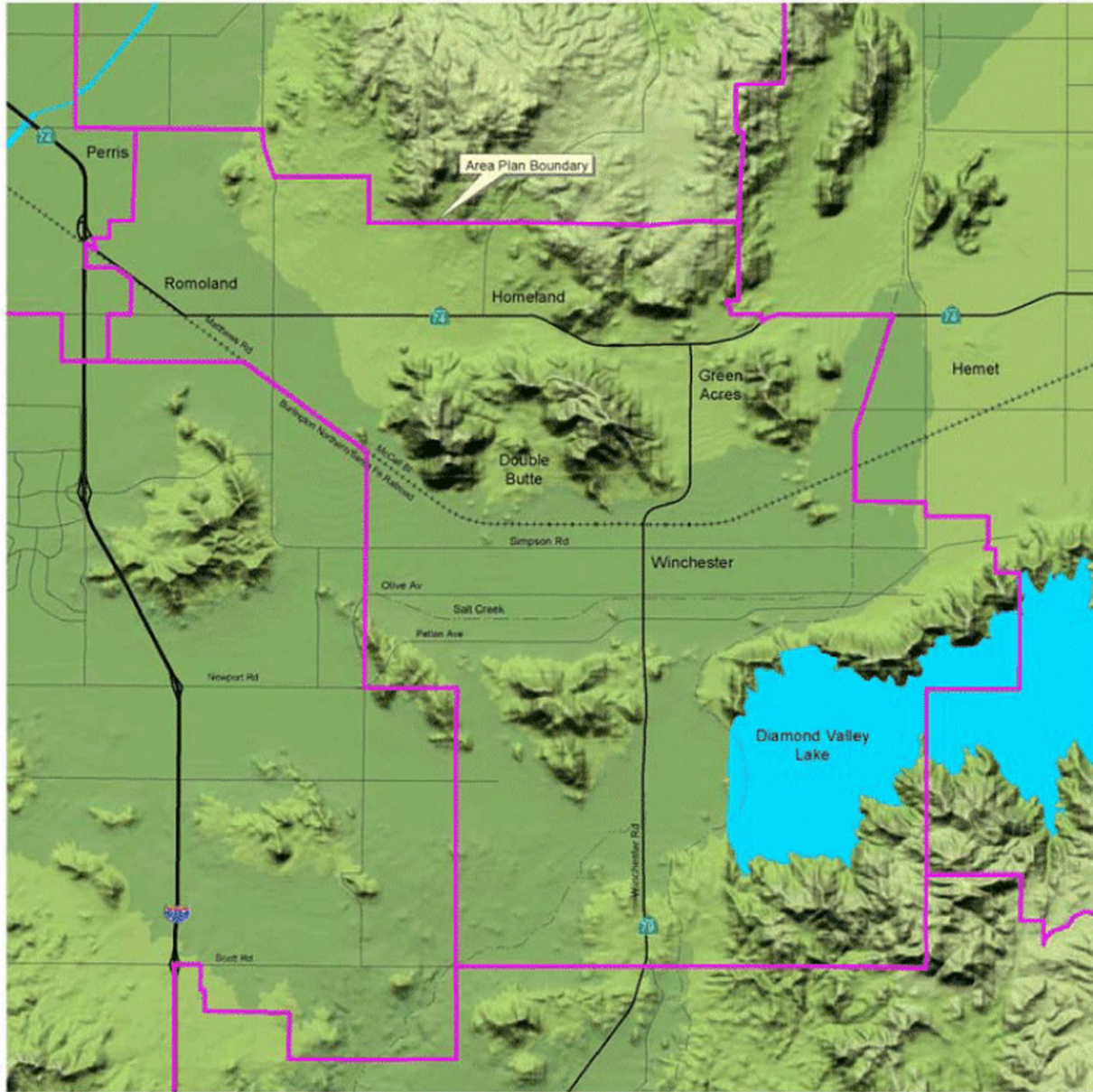


Figure 3, Harvest Valley/Winchester Area Plan—Physical Features (RCIP Figure 2)

(Source: County of Riverside General Plan)



Source: Information: Riverside County.
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HARVEST VALLEY/WINCHESTER AREA PLAN
 PHYSICAL FEATURES



4.1 Environmental

Physical environmental conditions have the potential to limit an areas' long-term development capacity. As a result, a review of local conditions can help to identify possible issues and guide future land use recommendations. Common environmental issues include seismic, hydrology, geologic, and infrastructure. As described below, there are several environmental conditions that will limit development within the LUS area. These issues are the Hemet-Ryan airport influence zone, potential flooding, lack of a storm drain system and limited wastewater facilities. These issues will be analyzed in greater detail in the LUS.

In addition, the County of Riverside TLMA GIS identifies the community of Winchester as having farmland of statewide importance, local importance and unique character. The TLMA GIS also shows that the LUS area consists of agricultural preserve areas, and areas of high and low paleontological sensitivity. The system does not identify any land covered by the Western Riverside County MSHCP cells or cell groups.

4.1.1 *Seismic Issues*

Winchester is located in Southern California which is very seismically active. Based on the County TLMA GIS system, no faults are located within the community of Winchester. However, the Elsinore Fault zone is located approximately 15 miles to the west of downtown Winchester. The San Jacinto Fault zone is located approximately 11 miles to the east of Winchester.

The County TLMA GIS system also identifies several Riverside County Fault zones surrounding Winchester the City of Hemet to the northeast, south of Diamond Valley Lake, and to the west in the City of Menifee.

Pursuant to Figure 13 of the HV/WAP, Seismic Hazards map, the majority of Winchester is within very high and high liquefaction susceptibility zones. Seismic factors are addressed through California Building Code requirements and do not generally constitute constraints to development.

