

THE FINDINGS NEEDED FOR A GENERAL PLAN AMENDMENT CANNOT BE MADE

A resolution recommending approval of a regular Foundation Component Amendment must be supported by “findings, based on substantial evidence, that new conditions or circumstances disclosed during the review process justify modifying the General Plan, that the modifications do not conflict with the overall Riverside County Visions, and that they would not create an internal inconsistency among the elements of the General Plan.” (Riverside County Ordinance No. 348, art. II § 2.5(g) (emphasis added).) The County cannot make the needed findings in support of GPA No. 921.

The County also fails to provide substantial evidence that the Project “does not involve a change in or conflict with: (1) the Riverside County Vision; and (2) that the change would not create an internal inconsistency among the elements of the General Plan.”

The Riverside County General Plan Vision element states, “The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle and its sustainability is reinforced by the strong open space and urban development commitments provided for elsewhere in the RCIP.” (Riverside County General Plan Vision Statement, p. V-15.) This Project conflicts with this aspect of the Riverside County Vision as the Project would favor urban development over the heritage of rural living established in the area of the Project site.

The Project also would create a conflict with Riverside County General Plan principles. For example, policy LU 3.5 states “Prepare a community separators map or overlay that will illustrate the intent of the County of Riverside and its residents that the County’s distinctive community identities be maintained and not be absorbed in a sea of continuous suburban development.” This Project would eliminate the distinctive Estate Density Residential and Rural Residential character of the community and create a sea of continuous suburban sprawl conflicting with this policy.

LU 6.1 “[r]equires land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3).” The Project would conflict with the Estate Density Residential and Rural Residential Policy Area of the Sun City/Meniffee Area Plan and thus conflict with this policy. The Project requires the removal of the Project site from the Estate Density Residential and Rural Residential Policy Area of the Sun City/Meniffee Area Plan. This policy provides,

The residential area consists of rural estate development, with custom house development as the main pattern. The character is rural in intensity, but more in line with estate development as it has traditionally been developed. The low intensity qualities of this area are well established and strongly supported by local residents and property owners. Until the perspective changes significantly, growth and development should be focused elsewhere.

The Planning Commission Staff Report states “the policy area also states that should the general consensus of the property owners within the area change, denser development patterns could occur.” (Planning Commission Staff Report Agenda Item No. 4.1, October 21, 2015, p. 3.) It

goes on to rely on two other proposed General Plan amendments and two withdrawn General Plan amendments within the vicinity of the Project to reason that there has been a shift in land use for the area. Despite the staff report's misinterpretation of the policy, the policy states in no uncertain terms that "[u]ntil the perspective [of local residents and property owners] changes significantly, growth and development should be focused elsewhere." (Planning Commission Staff Report Agenda Item No. 4.1, October 21, 2015, p. 2.) Three proposed General Plan amendments do not demonstrate that the perspective of the local residents and property owners has changed *significantly* to support higher density development. In fact, local residents and property owners continue to support the low intensity qualities of the area around the Project. Thus there has not been a significant change in the perspective of local residents and property owners, let alone a "general consensus" among the property owners in the area that denser development should occur. Removing the Project site from the Policy Area is not in line with the Policy or the desire of the local residents and property owners.

While three pending General Plan Amendments along Scott Road propose General Plan Foundation Component Amendment applications, this hardly demonstrates "a general area-wide property owner consensus to change the land use pattern" as two of the original five General Plan Amendments have been withdrawn and local residents and property owners support low intensity development.

The County cannot make the finding that "The proposed change does not involve a change in or conflict with: (a) The Riverside County Vision; (b) Any General Plan Principle; or (c) Any Foundation Component designation in the General Plan except as otherwise expressly allowed."

The Project would conflict with policy LU 12.1 "Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution" as the Project is not located near any community or employment centers or public transit so the Project would increase reliance on automobiles and not provide opportunities for pedestrian, bicycle, or transit use. As the main road to access the Project site is a two lane road, Scott Road, it is uncertain that the road would be able to adequately handle a Medium Density Residential development. Thus, the Project also conflicts with policy LU 12.6 "Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use. (AI 3)."

As discussed above, the Project may have significant environmental effects to scenic vistas and views and the Project would conflict with policies LU 13.1 "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)." And OS 21.1 "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)."

Moreover, the staff report repeatedly mischaracterizes any development that may occur on the Project site as "infill residential development." (Planning Commission Staff Report Agenda Item No. 4.1, October 21, 2015, pp. 7-8.) The California Governor's Office of Planning & Research defines infill development as "building within unused and underutilized lands within existing

development patterns, typically but not exclusively in urban areas.”¹⁹ The purpose of infill development is to accommodate growth and reduce sprawl. Further, CEQA defines an infill site as:

- [A] site in an urbanized area that meets either of the following criteria:
- (a) The Site has not been previously developed for urban uses and both of the following apply:
 - (1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.
 - (2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.
 - (b) The site has been previously developed for qualified urban uses. (Pub. Res. Code, § 21061.3.)

This Project is exactly the type of project that would contribute to sprawl and would locate a new residential project within an area designated for reduced development intensity. The Project site is not used land within an urban area that should be used to promote compact development. Rather, the Project site is located within the unincorporated area of Riverside County and is an area that has been designated for reduced development density. Moreover, this site has not been previously developed for any use let alone qualified urban uses, nor is it immediately adjacent to at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses as the Project site is surrounded by vacant land to the north, east, and south. The only development adjacent to the Project site is single family residential to the west. Thus, any development that would occur under the Project is not infill development.

The Project site is not currently located in a Community Development area and requires a general plan amendment in order to not conflict with Policy 3.1(b) which promotes infill development in Community Development areas. As the Project is not in a Community Development area or near employment or community centers, the Project will not “further the General Plan’s goals though [sic] enabling infill residential development in logical location.” (Planning Commission Staff Report Agenda Item No. 4.1, October 21, 2015, p. 8.) Rather, the Project would only promote suburban sprawl and conflict with the General Plan vision that “[t]he extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle and its sustainability is reinforced by the strong open space and urban development commitments provided for elsewhere in the RCIP.” (Riverside County General Plan, p. V-15.)

The County cannot make the finding that “The proposed amendment would either contribute to the achievement of the purposes of the General Plan or, at a minimum, would not be detrimental to them.”

¹⁹ The Governor’s Office of Planning & Research, Infill Development, <https://www.opr.ca.gov/s_infilldevelopment.php>.

For reasons discussed above, the Project would be detrimental to policy LU 2.1 "Accommodate land use development in accordance with the patterns and distributions of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with . . . [c]oncentrate[ing] growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible, [c]oncentrat[ing] growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible . . . [and] [s]it[ing] development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile."

The County cannot make the finding that "Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan."

The General Plan anticipated that suburban sprawl may try to impact this area by placing it within the Estate Density Residential and Rural Residential Policy Area which states in part, "The low intensity qualities of this area are well established and strongly supported by local residents and property owners. Until the perspective changes significantly, growth and development should be focused elsewhere." Applications for general plan amendments by three land owners does not demonstrate that the perspective has changed significantly. Moreover, any change in perspective was anticipated in this Policy such that these general plan amendment applications do not constitute special circumstances or conditions that were not anticipated in preparing the General Plan. For these reasons, the County cannot make the necessary Foundation and Entitlement/Policy Amendment findings.

CONCLUSION

The Project should be denied as the Mitigated Negative Declaration does not comply with CEQA and the County cannot make the required findings for a General Plan amendment. The Mitigated Negative Declaration is improper where the Project may have a substantial environmental impact to, at least, aesthetics, air quality, biological resources, greenhouse gas emissions, land use and planning, noise, population and housing, traffic, and utility and service systems. An EIR must be prepared to fully evaluate the Project's ultimate effects and mitigate substantial impacts. GPA No. 921 should be denied as findings for the General Plan amendment cannot be made where the amendment conflicts with General Plan Vision and policies, the amendment may be detrimental to the General Plan, and no special circumstances require its adoption.

Thank you for your consideration of these comments.

Sincerely,



Raymond W. Johnson
JOHNSON & SEDLACK

RAYMOND W. JOHNSON, Esq., AICP LEED GA
26785 Camino Seco
Temecula, CA 92590
(951) 506-9925
(951) 506-9725 Fax
(951) 775-1912 Cellular

Johnson & Sedlack, an Environmental Law firm representing plaintiff environmental groups in environmental law litigation, primarily CEQA.

City Planning:

Current Planning

- Two years principal planner, Lenexa, Kansas (consulting)
- Two and one half years principal planner, Lee's Summit, Missouri
- One year North Desert Regional Team, San Bernardino County
- Thirty years subdivision design: residential, commercial and industrial
- Thirty years as applicants representative in various jurisdictions in: Missouri, Texas, Florida, Georgia, Illinois, Wisconsin, Kansas and California
- Twelve years as applicants representative in the telecommunications field

General Plan

- Developed a policy oriented Comprehensive Plan for the City of Lenexa, Kansas.
- Updated Comprehensive Plan for the City of Lee's Summit, Missouri.
- Created innovative zoning ordinance for Lenexa, Kansas.
- Developed Draft Hillside Development Standards, San Bernardino County, CA.
- Developed Draft Grading Standards, San Bernardino County.
- Developed Draft Fiscal Impact Analysis, San Bernardino County

Environmental Analysis

- Two years, Environmental Team, San Bernardino County
 - Review and supervision of preparation of EIR's and joint EIR/EIS's
 - Preparation of Negative Declarations
 - Environmental review of proposed projects
- Eighteen years as an environmental consultant reviewing environmental documentation for plaintiffs in CEQA and NEPA litigation

Representation:

- Represented various clients in litigation primarily in the fields of Environmental and Election law. Clients include:
 - Sierra Club
 - San Bernardino Valley Audubon Society
 - Sea & Sage Audubon Society
 - San Bernardino County Audubon Society
 - Center for Community Action and Environmental Justice
 - Endangered Habitats League
 - Rural Canyons Conservation Fund
 - California Native Plant Society
 - California Oak Foundation
 - Citizens for Responsible Growth in San Marcos
 - Union for a River Greenbelt Environment
 - Citizens to Enforce CEQA
 - Friends of Riverside's Hills
 - De Luz 2000
 - Save Walker Basin
 - Elsinore Murrieta Anza Resource Conservation District

Education:

- B. A. Economics and Political Science, Kansas State University 1970
- Masters of Community and Regional Planning, Kansas State University, 1974
- Additional graduate studies in Economics at the University of Missouri at Kansas City
- J.D. University of La Verne. 1997 Member, Law Review, Deans List, Class Valedictorian, Member Law Review, Published, Journal of Juvenile Law

Professional Associations:

- Member, American Planning Association
- Member, American Institute of Certified Planners
- Member, Association of Environmental Professionals
- Member, U.S. Green Building Council, LEED GA

Johnson & Sedlack, Attorneys at Law

26785 Camino Seco
Temecula, CA 92590
(951) 506-9925

12/97- Present

Principal in the environmental law firm of Johnson & Sedlack. Primary areas of practice are environmental and election law. Have provided representation to the Sierra Club, Audubon Society, AT&T Wireless, Endangered Habitats League, Center for Community Action and Environmental Justice, California Native Plant Society and numerous local environmental groups. Primary practice is writ of mandate under the California Environmental Quality Act.

Planning-Environmental Solutions

26785 Camino Seco
Temecula, CA 92590
(909) 506-9825

8/94- Present

Served as applicant's representative for planning issues to the telecommunications industry. Secured government entitlements for cell sites. Provided applicant's representative services to private developers of residential projects. Provided design services for private residential development projects. Provided project management of all technical consultants on private developments including traffic, geotechnical, survey, engineering, environmental, hydrogeological, hydrologic, landscape architectural, golf course design and fire consultants.

San Bernardino County Planning Department

Environmental Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-8/94

Responsible for coordination of production of EIR's and joint EIR/EIS's for numerous projects in the county. Prepared environmental documents for numerous projects within the county. Prepared environmental determinations and environmental review for projects within the county.

San Bernardino County Planning Department

General Plan Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-6/92

Created draft grading ordinance, hillside development standards, water efficient landscaping ordinance, multi-family development standards, revised planned development section and fiscal impact analysis. Completed land use plans and general plan amendment for approximately 250 square miles. Prepared proposal for specific plan for the Oak Hills community.

San Bernardino County Planning Department

North Desert Regional Planning Team

15505 Civic

Victorville, CA

(619) 243-8245

6/90-6/91

Worked on regional team. Reviewed general plan amendments, tentative tracts, parcel maps and conditional use permits. Prepared CEQA documents for projects.

Broadmoor Associates/Johnson Consulting

229 NW Blue Parkway

Lee's Summit, MO 64063

(816) 525-6640

2/86-6/90

Sold and leased commercial and industrial properties. Designed and developed an executive office park and an industrial park in Lee's Summit, Mo. Designed two additional industrial parks and residential subdivisions. Prepared study to determine target industries for the industrial parks. Prepared applications for tax increment financing district and grants under Economic Development Action Grant program. Prepared input/output analysis of proposed race track. Provided conceptual design of 800 acre mixed use development.

Shepherd Realty Co.

Lee's Summit, MO

6/84-2-86

Sold and leased commercial and industrial properties. Performed investment analysis on properties. Provided planning consulting in subdivision design and rezoning.

Contemporary Concepts Inc.

Lee's Summit, MO

Owner

9/78-5/84

Designed and developed residential subdivision in Lee's Summit, Mo. Supervised all construction trades involved in the development process and the building of homes.

Environmental Design Association

Lee's Summit, Mo.

Project Coordinator

6/77-9/78

Was responsible for site design and preliminary building design for retirement villages in Missouri, Texas and Florida. Was responsible for preparing feasibility studies of possible conversion projects. Was in charge of working with local governments on zoning issues and any problems that might arise with projects. Coordinated work of local architects on projects. Worked with marketing staff regarding design changes needed or contemplated.

City of Lee's Summit, MO

220 SW Main
Lee's Summit, MO 64063
Community Development Director

4/75-6/77

Supervised Community Development Dept. staff. Responsible for preparation of departmental budget and C.D.B.G. budget. Administered Community Development Block Grant program. Developed initial Downtown redevelopment plan with funding from block grant funds. Served as a member of the Lee's Summit Economic Development Committee and provided staff support to them. Prepared study of available industrial sites within the City of Lee's Summit. In charge of all planning and zoning matters for the city including comprehensive plan.

Howard Needles Tammen & Bergendoff

9200 Ward Parkway
Kansas City, MO 64114
(816) 333-4800
Economist/Planner

5/73-4/75

Responsible for conducting economic and planning studies for Public and private sector clients. Consulting City Planner for Lenexa, KS.

Conducted environmental impact study on maintaining varying channel depth of the Columbia River including an input/output analysis. Environmental impact studies of dredging the Mississippi River. Worked on the Johnson County Industrial Airport industrial park master plan including a study on the demand for industrial land and the development of target industries based upon location analysis. Worked on various airport master plans. Developed policy oriented comprehensive plan for the City of Lenexa, KS. Developed innovative zoning ordinance heavily dependent upon performance standards for the City of Lenexa, KS.

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE



April 24, 2014

VIA ELECTRONIC MAIL

The Hon. Jeff Stone, Chair
Board of Supervisors
County of Riverside
4080 Lemon St., 5th Floor
Riverside, CA 92501

**RE: Item 15-1 (April 29, 2014): General Plan Amendment 1129 –
OPPOSE INITIATION**

Dear Chairperson Stone and Commission Members:

The Endangered Habitats League (EHL) opposes this proposed GPA initiation and concurs with Staff's conclusions regarding its multi-level and irreconcilable inconsistency with the General Plan. We now find that various maneuvers have been brought into play in order to "fit a square peg into a round hole." We urge you to deny initiation on the grounds originally identified by Staff.

This proposal would convert 171 acres currently designated as Rural Community to Community Development. An Extraordinary Foundation Level Amendment is required as this request of "out of cycle." Staff's exhaustive analysis demonstrates that the project *cannot* qualify for such an out-of-cycle Foundation change and is otherwise inconsistent with General Plan policies and the Riverside County Vision. There is little that EHL can add, and we commend this work. Indeed, this is exactly the type of project that does *not* meet the tests for an Extraordinary Amendment.

Since the Planning Commission hearing, the following have occurred:

- A vague offer has been made for a special MSHCP assessment. In EHL's view, an Extraordinary Finding for an out-of-cycle GPA on MSHCP grounds was intended to consist of a land use change necessary to secure an on-site preserve segment. If a GPA can simply throw money at the MSHCP, it would set a very bad precedent for ongoing use of this provision.
- A similar financial inducement has been made for interchange funding.
- There are continued and highly contested arguments whether the bad planning of a school district should be the "tail wagging the dog" of County land use. The school district needs to solve its own self-created problems.

2/9/14
Grant
1/2/14
5

- It has been suggested that the County amend its General Plan to change or remove altogether a policy that protects rural areas. Such an action should *only* be considered as part of a comprehensive General Plan Update and *not* driven by the convenience of a single applicant who does not wish to wait—as others are—for the next regular GPA cycle.
- A special needs park continues to be offered yet this is irrelevant to the criteria for Extraordinary Findings. In any case, General Plan changes should be dictated by basic land use and planning considerations, not by the provision of a particular facility.

In conclusion, if monetary offers from, and benefits to, an individual applicant are allowed to drive Extraordinary Findings and major General Plan changes, then we are very off course. Please protect the integrity of the General Plan's Foundation system, its commitment to communities, and its guidance of new development toward existing infrastructure and services. Please deny initiation of this proposed GPA.

Thank you for considering our views

Yours truly,



Dan Silver, MD
Executive Director

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE



February 13, 2014

VIA ELECTRONIC MAIL

Riverside County Planning Commission
County of Riverside
4080 Lemon St., 9th Floor
Riverside, CA 92501

**RE: Item 2.1 (February 19, 2014): General Plan Amendment 1129 –
*OPPOSITION TO INITIATION***

Dear Chair and Commission Members:

The Endangered Habitats League (EHL) opposes this proposed GPA and concurs with Staff's conclusions regarding its multi-faceted and irreconcilable inconsistency with the General Plan. We urge your Commission to comment to the Board in support of Staff's analysis and *against initiation* on those identified grounds.

This proposal would convert 171 acres currently designated as Rural Community to Community Development. An Extraordinary Foundation Level Amendment is requested. Staff's exhaustive and well-reasoned analysis demonstrates that the project *cannot* qualify for such an out-of-cycle Foundation change and is otherwise inconsistent with General Plan policies and the Riverside County Vision. The applicant's arguments simply don't hold water. There is little that EHL can add to the compelling analysis by Staff, and we commend them for this work.

We also note that back in 2009, EHL found no planning merits in a related in-cycle initiation request (GPA 946).

We ask you to protect the integrity of the General Plan, its commitment to communities, and its guidance of new development toward existing infrastructure and services and away from rural locations. Please recommend against initiation of this proposed GPA, which is fatally flawed both legally and as a matter of policy.

Thank you for considering our views.

Yours truly,

A handwritten signature in black ink, appearing to read 'Dan Silver', is positioned above the typed name and title.

Dan Silver, MD
Executive Director

ENDANGERED HABITATS LEAGUE

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September 5, 2014

VIA ELECTRONIC MAIL

Juan Perez, Director
Transportation and Land Management Agency
County of Riverside
P.O. Box 1409
Riverside, CA 92502-1409

RE: Item 3.1, September 8, 2014: Scoping Session for General Plan Amendment 1129 and EIR No 542

Dear Mr. Perez:

The Endangered Habitats League (EHL) opposes this proposed project because it is inconsistent with the General Plan and notes that Staff itself, in prior analyses, has concluded that there is multi-level and irreconcilable inconsistency. Despite the various maneuvers that have been brought into play in order to “fit a square peg into a round hole,” we urge that the EIR—which is the County’s document, not the applicant’s—appropriately reflect these conclusions. The fact that the project has been “initiated” by the Board for full analysis in an EIR does *not* mean that there is a foregone conclusion.

This proposal would convert 171 acres currently designated as Rural Community to Community Development. An Extraordinary Foundation Level Amendment is required as this request of “out of cycle.” Staff’s exhaustive analysis for the Planning Commission demonstrates that the project *cannot* qualify for such an out-of-cycle Foundation change and is otherwise inconsistent with General Plan policies and the Riverside County Vision. Indeed, this is exactly the type of project that does *not* meet the tests for an Extraordinary Amendment.

Since the Planning Commission hearing, the following have occurred:

- A vague offer has been made for a special MSHCP assessment. However, an Extraordinary Finding for an out-of-cycle GPA on MSHCP grounds was intended to consist of a land use change necessary to secure an on-site preserve segment. If a GPA can simply throw money at the MSHCP, it would set a terrible precedent for ongoing use of this provision and negate the intent of the Extraordinary Finding.

- A similar financial inducement has been made for interchange funding.
- There are continued and highly contested arguments whether the bad planning of a school district should be the “tail wagging the dog” of County land use. The school district needs to solve its own self-created problems.
- It has been suggested that the County amend its General Plan to change or remove altogether a policy that protects rural areas. Such an action should *only* be considered as part of a comprehensive General Plan Update and *not* driven by the convenience of a single applicant who does not wish to wait—as others are—for the next regular GPA cycle.
- We note that the County is already considering related policy changes for Foundation-change GPAs from Rural Community to Community Development in the current General Plan Update, now undergoing CEQA review. This applicant should await the results of that deliberation.
- A special needs park continues to be offered yet this is irrelevant to the criteria for Extraordinary Findings. In any case, General Plan changes should be dictated by basic land use and planning considerations, not by the provision of a particular facility.

In conclusion, this application for a GPA is premature and should be processed during a *regular* Update cycle. If monetary offers from an individual applicant are allowed to substitute for proper Extraordinary Findings and justify major General Plan changes, then the Extraordinary Findings provision is rendered meaningless. Please protect the integrity of the General Plan’s Foundation system, its commitment to communities, and its guidance of new development toward existing infrastructure and services. Please prepare an EIR that reflects the original Staff analysis and honestly assesses General Plan issues, leading to a conclusion of inconsistency.

Thank you for considering our views.

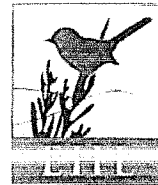
Yours truly,



Dan Silver, MD
Executive Director

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE



October 8, 2015

VIA ELECTRONIC MAIL

Planning Commission
Riverside County
4080 Lemon St
Riverside CA 92501

**RE: Items 4.1 (GPA 921), 4.2 (GPA 948), and 4.3 (GPA 998);
Hearing Date: October 21, 2015**

Dear Chair and Members of the Commission:

Endangered Habitats League (EHL) appreciates the opportunity to comment on three items before you. For your reference, EHL served on the advisory committees for all three components of the Riverside County Integrated Project.

Item 4.1, GPA 921 (Menifee Valley/Sun City)

Recommend denial of GPA. This 78-acre Rural property is in an area previously identified in the General Plan for its rural character and it may function as a “community separator.” No significant new circumstances justify a foundation change to Community Development. *Indeed, with the incorporation of Menifee, any urbanization should proceed over time through an orderly process of annexation rather than through piecemeal tract maps in the unincorporated area.* No absorption analysis has demonstrated the need for more urban-designated land in the region, and even if so, there is no indication that this site is optimal from a greenhouse gas or planning perspective.

Item 4.2, GPA 948 (Cherry Valley)

No position. However, staff’s original recommendation was to *deny* initiation due to no changed circumstances, lack of need for additional commercial, and conflicts with community character.

Item 4.3, GPA 998 (French Valley)

Recommend denial of GPA. This 160-acre site and its surrounding area serve as a “Community Separator” for the City of Menifee to the west. GPA 998 would induce successive neighboring Foundation changes from Rural to Community Development *despite the complete absence of an absorption study showing that any additional urban land is actually needed.* Rather, the County should direct growth to the municipalities and an orderly process of annexation rather than approve piecemeal tract maps that are the epitome of suburban sprawl. We acknowledge the preliminary analysis of MSHCP

Criteria Cells, but internal density transfer at the *current* density would also serve the MSHCP.

It is mystifying why staff has *reversed* its previous recommendation to the Planning Commission for *denial* of this project. Staff previously stated that:

The subject site is located in the "French Valley" community within the Southwest Area Plan. The site is also located within the City of Murrieta's Sphere of Influence. The Rural: Rural Residential designation currently surrounds the site in all directions. The proposal would be inconsistent with the existing land use pattern in the area. Staff recognizes that there are multiple General Plan Foundation Amendment applications proposing Community Development land use designations in the immediate area of the site; however, there is currently no way of telling whether or not those cases will ultimately be approved.

