

## 16.0 Northwest Sphere District

### 16.1 Introduction

The Northwest Sphere District is situated outside the northwestern edge of the City, entirely out of the City limits and falling within the City's Sphere of Influence and in the unincorporated area within Riverside County. The Northwest Sphere District is adjacent to the Alberhill District on its southeastern corner and is generally surrounded by open space around the rest of the Northwest Sphere District border. The Cleveland National Forest and Santa Ana mountains border the Northwest Sphere District on the western edges. I-15 runs northwest to southeast through the Northwest Sphere District (Figure NWS-1).

*"The main focus of the Northwest Sphere District Plan will be to increase low and medium density residential areas to accommodate growth, establish preservation areas for natural resources, and increase economic activity along Interstate-15."*

Steep terrain characterizes the Northwest Sphere District across the northern and western portions. A valley cuts through the Northwest Sphere District from the northwest to the southeast. Most alterations to the land occur in the valley in the center of the Northwest Sphere District as the flatter terrain at that location is more conducive to development.

The Northwest Sphere District is primarily open space and low-medium residential with a large master planned community located off of Horsethief Canyon Road. The existing vacant land is currently planned to remain designated as preserved open space and MSHCP conservation areas. Low-density residential land uses are planned to expand southward. Currently, there are light industrial and commercial areas located along I-15 that are planned for expansion.

The main focus of the Northwest Sphere District will be to increase low and medium density residential areas to accommodate growth, establish preservation areas for natural resources, and increase economic activity along I-15.

### 16.2 Description

The Northwest Sphere District encompasses approximately 5,190 acres and primarily consists of low-medium density residential, open space, limited agriculture, and some manufacturing and industrial areas near the freeway. The residential areas are centrally located within the Northwest Sphere District between Indian Truck Trail and Lake Street, south of I-15. The vacant lands, which are primarily in the northern and southern portions, contain steep topography. Limited agricultural areas are scattered throughout the central valley. Manufacturing and industrial land uses are mainly located along either side of I-15. I-15 is the most significant roadway that passes through the Northwest Sphere District with

Indian Truck Trail, De Palma Road, Horsethief Canyon Road, and Temescal Canyon Road also being important residential throughways for access to the freeway.

Surrounding land uses primarily include open space surrounding the entire District with the exception of the Pacific Clay Mining area within the Alberhill District to the east. Agricultural lands and manufacturing and industrial areas lie further northwest past the Northwest Sphere District's boundary edge. Cleveland National Forest borders the Northwest Sphere District to the west and southwest.

## 16.3 Land Use

### 16.3.1 Unique Attributes

The Northwest Sphere District's most unique attributes are its steep hillsides with open space, the central valley with its master planned neighborhoods, and its proximity to the numerous amenities provided within the City. This portion of I-15 will act as a gateway to the City from the north and has potential to be a commercial hub for visitors to the City as they enter or exit.

### 16.3.2 Planned Land Use

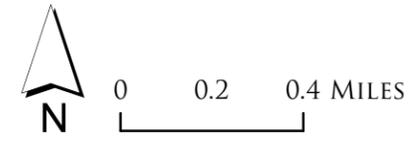
A transitional phase is anticipated for the Northwest Sphere District, as it moves from an area with scattered agricultural and industrial uses and an isolated residential area. Residential areas are expected to develop and expand, and connect to those within the Alberhill District; the manufacturing, industrial, and commercial areas will be focused around I-15. The vacant lands will most likely continue to be designated as open space and MSHCP conservation areas.

The primary land uses are open space and low-medium residential, with nearly thirty-six percent (35.84%) and twenty-five percent (25.23%) respectively of the total number of acres. Table NWS-T1 below summarizes the distribution of land use designations within the Northwest Sphere District. Chapter 2.0, Section 2.3 of the General Plan defines each land use designation in terms of the allowable uses and density and intensity standards. Figure NWS-1 illustrates the distribution and location of the land use designations.

