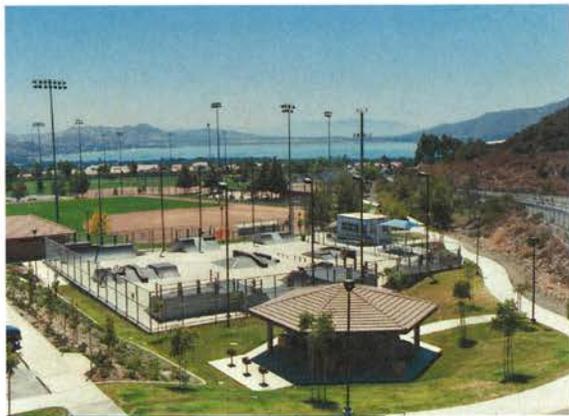




SECTION 2.0 COMMUNITY FORM



CITY OF LAKE ELSINORE GENERAL PLAN - ADOPTED DECEMBER 13, 2011

2.0 Community Form

2.1 Introduction

The character of any community is strongly influenced by the balance, style, design, and interrelationships of land uses as the community develops, evolves, and transitions over time. This chapter of the General Plan focuses on the City's neighborhoods, commercial and industrial areas, mixed-use corridors, public spaces, parks and recreation, urban design, historic preservation, and mining operations. The City strives for an orderly and attractive physical form and appearance. The purpose of this chapter is to establish a clear course of direction for the City to make future land use decisions. The Community Form Chapter is made up of a "Strategic Framework for 2030" and the District Plans.

"The purpose of this chapter is to establish a clear course of direction for the City to make future land use decisions."

2.2 Strategic Framework for 2030

Lake Elsinore has a well-defined strategy for investing finite City resources for the greatest public benefit. This General Plan provides the framework to help accomplish that objective and ensure the future prosperity of the City and its residents.

The Strategic Framework provides an overall structure to identify policies that guide the City in addressing its challenges to achieve the primary City goal: to improve the quality of life for current and future generations of residents. It provides a mechanism to explain how the individual elements of the General Plan fit together, how the Plan is to be implemented through a regulatory framework that achieves its policies, and provides a vision for the foreseeable future.



The Strategic Framework will include the following elements and topics of the General Plan, which collectively set Community Form:

Maintain Quality of Life

- Land Use
- Circulation
- Growth Management
- Housing Element (prepared and bound separately)
- Community Facilities and Protection Services (See Chapter 3.0)
- Parks and Recreation
- Historic Preservation (See Chapter 4.0)

2.3 Land Use

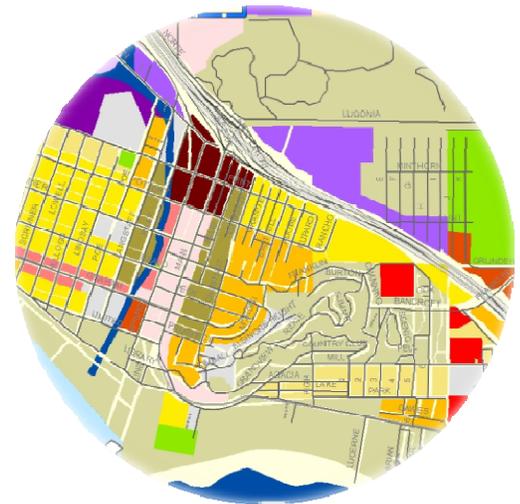
2.3.1 Introduction

In order to maintain a community with a broad variety of economic land uses that provide services and jobs for residents, and accommodations and destination venues for visitors, a diversity of land use designations should be available, including schools, parks (both active recreation areas and passive open space), community centers, residential uses for different socio-economic levels, retail, commercial, employment centers, and industrial/mining operations. The Land Use element and its maps indicate the general distribution, location, types, and relationships of these land uses.

The Lake Elsinore General Plan Area includes all land designated for, or to be considered for, future development, including all land within the existing city limits and areas within the City’s Sphere of Influence that the City may wish to consider for annexation into its incorporated boundary in the future. Specifically, the General Plan Area covers 46,564 total acres including 27,747 acres within existing city limits, 18,818 within the City’s Sphere of Influence. Currently, much of the City’s existing vacant land and open space areas are governed by adopted specific plans and slated for future development. Significant amounts of open space areas and Multiple Species Habitat Conservation Plan conservation areas have been incorporated in these specific plans, Regional Conservation Authority independent land acquisitions, and throughout other areas of the City.