4.1.2 *Hydrology*

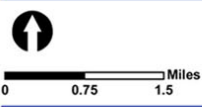
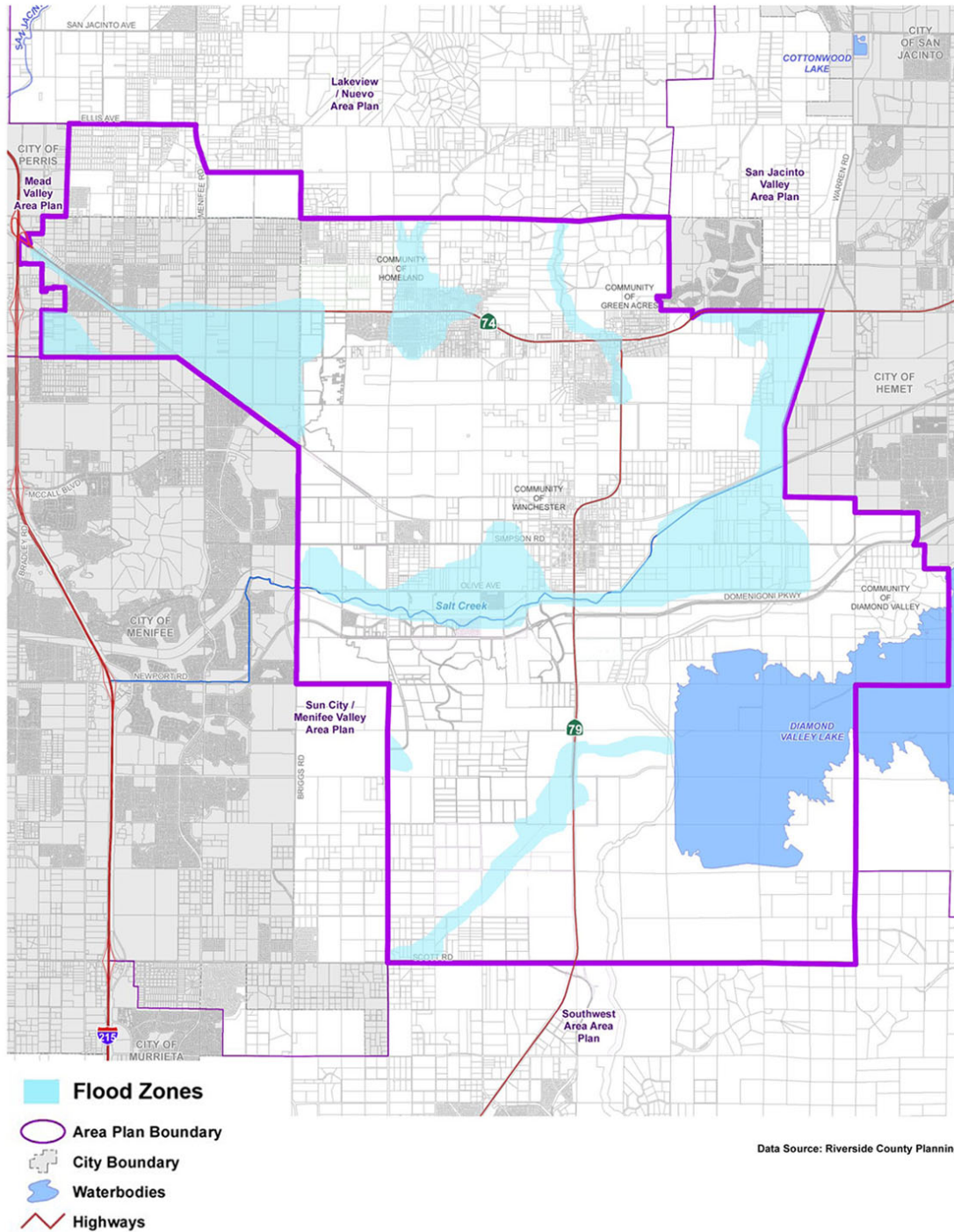
Winchester is located within the San Jacinto Valley and Santa Margarita River Watersheds. The Federal Emergency Management Agency (FEMA) has identified a flood area that flows generally along Salt Creek and runs east-west through the community. This area is identified on the Riverside County TLMA GIS as generally located north of Domenigoni Parkway and south of the existing rail line (Figure 4, Flood Zones). This is a potential constraint to development; however, existing regulatory and flood management programs address this issue. In addition, FEMA maps are updated every 10 years and the flood designations may change over time or with improvements to flood channels.

There is also a flood zone designation that runs southwest from Diamond Valley Lake that appears to be an area that would flood in the event of a spillover or release occurs from the Diamond Valley Lake dam. Warm Springs Creek is also located south of Diamond Valley Lake and is piped underground to approximately Scott Road where it then flows southwest out of the HV/WAP and ultimately flows into the Santa Margarita River.

The Riverside County TLMA GIS and Figure 11 of the HV/WAP identify a large portion of the community within the 100 and 500 year flood zones. These references also identify several areas within the community that are within a designated flood zone (Figure 4). The two major areas are Salt Creek and the area extending southwest from Diamond Valley Lake. Figure 11 of the HV/WAP illustrates that the proposed commercial core at the intersection of Simpson Road and State Route 79 is not located within a flood zone.

Figure 4, Winchester Area Flood Zone

(Source: County of Riverside General Plan)



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**HARVEST VALLEY/
WINCHESTER AREA PLAN**

The HV/WAP Local Hazard Policies states that the Diamond Valley Lake dam could pose a significant flood hazard to residents of the HV/WAP if the 800,000-acre-foot facility were to fail. Moreover, hazards could result from a significant flood event along Salt Creek and the San Jacinto River. The floodplains follow existing creeks and most significantly affect lowland areas. However, many techniques may be used to address the danger of flooding such as avoiding development in floodplains, altering the water channels, making flood channel improvements to minimize potential flooding, applying specialized building techniques, elevating structures that are in floodplains, and enforcing setbacks.

