



# County of Riverside General Plan - *Hearing Draft*

## Harvest Valley/Winchester Area Plan

accordance with the Functional Classifications and Standards section of the General Plan Circulation Element.



HVWAP 8.2 Maintain the 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 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.

#### Policies:



HVWAP 9.1 Maintain and enhance existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.

HVWAP 9.2 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 accommodate bicycle, pedestrian, and equestrian trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users or others as an integral part of the County's circulation system. These multi-use trails serve both as a means of connecting the unique communities and activity centers throughout the County 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 separations between communities.

As shown on Figure 7, 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 10.1 Maintain and improve the trails and bikeways system, as shown on Figure 7, and as it is discussed in the Non-Motorized



Transportation section of the General Plan Circulation Element.

### Scenic Highways

Scenic Highways are a unique component of the circulation system, as they contain distinctive natural characteristics that are not typical of other areas in the 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.

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*The purpose of the California Scenic Highways program, which was established in 1963, is to "Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways."*

As shown on Figure 8, 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, Salt Creek, and Double Butte are provided.

#### Policies:



HVWAP 11.1 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



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



- RCIP Vision

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 Winchester and Domenigoni Community Centers. The Transit Oasis would provide local serving transit to the residents and business in and adjacent to the community centers as well as convenient access to regional circulation systems. Due to their strategic location, in the systems Winchester and Domenigoni Community Centers can also connect with systems that may be provided within the Hemet to Corona/Lake Elsinore and Banning/Beaumont to Temecula CETAP Corridors.