Figure 2.1a, Land Use Plan, designates land uses for the Lake Elsinore area. The Land Use Plan assigns a series of residential and non-residential land use designations. The Land Use Plan identifies locations of the land use designations to indicate where certain types of land uses may occur. In the case of the specific plan areas, the Land Use Plan depicts a Specific Plan Land Use designation for all areas for which there exists an approved specific plan. Each approved specific plan document governs land uses within its designated boundaries. Additional information detailing each specific plan is located in Appendix A of this document.

The following is a list of specific plans approved at the time this General Plan document was prepared:



Example Map of Land Uses

SPECIFIC PLANS

- Alberhill Ranch Specific Plan
- Canyon Creek “Summerhill” Specific Plan
- Canyon Hills Specific Plan
- Canyon Hills Estates Specific Plan
- Cape of Good Hope Specific Plan
- Cottage Lane Specific Plan
- Diamond Specific Plan
- East Lake Specific Plan
- Elsinore City Center Specific Plan
- La Laguna Estates Specific Plan
- Lakeshore Villages Specific Plan
- Murdock Alberhill Ranch Specific Plan
- North Peak Specific Plan
- Outlet Center Expansion Specific Plan
- Ramsgate Specific Plan
- Spyglass Ranch Specific Plan
- Tuscany Hills Specific Plan
- Villages at Lakeshore Specific Plan

Figure 2.1b, Planning Districts, designates the eleven (11) districts and five (5) sphere districts which define unique neighborhoods within the General Plan area as listed below.

DISTRICTS

- Alberhill
- Ballpark
- Business District
- Country Club Heights District
- East Lake District
- Historic District
- Lake Edge District
- Lake Elsinore Hills District
- Lake View District
- North Peak District
- Riverview District