The site has been identified as being a part of Cell Group "U" under the County's "Multiple Species Habitat Conservation Plan (MSHCP)." Cell group "U" will contribute to the assembly of Proposed Constrained Linkage 17. Conservation within this Cell Group will range from 65%-75% of the Cell Group with the majority of the conservation occurring within the eastern portion of the Cell Group. Increasing the intensity of the site may potentially conflict with the goal of the MSHCP and could create inconsistencies amongst the Land Use Element and the Multi-Purpose Open Space Element of the General Plan.

The topography of the southern portion of the site is a concern as well. Slopes in the southern portion of the lot potentially range from 15%-25%. The general area is identified as having a high susceptibility to seismically induced landslide and rockfall. According to the Safety Element of the General Plan, most of these areas, are designated for Open Space or Rural development as in this case. Increasing the intensity at the site may create an increase in potential public safety issues by exposing additional dwelling units to potential slope failures and landslides when developing or grading at a greater density. The proposed change would again create an internal inconsistency between the elements of the General Plan.

We urge retention of rural uses absent compelling planning reasons to amend the General Plan – reasons that have not been advanced.

Thank you for considering our views.

Yours truly,



Dan Silver
Executive Director

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE



February 6, 2016

VIA ELECTRONIC MAIL

The Hon. John Benoit, Chair
Riverside County Board of Supervisors
4080 Lemon St
Riverside CA 92501

RE: Items 16.1, 16-3 to 16-6, Hearing Date: February 9, 2016

Dear Chairperson Benoit and Members of the Board:

Endangered Habitats League (EHL) appreciates the opportunity to provide written testimony on three items before you. For your reference, EHL served on the advisory committees for all three components of the Riverside County Integrated Project. As you consider these items we urge discipline against *ad hoc* amendments to the General Plan that lack a compelling planning rationale.

Item 16-1 (Lake Mathews) – *Oppose*

This proposal would create a large residential lot subdivision from currently agricultural zoning. Such large lots are a highly inefficient use of land and create a maximally GHG-intensive pattern of development. There is no demonstrable need for additional such housing capacity.

Item 16-3, GPA 943 (Winchester) - *Oppose*

This proposal would violate an established boundary of Community Development and Rural Community. The *original* staff recommendation for denial of initiation was correct.

Item 16-4, GPA 945 – *Oppose*

The conversion of this 19-acre Rural parcel to Community Development (commercial retail) would “leapfrog” over vacant parcels already so designated. Note that this GPA was initially recommended for denial of initiation by staff.

Item 16-5, GPA 921 (Menifee Valley/Sun City) – *Oppose*

This 78-acre Rural property is in an area previously identified in the General Plan for its rural character. It functions as a "community separator." No significant new circumstances justify a foundation change to Community Development. *Indeed, with the incorporation of Menifee, any urbanization should proceed over time through an orderly process of annexation rather than through piecemeal tract maps in the unincorporated area.* No absorption analysis has demonstrated the need for more urban-designated land in the region, and even if so, there is no indication that this site is optimal from a greenhouse gas or planning perspective.

Item 16-6, GPA 997 – *Oppose*

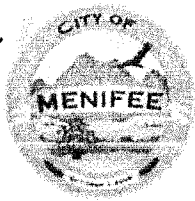
The initial staff recommendation for *not* proceeded with this change from OS-Rural to CD-Light Industrial on 160 acres was based on no new conditions or circumstances, lack of infrastructure, and a surplus of unused Light Industrial land in the area. The proposed conversion of only part of the site does not change these facts.

Thank you for considering our views.

Yours truly,

A handwritten signature in cursive script, appearing to read "Dan Silver".

Dan Silver
Executive Director



Scott A. Mann
Mayor

Wallace W. Edgerton
Deputy Mayor

John V. Denver
Councilmember

Thomas Fuhrman
Councilmember

Greg August
Councilmember

August 20, 2014

Paul Rull
Riverside County Planning Department
P.O. Box 1409
Riverside, CA 92501

RE: General Plan Amendment No. 1129

Dear Mr. Rull,

The City of Menifee Community Development Department has received the Scoping Notice for General Plan Amendment No. 1129. The Community Development Department is concerned with the General Plan Amendment request due to its apparent incompatibility with the existing rural residential uses located to the west of the project site in the City of Menifee. The General Plan Amendment would allow for the development of two (2) to five (5) dwelling units per acre, whereas the existing rural residential lots to the west of the project site within the City of Menifee are designated for two (2) acre minimum lot sizes and properties surrounding the site within the County of Riverside are also designated for two (2) acre minimum lot sizes. These residential uses comprise a well-established rural area of our community, the residents of which have consistently voiced the desire to remain rural and maintain large lot sizes. The existing land use designation of the project site, Rural Community: Estate Density Residential (RC: EDR) (two [2] acre minimum), is compatible and consistent with the existing properties surrounding the site, including those within our City. The Riverside County General Plan encourages protection of existing rural communities, such as the area encompassing the project site.

The Riverside County General Plan includes this project area within the "Estate Density Residential and Rural Residential Area East of Interstate 215" Policy Area. The Policy Area includes Policy SCMVAP 6.1 which states that "residential development in this area [i.e., the Policy Area] shall retain its existing estate density and rural character." It further requires that until the strong support for the preservation of the rural character of this area changes significantly, growth and development should be focused elsewhere. It is the City's belief that there is still strong support for the rural lifestyle in this area. If the community is still in support of preserving the rural character in this area, then a General Plan Amendment to increase density and encourage non-rural development would be inconsistent with the County's General Plan policy noted above.

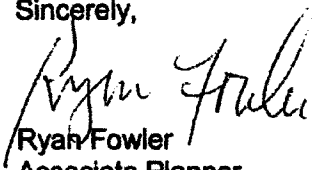
The City of Menifee's Community Development Department is opposed to any project that would result in the development of an incompatible land use adjacent to the existing rural residential properties. In our opinion, the approval of the proposed amendment would not be consistent with the Riverside County General Plan.

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www.cityofmenifee.us

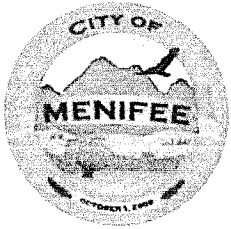
City of Menifee
Comments on General Plan Amendment No. 1129
August 20, 2014

Thank you again for the opportunity to provide comments. We formally request to receive any hearing notice regarding this project. Notices can be sent to my attention at 29714 Haun Road, Menifee, CA 92586.

Sincerely,



Ryan Fowler
Associate Planner
Community Development Department



Scott A. Mann
Mayor

John V. Denver
Mayor Pro Tem
District 4

Greg August
Councilmember
District 1

Matthew Liesemeyer
Councilmember
District 2

Vacant
Councilmember
District 3

October 8, 2015

John Earle Hildebrand III, Senior Project Associate
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: General Plan Amendment No. 921

Dear Mr. Hildebrand III

Thank you for notifying the City regarding General Plan Amendment No. 921 and sending the Mitigated Negative Declaration (MND). The Community Development Department has reviewed the proposal and MND and is concerned with the General Plan Amendment request due to its apparent incompatibility with the existing rural residential uses located to the west of the project site in the City of Menifee and located north, south and east of the project site in the County of Riverside and its potential impacts on the environment, a number of which appear to be completely ignored by the MND.

The General Plan Amendment would allow for the development of two (2) to five (5) dwelling units per acre, whereas the existing rural residential lots to the north and southwest of the project site within the City of Menifee are designated for two (2) acre minimum lot sizes and properties surrounding the site within the County of Riverside are also designated for two (2) acre minimum lot sizes. These residential uses comprise a well-established rural area of our community, the residents of which have consistently voiced the desire to remain rural and maintain large lot sizes. The existing land use designation of the project site, Rural Community: Estate Density Residential (RC: EDR) (two [2] acre minimum), is compatible and consistent with the existing properties surrounding the site, including those within our City. The Riverside County General Plan encourages protection of existing rural communities, such as the area encompassing the project site.

The Riverside County General Plan includes this project area within the "Estate Density Residential and Rural Residential Area East of Interstate 215" Policy Area. The Policy Area includes Policy SCMVAP 6.1 which states that "residential development in this area [i.e., the Policy Area] shall retain its existing estate density and rural character." It further requires that until the strong support for the preservation of the rural character of this area changes significantly, growth and development should be focused elsewhere. It is the City's belief that there is still strong support for the rural lifestyle in this area. If the community still supports preserving the rural character in this area, then a General Plan Amendment to

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increase density and encourage non-rural development would be inconsistent with the County's General Plan policy noted above.

The initial study for the project indicates that an indicator of support in the change in land use is the submittal of various other general plan amendment applications in the vicinity of the site; however, there only appear to be three amendment applications that are in process. Two additional amendments are referenced in the MND, but they have been withdrawn and one of those referenced amendments refers to GPA No. 921, which is the current application. Amendment applications that have been withdrawn should not be cited as evidence that the area is ready for change. In regards to the three in process applications for amendments, it appears that there are two owners for two applications, but the third application may be multiple owners. The argument is unsubstantiated that there is "strong" support from property owners for a change in land use based on the applications in process. It appears that the number of property owners processing applications for amendments is less than a majority of property owners in the policy area.

The City is also concerned because we believe the MND fails to adequately address air quality, greenhouse gas, traffic, land use/planning, growth inducement and cumulative impacts. As the County is no doubt aware, in the event that there is a fair argument, supported by substantial evidence, that the General Plan Amendment No. 921 may result in significant impacts, the County is required to prepare an environmental impact report (EIR). (See, e.g., *City of Arcadia v. State Water Resources Control Bd.* (2006) 135 Cal.App.4th 1392.) This is a relatively low threshold, as CEQA encourages the preparation of EIRs. A mitigated negative declaration is permitted only if the initial study identified potential significant effects on the environment but revisions in the project plans would avoid or mitigate the effects to a point where "**clearly** no significant effect on the environment would occur" and there is **no** substantial evidence that the project as revised may have a significant effect on the environment. (*Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal. App. 4th 714, 730 [emphasis added].) Under this standard, the lead agency is prohibited from weighing evidence, and if **any** substantial evidence is presented that a significant impact may occur, an EIR must be prepared. (*Friends of 'B' Street v. City of Hayward* (1980) 106 Cal.App.3d 998.)

The proposed land use designation change drastically increases the maximum allowable dwelling units that could be allowed on the project site from 15 to 272 (if using about 3.5 du/acre) and based on cumulative total for all the active general plan applications in the area (as referenced in the MND), would increase the number of dwelling units from 186 units to 2,376 (if using about 3.5 du/acre). Although there is no development proposal associated with the GPA Amendment No. 921, the increase in density allowed under the application and cumulative applications needs to be analyzed, even within a "programmatic level CEQA analysis." In other words, even a so-called "first tier" or "programmatic" CEQA document must analyze all *known* impacts, or those that are "reasonably feasible" to analyze. (*In re Bay-Delta* (2008) 43 Cal. 4th 1143, 1175.) Here, the increase from 186 to 2,376 maximum allowable residential units on the project site is known – therefore, the impacts of that change must be fully analyzed. It also bears noting that it is unusual for an MND, not an EIR, to serve as a "programmatic" CEQA document.

With regard to specific potential impacts, first, no air quality or greenhouse gas analysis or technical study has been completed to analyze the impacts of the significant change to the maximum allowable units in the residential area. Considering the biggest driver of air quality impacts is typically increased traffic, and the MND identifies a potentially significant impact resulting from increased traffic, there is a fair argument that the project may result in significant air quality impacts. (See, *Keep Our Mountains Quiet*, 236 Cal. App. 4th at 730 [substantial evidence that supports a fair argument that a project may result in an impact includes "reasonable assumptions predicated upon facts"].) At a minimum, the City requests that the County undertake an air quality technical study in connection with a revised MND, if not an EIR.

Second, City staff does not believe that the analysis in the MND's Land Use/Planning section adequately shows that impacts are less than significant with regard to a substantial alteration of the present or planned land use of the area or in regards to the project's affect to land use adjacent to city boundaries. As mentioned above, the proposed amendment is inconsistent with surrounding land uses and with the Estate Density Residential and Rural Residential Policy Area. The MND specifically states, "The project site is located in close proximity to the City of Menifee.....; however, the project site is not located within a designated sphere of influence for either City. As a result, there will be no impacts." The fact that the project site is not within the City of Menifee's Sphere of Influence does not mean that there is no impact to land uses adjacent to city boundaries. The specific question on the CEQA Initial Study Checklist requires the reviewer to analyze impacts to property that is also adjacent to city boundaries, not just property within a city sphere of influence. A MND is invalid if it artificially limits the impact area. (*County Sanitation District No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1581.). Therefore, the MND does not adequately show that there is no impact to land uses in the City of Menifee adjacent to the project site, and instead, substantial evidence supports a fair argument that significant impacts may occur. City staff believes that the proposed amendment will cause impacts to rural land uses adjacent to the site to the northwest and southwest in the City of Menifee. Medium Density Residential is not a compatible land use adjacent to rural residential uses without significant buffering, primarily due to animal keeping and agricultural activities which occur on rural lots. Menifee residents in the area to the north and southwest of the project site have expressed a desire to maintain their rural lifestyle and view the Medium Density Residential land use designation as an encroachment of incompatible uses into their rural way of life.

Third, under the Population and Housing section of the MND, there is no analysis regarding the exceedance of official regional or local population projects or the inducement of substantial population growth in the area. As noted above, the general plan amendments would substantially increase the number of dwelling units that could be allowed within the property from 15 to 272 and in the area from 186 to 2,376, thereby causing a significant increase in population. The MND is silent on how the proposed amendment, and other amendments in process in the area, impact SCAG population projects which are used for regional transportation planning. The MND checks the box that the impact to growth in the area is "Less than Significant", but gives no analysis of how this impact is actually deemed to be "Less than Significant." Based on City staff review, there is substantial evidence supporting a fair argument that this impact may be potentially significant.

Fourth, a traffic study has not been completed to show that the change in land uses will not result in a need for increased roadway capacity or changes in the roadway classifications from what is identified in the County General Plan Circulation Element or City of Menifee Circulation Element. The City is concerned that the increase in density to the properties east of the City will increase traffic and vehicle trips in the City and may require additional lanes and signals not currently contemplated in both the County and City Circulation Elements. Impacts to Scott Road and the Scott Road/I-215 Interchange were not analyzed in the MND, but must be addressed. While the MND does identify a potentially significant impact from increased traffic, the MND concludes that this potentially significant impact will be reduced to a less than significant level by virtue of mitigation requiring participation in a County fee program. However, a future applicant's mere participation in a fee program and payment of its fair share amount to fund future improvements does not actually ensure that those future improvements will be constructed before the project's impacts occur, particularly considering that some of required improvements may be outside the County's jurisdiction (e.g., the relevant right of way may be owned by a city or Caltrans) and therefore outside of the lead agency's control. Accordingly, the MND cannot conclude that all impacts will be mitigated to a less than significant impact, and an EIR must be prepared.

Finally, the MND does not include an analysis of cumulative impacts (Question #51 in the MND), although the Land Use/Planning section justifies no impacts to a "substantial alteration of the present or planned land use of an area" by referring to other applications in process in the vicinity. (See also, CEQA Guidelines § 15064(h)(1); *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1996) 42 Cal.App.4th 608, 622-23.)

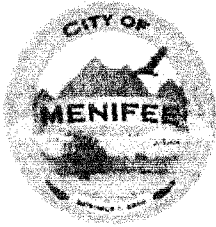
For all the reasons discussed above, the MND completely ignores a number of potentially significant impacts, which must be analyzed in an EIR. Moreover, the City of Menifee's Community Development Department is opposed to any project that would result in the development of an incompatible land use adjacent to the existing rural residential properties. In our opinion, in addition to resulting in a number of significant impacts on the environment, the approval of the proposed amendment would not be consistent with the Riverside County General Plan.

Thank you again for the opportunity to provide comments. We formally request to receive any hearing notice regarding this project. Notices can be sent to my attention at 29714 Haun Road, Menifee, CA 92586.

Sincerely,



Lisa Gordon
Community Development Department



Scott A. Mann
Mayor

John V. Denver
Mayor Pro Tem
District 4

Greg August
Councilmember
District 1

Matthew Liesemeyer
Councilmember
District 2

Vacant
Councilmember
District 3

October 13, 2015

John Earle Hildebrand III, Senior Project Associate
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: General Plan Amendment No. 998

Dear Mr. Hildebrand III

Thank you for notifying the City regarding General Plan Amendment No. 998 and sending the Mitigated Negative Declaration (MND). The Community Development Department has reviewed the proposal and MND and is concerned with the General Plan Amendment request due to its apparent incompatibility with the existing rural residential uses surrounding the area, including rural residential uses to the west within the City of Menifee and its potential impacts on the environment, a number of which appear to be completely ignored by the MND.

The General Plan Amendment would allow for the development of two (2) to five (5) dwelling units per acre, whereas the existing rural residential lots surrounding the project site to the north, south, east and west are designated for five (5) acre minimum lot sizes and properties further west of the site are designated for two (2) acre minimum lot sizes. These rural residential uses, particularly in the City of Menifee, comprise a well-established rural area of our community, the residents of which have consistently voiced the desire to remain rural and maintain large lot sizes. The existing land use designation of the project site, Rural: Rural Residential (R:RR) (five [5] acre minimum), is compatible and consistent with the existing properties surrounding the site, including those within our City. The Riverside County General Plan encourages protection of existing rural communities, such as the area encompassing the project site.

The project site is in close proximity to two General Plan Policy Areas that encourage the preservation of rural residential uses and larger lot sizes. The first policy area is the "Estate Density Residential and Rural Residential Area East of Interstate 215" Policy Area. The Policy Area includes Policy SCMVAP 6.1 which states that "residential development in this area [i.e., the Policy Area] shall retain its existing estate density and rural character." It further requires that until the strong support for the preservation of the rural character of this area changes significantly, growth and development should be focused elsewhere. It is the City's belief that there is still strong support for the rural lifestyle in this area.

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The second policy area in the vicinity of the site is the "Leon/Keller Road Policy Area" which states, "Notwithstanding the Estate Density Residential designation of this area on the Southwest Rea Plan map, the Leon/Keller Road Policy Area may only be developed at a maximum residential intensity of one (1) dwelling unit per 2 ½ acres." Although the project site is not within this policy area, it is located in close proximity to properties within the policy area. The goal of the policy area is to maintain larger rural lots. The proposed general plan amendment appears to be incompatible with the surrounding general plan land uses and policy areas.

The City is also concerned because we believe the MND fails to adequately address air quality, greenhouse gas, traffic, land use/planning, growth inducement and cumulative impacts. As the County is no doubt aware, in the event that there is a fair argument, supported by substantial evidence, that the General Plan Amendment No. 921 may result in significant impacts, the County is required to prepare an environmental impact report (EIR). (See, e.g., *City of Arcadia v. State Water Resources Control Bd.* (2006) 135 Cal.App.4th 1392.) This is a relatively low threshold, as CEQA encourages the preparation of EIRs. A mitigated negative declaration is permitted only if the initial study identified potential significant effects on the environment but revisions in the project plans would avoid or mitigate the effects to a point where "clearly no significant effect on the environment would occur" and there is *no* substantial evidence that the project as revised may have a significant effect on the environment. (*Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal. App. 4th 714, 730 [emphasis added].) Under this standard, the lead agency is prohibited from weighing evidence, and if *any* substantial evidence is presented that a significant impact may occur, an EIR must be prepared. (*Friends of 'B' Street v. City of Hayward* (1980) 106 Cal.App.3d 998.)

The proposed land use designation change drastically increases the possible dwelling units that could be allowed in the project site from 32 to 560 (if using about 3.5 du/acre) and based on cumulative total for all the active general plan applications in the area (as referenced in the MND for GPA00921), would increase the number of dwelling units from 186 units to 2,376 (if using about 3.5 du/acre). Although there is no development proposal associated with the GPA Amendment No. 998, the increase in density allowed under the application and cumulative applications needs to be analyzed, even within a "programmatic level CEQA analysis." In other words, even a so-called "first tier" or "programmatic" CEQA document must analyze all *known* impacts, or those that are "reasonably feasible" to analyze. (*In re Bay-Delta* (2008) 43 Cal. 4th 1143, 1175.) Here, the increase from 32 to 800 maximum allowable residential units on the project site is known – therefore, the impacts of that change must be fully analyzed. It also bears noting that it is unusual for an MND, not an EIR, to serve as a "programmatic" CEQA document.

No air quality or greenhouse gas analysis or technical study has been completed to analyze the impacts of the significant change to the maximum allowable units in the residential area. Considering the biggest driver of air quality impacts is typically increased traffic, and the MND identifies a potentially significant impact resulting from increased traffic, there is a fair argument that the project may result in significant air quality impacts. (See, *Keep Our Mountains Quiet*, 236 Cal. App. 4th at 730 [substantial evidence that supports a fair argument that a project may result in an impact includes "reasonable assumptions predicated upon facts"].) At a minimum, the City requests

that the County undertake an air quality technical study in connection with a revised MND, if not an EIR.

Second, City staff does not believe that the analysis in the MND's Land Use/Planning section adequately shows that impacts are less than significant with regard to a substantial alteration of the present or planned land use of the area or in regards to the project's affect to land use adjacent to city boundaries. As mentioned above, the proposed amendment is inconsistent with surrounding land uses, which are predominately Rural: Rural Residential (R:RR) (five [5] acre minimum) and with the surrounding policy areas which encourage large rural estate lots. The MND does not discuss what the land use is surrounding the project site and does not provide any analysis regarding how the proposed amendment will not result in a substantial alteration of the present or past land use of the area. The discussion on alteration of land use includes a statement that the proposed land use amendment is a reasonable integration of smaller residential lot sizes along the Scott Road corridor, which is compatible with other existing residential lots to the west. Based on staff's review of the area, the predominate land use along the Scott Road corridor, particularly south of Scott Road, is rural residential lots. There are some smaller lots further west of the project site, but these do not make up the majority of the development either existing or planned in the particular area of the project site.

The MND specifically states, "As a courtesy, this project was also transmitted to the City of Menifee for their review, due to the proximity of the project site to their City boundary. The City of Menifee also had no comments or concerns regarding this project." However, the City of Menifee does have comments and concerns regarding this general plan amendment as detailed in this letter. There is no analysis in the MND regarding impacts to property adjacent to the City of Menifee. Therefore, the MND does not adequately show that there is no impact to land uses in the City of Menifee adjacent to the project site, and instead, substantial evidence supports a fair argument that significant impacts may occur. City staff believes that the proposed amendment will cause impacts to rural land uses adjacent to the site, including rural land uses further west of the site in the City of Menifee. Medium Density Residential is not a compatible land use adjacent to rural residential uses without significant buffering, primarily due to animal keeping and agricultural activities which occur on rural lots. Menifee residents in the area of the project site have expressed a desire to maintain their rural lifestyle and view the Medium Density Residential land use designation as an encroachment of incompatible uses into their rural way of life.

Third, under the Population and Housing section of the MND, there is no analysis regarding the exceedance of official regional or local population projects or the inducement of substantial population growth in the area. As noted above, the general plan amendments would substantially increase the number of dwelling units that could be allowed within the property from 32 to 560 and in the area from 186 to 2,376, thereby causing a significant increase in population. The MND is silent on how the proposed amendment, and other amendments in process in the area, impact SCAG population projects which are used for regional transportation planning. The MND checks the box that the impact to growth in the area is "Less than Significant", but gives no analysis of how this impact is actually deemed to be "Less than Significant Based on City staff

review, there is substantial evidence supporting a fair argument that this impact may be potentially significant.

A traffic study has not been completed to show that the change in land uses will not result in a need for increased roadway capacity or changes in the roadway classifications from what is identified in the County General Plan Circulation Element or City of Menifee Circulation Element. The City is concerned that the increase in density to the properties east of the City will increase traffic and vehicle trips in the City and may require additional lanes and signals not currently contemplated in both the County and City Circulation Elements. Impacts to Scott Road and the Scott Road/I-215 Interchange were not analyzed in the MND, but must be addressed. While the MND does identify a potentially significant impact from increased traffic, the MND concludes that this potentially significant impact will be reduced to a less than significant level by virtue of mitigation requiring participation in a County fee program. However, a future applicant's mere participation in a fee program and payment of its fair share amount to fund future improvements does not actually ensure that those future improvements will be constructed before the project's impacts occur, particularly considering that some of required improvements may be outside the County's jurisdiction (e.g., the relevant right of way may be owned by a city or Caltrans) and therefore outside of the lead agency's control. Accordingly, the MND cannot conclude that all impacts will be mitigated to a less than significant impact, and an EIR must be prepared.

