

Specific Plans

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



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

Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The four specific plans located in the Elsinore planning area are listed in Table 3, Adopted Specific Plans in the Elsinore Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

Table 3: Adopted Specific Plans in the Elsinore Area Plan

Specific Plan	Specific Plan #
Horsethief Canyon Ranch	152
Toscana ¹	327
Renaissance Ranch	333
Colinas del Oro	364

Source: County of Riverside Planning Department.

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

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Elsinore Area Plan, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character and features of this unique area. The Local Land Use Policies section provides policies to address those land use issues relating specifically to the Elsinore area.

Local Land Use Policies

Lee Lake Community: Mixed-Use Area (MUA) Highest Density Residential (HHDR) Neighborhoods

*The Lee Lake Community (see Figure 3B) is located in the Temescal Canyon, along the east side of I-15, between the freeway and Temescal Canyon Road, and about one-quarter mile south of Indian Truck Trail. It consists of **one two** neighborhoods, the Lee Lake Neighborhood **South** [Neighborhood 1], and Lee Lake Neighborhood North [Neighborhood 2], which ~~are separated by Indian Wash. Lee Lake North Neighborhood [Neighborhood 2 1]~~ is located adjacent to*

~~Indian Truck Trail, and north of Indian Wash, and Lee Lake South Neighborhood [Neighborhood 1 2] is located immediately south of Indian Wash. The Lee Lake Neighborhood North is designated as a Mixed-Use Area, with no allowance for a 30% 50% HHDR development, requirement, and Lee Lake Neighborhood South requires 30% HHDR development. is Both neighborhoods are designated entirely as Highest Density Residential. Although the Lee Lake Neighborhoods Community currently contains some light industrial development, most of the area is sparsely utilized or vacant.~~

Retail Commercial uses, a fire station, and parks are located nearby to the north, across I-10 via Indian Truck Trail, and Luiseno Elementary School and parks are located nearby toward the south, across I-10 via Horsethief Canyon Road. More intense light industrial development is located toward the south along Temescal Canyon Road. ~~The Lee Lake Neighborhoods Both neighborhoods is are~~ located in areas convenient to I-10 and Temescal Canyon Road for local and regional transportation, and near a Riverside Transit Agency bus transit line that provides convenient connections to destinations from Corona to Temecula, and to the Corona Metrolink Transit Center, which also provides the opportunity for potential links from the site or near the site to regional transit services and regional destinations.

Lee Lake Community is situated in a highly scenic setting, with spectacular views of nearby mountains to both the east and west. Lee Lake is located immediately nearby toward the east, across Temescal Canyon Road. The westerly edges of the Lee Lake Neighborhoods both neighborhoods, located adjacent to I-15, ~~is are~~ exposed to elevated traffic noise levels. Site designs should incorporate features to reduce freeway noise impacts, and to buffer development in Lee Lake Neighborhood South from nearby industrial uses.

Open space, trails, and park and recreation areas can be integrated into site development in the Lee Lake Community Neighborhoods to provide buffers and scenic recreation along both the northern and southern edges of Indian Wash, and to provide walkable destinations and internal features that promote both internal community walkability and pedestrian and bikeway access to nearby attractions off-site.

Mixed-Use (MUA) Highest Density Residential (HHDR) Neighborhoods and Policies:

Following ~~is a~~ are descriptions of the two Mixed-Use Area Highest Density Residential (HHDR) neighborhoods of the Lee Lake Community, and the policies that apply specific to the each neighborhood:

The Lee Lake South Neighborhood [Neighborhood 1 2] contains about 33 gross acres (about 25 29 net acres) and is located between Temescal Canyon Road and I-15, immediately south of Indian Wash.

Policies:

ELAP 6.3-4 ~~Thirty percent of the The entire~~ Lee Lake South Neighborhood shall be developed in accordance with the HHDR land use designation.