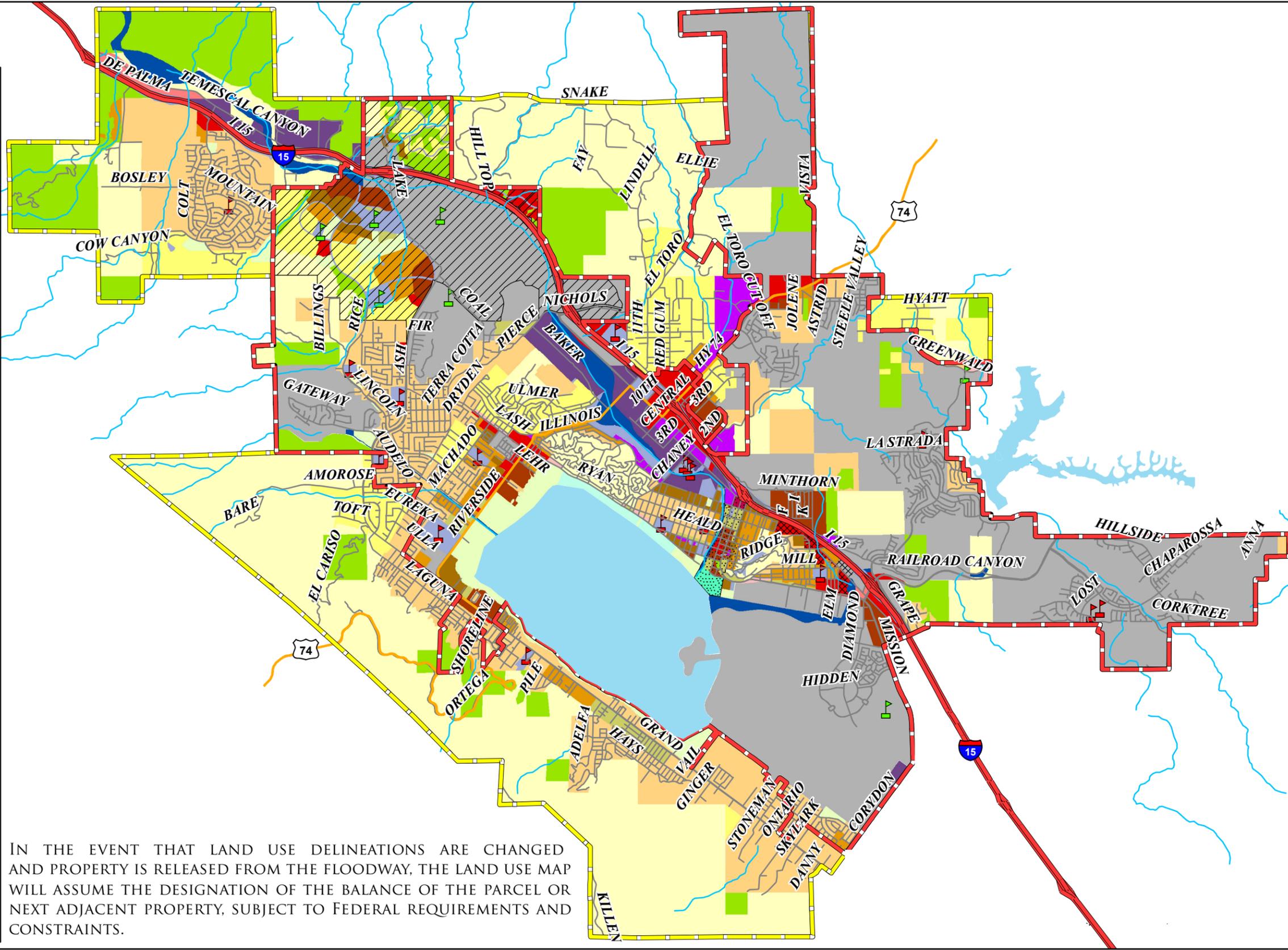
SPHERES

- Lakeland Village Sphere
- Lakeview Sphere
- Meadowbrook Sphere
- North Central Sphere
- Northwest Sphere

State law mandates that general plans include standards of population density and building intensity for all of the territory covered by the plan. To satisfy this requirement, Table 2-1, City of Lake Elsinore Land Use Designation Standards, includes standards for each of the land use designations shown in Figure 2.1a. These standards are stated differently for residential vs. non-residential development. The following sections explain how these standards operate.

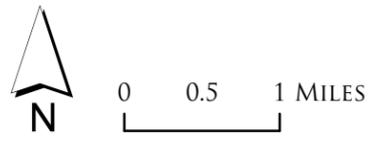
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-  CITY BOUNDARY
-  SPHERE OF INFLUENCE
-  STREAMS
-  I-15
-  SHWY-74
-  FUTURE SCHOOLS
-  EXISTING SCHOOLS
-  EXTRACTIVE OVERLAY
-  AUTO MALL OVERLAY
-  MAIN STREET OVERLAY
- LAND USE
-  FLOODWAY
-  BUSINESS PROFESSIONAL
-  LIMITED INDUSTRIAL
-  GENERAL COMMERCIAL
-  NEIGHBORHOOD COMMERCIAL
-  TOURIST COMMERCIAL
-  GATEWAY COMMERCIAL
-  COMMERCIAL MIXED USE
-  RESIDENTIAL MIXED USE
-  LAKESIDE RESIDENTIAL
-  HILLSIDE RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  LOW-MEDIUM RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  RECREATIONAL
-  DOWNTOWN RECREATIONAL
-  OPEN SPACE
-  PUBLIC INSTITUTIONAL
-  SPECIFIC PLAN