The existing flood zones and any potential constraints to future development will be analyzed in greater detail in the LUS.

4.2 Utilities and Services

The lack of infrastructure, utilities, and other public services can potentially limit an area's development potential. As a result, an analysis of utility and service availability is a common first step in most planning processes. This general summary of the available public utility and services assesses the current local conditions. As described below, due to the lack of local and regional infrastructure, there may be some potential limitations to long-term development within the community of Winchester until infrastructure improvements are constructed.

4.2.1 Water Supply

Potable Water

Public water supply to Winchester is provided by Eastern Municipal Water District (EMWD). There do not appear to be any unique water supply or water service constraints that would limit future development or redevelopment within the LUS area (Figure 5, EMWD Water System).

Recycled Water

With the expected completion of the Long Fellow Tank and associated water line network, recycled water will be available in the near future for irrigation of landscaping of parks, golf courses, schools, farmland and community landscape areas (Figure 6, EMWD Recycled Water System).

4.2.2 Sewer

There is no local wastewater treatment facility in the community of Winchester. Most properties are currently served by septic systems. However, there are some homes that are served by sewers. The waste is piped to a pumping station to the east of the core downtown area. Lack of wastewater infrastructure will be a constraint to the future development within the LUS area (Figure 7, EMWD Sewer System).

4.2.3 Solid Waste

Solid waste collection and disposal is provided by Waste Management Inc. through a contract with the County of Riverside. There are no known solid waste capacity constraints to the future development or redevelopment within the LUS area.

4.2.4 Storm Drainage

Winchester currently accommodates storm water by surface drainage. There are no underground facilities in the area. There is no local or regional storm drain system within the HV/WAP. Due to the relatively level topography and lack of local or regional storm drain system, flooding does occur in some locations during