Finally, the MND does not include an analysis of cumulative impacts (Question #51 in the MND), although the Land Use/Planning section justifies no impacts to a "substantial alteration of the present or planned land use of an area" by referring to other applications in process in the vicinity. (See also, CEQA Guidelines § 15064(h)(1); *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1996) 42 Cal.App.4th 608, 622-23.)

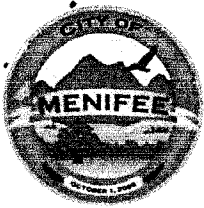
For all the reasons discussed above, the MND completely ignores a number of potentially significant impacts, which must be analyzed in an EIR. Moreover, the City of Menifee's Community Development Department is opposed to any project that would result in the development of an incompatible land use adjacent to the existing rural residential properties. In our opinion, in addition to resulting in a number of significant impacts on the environment, the approval of the proposed amendment would not be consistent with the Riverside County General Plan.

Thank you again for the opportunity to provide comments. We formally request to receive any hearing notice regarding this project. Notices can be sent to my attention at 29714 Haun Road, Menifee, CA 92586.

Sincerely,



Lisa Gordon, Planning Manager
City of Menifee Community Development Department



Scott A. Mann
Mayor

Greg August
Mayor Pro Tem

John V. Denver
Councilmember

Matthew Liesemeyer
Councilmember

Lesia Sobek
Councilmember

January 25, 2016

John Earle Hildebrand III, Senior Project Associate
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: General Plan Amendment No. 921 – Board of Supervisor's Hearing February 2, 2016

Dear Mr. Hildebrand III

Thank you for notifying the City of Menifee ("City") of the date for the County of Riverside ("County") Board of Supervisor's hearing on General Plan Amendment No. 921 (the "Project" or "GPA 921"). The City reiterates our original comments on the general plan amendment provided in a letter dated October 8, 2015 sent, in response to review of the Mitigated Negative Declaration ("MND"). A true and correct copy of the October 8, 2015 MND comment letter is attached to this letter and incorporated herein by reference. Although City staff and County staff had a conference call to discuss the comments, our concerns were not addressed.

Since the preparation of our previous comments, the City has reviewed the Draft Environmental Impact Report ("DEIR") for General Plan Amendment No. 1129 (GPA 1129). GPA 1129 is located to the northwest of the Project site and proposes to change the general plan land use of the relevant property from Estate Density Residential (2-acre minimum) to Medium Density Residential (2-5 du/ac) on 170-acres. GPA 1129 is similar to the proposed GPA 921 here as GPA 1129 would modify the permitted land uses under the general plan from rural residential uses on large lots, to allow smaller, typical suburban lots. In the DEIR for GPA 1129, the impacts related to land use are considered significant and unavoidable due in part to incompatibility with the surrounding community and land uses. The City believes the impacts of GPA 921 would be similar to those of GPA 1129. The change in land use is very similar, and the projects are within the same area – accordingly, the impacts should be similar, yet the potential impacts of GPA 921 were analyzed by an MND instead of an EIR. As stated in the City's October 8, 2015 comment letter, the potential impacts of GPA 921 should have also been analyzed by an EIR for the same reasons that the County determined that an EIR was necessary to analyze the potential impacts of GPA 1129. At a minimum, the County should explain the inconsistency between the GPA 921 MND and the GPA 1129 DEIR.


In fact, because the MND at issue here only "analyzed" the potential impacts of GPA 921 without regard to the potential impacts of GPA 1129 (and General Plan Amendment No. 921 (GPA 998)), which were subject to separate environmental

review, the MND fails to properly analyze the Project's cumulative impacts. Instead, the County is engaging in the unlawful practice of "piecemealing," where related projects are divided up and analyzed separately to artificially reduce the actual combined impacts of the related projects. The County must revise the relevant environmental documents to consider the impacts of all three of these projects together in order to be compliant with CEQA.

The DEIR for GPA 1129 also identified significant and unavoidable impacts resulting from the exceedance of official regional and local population projections and population growth. Specifically, GPA 1129 would result in a population increase ranging between 1,413 to 1,575 people, which the DEIR concluded is a "significant and unavoidable" impact. According to the MND for GPA 921, the proposed Project will result in an increase in population of approximately 770 persons, yet the MND concludes that this impact is "less than significant." It is unclear how GPA 921, which would result in a similar population increase as GPA 1129, only results in a less than significant impact when the cumulative population increase for GPA 1129 that is considered a significant and unavoidable impact. This inconsistency – and the utter lack of analysis explaining the same – is yet another reason that the County must prepare an EIR for GPA 921, just like it did for GPA 1129.

Thank you again for the opportunity to provide comments. We formally request to receive any additional hearing notice regarding this project. Notices can be sent to my attention at 29714 Haun Road, Menifee, CA 92586.

Sincerely,



Lisa Gordon, Planning Manager
City of Menifee Community Development Department

Winchester Town Association

**P. O. Box 122
Winchester, CA 92596**

February 8, 2016

John Earle Hildebrand III, Senior Project Associate
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: Tuesday, February 9, 2016 Board of Supervisors Agenda
GPA #921 Agenda Item 16-5

Mr. Hildebrand,

The Winchester-Homeland Land Use Committee, on behalf of the Winchester Town Association, is submitting this comment letter in regards to GPA 921, which proposes changing land use from the 2003 GPA Foundation Rural zoning to Community Development and Medium Density Residential; a much more intense usage.

As a little background information, the Winchester and Homeland communities are located within the boundaries of the Winchester Municipal Advisory Council in the Third Supervisorial District (Exhibit "A"). The Winchester-Homeland MAC boundaries are Maples Road to the north, Briggs Road to the west, Scott Road to the south, and California Avenue to the east. The locations of GPA 921 are highlighted on Exhibit "B" and are within the MAC boundaries. Our communities have been actively working to protect our boundaries from encroachment, while developing goals and objectives for the long term viability and sustainability of an economically balanced community, giving way to potential cityhood in our future.

We have supported the 2003 General Plan - Harvest Valley/Winchester Area Plan - with the September 2012 updated study contracted by the County of Riverside Economic Development Agency (Exhibit "C", cover page and map only - a complete copy of the study is available upon request). Unfortunately, when the September 2012 study was conducted, there were 2 areas that were not included, which are depicted with black outlining in Exhibit "B". One of the areas is where GPA 921 is located. The other area is at the northerly portion of the map and is located in the Homeland and Green Acres area.

We have been working with the County to help facilitate taking a more comprehensive look at those areas as well as incorporating the 2012 updated study into the County's General Plan. We feel that a more thorough analysis of these areas and inclusion of the 2012 update in the next General Plan process needs to be conducted to insure the goals and objectives of a balanced and sustainable community for the Winchester-Homeland areas.

We are unable to support this GPA for the above referenced reasons. Additionally, the project proponent did not meet with the Town Association or Land Use Committee for any dialogue. We appreciate the opportunity to provide these comments. We will continue to work steadfastly on the future of our community.

Respectfully,

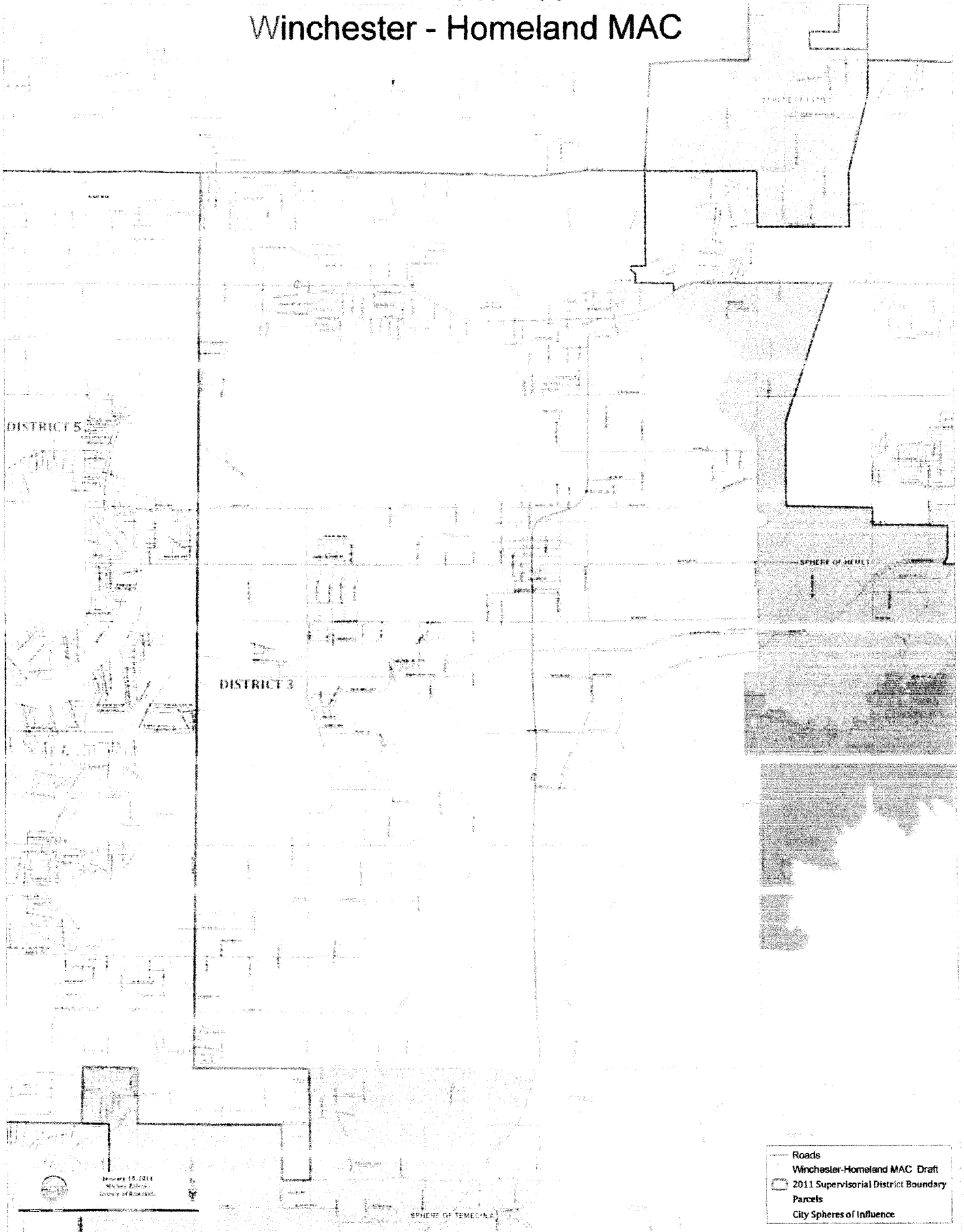
A handwritten signature in black ink, appearing to read "Michael Rowe", with a long horizontal flourish extending to the right.

Michael Rowe

Winchester-Homeland Land Use Committee, Co-Chairperson

EXHIBIT "A"

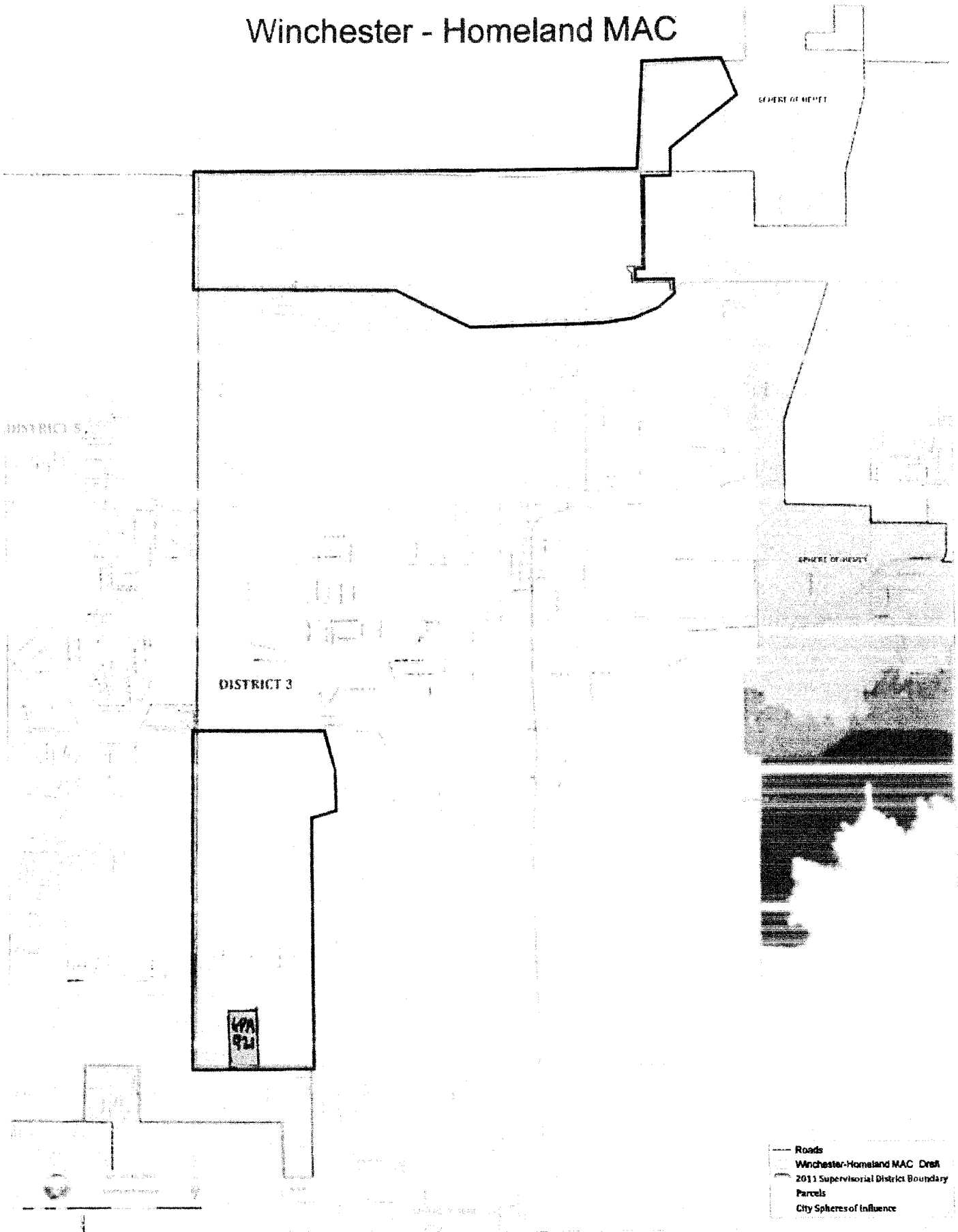
Winchester - Homeland MAC



- Roads
- Winchester-Homeland MAC Draft
- 2011 Supervisorial District Boundary
- Parcels
- City Spheres of Influence

EXHIBIT "B"

Winchester - Homeland MAC



- Roads
- - - Winchester-Homeland MAC Dist
- 2011 Supervisorial District Boundary
- Parcels
- City Spheres of Influence

EXHIBIT "C"

FINAL

Community of
Winchester

LAND USE STUDY

Prepared for

*The County of Riverside
Economic Development Agency*

Prepared by

Tierra Verde Planning

September 2012

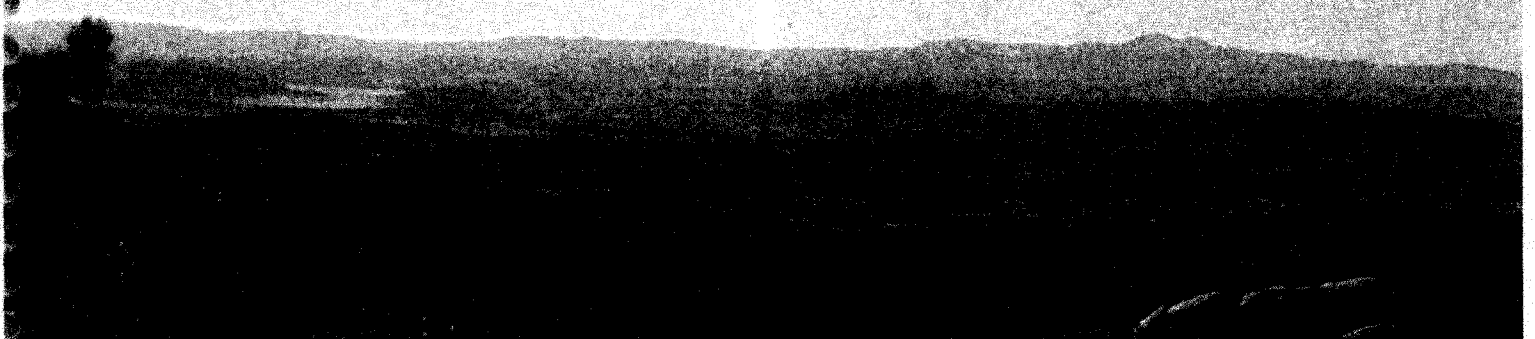
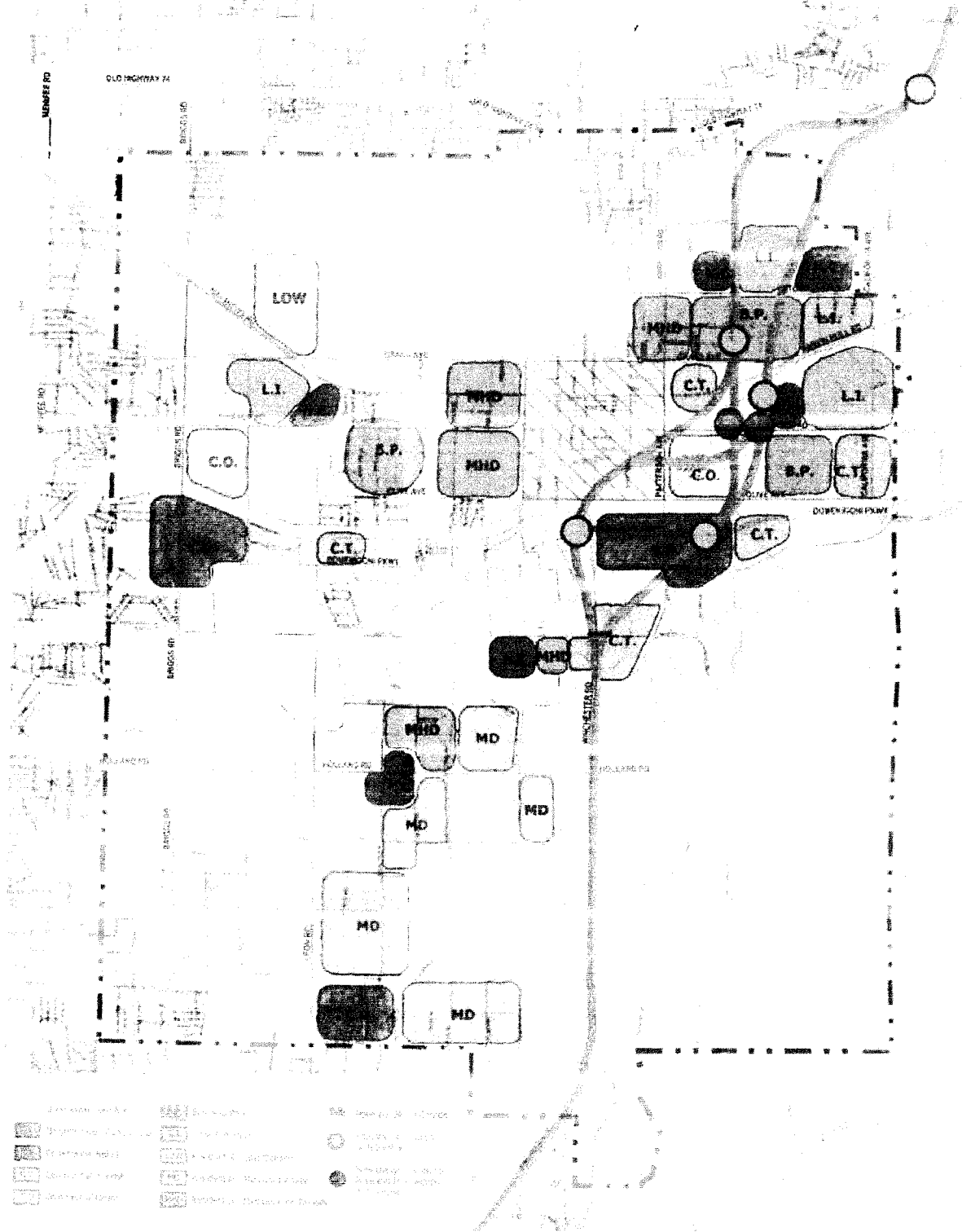


Figure 7 - Proposed Land Use Modifications Map



Winchester Municipal Advisory Council (WMAC)
Proposed Land Use Modifications Map



Winchester Town Association

**P. O. Box 122
Winchester, CA 92596**

(951) 926-6924

August 20, 2015

Riverside County Administrative Center
c/o Kristi Lovelady - Project Manager
County of Riverside, TLMA Planning Department
P.O. Box 1409
Riverside, CA 92502

RE: General Plan Amendment # 960 - Environmental Impact Report # 521

Ms. Lovelady,

The Winchester-Homeland Land Use Committee, on behalf of the Winchester-Homeland Municipal Advisory Council and the Winchester Town Association, is submitting these comments related to GPA # 960 and EIR # 521.

The Winchester-Homeland Communities are within the boundaries of the Winchester-Homeland Municipal Advisory Council. Boundaries to the north by Maples Road, west by Briggs Road, south by Scott Road, and east by California Avenue. It is located in the Third Supervisorial District (See exhibit "1" identifying boundaries).

Our communities have actively been working with the county and our citizens to study and evaluate land uses with the vision for the future long term build out of a balanced, diverse, and economically sustainable community. These efforts began by revisiting the 2003 approved GPA. A study was prepared compiling the community's efforts. See exhibit "2" which chronicles these events. Exhibit "3" is a final copy of the Land Use Study including proposed policies for implementation.

In the land use report, pay close attention to:

- Page 20, Figure 7 - a bubble map that proposes land use modifications to the General Plan.
- Page 40, 8.0 Conclusions - this section identifies the action items to assist in implementation of this vision.

Following the Land Use Study, the community took the next step and began studying the Downtown Core. We raised the funds through fundraisers and private donations to hire a land use

consultant, Joel Morse from T & B Planning, to work with the community to develop a downtown concept. The results are identified in exhibit "4" - Downtown Winchester Core Conceptual Draft.

Following completion of the conceptual draft map, we have hired a consultant, Max Nardoni of Max Nardoni & Associates, to evaluate and prepare a report considering the feasibility of the plan, infrastructure funding, transit and MetroLink possibilities, and a density transfer model.

We make the following requests and recommendations:

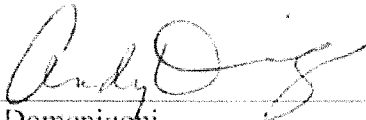
1. Request for GPA 960 & EIR 521 changes to be consistent with Winchester Land Use Study and Winchester Downtown Core Plan.
2. In November 2013, Homeland was added to MAC boundaries by Riverside County.
 - This was done after the Land Use Planning Study was completed. **This added area needs to be studied and evaluated for any recommended changes to the General Plan as well.** We are currently searching for available grants and other funding to undertake this.
3. Work with Riverside County 3rd District Supervisor, the Planning Commission, and Riverside County Planning Department to refine the Land Use Study and Downtown Core Plan - initiate the GPIIP process to implement the objectives and policies as stated in the Study. We are searching for available grants and other funding to undertake this.

We are excited and steadfast in planning for the future of our community. We look forward to working with the County in pursuing the vision.

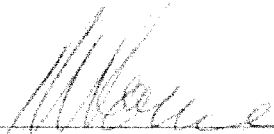
Please feel free to contact us with any questions, or if we may provide any additional information.