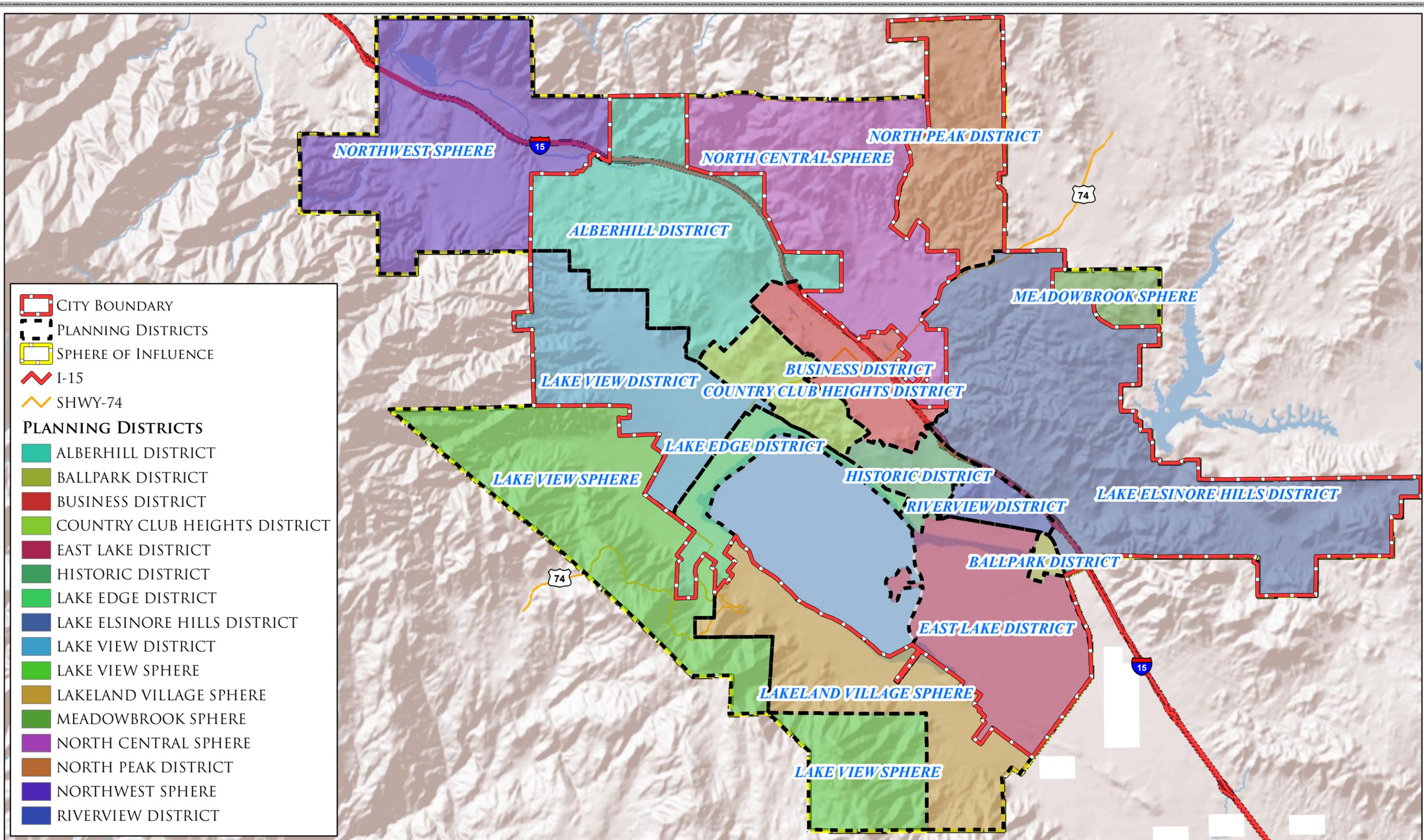
IN THE EVENT THAT LAND USE DELINEATIONS ARE CHANGED AND PROPERTY IS RELEASED FROM THE FLOODWAY, THE LAND USE MAP WILL ASSUME THE DESIGNATION OF THE BALANCE OF THE PARCEL OR NEXT ADJACENT PROPERTY, SUBJECT TO FEDERAL REQUIREMENTS AND CONSTRAINTS.

SOURCES: CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE

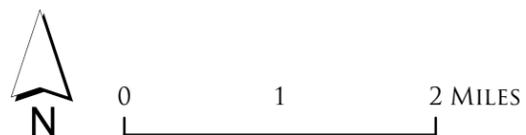


CITY OF LAKE ELSINORE
LAND USE PLAN
FIGURE 2.1A

BACKSIDE OF FIGURE



SOURCES: CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE



CITY OF LAKE ELSINORE
 PLANNING DISTRICTS
 FIGURE 2.1B

BACKSIDE OF FIGURE

Table 2-1. City of Lake Elsinore General Plan Land Use Designation Standards

General Plan Land Use Designation	No. of Gross Acres(b)	% of Total Land Area	Density Range Per Net Acre	Maximum FAR Per Net Acre
Business Professional	393.0	0.90%	-	0.45
Commercial Mixed Use	630.7	1.44%	7-18	0.80
Downtown Recreational	39.8	0.09%	-	0.35
Floodway	677.2	1.55%	-	-
General Commercial	706.1	1.61%	-	0.40
Gateway Commercial	10.6	0.02%	-	2.0
High Density Residential	329.6	0.75%	19-24+	0.50
Hillside Residential	11,425.3	26.10%	0-1	-
Lakeside Residential	101.4	0.23%	0-4	-
Limited Industrial	698.0	1.59%	-	0.45
Low Density Residential	2,739.3	6.26%	1-3	0.40
Low-Medium Residential	6,124.6	13.99%	1-6	0.40
Medium Density Residential	862.1	1.97%	7-18	0.50
Neighborhood Commercial	58.4	0.13%	-	0.30
Open Space	3,891.5	8.89%	-	0.01
Public/Institutional	1,340.7	3.06%	-	0.20
Recreation	656.5	1.50%	-	0.20
Residential Mixed Use	286.3	0.65%	19-24+	1.00/1.2
Specific Plan	12,711.9	29.04%	-	-
Tourist Commercial	89.5	0.20%	-	.35/.40
TOTAL	43,772.4^(a)	100.00%	-	-
Total (within City Limits)	24,954.8^(a)	57.01%	-	-

(a) The total acreage within City Limits (24,954.8 acres) and the total acreage with the addition of the Sphere of Influence areas (43,772.4 acres) are gross acreages which includes streets. These figures do not include the Lake acreage (2,792 acres).