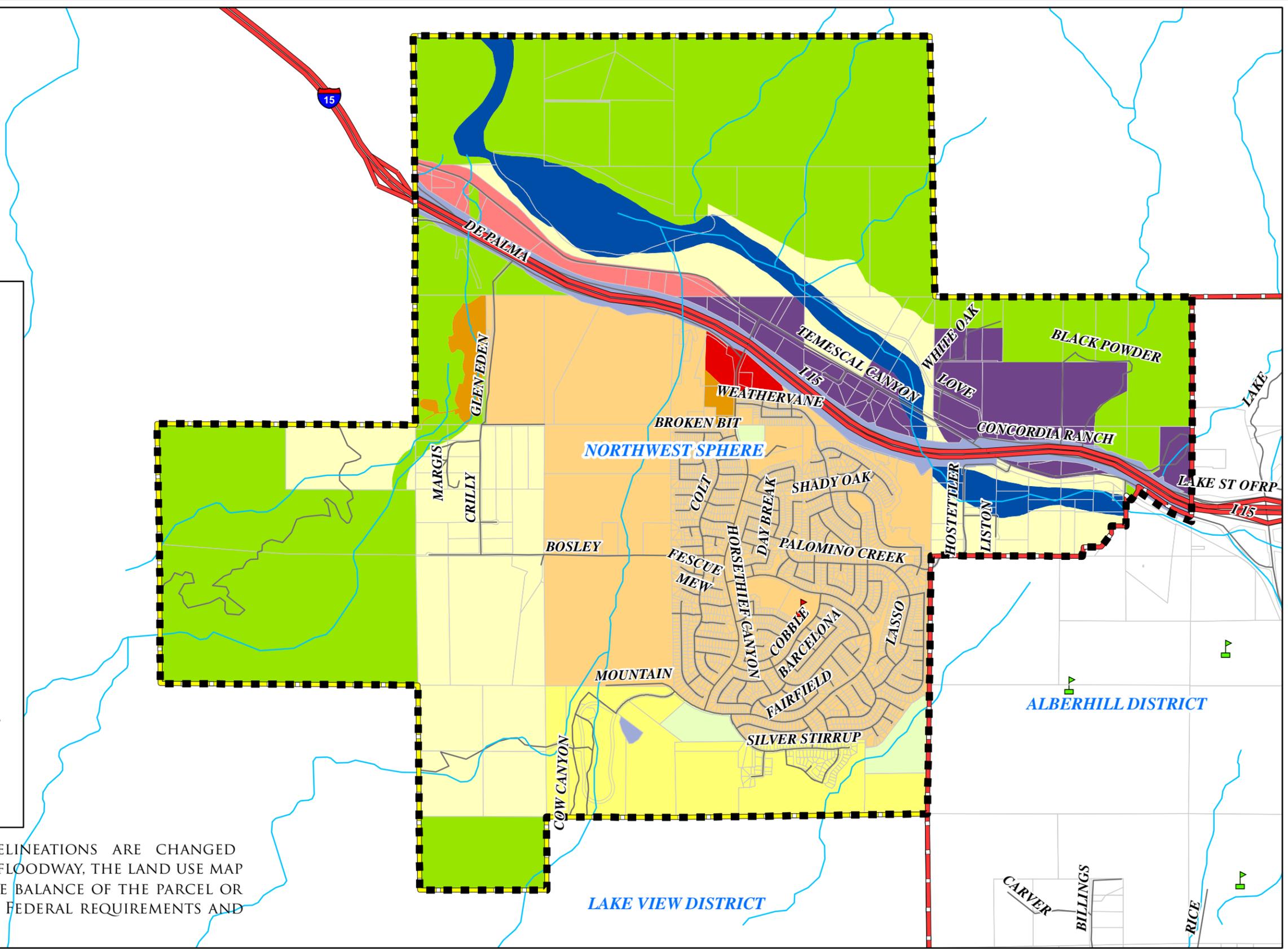
 PLANNING DISTRICTS  
 CITY BOUNDARY  
 SPHERE OF INFLUENCE  
 STREAMS  
 I-15  
 FUTURE SCHOOLS  
 EXISTING SCHOOLS  
**LAND USE**  
 FLOODWAY  
 LIMITED INDUSTRIAL  
 GENERAL COMMERCIAL  
 TOURIST COMMERCIAL  
 HILLSIDE RESIDENTIAL  
 LOW DENSITY RESIDENTIAL  
 LOW-MEDIUM RESIDENTIAL  
 MEDIUM DENSITY RESIDENTIAL  
 RECREATIONAL  
 OPEN SPACE  
 PUBLIC INSTITUTIONAL