Figure 5, EMWD Water System

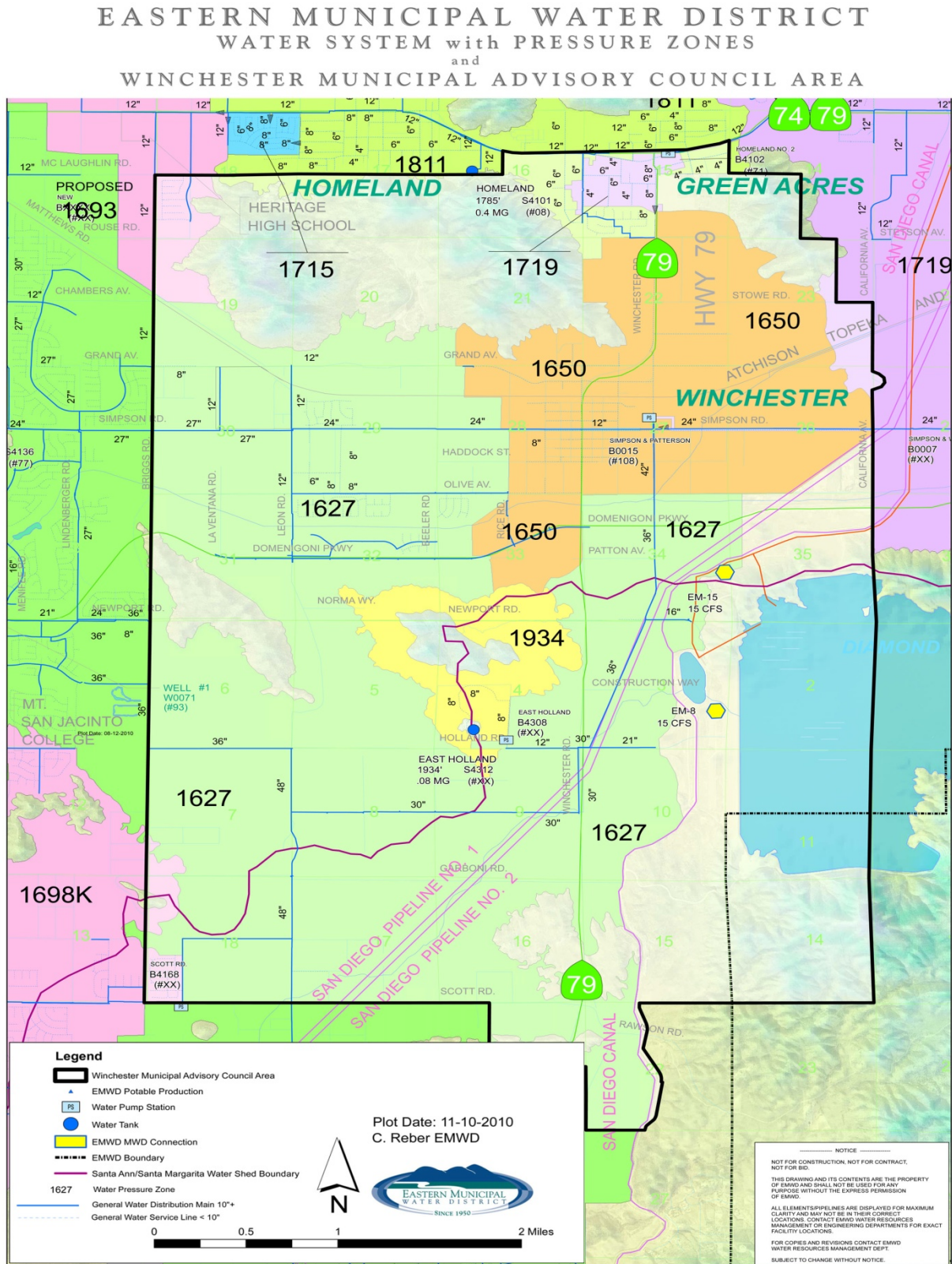


Figure 6, EMWD Recycled Water System

**EASTERN MUNICIPAL WATER DISTRICT
RECYCLED SYSTEM with PRESSURE ZONES
and
WINCHESTER MUNICIPAL ADVISORY COUNCIL AREA**

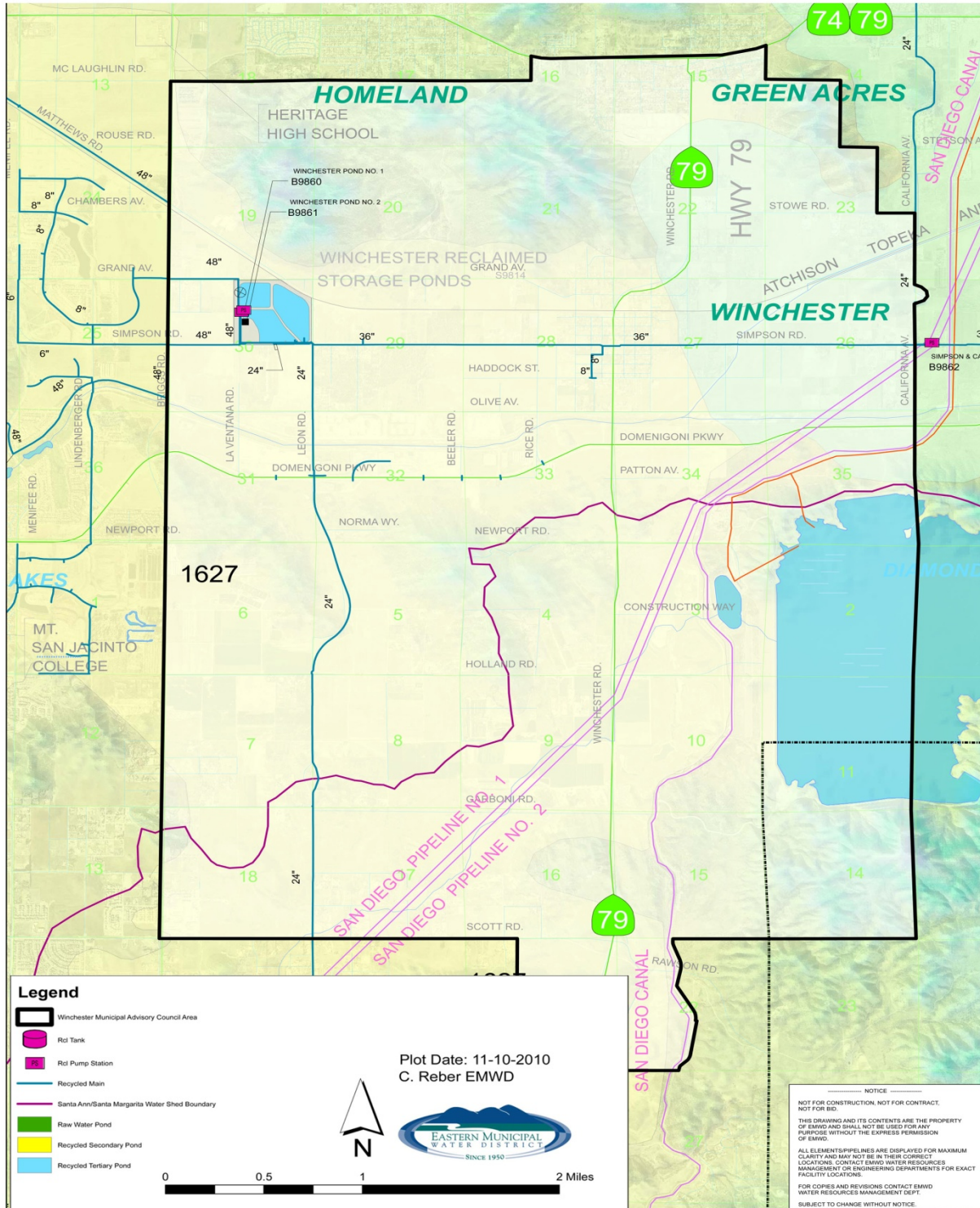
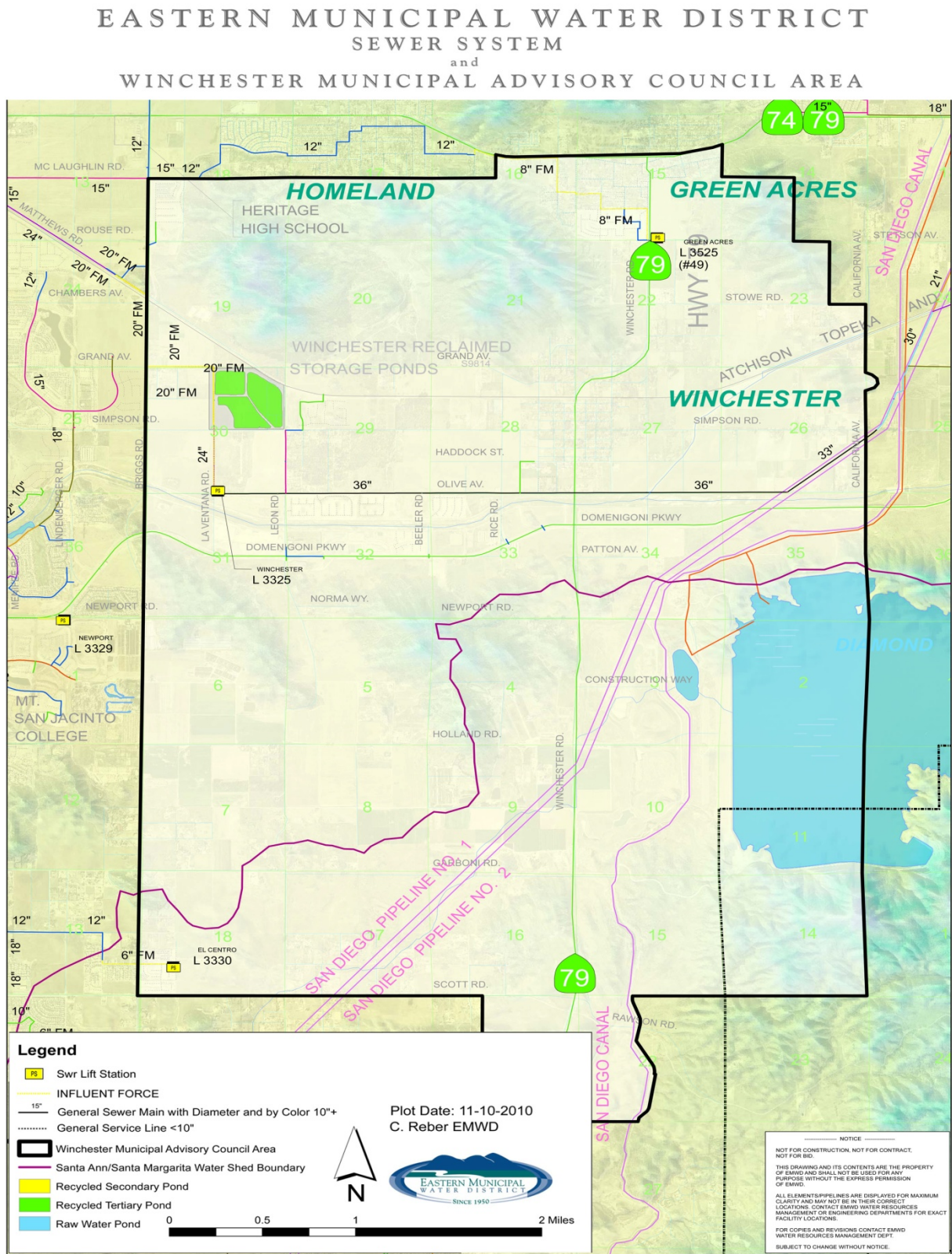