(b) Although these acreages are in gross acres, development density and intensity on any parcel of land is determined by the net acreage of a lot, and as specified by the City's Zoning Code, which sets development standards for each zone.

2.3.2 Land Use Baselines

The land area of the City of Lake Elsinore is approximately 43 square miles, and with the addition of the City’s Sphere of Influence (SOI), it covers more than 72 square miles. The SOI, adopted by the Riverside County Local Agency Formation Commission (LAFCO), represents the probable future boundaries and service area of the City.

As nearby areas such as San Diego County, Orange County, and Los Angeles County become less affordable, people are beginning to move to cities in the Inland Empire such as Lake Elsinore for the relatively affordable housing.

Neighborhoods

There are a number of distinct neighborhoods within the City of Lake Elsinore often defined by the name of a specific plan. For example, residents describe themselves as being from Tuscany Hills or Alberhill Ranch, which are both specific plan areas. Other neighborhoods are defined by the development name, such as Country Club Heights. Neighborhoods are also defined by common characteristics, such as the Historic District, by location, or geography.



California gnatcatcher

Commercial/Industrial

Existing commercial and industrial uses are scattered throughout the City. The major commercial centers include the Lake Elsinore Outlets located on Collier Avenue; the Costco/Lowes, Home Depot, and the Target shopping centers at the Interstate 15/Central Avenue intersection; and a development called “City Centre” that has a Wal-Mart and Vons, at the Interstate 15/Rainbow Canyon intersection. Due to the City’s attraction as a tourist and recreation destination, there is interest in developing a strong retail base at historic downtown Main Street.

Lake Elsinore contains diverse industrial uses that include manufacturing, wholesale, and distribution, predominately located within the Business District.

Lake Elsinore has a developing Auto Mall located adjacent to I-15, including Lake Chevrolet, Lake Elsinore Ford, and Lake Buick Pontiac GMC. Additional auto dealerships are slated for future development.

Open Space and the MSHCP

Open space is also critical to the quality of life and economic development in the City. Open space on land that contains endangered species and sensitive habitat may be designated for permanent preservation under the MSHCP or granted “take” authorization under the MSHCP,

balanced with urban development in these areas. Land on steep slopes may be difficult to develop and could likely remain as permanent open space. In some cases appropriate reclamation planning and creative hillside engineering can correct the impacts of the mining activity and create viable urban land uses. Land within the floodway of local drainages, including Lake Elsinore and Temescal Creek, are currently vacant to avoid flooding. Additional open space exists, although much of this land is committed and designated for future development (24.9%). The above open space areas will be subject to future planning design, balancing MSHCP permanent conservation needs with economic land use programs that will contain permanent open space areas separate from the MSHCP.

The MSHCP was adopted by the Riverside County Board of Supervisors on June 17, 2003 and the City of Lake Elsinore in 2004. Countywide, the MSHCP has 16 area plans, including the Lake Elsinore Area Plan, which includes the City of Lake Elsinore and the City of Canyon Lake. The MSHCP is intended to conserve natural habitat and preserve biological and ecological diversity in western Riverside County. Chapter 4.0 (Biological Resources) explains the MSHCP in greater detail. It is important to note that the target conservation acreage range, as required in the MSHCP within the City of Lake Elsinore is 4,800–7,800 acres.

Existing endangered and threatened species in the Lake Elsinore Area Plan include the coastal California gnatcatcher, least Bell’s vireo, Stephens’ kangaroo rat, the Quino checkerspot butterfly, and other federally endangered species. The MSHCP has identified particular areas within Lake Elsinore where land should be preserved to maintain core and linkage habitat for the MSHCP-identified species. It is the intention of the MSHCP to set aside land as permanent open space as directed by the City Council to balance conservation with urban economic development. The City of Lake Elsinore has the largest percentage and acreage of MSHCP designated conservation in the region. The City must balance its conservation planning as to not hinder economic development opportunities, particularly along major transportation corridors and intersections. The Western Riverside County Regional Conservation Authority (RCA) is responsible for maintaining and managing the reserve.