~~Mixed-Use Area (MUA) Neighborhood and Policies:~~

~~Following is a description of the Mixed Use Area (MUA) neighborhood of the Lee Lake Community, and the policies specific to the neighborhood:~~

~~The Lee Lake North Neighborhood [Neighborhood 1] contains about 13 gross acres (about 11 net acres) and is located between Temescal Canyon Road and I-15, and between Indian Truck Trail at its interchange with I-15 on its north, and Indian Wash on its south.~~

~~Policy:~~

~~ELAP 6.4.3~~ ~~Fifty percent of the The entire Lee Lake North Neighborhood shall be developed in accordance with the HHDR land use designation.~~

ELAP 6.4.5 *The portions of the Lee Lake **South** ~~North~~ Neighborhood that are not developed for HHDR usage shall be primarily developed for commercial retail, office commercial, business park and light industrial, community facilities, and other uses providing opportunities for services and jobs to local residents.*

The **Lee Lake North Neighborhood** [Neighborhood 2] contains about 13 gross acres (about 11 net acres), and is located adjacent to the south side of Indian Truck Trail, between the I-15 freeway and Temescal Canyon Road.

Policies:

ELAP 6.5 The Lee Lake North Neighborhood shall contain no residential uses, but shall consist of retail and office commercial uses, to support the surrounding community with a variety of commercial services from its strategic location. Accommodations shall also be made, as appropriate, for transit, pedestrian, and bicycle access, as appropriate, to facilitate connectivity between the neighborhood and surrounding community.

Policies Applying to both Neighborhoods of the Lee Lake Community:

~~The following policies apply to both Highest Density Residential (HHDR) neighborhoods of the Lee Lake Community:~~

~~ELAP **6.6.5-6-5**~~ *Paseos and pedestrian and bicycle paths should be provided within the Lee Lake Community, between residential structures, community facilities, and open space areas, including **between both neighborhoods and** along or near **both** the **northern and** southern edges of Indian Wash.*

~~ELAP **6.7.6-6-7-6**~~ *All HHDR sites should be designed to facilitate convenient pedestrian, bicycle, and other non – motorized vehicle access to the community's schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, daily basis.*

- ELAP ~~6.8 6.7 8.7~~ *All new land uses, particularly residential, commercial, and public uses, including schools and parks, should be designed to provide or potentially accommodate convenient public access to alternative transportation facilities and services, including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.*
- ELAP ~~6.9 6.8 9.8~~ *All new residential and other noise-sensitive uses shall be designed to sufficiently reduce traffic noise levels from nearby roads, including I-15.*
- ELAP ~~6.10 6.9 10.9~~ *All new residential uses shall be designed to sufficiently reduce noise levels and other potential impacts associated with retained on-site and adjacent industrial uses.*
- ELAP ~~6.11 6.10 11.1~~ *Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.*

Mt. Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires darkness so that the night sky can be viewed clearly. The presence of the observatory necessitates unique nighttime lighting standards throughout the Elsinore Area Plan as shown on Figure 6, Mt. Palomar Nighttime Lighting Policy. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the view. This is an excellent example of a valuable public resource that requires special treatment far beyond its immediate locale.

Policies:

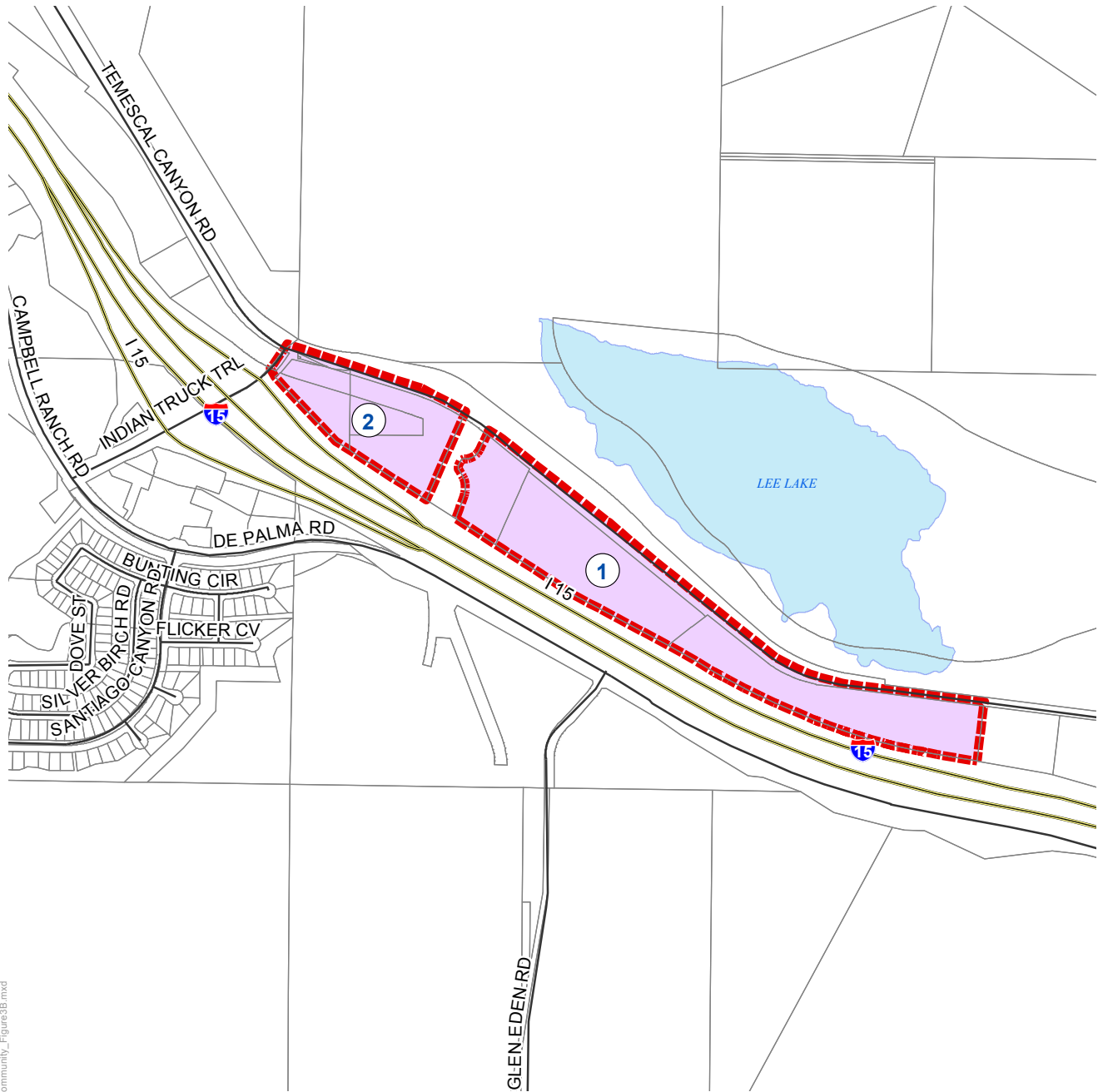
- ELAP 7.1 Adhere to the lighting requirements of Riverside County for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Circulation

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

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

While the following section describes the circulation system as it relates to the Elsinore Area Plan, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the Elsinore Area Plan is tied to the countywide



Source: Riverside County

**COMMUNITY DEVELOPMENT
LAND USE DESIGNATION:**

-  Mixed-Use Area
-  Water

HHDR / MUA NEIGHBORHOODS:

- 1- Lee Lake South**
- 2- Lee Lake North**

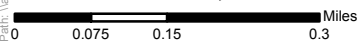
Figure 3B

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

**ELSINORE AREA PLAN
LEE LAKE COMMUNITY
NEIGHBORHOODS**



Dec. 6, 2016



Path: \\agency\images\Projects\Planning\HousingElement\HHDR_Mapping\Work\Exhibits\BOS_Approved\LeeLakeCommunity_Figure3B.mxd