Figure 7, EMWD Sewer System



storm events. Street run-off drains into local water courses. Therefore, until additional storm drain facilities are built, storm drain runoff will limit future development in the LUS area.

4.2.5 Parks and Open Space

Winchester is currently provided parks and recreational services from Community Service Area (CSA) 146. Pursuant to Riverside County Parks and Recreation Department, the only park facility within the area is Lake Skinner located at 37701 Warren Road. Although the mailing address is “Winchester”, this facility is not located within the LUS area.

The Double Butte land fill is a closed facility that is managed by Riverside County Waste Management. The County Waste Management Department stated there are no plans to redevelop the site or the surrounding area to a park or public use area. However, the HV/WAP shows this area as a regional park (Figure 9 Trails and Bikeway System). The HV/WAP states the intent is to create recreational uses at the site once remediation is complete.

Winchester currently has limited park and recreational facilities within the immediate community. The LUS will assess the opportunity for additional park and open space uses including neighborhood and passive parks. These types of park and open spaces would not compete with Diamond Valley Lake, but would provide park uses not currently provided in the community.

4.2.6 Road Network

The transportation network system within Winchester includes two State Routes, and several major, secondary and local streets. The main roadways within the LUS are State Route 79 which runs north-south and State Route 74 which is to the north of the Planning Area and runs east-west. Domenigoni Parkway runs east-west, connects with Interstate 215 to the west, and terminates at State Street in the Hemet area. Several other arterials and collector roads from these major roadways serve local uses as depicted on Figure 8 (HV/WAP Circulation) of this report.

The existing downtown area located at the intersection of Simpson Road and State Route 79 consists of a traditional grid street system. The Area Plan also contains a regional road system that provides adequate circulation throughout the community.

Currently, the County is analyzing the relocation of State Route 79 which has potential alignments running to the east of the existing Winchester downtown core. The relocation efforts will have both positive and negative impacts on the future development of Winchester, depending on the alternative that is chosen. The realignment options and impacts will be discussed in greater detail in the LUS.

4.2.7 Rail Transit

There is an existing Burlington Northern/Santa Fe rail line that physically bisects Winchester. The rail line is not currently being used. However, the line has potential to be used for commercial passenger service. In fact, the HV/WAP Land Use Concepts states:

“A transit station is to be incorporated into the fabric of Winchester and act as the northern anchor for the community. The 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.”

“A transit station should be incorporated into the 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 rail line also has the potential to connect the City of Hemet with March Air Reserve Base (ARB) and the City of Riverside. Given the existing rail line, State Route 79 and its proximity to the Diamond Valley Lake, the HV/WAP states “the community of Winchester has the potential to serve as an important tourist and transit hub.” These opportunities will be analyzed and discussed in greater detail at the community design charrettes and workshops with findings incorporated into the LUS.

4.2.7 Public Transportation

The Winchester area is currently being served by the existing bus-based transit provided by Riverside Transit Agency (RTA). Routes 27, 74 and 79 service the LUS area. The RTA transit network is further connected to the rest of Riverside County via the existing RTA bus routes. Overall, the area appears to be adequately served given the existing population and ridership demand. However, once the downtown is developed with a transit station, there would be an opportunity to extend bus services from downtown Winchester to the recreational uses at Diamond Valley Lake.

4.2.8 Other Transportation

The HV/WAP proposes a Class I Bike Path/Regional Trail generally along Salt Creek which traverses east-west across the community as depicted in Figure 9 of the HV/WAP Trails and Bikeway System. This LUS will analyze opportunities to expand the existing trails and bikeway circulation system within Winchester.

A portion of the Hemet-Ryan Airport Influence Policy Area is located within the community of Winchester as depicted on Figure 9 of this LUS with areas of moderate, high and extreme risk zones. Because a portion of the LUS area is within the Hemet-Ryan Airport Influence Area some potential constraints to future development may occur. The Policy is described in more detail in Section 5 below.