Floodplains

There are several floodplain areas within the City of Lake Elsinore. These include the floodplain around the lake; the area to the east of the lake in the East Lake Specific Plan; the area along Temescal Wash; the area along the San Jacinto River from Canyon Lake, also known as the Railroad Canyon Reservoir; and along Alberhill or “Temescal” Creek.

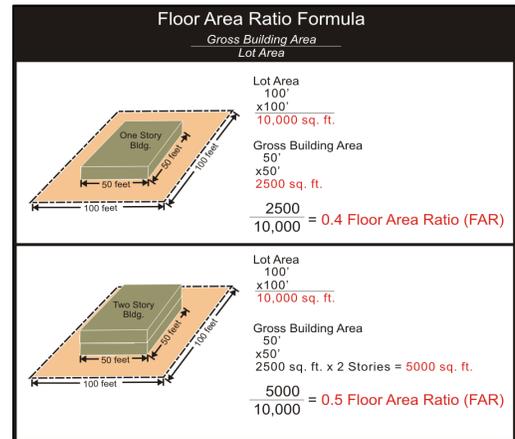
Density and Intensity

Standards of building intensity for residential uses are stated as the allowable range of dwelling units per net acre. Net acreage includes all the land, excluding streets and rights-of-way, designated for a particular residential use.

Standards of population density for residential uses can be derived by multiplying the maximum allowable number of dwelling units per net acre by the average number of persons per dwelling unit assumed for the typical residential designation. The assumed household average number of persons per dwelling unit in Lake Elsinore is 3.37, according to the State Department of Finance in their 2010 report.

Standards of building intensity for non-residential designations in the General Plan are stated as maximum floor area ratios (FAR). A floor area ratio is the numerical value obtained by dividing the gross building square footage on a lot by the net square footage of the lot.

To illustrate, on a lot with 10,000 net square feet of land area, an FAR of 1.0 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same lot, an FAR of 0.5 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet, etc.



Depiction of FAR

Standards of employee population density for non-residential uses can be derived by multiplying one acre (43,560 square feet) by the applicable FAR and then dividing by the assumed average square footage of building area per employee. The assumed average square footage of non-residential building floor area per employee varies by commercial and industrial land use intensities, as follows:

- Neighborhood Commercial 350 square feet per employee
- General Commercial, Mixed Uses 400 square feet per employee
- Gateway Commercial, Industrial Business Park 425 square feet per employee
- Tourist Commercial, Public Institutional 450 square feet per employee
- Freeway Business 500 square feet per employee
- Limited Industrial 600 square feet per employee

2.3.3 Land Use Designations

The General Plan includes seventeen (17) residential, commercial, mixed use, industrial and other land use designations to depict the types of land uses that will be allowed in each General Plan Area. Each land use designation is defined in terms of the allowable uses and density and intensity standards. Table 2-1, above, summarizes the standards for each land use designation. The General Plan is implemented largely through zoning and its accompanying regulations.

Residential

Residential land use designations offer a mix of housing types to Lake Elsinore residents. These designations enable the City to provide housing available to all economic segments of the community, including very low, low and moderate income households, as well as estate lots and custom homes. The following residential designations are available: Hillside, Lakeside, Low Density, Low-Medium Density, Medium Density and High Density. Each designation is more fully described below.

Hillside Residential

This designation is intended for low-density single-family residential development and small-scale agricultural uses in areas of steep slopes. Parcel sizes of one-half, one, two, four or ten (net) acres are required for newly created lots depending on the total average slope, and whether the parcel has adequate sewage treatment service from either a treatment plant or from individual septic systems. Development is conditional based upon the ability of the lot to connect to the treatment plant or the soil to percolate. Development of newly created lots would be prohibited in areas with an average slope of 40% or greater. The following are standards for minimum parcel size:

- Under 15% slope: 1 dwelling unit per acre *
- 15-25% slope: 1 dwelling unit per 2 acres
- 25-35% slope: 1 dwelling unit per 5 acres
- 35+% slope: 1 dwelling unit per 10 acres

* Where parcels are served or are eligible to be served by a sewage treatment plan, parcel size may be reduced to ½ acre.