IN THE EVENT THAT LAND USE DELINEATIONS ARE CHANGED AND PROPERTY IS RELEASED FROM THE FLOODWAY, THE LAND USE MAP WILL ASSUME THE DESIGNATION OF THE BALANCE OF THE PARCEL OR NEXT ADJACENT PROPERTY, SUBJECT TO FEDERAL REQUIREMENTS AND CONSTRAINTS.

SOURCES: CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE



CITY OF LAKE ELSINORE  
 NORTHWEST SPHERE DISTRICT LAND USE PLAN  
 FIGURE NWS-1



BACKSIDE OF FIGURE

**Table NWS-T1. Distribution of Land Uses – Northwest Sphere District**

<b>General Plan Land Use Designation</b>	<b>No. of Acres</b>	<b>Percentage of Total Land Area</b>
Floodway	293.8	5.66%
General Commercial	24.0	0.46%
Hillside Residential	752.9	14.51%
Limited Industrial	261.2	5.03%
Low Density Residential	319.6	6.16%
Low-Medium Residential	1,309.3	25.23%
Medium Density Residential	43.3	0.83%
Open Space	1,860.2	35.84%
Public/Institutional	189.9	3.66%
Recreational	59.1	1.14%
Tourist Commercial	77.0	1.48%
<b>Total</b>	<b>5,190.3</b>	<b>100.00%</b>

### 16.3.3 Overall District Goal and Policies

**Goal 1** The primary goal of the Northwest Sphere District is to accommodate future growth within the Sphere of Influence, utilize I-15 as an economic generator, create a tourism serving area, become a gateway to the tourism opportunities the City has to offer, and preserve open space for the protection of natural resources.

#### Policies

- NWS 1.1 Through the project and CEQA processes create a residential land use network that is compatible with surrounding land uses within and adjacent to the Northwest Sphere District and that is able to accommodate growth while respecting the environment.
- NWS 1.2 Consider a centralized commercial and freeway business area, maximizing economic potential, while providing necessary services for visitors and residents alike.

NWS 1.3 Consider conserving the vacant lands in areas with steep slopes and high elevations in the north and southwest in order to help maintain an adequate amount of conserved lands and open space.

Implementation Program The City shall support project design that protects natural resources, accommodates growth by utilizing the I-15 as an economic generator, and creates a gateway for tourism opportunities.

Agency/Department Community Development Department

## 16.4 Urban Design

The existing residential areas within the Northwest Sphere District are isolated master planned communities with specific design standards and amenities. The central portion of the Northwest Sphere District will contain most of the residential development, including low-medium density residential development. This development will benefit from vehicular connections between it and the residential areas adjacent to it in the Alberhill District. Residential development in the southern portion of the Northwest Sphere District will include hillside and low density residential. Design standards that protect the topographical character of the land and that take advantage of views will be necessary. As growth occurs, a consistent design style, creation of identifiable neighborhoods, and connection of the residential and commercial areas to nearby uses will be critical. As the residential development occurs there will be great potential to provide linkages to the natural open space areas.

*As the residential development occurs there will be great potential to provide links to the natural open space areas.*

### 16.4.1 Goal and Policies

**Goal 2** Support development within the Northwest Sphere District that includes identifiable neighborhoods that will incorporate the surrounding topography and views, while providing linkages to neighboring amenities and uses.

#### Policies

NWS 2.1 Consider the creation of guidelines that will establish identifiable neighborhoods that enhance the Northwest Sphere Districts' varied terrain, which includes steep slopes and canyons as well as establishing its commercial node along I-15.