Cindy Domenigoni
President - Winchester Town Association



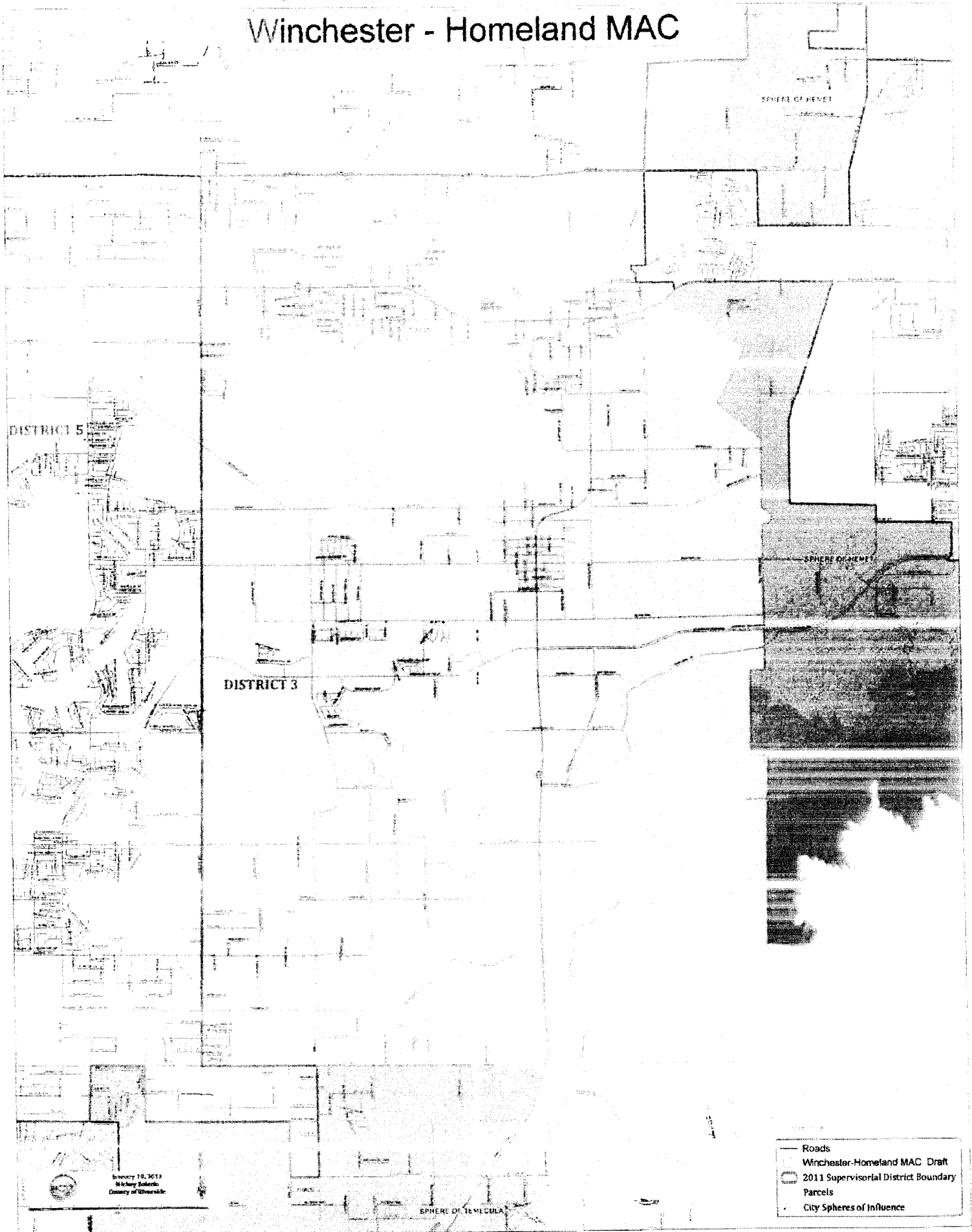
Andy Domenigoni
Chairperson - Winchester-Homeland MAC



Michael Rowe
Chairperson - Winchester-Homeland Land Use Committee

CC: Third District Supervisor Chuck Washington
Mr. Juan Perez, Riverside County Director of Transportation & Land Management
Mr. Steve Weiss, Riverside County Planning Director

Winchester - Homeland MAC



- Roads
- - - Winchester-Homeland MAC Draft
- ▬ 2011 Supervisorial District Boundary
- ▬ Parcels
- ▬ City Spheres of Influence

January 10, 2011
City of Ukiah

SPHERE OF TEMECULA

Exhibit "2"

Winchester Land Use Study & Downtown Core Plan

Overview

- Purpose of Land Use Planning Study - to evaluate the 2003 Harvest Valley/Winchester Area Plan and make proposed land use modifications that would support the long-term build out of a balanced, diverse, and economically sustainable community with potential of becoming a viable city.
- Winchester Land Planning Advisory Committee was formed, made up of eight (8) community members and two (2) WHMAC members.
- October 2011 - Former Riverside County Supervisor Jeff Stone initiated Study.
- January 2012 - Gary Thornhill of Tierra Verde Planning was contracted by County of Riverside, Economic Development Agency to do background report for Land Use Study listing opportunities, constraints, and physical conditions of the project.
- August 2012 - Draft Land Use Study circulated.
- September 2012 - Final Land Use Study completed. **(report included)**
- October 2012 - Study presented to Riverside County Supervisor Jeff Stone.

The community then went the next step to plan the Downtown Core per the Land Use Study

(see 7.1.1. page 21 of the Land Use Study and Item 4 of Conclusion page 40)

- July 2013 - Downtown Core Plan initiated - by property owners and WTA. Consultant - Joel Morse from T & B Planning.
- March/April 2014 - Draft Downtown Core Plan presented to WTA.
- April 2014 - Downtown Core Plan presented to WHMAC. **(map included)**
- June 2014 - Max Nardoni & Associates (consultant) hired by WTA to evaluate the conceptual Downtown Core Plan, preparing a report considering feasibility of the plan, infrastructure funding possibilities, and a density transfer model. **(ongoing - not yet completed)**

FINAL

Community of

Winchester

LAND USE STUDY

Prepared for

The County of Riverside
Economic Development Agency

Prepared by

Tierra Verde Planning

September 2017

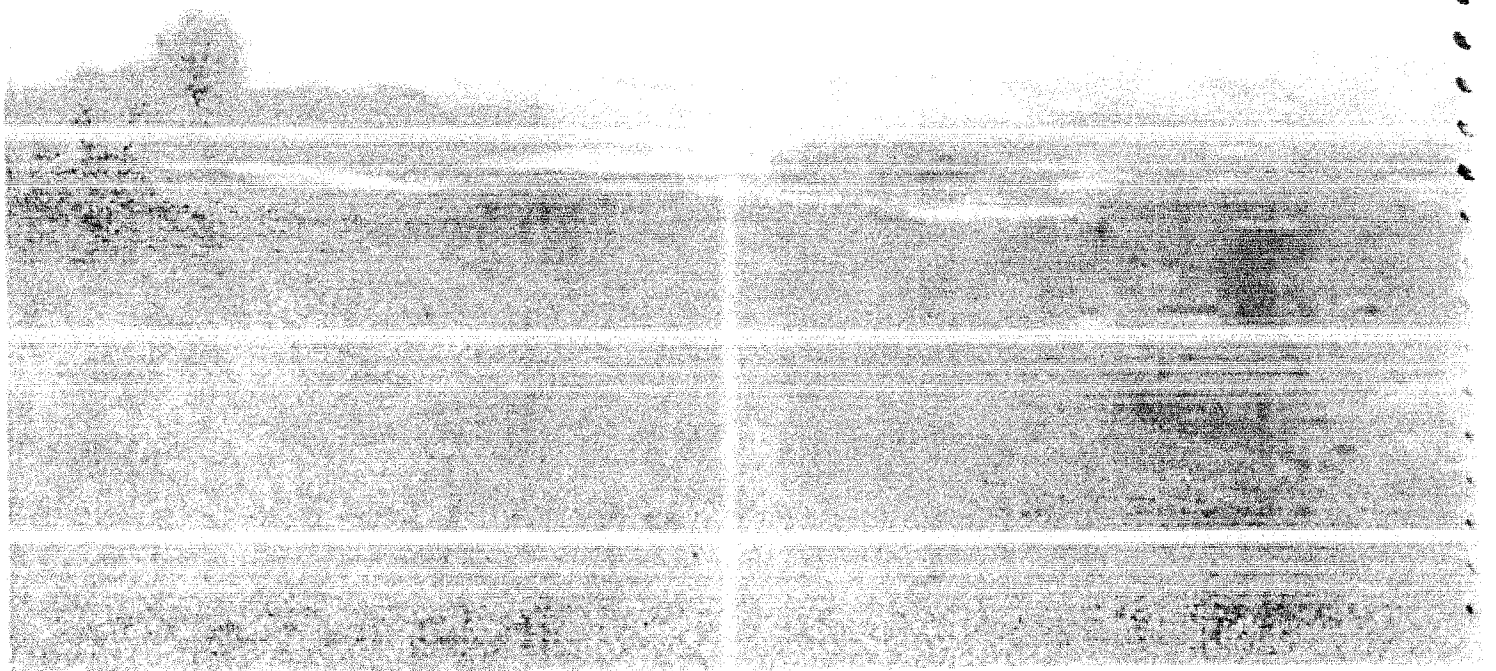


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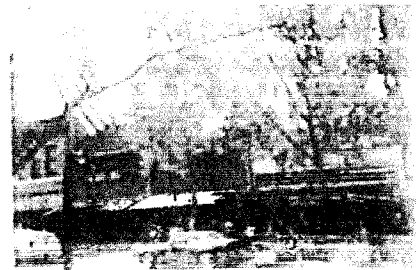
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Appendices

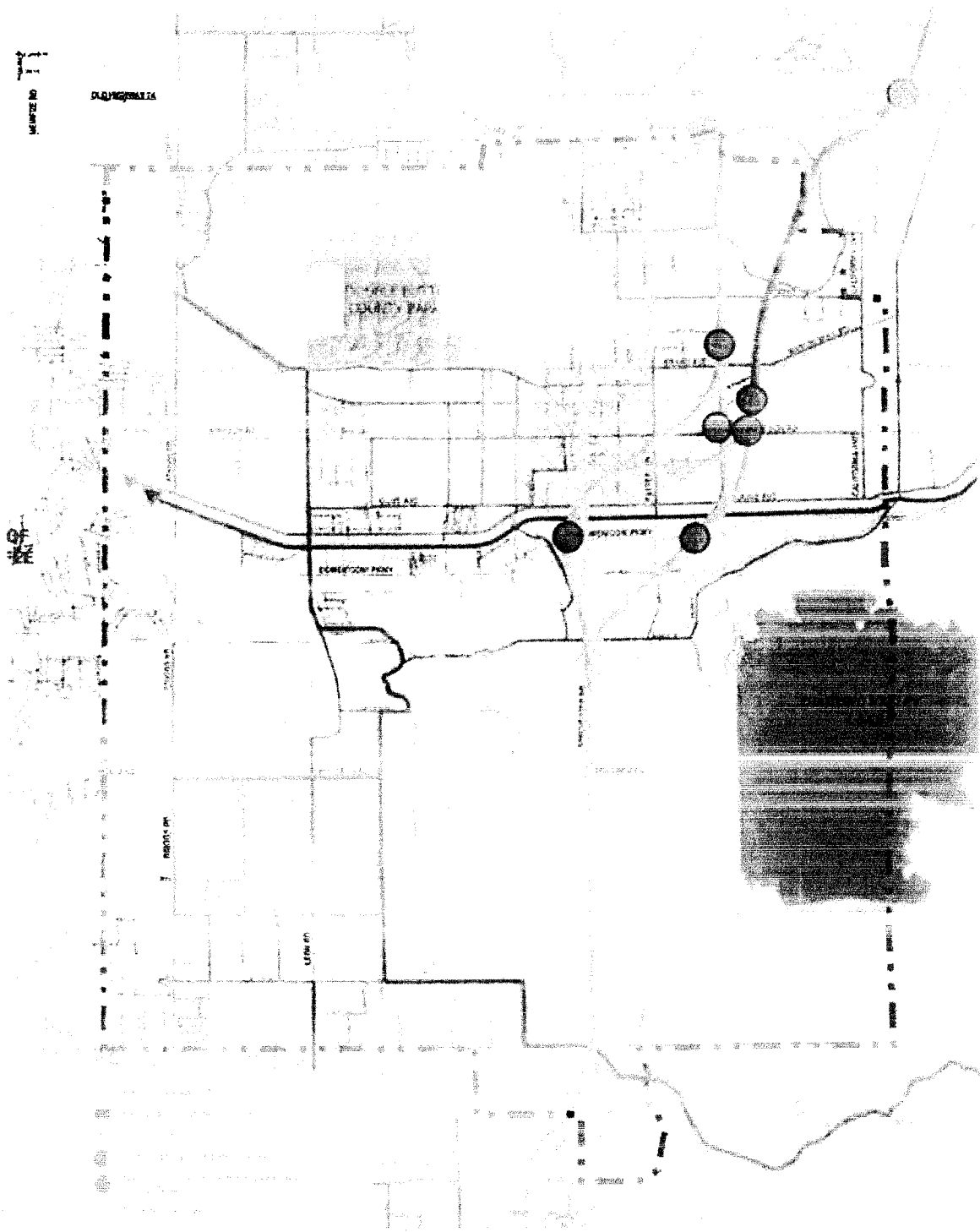
A.	Winchester Land Use Study Background Report (January 2012)
B.	City of Hemet Land Use Plan
C.	City of Menifee Land Use Plan
D.	City of Hemet Airport Land Use Compatibility Zones

- Develop Winchester as a destination place—creating a sense of identity and uniqueness that will attractive residents, businesses and tourists to the area.
- Create a Downtown that would be successful as a pedestrian oriented place which will have a region-wide draw and create opportunities for civic spaces, entertainment, and social interaction.
- Ensure that the Downtown has access from Winchester Road once the proposed re-alignment of Highway 79 is constructed.
- Reduce street widths and speeds along Winchester and Simpson Roads once the re-alignment is constructed to create a more traditional, safe, and pedestrian oriented Downtown.
- Locate the Metrolink station in Downtown as identified in the RCIP.
- Identify necessary infrastructure needs to support the future development and build-out of the community.
- Protect legal non-conforming uses that would be created as a result of future land use changes.
- Create a viable employment base to reduce the length of commute times.
- Create additional open space, parks, trails and recreational uses including the re-use of Double Butte and improving Salt Creek.
- Develop the Metropolitan Water District west side properties condemned by Metropolitan Water District for the Diamond Valley Lake in accordance with the recreational amenities as presented to the community and the region during and after the EIR approval process.
- Create future employment opportunities by recommending industrial, business park, and office commercial land use designations.



LAND USE STUDY

Figure 1 - Highway 79 Re-alignment Alternatives



Winchester Municipal Advisory Council (WMAC)
State Route 79 Realignment Project

4.0 Harvest Valley/Winchester Area Plan

The Land Use Concept of the 2003 RCIP acknowledges that Winchester is ideally situated to become the gateway to the Diamond Valley Lake and accommodate the intensification of land uses. The Area Plan 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 Area Plan Land Use Map focuses on preserving the unique features in the Area Plan and, at the same time, will guide the future growth of Winchester. The Area Plan Land Use Concept created a significant shift from the existing rural land uses to higher density land uses consisting of more urban/suburban/rural, and mixed land uses that center around unique cores.

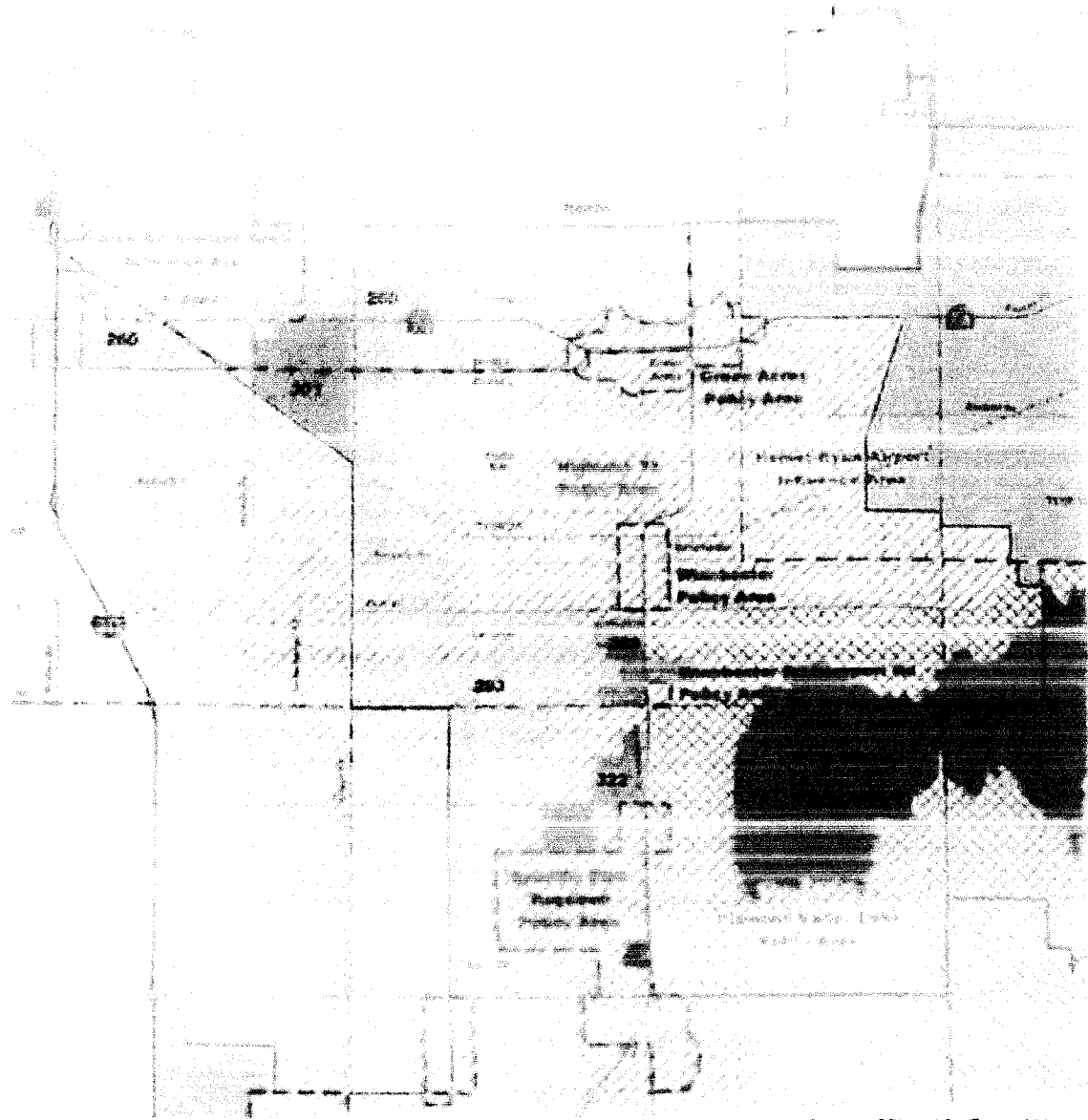
According to the Area Plan, the rationale for this proposed land use shift is due to the proximity to Diamond Valley Lake and the recreational and development opportunities it presents. In addition, the transit opportunities with the existing rail line, and Highways 74 and 79 would provide the needed transportation infrastructure to support increased density in the Area Plan. The current Area 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 Area Plan Land Use Map 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 Area Plan. The Area Plan states "in some ways these policies are even more critical to the sustained character of the Area Plan than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain". 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 were reviewed with the community and were analyzed when developing the Study are summarized below:

- **The Hemet-Ryan Airport Influence Area.** Hemet-Ryan is an active airport located in the City of Hemet with the influence area extending into the eastern portion of Winchester. This Policy Area contains numerous safety zones which are listed in Figure 3. Properties in this zone are subject to regulations governing issues such as development, intensity, density, height of structures and noise. Properties within this Policy Area were analyzed and land use modifications to this area were made with the consideration of the restrictions in this area (Figure 3 Hemet-Ryan Airport Influence Policy Area).
- **The Winchester Policy Area.** This area is covered by the County's existing Community Center Overlay. The intent of the Policy Area is to help create a sense of place and an entrance to the Diamond Valley Recreation Area. This Policy Area was created to capitalize on the proximity to Diamond Valley Lake with the Downtown core, and the activity centered around Winchester and Simpson Roads. This Policy Area states the vision for the Downtown core would

Figure 2 - Harvest Valley/Winchester Area Plan Policy Areas



(Source: County of Riverside General Plan)

<p> Airport State Park Major Road Other Road City </p>	<p> Policy Area Harvest Valley Policy Area Winchester Policy Area Greater Area Policy Area </p>	<p> Other Other Other Other </p>
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COUNTY OF RIVERSIDE
 HARVEST VALLEY/WINCHESTER AREA PLAN
 POLICY AREAS

be implemented with the Community Center Overlay which eliminates the typical zoning that requires separation of land uses. The Study identified this area as the Downtown core and expanded the boundaries. The Study recommends this area to be developed as a more traditional, pedestrian oriented Downtown with mixed-use and transit oriented development. For revised Downtown boundaries, see Figure 7, Proposed Land Use Modifications.

- **The Diamond Valley Lake Policy Area.** This Policy Area is envisioned to be developed pursuant to one or more Specific Plan consisting of a variety of recreational opportunities and tourist-oriented facilities including hotels, restaurants, and commercial services to be developed in the future. It is the desire of the WMAC and the community that Metropolitan Water District fulfill this development commitment as presented in numerous meetings the District held during the EIR process, through the regional recreational working group formed for this purpose, and as described in the RCIP.
- **The Winchester Road/Newport Road Policy Area.** This Policy Area is located at the northeast corner of Highway 79 and Newport Road. This Policy Area is intended 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 if the scenic values of the area are maintained. The Study is recommending a portion of this area be modified to Commercial Tourist based on the proposed Highway 79 re-alignment.
- **The Highway 79 Policy Area.** This Policy Area addresses the transportation infrastructure capacity, which is a critical and necessary component to accommodate the land use densities contained in the Area Plan Land Use Map. The proposed re-alignment of Highway 79 is a primary issue that will have a significant and direct impact on the land uses and future development of the community. Accordingly, the re-alignment alternatives were discussed and analyzed extensively at several community workshops. The results of the discussions are presented as policies contained in Section 7 Goals, Policies and Objectives of this Study.
- **The "Specific Plan Required" Policy Area.** This Policy Area represents approved Specific Plans as of the date of the 2003 RCIP and the area that requires a Specific Plan. All land that is in an approved Specific Plan was excluded from the Study. All the approved Specific Plan zoning maps depicted on Figure 2 (HV/WAP Policy Areas) were reviewed to ensure appropriate and logical transition of land uses. The WMAC strongly recommends the County conduct an analysis of the potential cumulative impacts of the density increases and intensity of development being requested within approved Specific Plans.