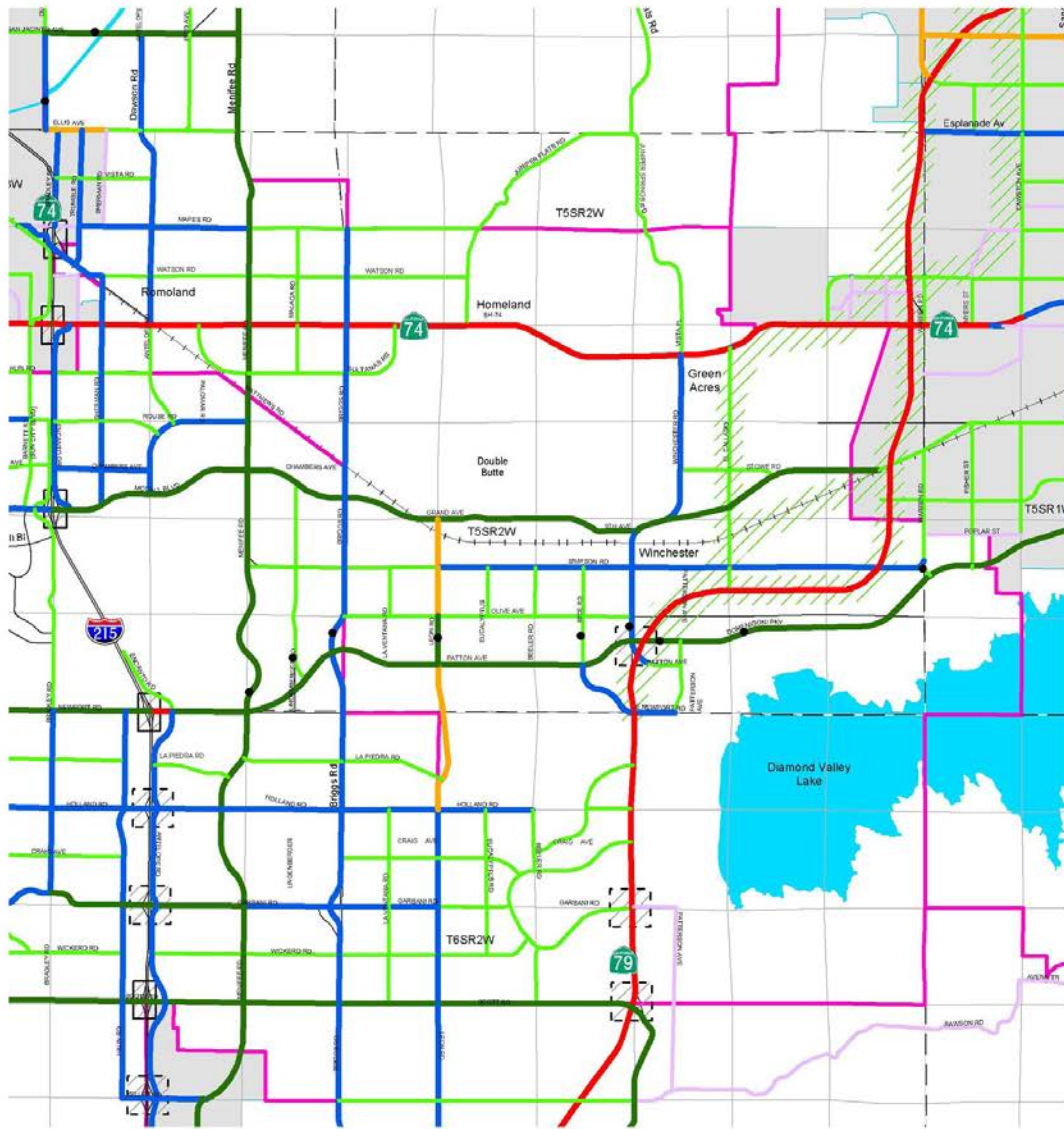
4.2.9 Fire and Police

The community of Winchester is provided fire and police services by the County of Riverside. There is an existing Homeland fire department to the north located at 24730 Sultanas Road, a Riverside County fire station to the east in Hemet at 4710 W. Stetson Avenue, and a fire station to the northwest in Sun City at 27860 Bradley Road.

Police stations are located in Hemet at 43950 Acacia Avenue, #B and in Sun City at 26890 Cherry Hills Boulevard.

Figure 8—HV/WAP Circulation Plan (Figure 8)

(Source: County of Riverside General Plan)



- Expressway (184' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Mountain Arterial (110' ROW)
- Freeway
- Railroad
- Bridges
- Moreno Valley to San Bernardino Corridor Alternatives
- Hemet to Corona/Lake Elsinore Corridor Alternatives
- SR-79 Re-alignment Alternatives
- + Proposed Interchange
- + Existing Interchange
- Township
- Section
- Water
- City

Source Information: TransCore. The oldest data shown on this map was created in 1990.

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Note: Circulation maps are a graphic representation identifying the general location and classification of existing and proposed thoroughfares in the county. Any questions regarding precise alignment or implementation standards should be referred to the County Transportation Department.

Note: General Plan roadways within cities are shown for reference and to depict system continuity only. Any questions relative to improvement standards within city boundaries must be addressed to the respective city.

HARVEST VALLEY/WINCHESTER AREA PLAN CIRCULATION

5.0 GENERAL PLAN

State Law requires that all counties and cities adopt a General Plan addressing the issues, of land use, housing, transportation, open space, conservation, circulation, noise, and seismic safety. Once adopted, the General Plan provides a blueprint to guide future development and future capital improvement projects for a city or county. The Riverside County General Plan consists of several Area Plans that provide more specific detail, land use goals, and policies for each community.

As stated earlier, the Land Use Concept of the HV/WAP acknowledges that Winchester is ideally situated to become the gateway to the Diamond Valley Lake and accommodate significant intensification of land uses. The HV/WAP Land Use Concept further states “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 Diamond Valley Lake are intended to preserve the facility’s long-term outdoor recreational opportunities and to attract visitors by providing a quality experience for them.”