NWS 2.2 Through the project and CEQA processes create pedestrian links to neighboring open space preserves and Alberhill District.

NWS 2.3 Through the project and CEQA processes protect the conservation cores and links as described in the MSHCP, while providing educational opportunities such as signage.

NWS 2.4 Encourage view corridors of the surrounding landscape, and incorporate visual resources and appropriate topographical considerations into a set of design standards for new residential construction.

NWS 2.5 After incorporation, encourage the creation of identifiable neighborhood signs at key entrance points and major roadways.

Implementation Program      The City shall support project design that incorporates surrounding topography and views, that provide linkages to neighboring amenities and uses, and that offers educational opportunities.

Agency/Department              Community Development Department

## 16.5 Transportation/Circulation

The Northwest Sphere District's circulation network consists of: I-15 running northwest to southeast, which is the main connection to the City; other districts and communities to the north and west outside the Sphere of Influence; Horsethief Canyon Road and Mountain Road; secondary roads that form the neighborhoods south of the freeway; De Palma Road and Indian Truck Trail, which act as the main access roads to the freeway for the neighborhoods to the south; and Temescal Canyon Road, which serves as the primary road running parallel to I-15 and provides access to the freeway and Lake Street within the Alberhill District to the east. The only freeway interchange within the Northwest Sphere District is at Indian Truck Trail. This interchange has a high traffic volume due to the large residential developments in the area. Lake Street, at the edge of the Alberhill District to the east, also has an interchange within proximity to the residential and commercial areas. The circulation element identifies standardized roadways as well as the addition of alternative transportation routes such as bikeways and pedestrian trails.

*"Support a multi-modal transportation system with linkages to the Alberhill District and neighboring commercial, residential, recreational, and open space areas."*

16.5.1 Goal and Policies

**Goal 3** Support a multi-modal transportation system with links to the Alberhill District and neighboring commercial, residential, recreational, and open space areas.

Policies

NWS 3.1 Through the project and CEQA processes create pedestrian friendly hiking trails between the residential areas to open space areas within the northern and southeastern portions of the Northwest Sphere District.

NWS 3.2 Through the project and CEQA processes incorporate access from major roads, the freeway, and existing residential communities to new development in the south and east portions of the Northwest Sphere District and in Alberhill to the east.

NWS 3.3 Through the project and CEQA processes establish pedestrian, bicycle, and roadway connections between the residential communities within the Northwest Sphere District and adjacent residential communities of the Alberhill District.

NWS 3.4 Consider the design and the improvement of access points to I-15.

Implementation Program The City shall support project design that provides a multi-modal transportation system that links Districts and uses.

Agency/Department Engineering Department

16.6 Parks and Recreation

The Northwest Sphere District is comprised primarily of MSHCP conservation areas and open space uses in its northern and southeastern parts of the Northwest Sphere District. There are a few pockets of open space recreation in and just outside the main master planned community that exists off of Horsethief Canyon Road. These areas will be the only opportunities in the Northwest Sphere District for recreational use. Recreational facilities have been provided as parks within the Horsethief Canyon development. The Lake Elsinore Unified School District facility and the Luiseño Elementary School are located within the Horsethief



Luiseno School

Canyon development and could offer joint-use recreational opportunities. As the Northwest Sphere District continues to grow and create identifiable neighborhoods, it will be important to include parks and recreational facilities in new development.

### 16.6.1 Goal and Policies

**Goal 4** Provide adequate active and passive open space and recreational opportunities within the Northwest Sphere District as development occurs.

#### Policies

NWS 4.1 Through the project and CEQA processes design and develop a pedestrian friendly hiking trail system, which provides connectivity to existing and future residential communities and open space and recreational facilities within the Northwest Sphere District, such as trail signs that incorporate maps and information about the vegetation of the surrounding areas.

NWS 4.2 Pursue a joint-use program with the Lake Elsinore School District and the Luiseño Elementary School.

NWS 4.3 Through the project and CEQA processes incorporate recreational space into new developments.

Implementation Program The City shall support project design that provides active and passive open space and recreational facilities within the District.

Agency/Department Parks & Recreation Department

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