Figure 3 - Ryan-Hemet Airport Influence Policy Area

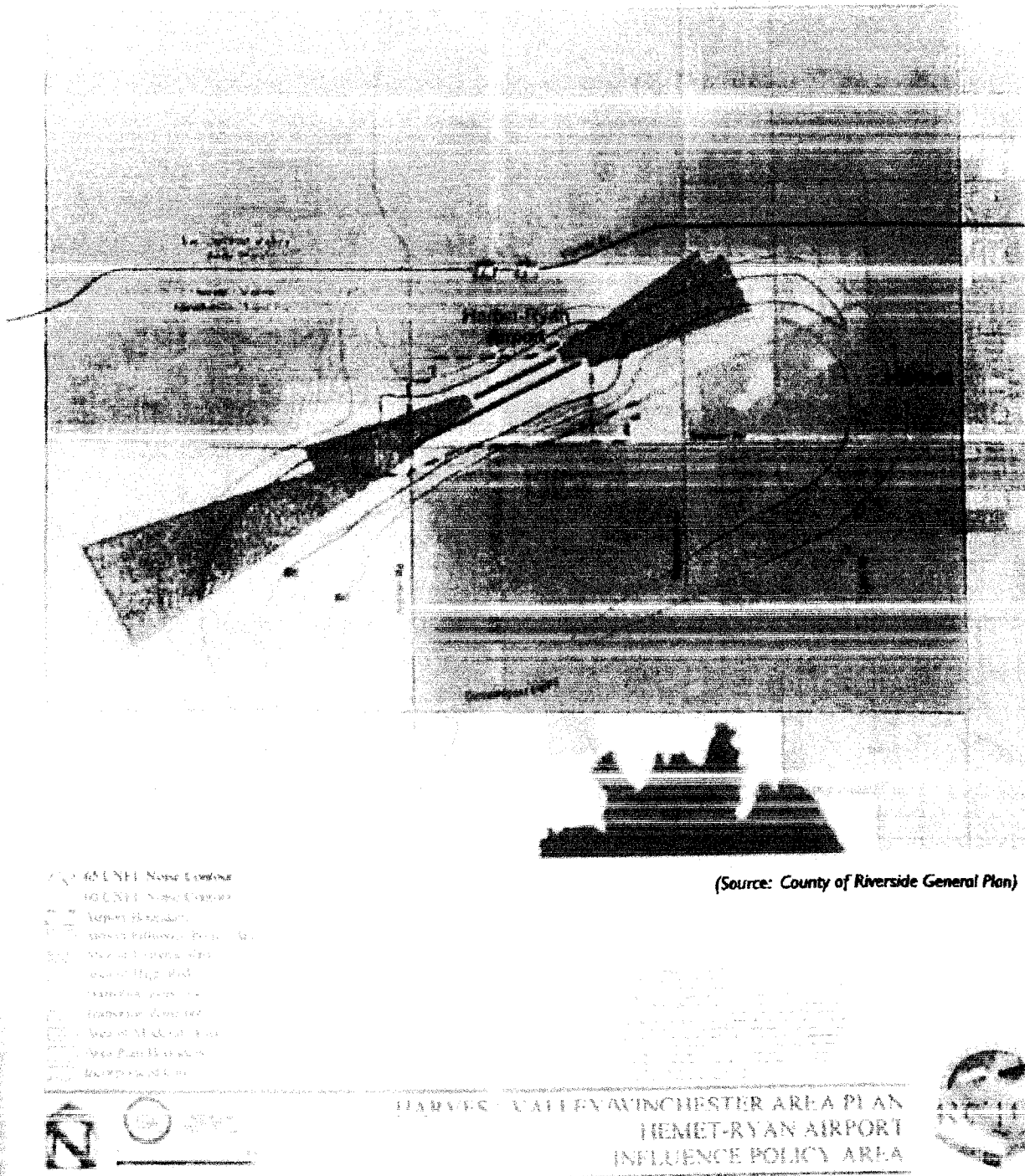
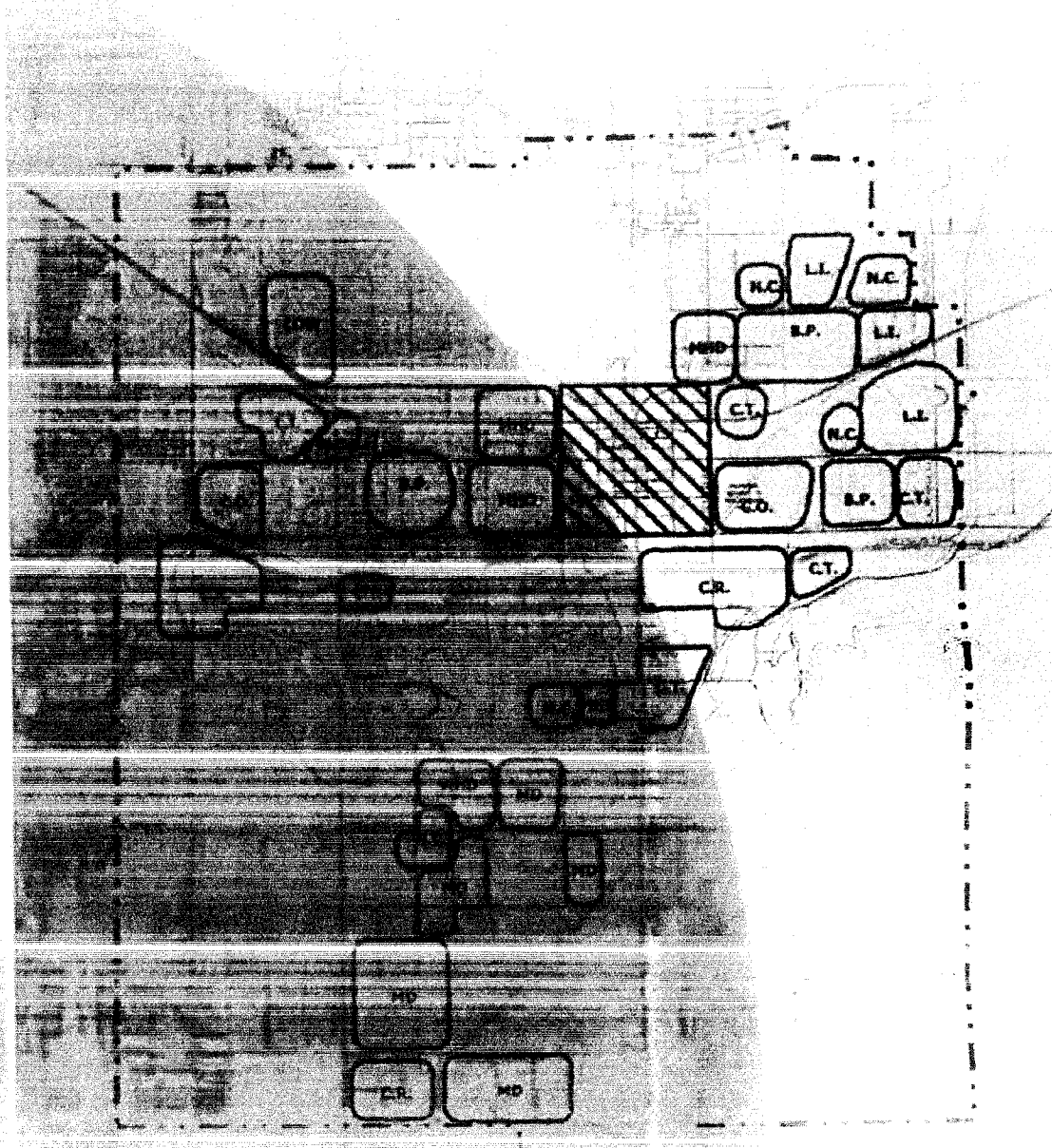


Figure 4 - Adjacent Land Use Planning



City of Hemet Sphere of Influence
 City of Merilee Sphere of Influence
 Downtown Core Area





Existing Commercial Building

5.0 Winchester: Character, Features and Opportunities/ Constraints

Community Character

Today, the RCIP describes the existing community of Winchester as a small western-themed commercial core at the intersection of Highway 79 and Simpson Road within the Winchester Policy Area. This small and under-utilized community core is surrounded by small homes on large parcels and agricultural uses. This area, and the entire community, falls within the Highway 79 Policy Area.

One outcome of the workshop was the community's desire to maintain the character of the community when implementing the proposed land use intensifications as identified on the Area Plan Land Use Map, and the proposed modifications of this Study.

Physical Features

Physical environmental conditions can enhance a community and can also have the potential to limit an areas' long-term development capacity. As a result, a review of local conditions helped guide the land use recommendations of this Study. Common environmental issues include topography, biology, seismic, hydrology, geologic, and infrastructure, but also include features that are unique to an area or region.

There are several existing features that were taken into consideration while preparing this Study that will have a significant influence on future development. The primary features are State Route 79 (Winchester Road), and the proposed re-alignment of Highway 79, the existing grid pattern street system, lack of existing infrastructure, the existing Burlington Northern/Santa Fe rail line, Double Butte Mountains and the necessary remediation of this site, Diamond Valley Lake, and Salt Creek (reference Appendix A, Background Report, Figure 3, HVWAP Physical Features).

These physical features and other community influences will be discussed in the following section, and describe how they will enhance or potentially limit the development capacity of the area.

Opportunities and Constraints

A safe, healthy and secure environment is the cornerstone of a successful community. Protection from natural and man-made hazards such as flooding, wildfires, and hazardous materials are a vital component for establishing a safe community.

As identified in the Background Report dated January 2012 (contained herein as Appendix A), there are many existing constraints to development that will need to be resolved before Winchester can accommodate the planned build-out as identified in the proposed land use modifications. Conversely, there are existing opportunities that can help facilitate the long-term viability of the community. Please see the Background Report for a complete list of opportunities and constraints.

Opportunities and constraints were analyzed, discussed and reviewed with the community at the workshops and are summarized below.

Opportunities:

Creation of a Traditional Downtown

Creating a successful pedestrian oriented Downtown alive with people, shops, restaurants, events and street life is very important to the residents. The residents share the desire for a traditional Downtown that will attract people region-wide and support the local needs of the community. This type of Downtown will create a distinct identity and sense of place for Winchester.

The historic grid pattern street system in the Downtown area is very conducive to creating a walkable Downtown. This is a tremendous opportunity for the community, and will support the potential for a very traditional Downtown with a host of destinations—shopping, dining, working, cultural and entertainment events, civic uses, libraries, educational institutions, senior centers arts, museums, and night life. If planned correctly, the Downtown area could be the cultural heart of the community.

Metrolink Station

There is an existing Burlington Northern/Santa Fe rail line running east-west that physically bisects Winchester. The rail line is not currently being used, but is planned for use as a Metrolink line in the future. It is the community's goal to locate the Metrolink station in the Downtown, which is consistent with the RCIP vision for Winchester. The Downtown area should be designed to be well-served by transit, have a safe walking environment, and provide connectivity to adjacent developments.

The City of Hemet General Plan land use map identifies the Metrolink station within their easterly sphere boundaries. The Study strongly recommends the transit station to be located in Downtown Winchester which supports the transit oriented development concept of the Downtown, and is a policy recommended in the RCIP.



Traditional Downtown



Traditional Downtown Streetscape with Angled Parking



Downtown with Transit Station



Transit Station in Downtown

The Area Plan Land Use Concepts state:

"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."

Circulation

The Downtown area has an existing grid pattern street system that provides alternate routes for vehicles to avoid the major roads and highways. Overall, the community contains a regional circulation system that appears to be capable of supporting significant growth in the area. The continuing improvements to, and the re-alignment of, Highway 79 should provide more than adequate movement of vehicles within the valley (Figure 5, HV/WAP Circulation).

The re-alignment of Highway 79 will also create future significant regional, community commercial and retail opportunities. The proposed Study has purposely located these types of land uses adjacent to, or in close proximity to, the freeway interchanges and major roadways.

The proximity of future interchanges also 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.

Economic Development/Employment Opportunities

Providing services that meet the diverse needs of existing and future residents is dependent on a vigorous and healthy economy. Winchester needs a balance of land uses to support a diversity of businesses, an expanded employment base and more diverse housing choices. The Study capitalizes on the strengths of the community, and proposes efficient uses of land and resources that will help facilitate further economic sustainability.

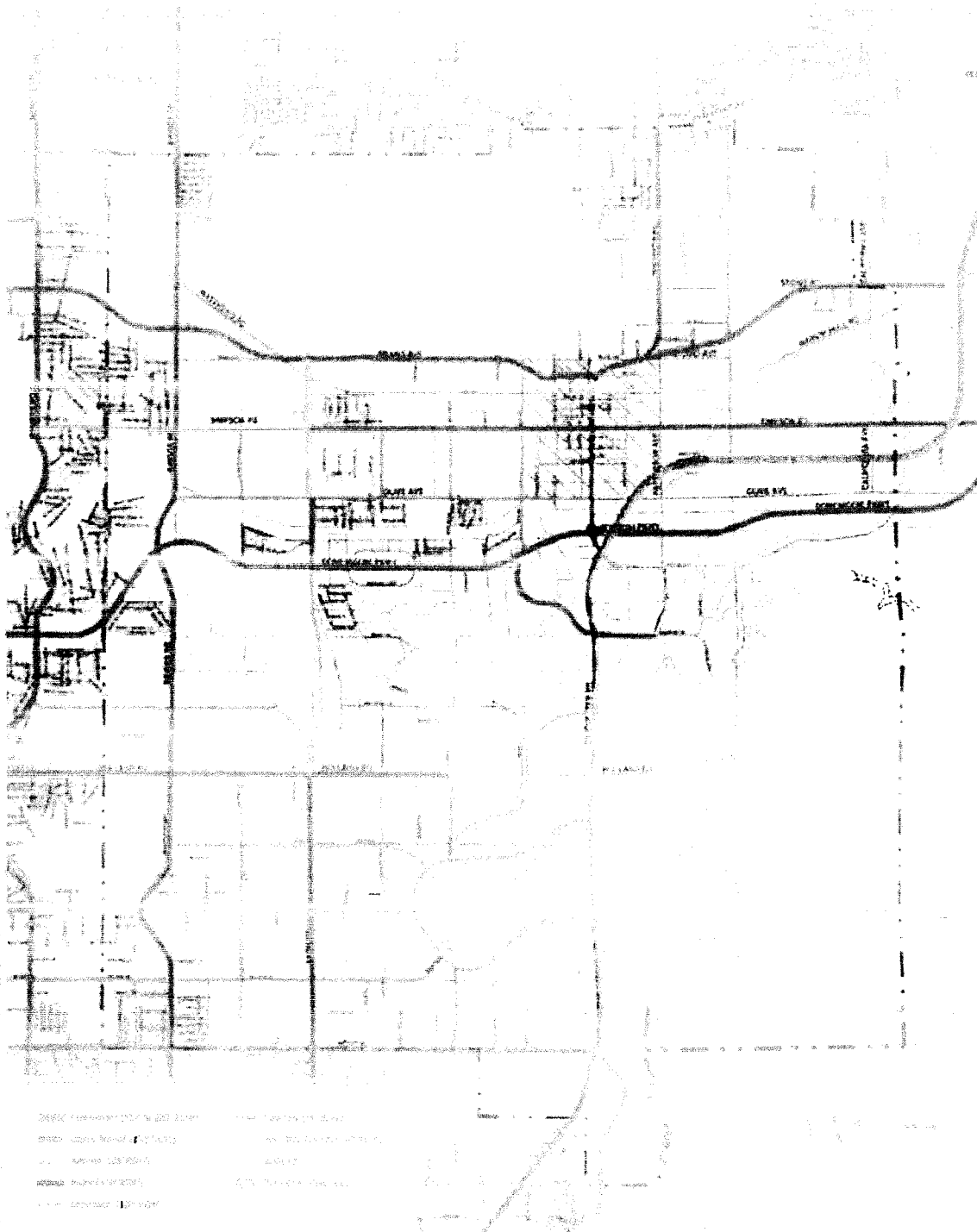
The close proximity of the rail line to the Downtown creates opportunities for a transit center, passenger rail service for commuters, and transit oriented development. In addition, Winchester's close proximity to March Air Reserve Base (ARB) could serve as a future job center when the ARB is redeveloped.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

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 and business park uses that would be close enough to create positive economic opportunities in the Downtown. These uses could include service commercial, professional offices, lodging, and restaurants. To support this potential economic opportunity, the Study is recommending light industrial, business park and



Commercial Development with Trolley Service

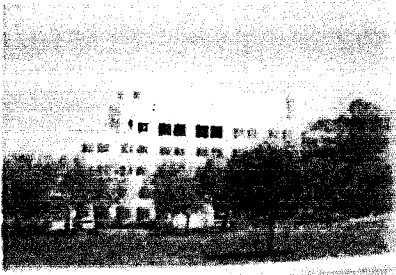
Figure 5 - Harvest Valley/Winchester Area Plan: Circulation Map



1. Major Thoroughfare (100' to 200' Right-of-Way)
 2. Major Thoroughfare (100' to 150' Right-of-Way)
 3. Major Thoroughfare (100' Right-of-Way)
 4. Major Thoroughfare (75' Right-of-Way)
 5. Major Thoroughfare (50' Right-of-Way)
 6. Major Thoroughfare (25' Right-of-Way)
 7. Major Thoroughfare (15' Right-of-Way)
 8. Major Thoroughfare (10' Right-of-Way)
 9. Major Thoroughfare (5' Right-of-Way)
 10. Major Thoroughfare (3' Right-of-Way)

Winchester Municipal Advisory Council (WMAC)
Circulation





Opportunity for Future College or University



Public Gathering Space



Community Park

commercial uses within the northeastern portion of the community (to the east of the Highway 79 re-alignment).

Winchester is far 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 and commercial uses now to be properly prepared for the next 20-30 years.

Because there is so much vacant land in the planning area, there are opportunities to attract major public and/or private colleges and universities. There are currently limited opportunities in many of the nearby, more developed communities. Very few communities have the hundreds of acres of land available which is typically the requirement of higher educational institutions. It is important to keep in mind that it can take decades to attract, plan for, and construct major campuses. Therefore, consideration and appropriate land use planning now can accommodate these types of uses in the future, which would have a very beneficial economic outcome for Winchester.

Parks and Open Space

It is the community's desire to increase additional parks, trails and open space and recreational opportunities. One ideal brought up at the community workshop was to explore the possibility of redeveloping the closed landfill at Double Butte. Remediation would be required, but there appears to be opportunities around the land fill that could provide recreational uses to the community (i.e. a regional park, a local park, equestrian facilities, trails or bike paths, and other recreational uses). Reference Figure 6 HV/WAP Trails and Bikeway System for existing planned facilities within Winchester

The Study recommends a comprehensive recreational and open space assessment to identify the specific long-term needs of all age groups and types of users. Analysis of park needs including ball fields (both in door and out door), existing trails, and bicycle facilities should be conducted.

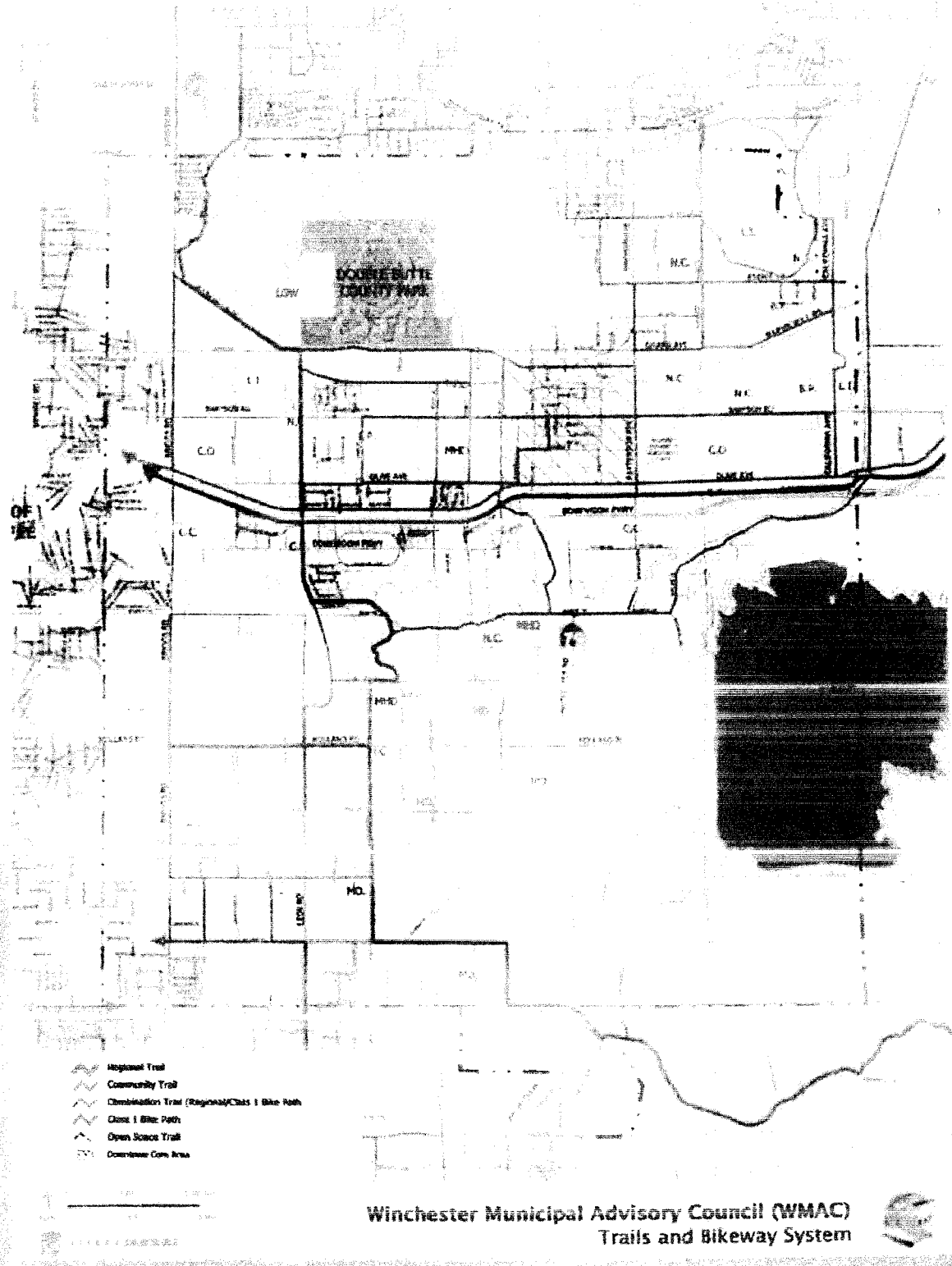
Constraints:

Highway 79 Re-alignment and Winchester Road

The re-alignment of Highway 79 has a significant impact on the proposed Study as a final alignment has not been selected as of the date of this Study (Figure 1, Highway 79 Re-alignment Alternatives). Therefore, one of the recommendations of this Study is to re-analyze the areas that will be immediately affected once a final alignment is chosen.

The re-alignment also has a potential to impact access to and through the Downtown. This Study recommends the re-alignment of Highway 79 to be designed so that it is outside of the Downtown boundaries to avoid bifurcating the southwest portion of the Downtown. It is the recommendation of the WMAC that access to the Downtown via Winchester Road be maintained once the final alignment is selected and constructed. It is also the recommendation of this Study that Winchester and Simmon Roads be reduced in speed limit and capacity through the Downtown with traffic re-routed to higher capacity roads. See Section 7 Goals, Policies and Objectives for additional circulation recommendations.

Figure 6 - Harvest Valley/Winchester Area Plan Trails and Bikeway System



Utilities and Services

The lack of local and regional infrastructure will have limitations to long-term development until infrastructure improvements are constructed. In addition, the lack of existing infrastructure is a very important feature that will be required to support the proposed development as identified on the existing Area Plan and Proposed Land Use Modifications Map. The relatively flat topography in much of the Winchester area presents challenges for sewage disposal and surface drainage.

Currently, local wastewater treatment facility in the community of Winchester does not exist. Most properties are served by septic systems. However, there are some homes that are served by sewers. Lack of wastewater infrastructure will be a constraint to the future development (reference Appendix A, Background Report, Figure 7, EMWD Sewer System).

Winchester does not have storm drain facilities (above or under ground). Existing storm water is accommodated by surface drainage. Due to the relatively level topography and lack of local or regional storm drain improvements, flooding does occur in some locations during storm events. Until additional storm drain facilities are built, storm drain runoff will limit future development.

In addition, there are very few paved roads, sidewalks, curbs, or gutters in the Downtown or other parts of the community. This will have a limiting capacity in the type and quality of development that is being proposed (i.e. a walkable Downtown and pedestrian movement and connectivity throughout neighborhoods).

Flooding

The Riverside County TLMA GIS and Figure 11 of the Area Plan identifies a large portion of the community within the 100 and 500 year flood zones (reference Appendix A, Background Report, Figure 4, HV/VWAP Flood Zones). The two major areas of concern are Salt Creek and the area extending southwest from Diamond Valley Lake. There appears to be minimal or no local drainage into Salt Creek, as most of the drainage comes from further upstream. This is a potential constraint to development; however, existing regulatory and flood management programs may address this issue. In addition, FEMA maps are updated approximately every 10 years and the flood designations may change over time or with improvements to flood channels.

It is worth mentioning that the proposed Downtown core area is not located within a flood zone.

The Hemet-Ryan Airport

As stated above in Section 4, the County has established the Hemet-Ryan Airport Influence Zone (Figure 3). The City of Hemet General Plan also contains an Airport Compatibility Zone which illustrates the limits of the zone which includes the north-east portion of Winchester (Appendix D). Properties located within the area are inherently restricted in development, intensity, density, height of structures and noise. The Study limited uses in this area to light industrial, commercial and business park, understanding these restrictions to development. No residential land uses are proposed within this zone.