Clustering of development is permitted on areas of level topography and only if adequate sewer is available, to encourage preservation of steep slopes. "Clustering" can be defined as a development pattern whereby structures or building sites are arranged in close proximity to one another in non-linear groups, adjacent to permanently preserved common open space or steep slope areas, so as to make efficient and visually aesthetic use of the natural features of the landscape. In both cluster and non-cluster projects, the actual parcel size may be increased and the number of dwelling units decreased for reasons of environmental protection or for

neighborhood compatibility or for other reasons necessary to protect the public health, safety or welfare.

Lakeside Residential

This designation provides for custom single family homes that have an orientation and accessibility to the lake for private use only. Residential densities for new subdivisions should not exceed one (1) dwelling unit per 10,000 net square feet. Floor Area Ratio (FAR) and lot coverage shall be calculated on the area of the property remaining above the “Ordinary High Water Mark”. Development should, as much as possible, provide scenic vistas between homes which could be enjoyed by pedestrians as well as local residences. Development proposed within this designation may require additional design and engineering due to traffic safety circulation.

Low Density

This designation provides for single-family detached homes, secondary residential units, hobby farming and keeping of animals, public and quasi-public uses, and similar and compatible uses. Clustered single-family development may also be encouraged within this designation to minimize grading requirements and impacts to environmentally sensitive areas. Residential densities shall be between 1 and 3 dwelling units per net acre.

Low-Medium Density

This designation provides for single-family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be between 1 and 6 dwelling units per net acre.

Medium Density

This designation provides for typical single family detached and attached homes, duplexes, triplexes, fourplexes, multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be between 7 and 18 dwelling units per net acre.

High Density

This designation provides for single-family attached homes, multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be between 19 and 24 units per net acre.

Density Bonus

Consistent with the State Density Bonus and Incentive Law (California Government Code Section 65915 et seq.), a developer, upon request, shall be granted a density bonus, incentive, concession, or modification/waiver of development standards as long as the developer proposes to build a qualified project satisfying criteria set forth in the City’s Density Bonus Ordinance.

Mixed Use

Commercial Mixed Use

This designation provides for a mix of residential and non-residential uses within a single proposed development area, with an emphasis on retail, service, civic and professional office uses. Residential uses are allowed in a subordinate capacity. The FAR for non-residential uses is 0.80:1 and a minimum of 50% of the total floor area shall be commercial uses. Residential densities shall be between 7 and 18 dwelling units per net acre.

Residential Mixed Use

This designation provides for a mix of residential and non-residential uses within a single proposed development area with an emphasis on high density residential uses. Uses such as retail, service, civic, and professional office are allowed in a subordinate capacity. Residential densities shall be between 19 and 24 dwelling units per net acre. With a future adoption of a Residential Mixed Use Ordinance, a density bonus incentive of up to 35 dwelling units per net acre shall be granted where site amenities are provided. Amenities for which a bonus may be granted are defined below. The FAR for non-residential uses is 1.0:1. If non-residential uses are proposed they shall be between twenty percent (20%) and thirty-five percent (35%) of the total building square footage.

Density Bonus Incentives:

- Exceptional Architecture
- Incorporation of Green-Building techniques
- Child-care facilities provided on-site
- Project site is located within 1,500 feet from a regular bus stop or rapid transit system stop
- Project site is located within a quarter mile from a public park or community center
- Project site is located within a half mile from a school grounds/facilities open to the general public
- Project site is located within one mile from a public library
- Project site is located within a half mile from a full-service grocery store
- Project site is located within a half mile from a medical clinic or hospital
- Project site is located within a quarter mile from a pharmacy
- Provision for affordable housing
- Aggregate parcels

Commercial

Neighborhood Commercial

This designation provides for neighborhood shopping centers and small convenience centers which offer day-to-day retail goods and services required by residents in the immediate vicinity. The Neighborhood Commercial designation is intended to provide a concentration of retail uses including, but not limited to, personal services, food and general merchandise stores, eating establishments, and repair stores, and similar and compatible uses. The FAR shall not exceed 0.30.

General Commercial

This designation provides for retail, services, restaurants, professional and administrative offices, hotels and motels, mixed-use projects, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40.

Gateway Commercial

This designation is exclusive to the Downtown Master Plan area and is bounded by Spring Street, Flint Street, Ellis Street, and the I-15 Freeway. The Gateway Commercial designation is established to encourage the development of a consolidated office park at the gateway into the downtown that will generate employment, minimize environmental impacts, stimulate nearby commercial uses and create a high quality image for the historic Lake Elsinore town center. Only Class A, mid rise professional and administrative offices and parking structures will be permitted, together with supportive uses such as retail, services, restaurants, hotels and motels, public and quasi-public uses, and similar and compatible uses. Non-office uses shall not exceed 20% of the total building square footage. The floor area ratio for the 7.9 acre area as a whole shall not exceed 2.0 and buildings shall not exceed 6 stories in height.