“The Land Use Plan focuses on preserving the unique features in the HV/WAP and, at the same time, guides the accommodation of future growth.” The HV/WAP Land Use Concept currently proposes a significant shift from the existing rural land use to a higher density land use consisting of more urban/suburban/rural mixed land uses that focus around unique cores. The rationale for this proposed land use shift is due to the proximity to Diamond Valley Lake and the recreational and development opportunities it presents. In addition, the transit opportunities with the existing rail line, and State Routes 74 and 79 could support increased density in the HV/WAP. The current Plan envisions a distinct character and identity consisting of a compact downtown core designed in an Old West theme with a mixture of land uses that are pedestrian oriented.

The HV/WAP Land Use Map (Figure 2) depicts the current geographic distribution of land uses within the Planning Area. The Land Use Map is organized around 30 area land use designations and five overlays. There are also eight Policy Areas within the HV/WAP. The HV/WAP states “in some ways these policies are even more critical to the sustained character of the HV/WAP than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain” (Figure 4 Policy Areas of the HV/WAP). Policy Areas contain special or unique characteristics that required detailed analysis and focused policies—not typical zoning and land use concepts.

The Policies Areas that would most directly influence future land uses and development within the community of Winchester are summarized below:

- The Hemet-Ryan Airport Influence Area. This is an active airport located outside of the HV/WAP to the east. There are numerous safety zones associated with the Airport Influence Policy Area and properties within this zone are subject to regulations governing issues such as development, intensity, density, height of structures and noise. This Policy Area and potential impacts will be analyzed in the LUS.
- The Winchester Policy Area is the area covered by the Community Center Overlay. The intent is to help in creating a sense of place and an entrance to the Diamond Valley Recreation Area. This Policy Area has been created to capitalize on the proximity to Diamond Valley Lake with the downtown core of the activity centered around Winchester and Simpson Roads. The vision for the downtown core would be implemented with the Community Center Overlay which eliminates the typical zoning that requires separation of land uses.

- The Diamond Valley Lake Policy Area is envisioned to be developed pursuant to one or more Specific Plans consisting of a variety of recreational opportunities and tourist-oriented facilities including hotels, restaurants, and commercial services to be developed in the future.
- The Winchester Road/Newport Road Policy Area is located at the northeast corner of State Route 79 and Newport Road. The intent of this Policy Area is to direct the commercial uses to the low-lying area suitable for development, provided development can coexist with the proximity of the Diamond Valley Reservoir West Dam. The Policy Area does acknowledge that some destination type development may be possible provided the scenic values of the area are maintained.
- The Highway 79 Policy Area is intended to address the transportation infrastructure capacity within the Policy Area, which is a critical and necessary component to accommodate the land use densities contained in the HV/WAP Land Use Map.
- The “Specific Plan Required” Policy Area reflects the general land uses contained in Specific Plan (SP) No. 310. All approved SPs zoning maps within the Winchester community would be reviewed to ensure appropriate and logical transition of land uses adjacent to approved SPs.

Policy Areas affect the land use and character of development in Winchester. Therefore, all applicable Policy Areas will be reviewed and assessed for potential impacts and opportunities for development of the LUS. Table 1, Land Use Designations Summary of the HV/WAP identifies the foundation component, Area Plan Land Use Designation, and building intensity range. Table 2, Statistical Summary of the HV/WAP provides a statistical summary of the projected development capacity of the Planning Area if all uses are built as proposed in the Land Use Map. This information is important as it shows the existing acreages per land use designation and the intensities allowed per land use. This information will also be reviewed and discussed with the community and WMAC to determine final land use recommendations within the LUS.

6.0 OPPORTUNITIES AND CONSTRAINTS

The community of Winchester is the gateway to Diamond Valley Lake and Recreation Area. Primary access from the south is State Route 79 and from the north is freeway (I - 215) via the Newport Avenue Interchange which becomes Domenigoni Parkway in Winchester. As the recreation area of Diamond Valley Lake continues to develop, there will be opportunities for tourism and service commercial related uses such as lodging, restaurants, boat repair sales and service, and recreational related commercial uses.

Throughout the five public meetings that are scheduled for this LUS, the project team is anticipating extensive input from the community on potential opportunities and constraints within Winchester. This project will be a collaborative approach with extensive public engagement from residents, business owners, tenants, land owners, and various boards and committees within Riverside County.

Therefore, the issues identified below are only preliminary and will be finalized once all public meetings have been completed. Some of the issues discussed in this Section have the potential to be both an opportunity and constraint, depending on how the area is planned and developed.

6.1 Opportunities

6.1.1 *Downtown Development*

The historic grid pattern street layout in the downtown area is very conducive to creating a vibrant, livable, pedestrian oriented, mixed use downtown. If planned correctly, this downtown area could be the cultural heart of the community. Potential future uses include mixed use development (residential/commercial), dining, performing arts theaters, museums, government offices, libraries, senior centers, etc. It is our opinion that the downtown area has tremendous potential and is deserving of additional, more focused study. Surely, one of the immediate outcomes of this study should be the preparation of a Specific Plan for the downtown.

6.1.2 *Circulation*

The realignment of State Route 79 will create significant regional or community commercial retail opportunities near its new intersection with Domenigoni Parkway. With respect to impacts on the downtown area, it is strongly recommended that the ultimate realignment provide for an interchange somewhere between Domenigoni Parkway and State Route 74. This will be vital for retail growth downtown and providing accessibility to potential customers. In the event that an interchange is determined to be infeasible in this area, then, at the very least, east/west movement of traffic over or below the future realigned highway must be provided. This is critical to the viability of retail commercial uses in the downtown.