Economic and Employment Opportunities

This is both an opportunity and constraint. Currently, the employment opportunities are very limited within the immediate community and commute times can be quite lengthy. The proposed land use modifications will locate regional commercial centers, neighborhood commercial, light industrial, business park and office uses near major freeway intersections and within close proximity to Downtown for convenient and easy access. These land uses will help create employment opportunities and reduce commute times. It is recognized that substantial population growth in the region must first occur to support this level of development.

6.0 Land Use Modifications

Proposed Land Use Modifications

There were several factors and issues that influenced the outcome of the proposed land use changes. Input from the community as a result of the workshop series was paramount in developing the final Study. The assessment of the physical features, existing land uses, previous entitlements, environmental constraints, infrastructure limitations, circulation, employment opportunities, economic development, financing, and the opportunities and constraints of the community were also key considerations. In addition, the desire of the community to control the future land use and development decisions also influenced the Study (Figure 4, Adjacent Land Use Planning). However the WMAC and the community raised concerns about numerous previously entitled properties currently seeking changes from larger lots to smaller lots, and changes in product types.

Proposed Modifications

The proposed land use modifications are depicted on Figure 7 Proposed Land Use Modifications. Land that is covered by an existing Specific Plan or already entitled was not included in the Study. Only land that does not have entitlements was assessed as these properties have opportunities to be modified, unlike entitled land.

Figure 7, Proposed Land Use Modifications, is intended to be a bubble-diagram that shows conceptual locations of proposed changes—it is not intended to be parcel specific. In fact, boundaries may shift once parcel specific analysis is conducted due to future infrastructure improvements (i.e. Highway 79 re-alignment), adjacency to other land uses (i.e. specific plans), environmental constraints (i.e. biological or flooding), or open space and recreational opportunities.

One new land use designation is being proposed, Neighborhood Commercial (NC). This is to allow local neighborhood serving commercial centers (within walking distance) so residents have an option of not driving to major commercial centers. All other land use modifications are redistributions of existing designations that will enhance the long-term economic sustainability of the community.

Once the ultimate alignment of Highway 79 is approved, all new interchanges should have commercial nodes adjacent to the interchange. Any industrial,

business park or commercial office land uses effected by the realignment should be located to the east of the approved alignment. These uses need to be separated from the Downtown core. Since the ultimate alignment of Highway 79 has not been selected, a subsequent analysis is recommended for the land adjacent to the re-alignment (including associated interchanges).

The following text is an overview of the primary land use modifications and a description of the intent of the proposed changes. Please refer to Figure 7 for a comprehensive review of all proposed land use modifications.

Generally, the land use designations in the northeastern portion of the community (in or near the Hemet-Ryan Airport Influence Zone) are recommended to be changed to light industrial and business park as explained above. This is consistent with, and provides a good transition between, the adjacent uses to the east. The re-aligned Highway 79 will be in this area so it will provide convenient access to future employment centers. To the west of these uses, neighborhood commercial and commercial office designations are recommended. The intent was to locate these land uses adjacent to and within close proximity to the freeway. This also minimizes traffic impacts to the local roadway circulation system.

The Downtown boundaries are proposed to be expanded from the existing Community Center Overlay as identified in the Area Plan Land Use Map. The new proposed boundaries are: Grand Avenue at the north, Olive Avenue to the south, Rice Road to the west, and Patterson Avenue to the east. Medium High Density (MHD) residential is proposed to the west of the Downtown which allows pedestrian travel to employment opportunities and connectivity to the Downtown. Moving further to the west, some changes to business park, neighborhood commercial, commercial office, commercial tourist and commercial retail are being recommended. The intent is to provide a distribution of commercial/retail services and employment bases to service the western portion of the community.

South of Salt Creek at Patterson Avenue, changes to Commercial Retail and Commercial Tourist are being proposed to provide for regional shopping and tourist uses around Diamond Valley Lake near Domenigoni Parkway. To the west of this area, around E. Newport Road, some Medium High Density (MHD) and Neighborhood Commercial designations are recommended which will place employment opportunities close to Highway 79 and Domenigoni Parkway.

To the south of Ano Crest Road, MHD and Medium Density (MD) land use designations are proposed around a neighborhood commercial designation. The goal is to provide some local serving commercial uses in close proximity to surrounding residential uses. To the east of Leon Road and north of Scott Road, a recommendation of MD centering around Commercial Retail is proposed to accommodate local retail shopping needs—within walking distance to the surrounding residential developments.

7.0 Goals, Policies and Objectives

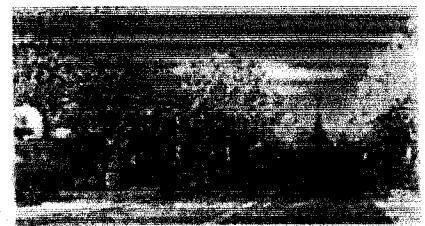
7.1 Land Use Goals, Objectives and Policies

The PCIP contains some of the primary land use concepts discussed with the community during the workshop series. These concepts are intended to develop the future Downtown Winchester as a walkable, pedestrian friendly community with a distinct image and character. These concepts will also help develop and establish neighborhoods and regional and local centers outside the Downtown core. To do this, the community must have the appropriate land uses, intensities, streetscapes, open space and connectivity. Many of the necessary elements are sustainable planning and design practices and principles. A very brief summary of the concepts is provided below.



Smart Growth—compact mixed-use development that reduces environmental degradation and builds livable neighborhoods and provides a variety of transportation choices that accommodate pedestrians, bicycles, transit and automobiles.

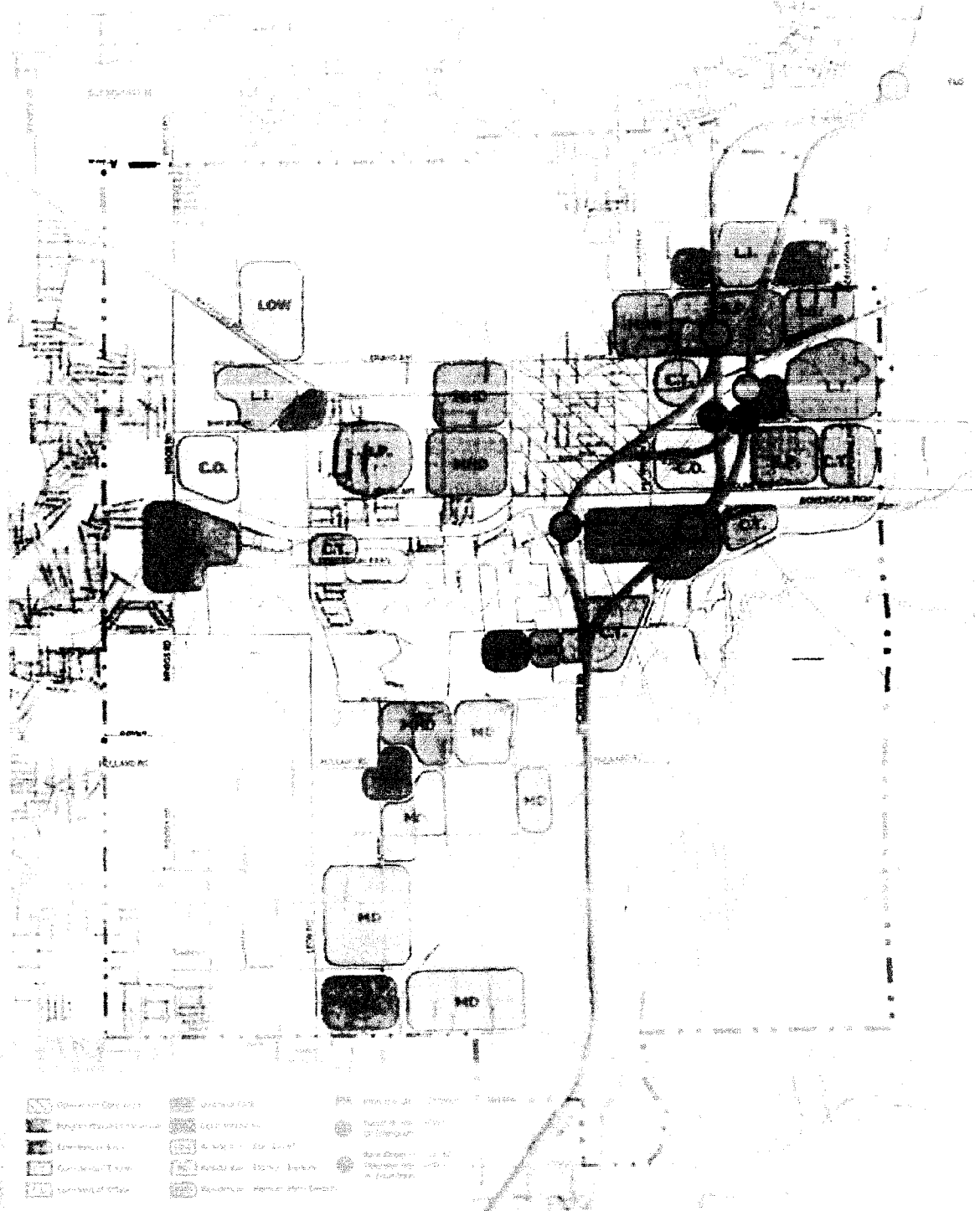
New Urbanism—a concept established in the 1980s that promotes compact neighborhood designs that reduce automobile dependence and enhances the sense of community. The goals include identifying a discernible center, placing most dwellings within a five-to fifteen minute walk of the center, a variety of dwelling types and providing a mix of commercial uses that can meet the weekly shopping needs of a household.



Transit-Oriented Development (TOD)—enhances access to public transportation by placing residential and commercial development (i.e. grocery stores, pharmacy, coffee shops, etc.) around a transit station (train or trolley) generally located within $\frac{1}{4}$ to $\frac{1}{2}$ mile radius from a transit stop. TOD requires the appropriate amount of residential units to create adequate ridership and active street life.

Sustainable Design Principles—design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. A sustainable design approach can be defined by green building practices and the availability of pedestrian oriented amenities. The U.S. Green Building Council through the LEED-ND (Leadership for Energy and Environmental Design for Neighborhood Development) has established the essential components that make up a successful, sustainable development.

Figure 7 - Proposed Land Use Modifications Map



Winchester Municipal Advisory Council (WMAC)
Proposed Land Use Modifications Map



7.1.1 Downtown Core Land Use Goal:

Create a unique and integrated mix of residential, office, commercial, retail, civic and recreational land uses in the Downtown core that generate daily activity in the daytime and evenings to create a lively and dynamic pedestrian oriented environment.

Objectives:

1. Adopt land use designations that create a walkable Downtown.
2. Develop standards for mixed-use zoning that create a pedestrian oriented atmosphere.
3. Establish standards that provide for retail uses on the first floor, and office and/or residential on the upper floors.
4. Discourage uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the Downtown. Examples include, but are not limited to, industrial uses, warehouses, storage facilities or auto repair.
5. Discourage strip-mall and big box retail development in the Downtown core. In addition, building size or footprint limitations should be established that limit the maximum size of buildings in the Downtown.
6. Focus retail activity in the heart of the Downtown core to create the necessary critical mass and synergy to support a successful Downtown.
7. Ensure that the Downtown has multi-modal connectivity to the surrounding areas (pedestrian, bicycle and auto) such as Salt Creek to the south, adjacent residential and commercial land uses, the future park at Double Butte, and Diamond Valley Lake.
8. Encourage development patterns that accommodate transit opportunities and reduce dependency on the automobile.
9. Because of the recommendation for the future transit station to be located in the Downtown core, all new development in the Downtown should be mixed-use in character in order to be consistent with TOD principles.
10. Create opportunities in the Downtown to close off streets for special events such as parades, cultural events, farmers markets, car shows, etc.

Policies:

The following policies are consistent with the RICP concepts and have been developed specifically for the community of Winchester.

DLU 1.1: Adopt the Proposed Land Use Modifications Map (Figure 7).

DLU 1.2: County shall require the preparation of a Specific Plan for the Downtown with boundaries as identified on the Proposed Land Use



Mixed-Use Development



Boardwalk with Shaded Streetscape

Modifications Map (Figure 7) which are Grand Avenue to the north, Olive Avenue to the South, Rice Road to the west and Patterson Avenue to the east. The Specific Plan should address the following items in detail: land uses, design guidelines, development standards, quality of life assessment, streetscape design, entry monumentation, signage, open space and parks, infrastructure and financing options, and development phasing.

DLU 1.3: Ensure that mixed-use zoning is implemented to allow the desired pedestrian oriented Downtown; not designed around the automobile.

DLU 1.4: Maintain and look at opportunities to re-acquire alleys in the Downtown during the development process (wherever feasible) to support more traditional Downtown development patterns, and, to provide alternative local circulation routes.

DLU 1.5: Require the future transit station to be located within the Downtown. This encourages alternative means of transportation to work, home and recreational opportunities (TOD); reduces traffic congestion, and maintains the history and character of Winchester.

DLU 1.6: Require uses such as civic, libraries, schools, cultural uses, educational institutions, senior centers, theaters, art galleries or museums to be located in the Downtown core in order to enhance the opportunity for social interaction.

DLU 1.7: Where feasible, preserve and protect the historic structures that define and represent the heritage of Winchester. This policy is applicable for all areas within the community that contain historic or iconic structures.

DLU 1.8: Ensure that adequate open space is provided in the Downtown including, but not limited to, parks (active and passive), plazas, open spaces, court yards and paseos.

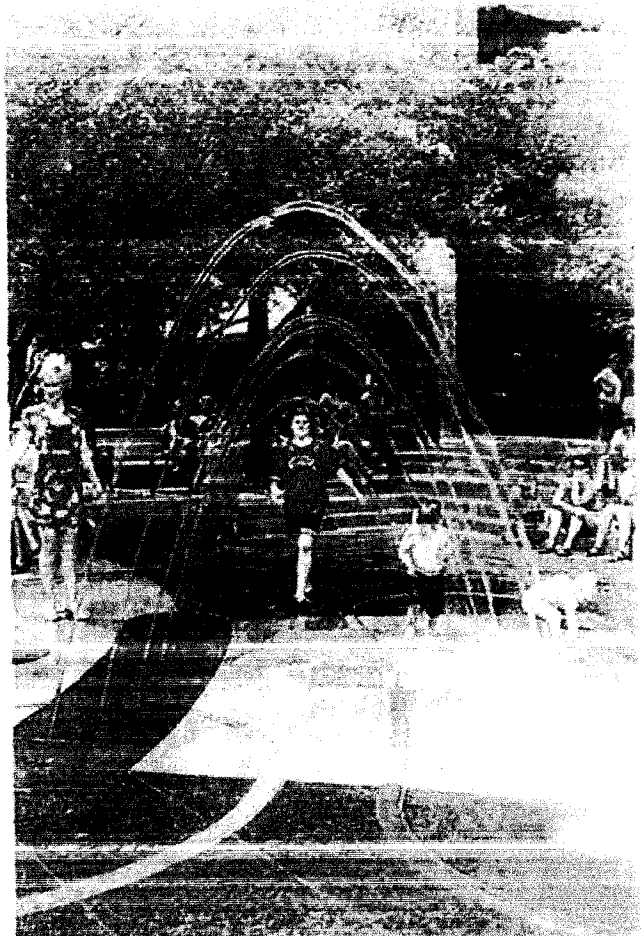
DLU 1.9: Once the ultimate alignment of Highway 79 is approved, all new interchanges should have commercial nodes adjacent to the interchange. Any industrial, business park or commercial office land uses should be located to the east of the approved alignment. These uses should be separated from the Downtown core (Figure 1 Highway 79 Re-alignment).

DLU 1.10: Require Metropolitan Water District to develop the land around Diamond Valley Lake consistent with the existing Riverside County General Plan Land Use Map and the development approved in the project Environmental Impact Report (EIR). This was a commitment made to the community and the region and, therefore, the WMAC requests that this land use commitment be fulfilled as analyzed and approved by the County of Riverside, and as amended by this Study.

Elements of a Successful Downtown



Traditional Downtown with Pedestrian Friendly Streetscape



Urban Water Feature



Mixed-Use Streetscape



Urban Park



Urban Open Space

LAND USE STUDY

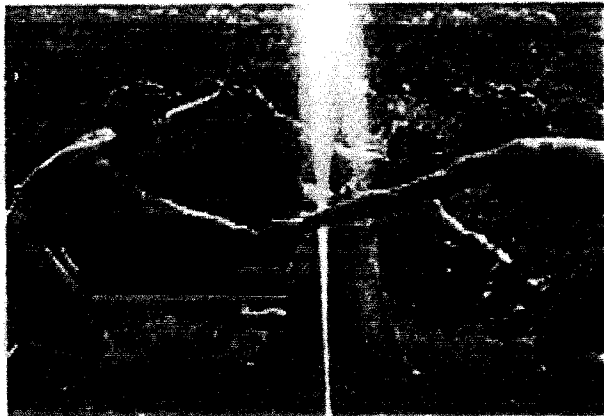
Elements of a Successful Downtown



Civic Space



Civic Space



Public Art



Iconic Street Furniture



Public Art



Downtown with Transit Station

7.1.2 Winchester Land Use Goal (outside of the Downtown Core):

Ensure a balance of residential, office, commercial, retail, industrial, recreational land uses and public facilities uses that will support the successful, long-term development of the community outside of the Downtown core area.

Objectives:

1. Designate land uses that provide the necessary housing, retail, commercial, employment and recreational needs to create economically successful and sustainable neighborhoods.
2. Provide a broad range of land uses and housing types to meet the needs of all members of the community.
3. Encourage development patterns that accommodate alternatives to the automobile (i.e. train, trolley, shuttle such as Transit Oasis, bicycle, trails and pedestrian pathways).
4. Build the necessary infrastructure to support the orderly, aesthetic and safe development of the community such as curb/gutters, storm drains, sidewalks, streets, street lights, landscape parkways and utilities (i.e. water, sewer, cable).

Policies:

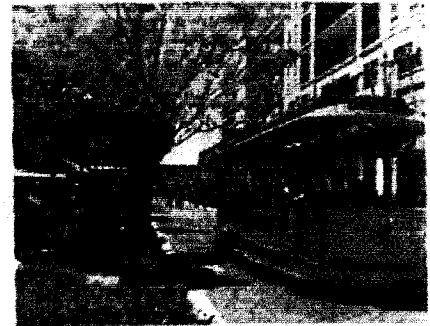
The following policies have been developed specifically for the area outside of the Downtown to create neighborhoods and centers that meet the needs of the residents and provide a high quality of life where people can live, work and play.

WLU 1.1: Require LAFCO to take immediate steps and formally acknowledge the boundaries of the community of Winchester as identified by the Area Plan and WMAC Land Use Plan. Currently, the City of Menifee land use map has land use designations that extends easterly to Winchester Road. The City of Hemet land use map extends westerly to Winchester Road—encompassing all of Winchester (reference Appendices B and C—Hemet and Menifee Land Use Maps). As currently planned, these two cities effectively eliminate the community of Winchester.

WLU 1.2: Develop neighborhoods that provide a balance of land uses including employment, recreation, local or neighborhood shopping and housing.



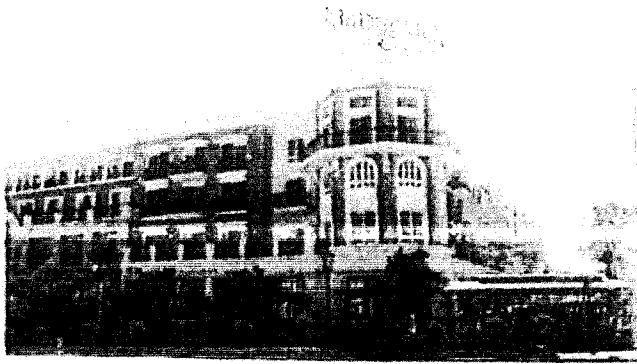
Residential Development Outside Downtown Core



Regional Shopping Center



Commercial Plaza Outside Downtown Core



Trolley System in Commercial Development Outside Downtown Core

WLU 1.3: Ensure neighborhoods are developed so that they can be connected through multi-modal transportation systems (i.e. trolleys, shuttles, pedestrian pathways, trails and bicycle facilities) to reduce the use of the automobile and single occupancy vehicles.

WLU 1.4: Locate regional commercial and retail centers at nodes (as depicted on Figure 7, Proposed Land Use Modifications Map) near freeways or major arterials to reduce the traffic load on the local street circulation system.

WLU 1.5: Ensure appropriate residential development is located near community and regional centers and employment hubs to reduce long-distance commuting and promote alternative modes of transportation.

WLU 1.6: Require sufficient public utilities are in place prior to development (i.e. sewer and/or septic capacity, water resources, storm drain, flood control improvements, etc.) to meet the demands of the proposed land uses. The County shall actively pursue funding options to pay for the necessary infrastructure needed to support development. Funding options may include, but are not limited, to state or federal grants, RDA replacement agencies, or other financial mechanisms that are currently available and funds that may become available in the future. This policy is applicable to the entire community.

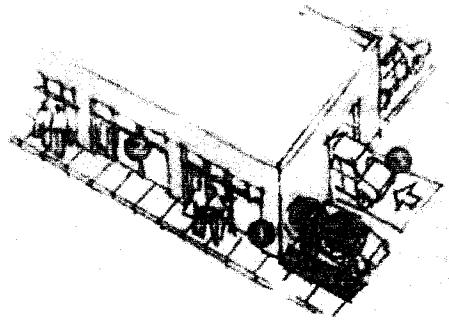
WLU 1.7: Develop standards for legal, non-conforming uses that may occur as a result of this Study. The WMAC is concerned about the impacts that proposed land use changes will have on the existing uses. The County should create standards that allow maximum flexibility to land owners regarding the existing use of their property to minimize potential impacts to owners as a result of the recommended land use changes.

7.2 Downtown Core Community Design Goals, Objectives and Policies

7.2.1 Downtown Community Design Goal:

Design Guidelines Basic Principles of Urban Streetscape

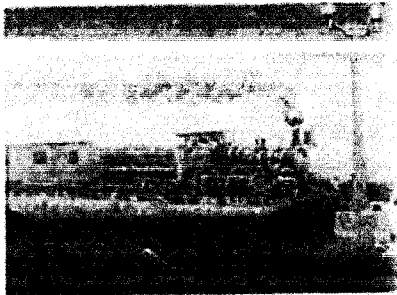
- 1) **Build to the sidewalk (except open space/patios)**
- 2) **Make the building front "permeable"; no blank walls, entries and windows connect to sidewalk**
- 2) **Prohibit parking lots in front of the buildings**



Ensure the Downtown develops as a thriving and vibrant area so that it creates a clear sense of identity and place that is unique to the community of Winchester.

Objectives:

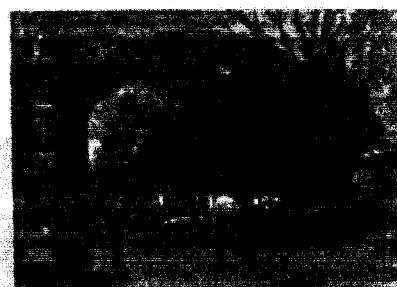
1. Create a streetscape that is comfortable and inviting for pedestrians including wide, curb-separated sidewalks, landscaping, street furniture, street lights, public art, etc.
2. Define the desired intensity, massing, and height of buildings in the Downtown that create a human scale of development.
3. Residential units should front, and take access from, the street.
4. Encourage small scale buildings with pedestrian orientation; architecture and entries facing the street, including building to the sidewalk (except open space and/or patios).
5. Require building fronts to be "permeable"; no blank walls. Ensure that entries and windows connect to the sidewalk and identify with the pedestrian (see diagram above).
6. Incorporate shade protection elements in building and site design such as covers, awnings, colonnades or street trees.
7. Retain the existing alley system to allow architecture to face the street (rear yard access), improve circulation, and provide opportunities for landscaping and parking at the rear of the lot.



Public Parking Behind Building with Mural



Shaded Streetscape



Entry Monumentation



Entry Monumentation

8. Side yard and front yard setbacks should be reduced in the Downtown to create a more dynamic and unified street environment. Build to side property lines when there are alleys at the rear of the site.
9. Encourage buildings to enclose and frame corners of major intersections to define and soften the streetscape, and provide a connection with pedestrians.
10. Place parking lots in courtyards, behind buildings, or in structures that have retail taking access from the street. Paseos or walkways could provide access from the parking areas to the street.
11. Provide opportunities for public art, water features or iconic elements.
12. Encourage the placement of overhead utilities underground.
13. Route through traffic in the Downtown to higher capacity arterials such as Grand Avenue, Olive Avenue, Patterson Avenue, etc., in order to allow for the occasional closing of roads for special events.

Policies:

DCD 1.1: Create development standards and design guidelines that produce a high quality pedestrian oriented Downtown.

DCD 1.2: Develop appropriate architectural designs that create a unique, distinct image for the community of Winchester.

DCD 1.3: Prohibit building design that does not contribute to a walkable, livable, vibrant and human scale environment (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

DCD 1.4: Encourage new development to include area for public gathering spaces and have opportunities to allow cultural events, outdoor concerts, festivals, or farmers' markets.

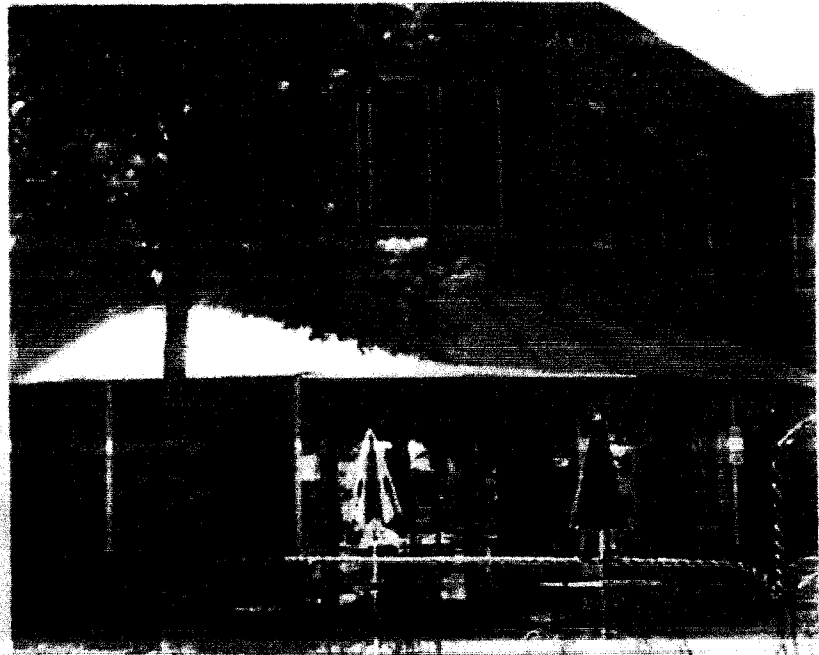
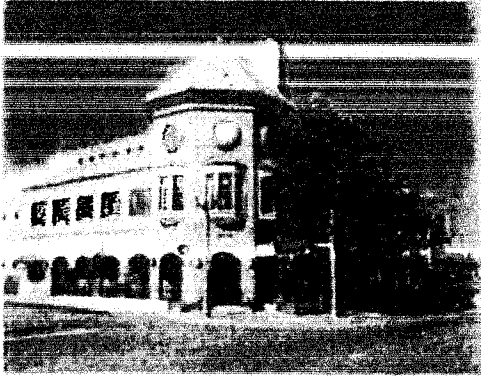
DCD 1.5: Require large commercial centers to incorporate public spaces such as outdoor plazas, patios, water features, paseos, interactive children amenities, pedestrian connectivity, etc. This creates a distinct sense of place and provides a quality experience for patrons.

DCD 1.6: Develop appropriate landscape standards that complement the vision of a pedestrian oriented streetscape including pedestrian paseos in between buildings, where appropriate, to encourage pedestrian travel.

DCD 1.7: Develop appropriate sign standards that complement a pedestrian oriented environment and proper building identification.

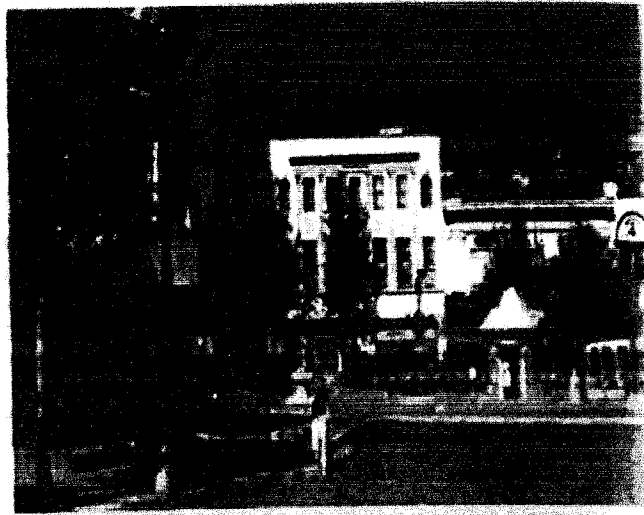
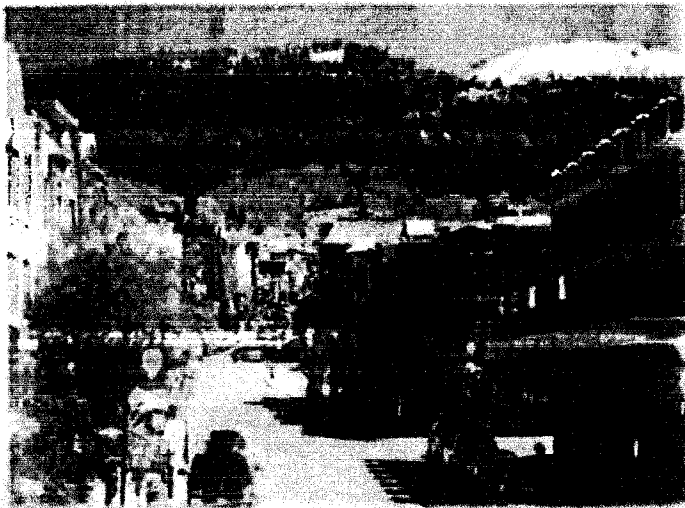
DCD 1.8: Design entry points into the Downtown that are distinct and create a sense of arrival and identify.

Sample Architectural Styles



LAND USE STUDY

Walkable, Mixed-Use Downtowns



7.2.2 Winchester Community Design Goal:

Develop the area outside of the Downtown core as sustainable, livable neighborhoods with the appropriate distribution of land uses and connectivity to shopping, employment opportunities, transit and recreational amenities.

Objectives:

1. Develop neighborhoods that provide a variety of housing types to meet the needs of all residents.
2. Ensure that architecture is compatible throughout the community and reflects a quality design and image.
3. Create streetscapes that are comfortable and inviting for pedestrians, including curb-separated sidewalks, landscaping, street furniture, street lights, pocket parks, paseos, etc.
4. At primary intersections, ensure buildings are properly placed and designed to create distinct and aesthetically pleasing streetscapes.
5. Neighborhoods and other commercial developments should be developed to consider movement of the pedestrian (not just the automobile), and incorporate sidewalks, shade elements, trails, open space buffers, paseos, water features, or public art to provide visual relief and enhancement.

Policies:

WCD 1.1: Ensure there is an appropriate transition of land uses, specifically between residential and commercial, industrial or business park uses.

WCD 1.2: Encourage site and building design that provides pedestrian connectivity.

WCD 1.3 Allow opportunities for public gathering spaces such as neighborhood parks or open space areas to create areas where neighbors can gather, meet or mingle.

WCD 1.4: Develop appropriate streetscape standards that address entry monumentation, landscape treatment, street furniture, and open space opportunities.

WCD 1.5: Ensure points of entry into neighborhoods or centers are clearly identifiable and compatible with the adjacent architecture.

WCD 1.6: Develop appropriate signage standards that are consistent with the buildings architecture. Sign standards should also consider signage geared toward the pedestrian (i.e. directories, hanging, or projecting signs).



Commercial Development Outside of Downtown Core



Outdoor Plaza - Gathering Place



Pedestrian Shaded Streetscape

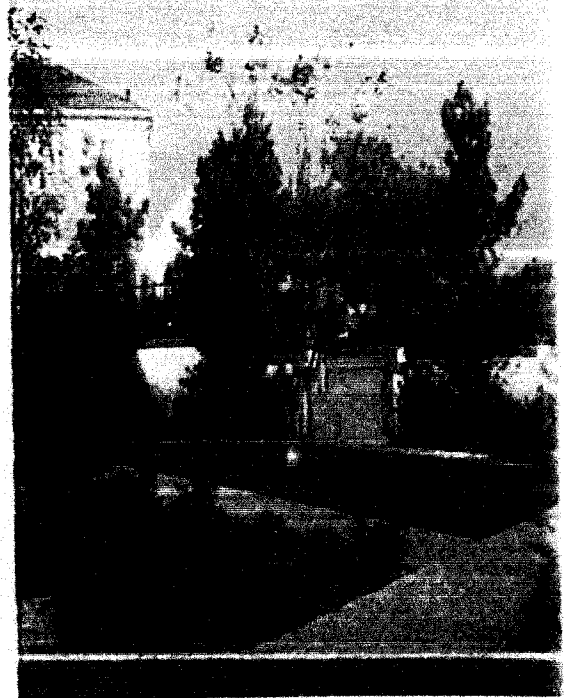


Wide Pedestrian Landscaped Pathway

Residential Development Outside Downtown Core



Pedestrian Friendly Streetscape



Neighborhood Pocket Park

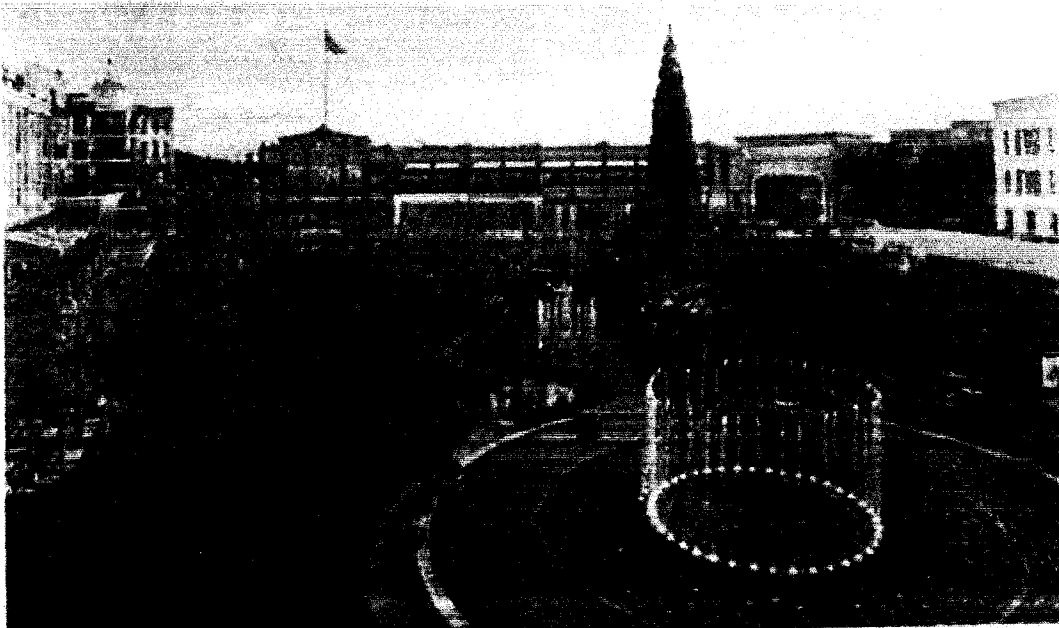


Entry Monumentation



Multi-family Development

Commercial/Retail Development Outside Downtown Core



Water Feature with Gathering Spaces



Outdoor Space with Fountain



Water Feature



Outdoor Plaza

7.3 Circulation Goals, Objectives and Policies

7.3.1 Circulation Goal:

Create a circulation system that can accommodate the Proposed Land Use Modifications Map as revised per this Study (Figure 7) and complies with the County wide target Levels of Service that facilitate the movement of vehicles, but also places a strong emphasis on safe and efficient pedestrian pathways and greater mobility choices.

Objectives:

1. Control traffic congestion through better management of demand, improvement to the roadway systems and traffic control devices.
2. Ensure that the circulation system creates a framework where people connect to the places they want to travel through an extensive, efficient and safe network of roadways, transit services, shuttles, bikeways, pedestrian trails and well-designed sidewalks.
3. Encourage the use of alternative modes of transportation to reduce reliance on the automobile, improve air quality and create a more walkable community.
4. Design streets with the complete street design concept: pedestrian, bicycle, transit and auto.
5. Retain the existing historical grid pattern street system within the Downtown core area.
6. Adopt traffic calming measures such as "choking" down street widths at key intersections, enhanced pavement, landscape pockets, etc., to slow traffic and enhance pedestrian safety.
7. Create pedestrian linkages throughout the community (e.g., sidewalks, trails, alleys or paseos).
8. Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system, and make deliveries more efficient.
9. Discourage the use of round-a-bouts in the Downtown core to ensure through traffic is routed to the arterials roadways at the perimeter of Downtown.

Policies:

The following policies have been developed to support the long-term spacing out of Winchester.

CLU 1.1: Once the Highway 79 re-alignment is approved, the proposed land uses may need to be re-analyzed (and possibly modified) to reduce any potential circulation and land use conflicts or changes as a result of the final re-alignment.

CLU 1.2: All of the proposed traffic improvements listed below are recommended to occur after the construction of Highway 79 re-alignment is completed. All improvements are subject to review and approval of the



Choking Down the Street



Enhanced Paving and Angled Paving

Riverside County Transportation Department and would require the Riverside County Circulation Element to be amended.

- Because Grand Avenue will serve as one of the primary east/west roadways for through traffic, Simpson Road is recommended to be reduced to two lanes (secondary roadway) with reduced traffic speed in the Downtown. This would allow Simpson Road to become a "Main Street" in the Downtown, with wide sidewalks and traffic calming devices. In addition, this would divert through traffic out of the Downtown, and create a safer, more pedestrian oriented streetscape with a traditional Downtown "feel".
- Winchester Road should also be reduced to two lanes (secondary roadway) with reduced traffic speed. This would also give Winchester Road a more Main Street atmosphere and create a more pedestrian friendly streetscape. Also, angled parking is recommended on both Winchester and Simpson Roads.
- A crossing at the intersection of the new Highway 79 alignment and Olive Avenue should be considered. This is essential to accommodate the east/west movement of traffic between the Downtown and the future job centers located to the east.
- Extend Rice Road and Patterson Avenue as secondary roadways to the north to connect with Grand Avenue.
- Down-grade Patterson Avenue to a secondary roadway.
- Serious consideration should be given to over-crossings at Rice Road and Domenigoni Parkway, and Patterson Avenue and Domenigoni Parkway, if feasible.
- Designate the entire length of Beeler Road as a secondary roadway.

CLU 1.2: Require development projects to incorporate easy, convenient access to public transportation systems with consideration of both existing and long-term planned facilities.

CLU 1.4: Locate the future transit station in the Downtown core. This will connect Winchester to other parts of the County, support TOD, and improve the future economic viability of the Downtown.

CLU 1.5: Optimize the use of the alley system in the Downtown core area. The County should consider the re-acquisition of alleys wherever feasible, and require new development to incorporate alleys in the site design.

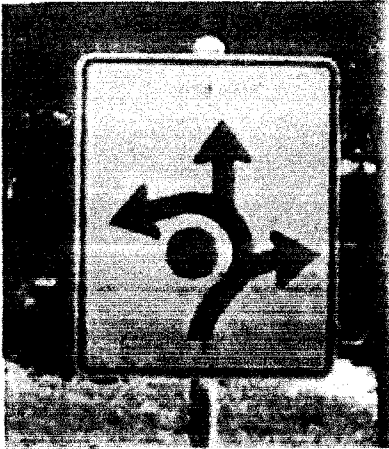


Train Station to Accommodate TOD



Local Trolley System

LAND USE STUDY

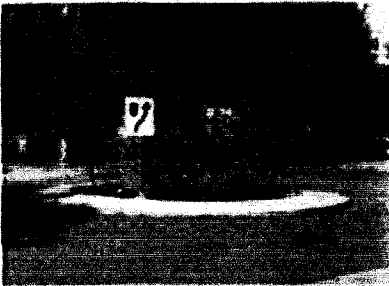


CLU 1.6: Implement the use of round-a-bouts outside the Downtown core area. Round-a-bouts should be utilized on perimeter streets such as Olive Avenue, Grand Avenue, Patterson Avenue and Rice Road.

CLU 1.7: The re-alignment of Highway 79 shall be designed so that access to Downtown via Winchester Road is not eliminated, as this is vital to the future success of the Downtown.

CLU 1.8: The re-alignment of Highway 79 must be located outside of the Downtown so it does not divide the southwest portion of Downtown core.

CLU 1.9: Ensure an adequate supply of parking in the Downtown core area is provided without compromising the vision for a walkable Downtown. Plan for off-street parking facilities (i.e. structures, lots, park-n-rides or shuttle services) to support and enhance TOD concepts and encourage a walkable Downtown. On street parking should also be permitted throughout the Downtown.



CLU 1.10: Design roads or the future transit station to minimize noise impacts on surrounding residential and sensitive land uses to the extent feasible.

7.4 Multi-Purpose Open Space/Recreation Goal, Objectives and Policies

7.4.1 Multi-Purpose Open Space and Recreation Goal:

Create opportunities for additional open space, trails and recreational opportunities to serve a variety of needs and users within the community.

Objectives:

1. Additional open space and parks need to be developed to provide a variety of amenities to serve the entire spectrum of users—children, teen, adults and seniors.
2. Provide at least two additional regional park facilities. One facility should be generally located in the north and one facility at the south end of the community.
3. Strategically locate open space/recreation uses to compliment the adjacent land uses and minimize any potential noise impacts to nearby sensitive receptors.
4. Encourage new developments to include plazas, fountains, public art, courtyards, paseos, outdoor seating and public gathering spaces wherever possible and appropriate.
5. Require developments to provide a variety of park amenities. An analysis of the existing park space within approved Specific Plans should be conducted to determine the existing inventory of open space and park land to accurately access the short and long-term needs.
6. Incorporate equestrian use and multi-purpose trails to connect to open space, parks, and other recreational amenities where appropriate.
7. Preserve the scenic background and natural resources of the community, including the protection of scenic vistas associated with the varied topography that defines the area.

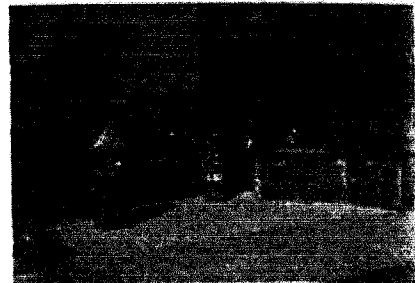
Policies:

OSLU 1.1: Ensure there is an appropriate distribution of recreational amenities in the various land uses given the proposed land use revisions.

OSLU 1.2: Provide open space areas to provide visual relief, create connectivity to other areas, and to help serve as buffers to the built environment.

OSLU 1.3: Ensure that pedestrian, equestrian and bicycle street and trail network systems are incorporated to provide connectivity to surrounding land uses.

OSLU 1.4: Ensure public gathering spaces and parks for civic and cultural events are included in the Downtown core. Integrate a network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian pathways to provide connections within each neighborhood, and surrounding communities.



Children's Park



Park with Fountain



Passive Garden

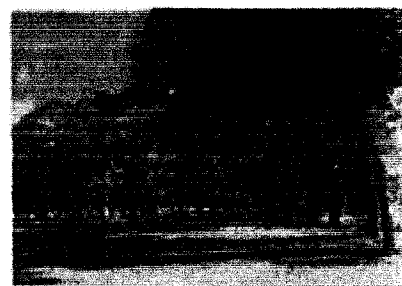
LAND USE STUDY



Neighborhood Park



Natural Open Space Park



Passive Park



Equestrian Trail

OSLU 1.5: Encourage projects to incorporate innovative open space designs, landscape or water features, or interactive areas. Unique designs are encouraged to contribute to create distinct, charming, and inviting developments that people want to spend time at. Examples in California include Victoria Gardens (Rancho Cucamonga), Americana at Grand (Glendale), Valencia Town Center (Valencia), the Grove (Los Angeles) and Old Town Sacramento (Sacramento). These are all successful developments that have implemented the planning and design concepts discussed in this Study.

OSLU 1.6: Analyze the opportunity for enhanced recreational opportunities within the existing Salt Creek open space area and existing multi-purpose regional trail (i.e. education kiosks, exercise stations, etc.).

OSLU 1.7: Consider the opportunity for a multi-purpose bridge crossing over Salt Creek to provide pedestrian, equestrian and bicycle connectivity to Downtown.

OSLU 1.8: Consider future park, trail and recreational opportunities within Double Butte County Park. Historically, Riverside County designated Double Butte to be a regional park facility. To this end, the WMAC and the community feel strongly that it should be developed as a park, trail and recreational destination.

OSLU 1.9: Conduct a comprehensive recreational and open space assessment for the community to identify the specific long-term needs of all age groups and users. Analysis of recreation and park needs including ball fields should be conducted.



Bicycle Trail

7.5 Sustainability Goal, Objectives and Policies

7.5.1 Sustainability Goal:

Encourage land use planning and development to be efficient in the use of non-renewable resources to reduce impacts and increase sustainability of the community which contributes to a higher quality of life for residents.

Objectives:

1. Promote the use of energy and water conservation technologies and practices.
2. Require future planning and land use documents (i.e. Specific Plans, design guidelines or development plans) to incorporate sustainable planning and design practices such as Smart Growth, New Urbanism, Transit-Oriented Development and Sustainable Design Principles as appropriate.
3. Create an incentive program for projects that obtain LEED (Leadership for Energy and Environmental Design) certification or build to LEED equivalent standards. At a minimum, encourage the use of sustainable building materials, hardscape and site furniture whenever possible.
4. Establish regulations that allow for a short-term waiver of parking requirements in the Downtown core for highly desirable land uses such as specialty retail, restaurants, and lodging.
5. Consider the adoption of an in-lieu parking fee in the Downtown to create a future source of funds for the development of parking structures and/or parking lots.

Policies:

SLU 1.1: Establish initiatives for environmentally friendly building practices applicable to existing and new development

SLU 1.2: Encourage water conservation, solar energy, and enhanced recycling opportunities, and promote energy conservation practices to help develop a greener community to advance the quality of life and appeal of the community.

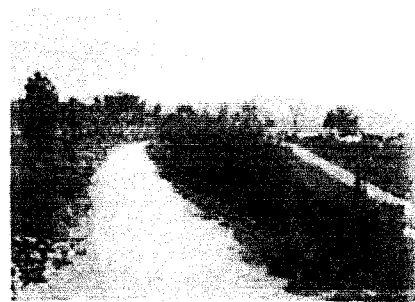
SLU 1.3: Encourage the design and construction of energy efficient buildings to reduce air, water, land pollution and other environmental impacts from energy production and consumption.

SLU 1.4: Maximize natural light opportunities when considering building placement to reduce energy use.

SLU 1.5: Preserve existing tree canopy, native vegetation, and pervious surfaces where feasible.

SLU 1.6: Reduce the impact of heat islands by providing shade structures and trees that can produce large canopies to provide shade.

SLU 1.7: Select roof and paving materials that possess a high level of solar reflectivity.



Multi-Purpose Trail

LAND USE STUDY

SLU 1.8: Select land use designation so communities will be near public transportation infrastructure to reduce vehicle trips and encourage mobility alternatives.

SLU 1.9: Provide direct and safe connections for pedestrians, bicyclists, and drivers to key locations of a project, local destinations, and neighborhood centers.

8.0 Conclusion

Community leaders, residents and stakeholders were a positive influence on the outcome of the study. These participants are acknowledged for their hard work, commitment and involvement throughout this land use planning process. As a result of the community input and the land use analysis conducted, the following recommendations are provided to assist with the long-term, economic sustainability of Winchester:

1. Require LAFCO to take immediate steps and formally acknowledge the boundaries of the community of Winchester as identified by the WMAC and Area Plan Land Use Map.
2. Adopt the Proposed Land Use Modifications Map (Figure 7, Proposed Land Use Modifications) to provide a balance of land uses for the successful, long-term build-out of the community.
3. Adopt the goals, policies and objectives contained in Section 7 of this Study.
4. Prepare a Specific Plan for the Downtown core in order to ensure that the vision for the Downtown is achieved.
5. The WMAC strongly recommends that the County conduct an analysis of density increases and intensity of development currently being processed within approved Specific Plans.
6. Once the ultimate alignment of Highway 79 is selected, the County should re-analyze properties adjacent to the Highway to minimize any potential impacts or conflicts in land uses, and determine appropriate land uses as recommended in this Study.
7. Ensure the re-alignment of Highway 79 is designed so that the alignment is located outside of the Downtown to avoid dividing the southwest portion of the Downtown.
8. Prepare a Recreation Master Plan to identify the long-range open space and recreational needs of the community.
9. Require the County to pursue a variety of funding mechanisms to help construct the necessary infrastructure to support the proposed land uses in the Area Plan and the proposed modifications as a result of this Study.
10. County should actively pursue funding options to pay for the necessary infrastructure needed to support development throughout the community. Funding options may include but are not limited to state or federal grants, RDA replacement agencies, or other financial mechanisms that are currently available and funds that may become available in the future.