The regional circulation system appears to be capable of supporting significant growth in the Winchester area. The continuing improvements to, and the realignment of, State Route 79 should provide more than adequate movement of vehicles within the valley. Moreover, there is a clearly defined grid road system that will provide alternate routes for vehicles to use to avoid the major roads and highways.

In order to move traffic more efficiently in the valley, the use of roundabouts or traffic circles should be considered. The Winchester area, because it is not heavily developed, should take advantage of these designs to move vehicles more efficiently throughout the area and minimize air pollution from idling vehicles.

The proximity of future interchanges provides opportunities to create strong visual statements and clear connections to the downtown. This can be accomplished through the use of entry monumentation, signage, landscaping (comprehensive streetscape design standards), and the construction of buildings with unique and/or iconic design elements near the gateways to the community.

6.1.3 *Economic Development/Employment Opportunities*

The close proximity of the rail line to the downtown creates opportunities for passenger rail service for commuters and the associated development of a transit center and transit oriented development. In addition, Winchester's close proximity to March ARB (approximately 20 miles northwest) could serve as a future job center (when the ARB is redeveloped) and could create high end jobs with a short commute to work.

Because of the close proximity to both Hemet/Ryan and French Valley Airports, there are very positive possibilities for industrial growth and job creation. The area to the west of Hemet/Ryan, in particular, could support light industrial/business park uses that would be close to create positive economic opportunities in the downtown area. These uses could include service commercial, professional offices, lodging, and restaurants.

The hilltop area adjacent to the reservoir and southeast of the intersection of Domenigoni Parkway and the realigned State Route 79 could be developed for tourist commercial uses, provided that the scarring of the hill is minimized (see existing policy 6.1 in the General Plan).

Winchester is remote enough from large existing commercial centers in Hemet, French Valley, and Menifee that future retail uses could be viable as population growth reaches levels that can support neighborhood, community, and regional commercial centers. While it may be quite some time before some of the larger retail uses are realized, it is vital to plan for all levels of retail/commercial now. One only has to look at the neighboring communities to see the dynamic growth that has occurred within the last few decades to underline the importance of planning for substantial growth in the valley over the next 20 years.

Because there is so much vacant land in the planning area, there are opportunities to attract major public and private colleges and universities. There are currently limited opportunities in many of the nearby, more developed communities, as many of them don't have the hundreds of acres of land available that larger educational institutions require for their campuses. It is important to keep in mind that it can take decades to attract, plan for, and construct major campuses; therefore, it is important to consider this issue as soon as possible in order to plan adequately for a campus decades into the future.

6.1.4 Parks and Open Space

The closed landfill at Double Butte should be analyzed to determine if portions of the site could be developed as a regional park. While it is clear that there are some environmental concerns as they relate to the landfill, it appears that there are areas that could be utilized or improved for trails, passive and active parks, equestrian facilities, and other recreational uses.

As stated in Section 4.2.5 Parks and Open Space, Winchester currently has limited park and recreational facilities within the immediate community. The LUS will assess the opportunity for additional park and open space areas to meet the park needs of all residents from toddlers to seniors. A variety of neighborhood parks and passive open space areas are necessary to serve the long-term needs of the immediate community.

6.1.5 Energy Opportunities

The LUS will include preliminary research to determine if there is an opportunity to extract methane gas from the Double Butte landfill. This is currently being done at various land fields as a means of generating electricity that is then used on site to run the facility. Generating energy or developing a co-generate facility could become a venue source to help pay for remediation or development of recreational opportunities at the landfill. This potential opportunity will be discussed in the final LUS.

6.2 Constraints

6.2.1 Infrastructure

The relatively flat topography in much of the Winchester area presents challenges for sewage disposal and surface drainage in new developments. In addition, there are very few paved road, sidewalks, curb, or gutter improvements in the downtown core area.

6.2.2 Flooding

There are some areas near the reservoir and along the Salt Creek drainage area that are impacted by flooding. There appears to be minimal or no local drainage into Salt Creek, as most of the drainage comes from further upstream. In addition, there are several other flood zones throughout Winchester (Figure 4) that may have a constraint on future development. Riverside County Flood Control District will be consulted to identify the opportunities and constraints of the existing flood zones on future development.

6.2.3 Circulation

Depending on the alternative selected, if there is no future interchange that provides access to the downtown between Domenigoni Parkway and State Highway 74 to the north, the viability of retail uses in the downtown will be adversely impacted. Additionally, regardless of the lack of a future interchange, any impediment to the east/west movement of vehicles to and from the downtown (e.g., an elevated roadbed with no access below or above the road) will also negatively impact the downtown. This issue will be discussed in the LUS.

6.2.4 Economic Development/Employment Opportunities

Distances from major freeways may inhibit local job generation for quite some time and will delay the development of major regional retail development until population growth in the region can support them. However this constraint may be off-set by jobs created at March ARB, as it develops momentum as a significant regional employment center.

The loss of the existing railroad as a freight line may inhibit and restrict the potential development of certain industrial and business park uses. However, this should not be a serious constraint, as there are areas in nearby cities that have viable light industrial and business park uses with no rail service. This may also be offset by the fact that there is a strong likelihood of future passenger service utilizing the existing rail line.

6.2.5 The Hemet-Ryan Airport Influence Policy Area

The Hemet-Ryan Airport is located within an Airport Influence Policy Area. This is an active airport located outside of the HV/WAP to the east. As stated in Section 5 above, there are numerous safety zones associated with the Airport Influence Policy Area. Properties within this zone are subject to regulations governing issues such as development, intensity, density, height of structures and noise. Therefore, the development of properties within the Policy Area could have some development limitations due to the Policy Area regulations.

Figure 9, Hemet-Ryan Airport Influence Policy Area



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Figure 5—EMWD Water System

Figure 6—EMWD Recycled Water System

Figure 7—EMWD Sewer System

Figure 8—Harvest Valley/Winchester Area Plan Circulation

Figure 9—Hemet-Ryan Airport Influence Policy Area