Community of Winchester

11. Develop the Metropolitan Water District west side properties in accordance with previous commitments made to the community and the region by Metropolitan Water District.
12. The issue of legal non-conforming uses is a significant concern to the WMAC. The WMAC, in accordance with WLU 1.7, is concerned about the impact of proposed land use changes on legal, non-conforming uses. The WMAC requests that the County create standards that allow for maximum flexibility for land owners regarding the existing use of their property.

References:

County of Riverside Transportation and Land Management Agency

Easter Municipal Water District

Riverside County Flood Control District

Riverside County Integrated Plan

Third District Supervisor Stone's Office

Winchester Home Owners' Association/Winchester Town Association

Winchester HOA Land Use Committee/Winchester Town Association

Winchester Municipal Advisory Council

Winchester Historical Society

Acknowledgements:

Winchester Municipal Advisory Council Members:

Andy Domenigoni

James Horecka

Dirk Meredith

Jim Sheldrake

Third District Supervisor Stone's Office

Gregg Cowdery

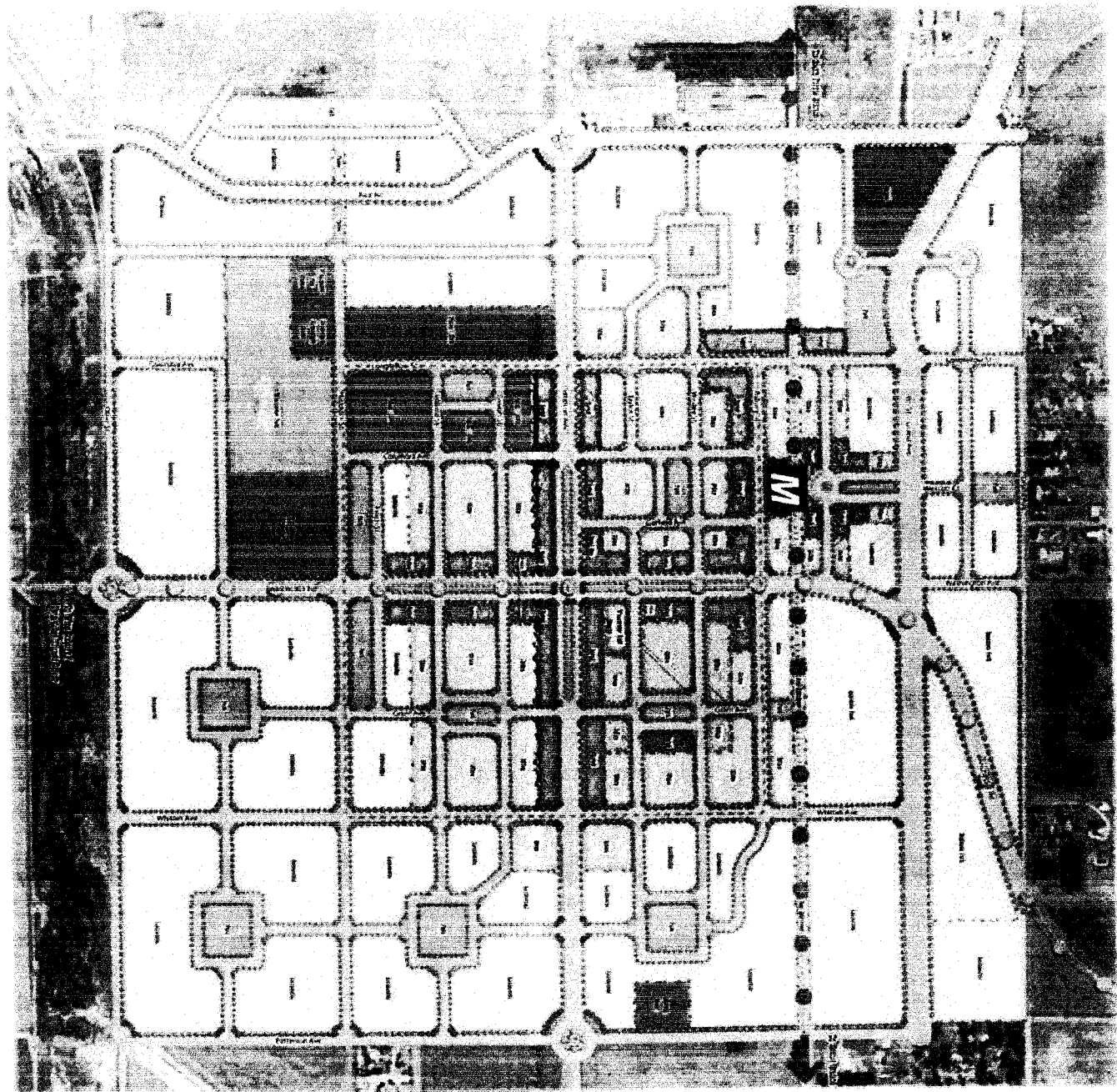
Cindy Domenigoni

Peter Odencrans

Mike Rowe

EXHIBIT 10

CONCEPTUAL DRAFT ILLUSTRATED LAND USE PLAN



CONCEPTUAL DRAFT

This land use concept requires adoption of density transfer policies and implementation measures to ensure that landowners whose property is designated as open space are compensated for the value of their property.

LEGEND (Legend)

714 Residential

323 Small Commercial / Medium Density

324 Open Commercial / Medium Density

343 Medium Density

325 High Density

344 Office / Retail

345 Office

346 Office

347 Office

348 Office

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DOWNTOWN WINCHESTER CORRE

Winchester, CA

**Comment Letter No. 23: Winchester-Homeland Land Use Committee
(Representing the Winchester-Homeland MAC and Winchester Town
Association).**

- Comment 23.1** This comment provides background information on the Winchester-Homeland communities. The County of Riverside appreciates the attached exhibits provided to identify the communities' boundaries and past land use studies. This comment does not identify any specific concern with the adequacy of EIR No. 521, GPA No. 960, the Riverside County CAP, or any environmental issue.
- Comment 23.2** This comment requests that GPA No. 960 and EIR No. 521 reflect the Winchester Land Use Study and Winchester Downtown Core Plan. The Winchester Land Use Study was completed in September 2012. As mentioned by the commenter, the Winchester Downtown Core Plan was developed following the Winchester Land Use Study. GPA No. 960 and Draft EIR No. 521 use the date of the Notice of Preparation (April 2009) to establish the baseline for the documents. For this reason, GPA No. 960 and the analysis of the Draft EIR as related to the community of Winchester and its land uses adequately show the existing conditions of the County at the date of the release of the Notice of Preparation.
- The requested updates to the Harvest Valley/ Winchester Area Plan will be considered during the 2016 General Plan Update process, as well as the Housing Element Update, which is currently being processed as a separate general plan amendment (GPA No. 1122).
- Comment 23.3** This comment requests that the community of Homeland be evaluated for any changes that may affect the current General Plan. As mentioned by the commenter, the community of Homeland was added to the MAC boundaries by the County of Riverside in November 2013. As noted in Response 23.2 above, GPA No. 960 and Draft EIR No. 521 use the date to the Notice of Preparation (April 2009) to establish the baseline for the documents. For this reason, GPA No. 960 and the analysis of the Draft EIR as related to the community of Homeland adequately show the existing conditions of the County at the date of the release of the Notice of Preparation.
- The requested updates to the Harvest Valley/ Winchester Area Plan will be considered during the 2016 General Plan Update process.
- Comment 23.4** This comment requests that the County of Riverside work alongside the Third District Supervisor, Planning Commission, and Planning Department to refine the Winchester Land Use Study and Downtown Core Plan. The County appreciates the extensive effort the community of Winchester has undertaken

to develop the Downtown Core Plan. The County Planning Department will continue to work with the Winchester Community to refine the Winchester Land Use Study and Downtown Core Plan and incorporate the Community's vision into the General Plan to the extent feasible during the 2016 General Plan Update.

Comment 23.5

This comment serves as the conclusion to the letter. The County of Riverside looks forward to working with the Winchester-Homeland Land Use Committee in the future. This comment does not identify any specific concern with the adequacy of EIR No. 521, GPA No. 960, the CAP or any environmental issue.

February 17, 2014

Letter in Opposition to General Plan Amendment 1129

Dear Planning Commissioners;

As a long time property owner adjacent to this proposal we respectfully request that you fully support the recommendation of denial of this request by the Staff Report which calls for small lot high density single family housing in a well-established rural area. The General Plan for this area of the County, approved in 2003, required that new "residential development shall retain its existing estate density and rural character" and was given a designation of Estate Density Residential - 2 acre minimum to protect the neighborhood from this type of proposal.

This application is another attempt to ignore the General Plan and force a high density project into a rural area. General Plan 946 which was submitted in 2008 proposed the same "Medium Density Residential" (MDR) (2-5 du/ac) which again is being requested. This application was rejected by the Planning Commission as not being compatible with the neighborhood or the intent of the General Plan. The Planning Commission's recommendation in 2009 was to keep this area "Estate Density Residential" (EDR) (2 acre minimum lot size).

This proposal is, again, an ill-conceived land use proposal that has no regard for the General Plan. This GPA should be denied again.

Thank you for the opportunity to comment on this proposal.

2/19/14 Great District
16-5

February 13, 2014

Mr. Matt Straite
Riverside County Planning Commission
4080 Lemon Street
12th Floor
Riverside, CA 92502

Re: General Plan Amendment No. 1129

Dear Mr. Straite:

We live on 5 acres on Gardner Lane. There are currently no parcels smaller than 5 acres in our area. We are opposed to the change from our current zoning which is a 2 acre minimum to allow 2 to 5 homes per acre. Two to 5 homes per acre would be considered tract housing and does not fit in the rural community that we now have. The people who live here do so to enjoy the wide open space and to have horses and other animals which would not be allowed on smaller lots.

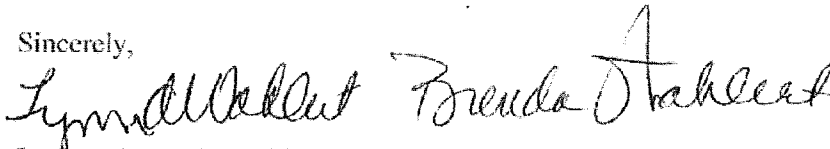
The Audie Murphy Ranch is building and selling homes on the west side of Menifee. If an aquatic park and soccer fields are needed it would seem that this area would have a greater demand and be more suited. Mira Park is located at the intersection of Mira and Wickered Roads which is visible from our home. Other than an occasional baseball game this park is very under-utilized.

With the housing development that is already under way in the Menifee and Murrieta area (near the proposed property) we question whether there is really a need for 600 more homes. The housing market has barely started to turn around, the economy is still flat, job creation is nil and the financial market is volatile.

We are not anti-development but feel any new development should meet the criteria of the rural area. A transitional development where the lot sizes gradually get smaller might be considered. If the lot size remains larger those who want can have a pool on their own lot. There would not be much need for an aquatic center. Two to 5 homes per acre and an aquatic center would create too much traffic and be too many homes for a rural area.

If the zoning is allowed to change the next thing you know the area will be annexed into the City of Menifee. We are opposed to any change in the current zoning and ask that it be denied.

Sincerely,

Handwritten signatures of Lynn and Brenda Wahlert in cursive script.

Lynn and Brenda Wahlert
30020 Gardner Lane
Menifee, CA 92584

RECEIVED
FEB 04 2014
ADMINISTRATION
RIVERSIDE COUNTY
PLANNING DEPARTMENT

Letter in Opposition to General Plan Amendment 1129

Dear Planning Commissioners;

We who live in this area fully agree with the Staff Report which calls for a "no go" on this GPA. Not only is this high density completely devoid of any "Extraordinary Foundation Level Amendment" reasoning, it is also violating the stated General Plan Policies referred to in the Staff report.

This General Plan Amendment is no different than the previous attempt under GPA 946 in 2009 [see attached] regarding the exact same property. It also correctly stated "This policy area recognizes that the area has a well established rural character and requires that "residential development in this area shall retain its existing estate density and rural character."

No one does not want to see development in the area, however it must be compatible. This GPA, on any level, can't be.

Similar to the long battle for compatible zoning next to Bell Mountain only two blocks west of this property, the City of Menifee wisely followed the original recommendation of the County Planning Commission and returned that property back to Estate Density Residential [2 acre mins]. This action confirmed the hard won wishes of the area residents and protected the rural character of the area.

GPA 1129 is clearly planning at its worst, with no regard for the General Plan. It should be denied.

I wish to have this letter as part of the public record.

Thank you for the opportunity to comment.

Rick Croy

Rural Residents and Friends

"People for Balanced Growth"

Handwritten: 1129 113 110411

Handwritten signature: Rick Croy
Rural Residents and Friends
"People for Balanced Growth"

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- 906-210-035

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"People for Balanced Growth"

February 17, 2014

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This proposal is, again, an ill-conceived land use proposal that has no regard for the General Plan. This GPA should be denied again.

Thank you for the opportunity to comment on this proposal.

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February 17, 2014

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Thank you for the opportunity to comment on this proposal.

Pamela Richard

Wade Richard

February 17, 2014

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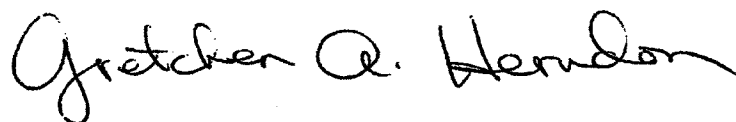
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Thank you for the opportunity to comment on this proposal.

A handwritten signature in black ink that reads "Gretchen A. Herndon". The signature is written in a cursive style with a large initial 'G' and a long, sweeping underline.

February 17, 2014

Letter in Opposition to General Plan Amendment 1129

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Thank you for the opportunity to comment on this proposal.

Donald Herndon

February 17, 2014

Letter in Opposition to General Plan Amendment 1129

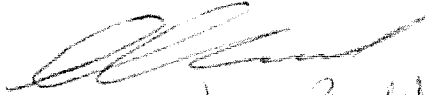
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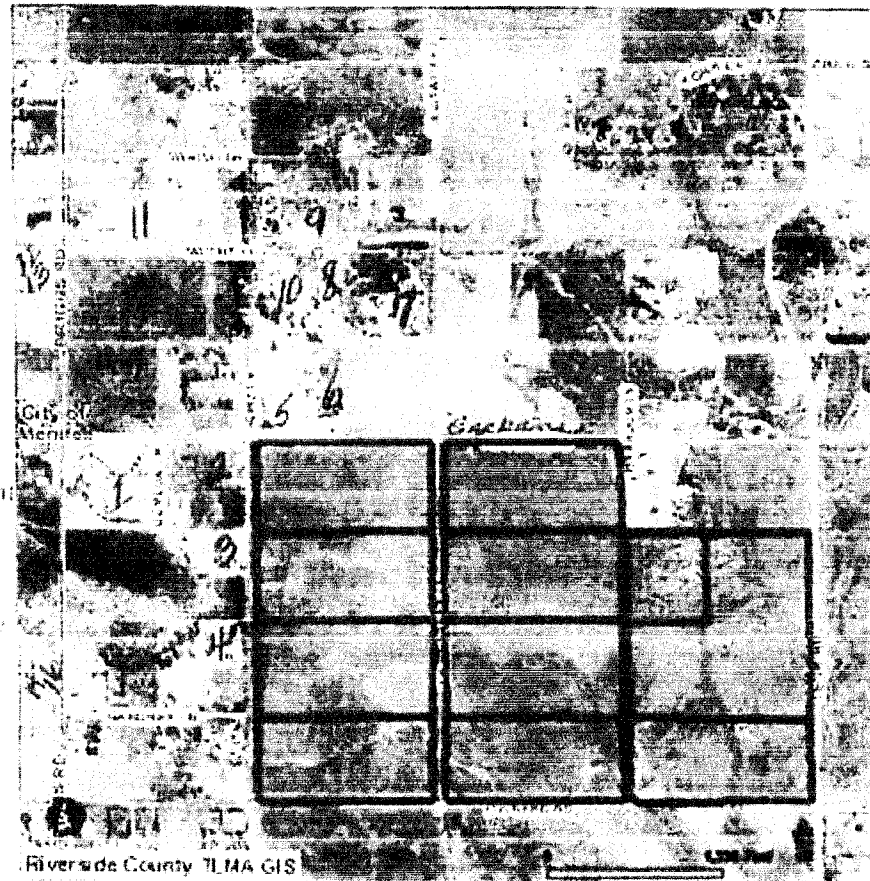
Thank you for the opportunity to comment on this proposal.

 30811 GARFANI ROAD
MARSHA Becklund 30811 GARFANI RD.

RIVERSIDE COUNTY GIS

Change in Wilford & Gardner
today to pass out Agenda

- 1) Ricardo Hernandez
Oral Hernandez
3350 Geneva Lane
- 2) Jorge Hernandez
7200 Geneva Lane
- 3) Vicki Rombarger
7210 Geneva Ln
- 4) Phil Shane
Gardner & Wilford
- 5) Bing Academy
Rishi & Sara
Gardner & Wilford
- 6) Jay's Christyssa
Carmen Rd
- 7) Ron & wife plus the
Sandra, Christopher & the
Bobby's Business
Gardner & LaVerna
House from Maxine Ln
- 8) Mr & Mrs. Sander
Maxine Ln
- 9) Gene & Mary
Maxine Ln
- 10) Mr & Mrs. Louise
Maxine Ln
- 11) Cole & Lisa Freedom
Bing & Maxine Ln
- 12) Bill & Lisa
Bing & Maxine Ln
- 13) Phil & wife
Bing & Maxine Ln
- 14) Pat & Glen Soren
Linnabarger
- 15) Scott & Lisa
Linnabarger
- 16) Frank & Janet Rombarger
Gardner Ln
- 17) Jessie & Laura
Leon & Scott



Selected parcels
 001 010 020 030 040 050 060 070 080 090 100 110 120 130 140 150 160 170 180 190
 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390

LEGEND

- selected parcels
- unselected parcels
- unselected parcels
- unselected parcels

Map data is provided by the California State Lands Department, the California State Lands Commission, and the California State Lands Commission. The County of Riverside is not responsible for any errors or omissions in the data. The County of Riverside is not responsible for any errors or omissions in the data. The County of Riverside is not responsible for any errors or omissions in the data.

18 April 2014

Matt Straite

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: Memo on GPA 1129 Developer Meeting with Neighbors on 4/3/2014

Dear Matt,

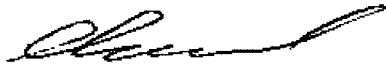
On April 3rd the applicant, Joseph Rivani of Global Investments, held an informational meeting at the French Valley Pizza Factory in French Valley. The meeting was attended by eleven property owners that live adjacent to GPA 1129. Mr. Rivani introduced himself and his team and stated that he is requesting an Extraordinary Foundation Amendment. This would amend the General Plan Land Use Designation from Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) to Community Development: Medium Density Residential (CD:LRD)(2-5 DU/Ac).

A discussion then took place with the applicant about the project that ended with every one of the adjoining property owners stating there is absolutely **No Support** for this proposal. A very loud and clear message was given by every person attending this meeting that this proposal is totally inappropriate given that it will place high density urban development in the middle of a rural area that was to be preserved under the General Plan. There are no extraordinary reasons to justify moving this application forward at this time.

All of the property owners will support a development that would honor the General Plan and build 2 acre Estate Residential homes on this property.

Respectfully submitted by the attendees:

Grant Becklund



Vicki Romberger

Vicki Romberger 4-18-2014

Glen and Patricia Sorum

Glen Sorum 4-18-2014 - Patricia Sorum

Don and Gretchen Hemdon

Don Hemdon Gretchen Hemdon 4-20-14

Phil and Mona Shane

Phil Shane Mona Shane

Lynn and Brenda Wahler

Lynn Wahler Brenda Wahler

Jim McCormick

Sign in Sheet

Name	Phone	Email	Address
GRANT BRILLINO	951-282-2601	GRANT35300@AOL.COM	30811 GARD BANI ROAD WINDHAM, CA 92576
Vicki Bookbinder	951-202-2226	Vbookbinder@aol.com	32100 Stearns Ln Ukiah, Ca 95304
Den Forum, Patricia	951 677-6738	---	33335 Lindenbarger Rd, Manteca Ca 92554
DANA CRITCHFIELD NERUNON	951 806 1669	DOP-ERICHSON@PANO.COM	30940 GARIBANI RD WINCHESTER CA 92590
PHIL & MOWA SHANE	951-6748336	PHILSHANE@AOL.COM	30220 GARDNER, MENIFEE, CA 92584
Lynn & Brenda DeHaut	515-240-7003	BDeHaut@Yahoo.com	30020 GARDNER Lane - Manteca Ca 92584
JIM MCCORMICK	916-1041	MACJ42@GMAIL.COM	32555 DAVIS RD WINCHESTER CA 92576

18 June 2014

City of Menifee
29714 Haun Road
Menifee, CA 92586

RE: Initiation of Annexation of Rural Properties East of Briggs Road into the City of Menifee

Dear Council Members,

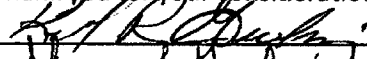
We would respectfully request that the City of Menifee consider annexing the properties contained in the three square mile area bounded by Scott Road on the South, Briggs Road on the West, Leon Road on the East and Old Newport Road on the North.

The homeowners moved to this community to enjoy a rural lifestyle and relied on the fact that the County's General Plan supported and encouraged the keeping of animals and intensive equestrian uses. A recent decision of the Board of Supervisors has put all of this in jeopardy. The Board has allowed a General Plan Amendment application to proceed which proposes 800+/- small urban lots with an aquatic center on 170 acres in the middle of this rural area over the objections of virtually all of the surrounding residents. The home owners living within a ½ mile of this project, who have enjoyed this rural area for over a collective 1,100 years, submitted a petition to the Board requesting denial of this project to protect our way of life and property values. The Board's decision to ignore the desires of local residents over the wishes of an out of town developer who lives 100 miles from the site on property that has been owned for less than 6 months is very troubling. There is no support from any of the residents adjacent to this project for the creation of a highly urbanized area in this rural community.

This proposed annexation covers 3 square miles and contains 282 lots with an average lot size of 6 acres. This proposed GPA would construct, on less than 2 percent of the 3 square miles, potentially 800 homes quadrupling the 282 lots that exist today. The proposed GPA creates a highly urbanized housing project that does not allow horses and discourages intensive animal keeping. There are 1000's of small lot subdivision home sites similar to this proposal within 2 miles of this site. The proposal to add more small lots in the last remaining rural area of this community is unwarranted. What reasonable plan places a highly urban use in the middle of a rural area?

Therefore we would request that the City of Menifee consider initiating an annexation of the 3 square miles to protect and preserve this area from urban encroachment, enlarge and enhance the rural areas designated on the City's General Plan and retain the rural natural of this community.

Thank you for your consideration and respectfully submitted,



Donald J. Berling

Date: 6-18-14

Date: _____

We have lived at 34119 KELLER FLAT CT. for 57 years.

18 June 2014

City of Menifee
29714 Haun Road
Menifee, CA 92586

RE: Initiation of Annexation of Rural Properties East of Briggs Road into the City of Menifee

Dear Council Members,

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Thank you for your consideration and respectfully submitted,

Lynn Penny
32085 Lindenbark Rd

Date: 6-18-14

Date: 6-18-14

We have lived at Menifee for 25 years.

18 June 2014

City of Menifee
29714 Haun Road
Menifee, CA 92586

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Thank you for your consideration and respectfully submitted,

JEFF SNEISING

Date: 7-1-14

[Signature]

Date: 7-1-14

We have lived at 29630 GARLAND CN for 20 years.