Downtown Recreational

This designation is exclusive to the Downtown Master Plan and is bounded by the Temescal Wash (outflow channel), the Lake Elsinore waterfront, Lakepoint Park, and Lakeshore Drive. The Downtown Recreational Designation is established to create a special lakeside recreational environment that is an extension of the historic downtown. This area will be developed to maximize the opportunity for citizens and visitors to enjoy the downtown together as a destination. This area is set aside for public and private permanent open space, and allows for passive and active recreation combined with limited retail, dining, entertainment, cultural, and lodging uses. Permitted uses are limited to open space, local parks, passive and active recreation, nature/interpretive centers, hotels, open-air markets, restaurants, water-oriented recreational commercial uses and special events. All commercial facility development is required to have exceptional architecture, site design, and amenities. The floor area ratio for the 19 acre area as a whole shall not exceed 0.35.

Tourist Commercial

This designation provides for the visitor-serving retail, restaurants and convenience stores, rental shops, hotels and motels, boat sales establishments, museums, gift shops and entertainment centers, and similar and compatible uses. The FAR shall not exceed 0.40, except for hotels and/or motels which shall be allowed up to 1.0 with exceptional architecture and/or site design.

Industrial

Business Professional

This designation provides for office and administrative uses, light industrial, research and development, office-based firms, including office support facilities, restaurants, medical clinics, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.45.

Limited Industrial

This designation provides for industrial parks, warehouses, manufacturing, research and development, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.45.

Public/Institutional

This designation indicates areas owned and maintained by public agencies such as school districts, water districts, utility companies, the County of Riverside, and the City. Appropriate uses for this designation include schools, roads, drainage facilities, utility substations, sewage treatment plants, civic facilities and cemeteries, and similar and compatible uses.

Open Space/Recreation

These designations provide for public and private areas of permanent open space, and allows for passive and/or active private and public recreation. Open Space and passive recreation areas include State and local parks, Bureau of Land Management lands, the Cleveland National Forest and/or private undeveloped lands. Active recreation includes uses such as golf courses and also allows for commercial recreation facilities such as water-oriented recreational uses. All commercial recreation facility development would be required to have exceptional architecture and/or site design and/or amenities and the FAR shall not exceed 1.0. The FAR for all other uses within the Recreation designation shall not exceed 0.35.

Floodway

This designation provides for the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the 100-year flood without cumulatively increasing the water surface elevation more than one foot.

Overlays/Special Treatment Areas

Overlays/Special Treatment Areas are used in areas within the City with special needs, and either expand or modify the base regulations in an effort to encourage flexibility and high quality developments. The General Plan consists of the following three (3) Overlays/Special Treatment Areas.

Main Street

This special overlay designation, located in the Historic District, indicates that there is a set of policies that provide additional tools needed to revitalize Historic Downtown's vision for its Main Street corridor. The overlay designation was established with the adoption of this General Plan to address the specific needs of the downtown area and the need to establish development regulations that will facilitate redevelopment and promote a healthy urban environment. The main focus is to revitalize Historic Downtown as the premier civic, commercial, and cultural destination of the City and the surrounding areas and to provide a strong connection to the lake. Specific goals and policies related to the Main Street overlay and focus are identified in the Historic District Plan and the Downtown Master Plan, both part of the General Plan.

Auto Mall

This special overlay designation, located in the Riverview District, provides for additional detailed design standards necessary to facilitate and accommodate auto mall development and prevent conflicts related to land use incompatibility with surrounding residential neighborhoods. The easternmost areas of the Riverview District have been designated as general commercial with an overlay designation in order to support auto mall uses. It is important to mitigate any land use incompatibility issues such as lighting and hours of operation between auto mall activities in the general commercial designated areas of the eastern portions of the Riverview District with the surrounding residential and recreational uses.

Extractive

This special overlay designation, located in the Alberhill District, the Business District, and the North Central Sphere District provides for continued operations of extractive uses, such as aggregates, coal, clay mining, and certain ancillary uses. These areas marked by the extractive overlay are, in some cases, located within close proximity to both residential and non-residential designations, conserved lands, and open space areas. As such, it will be important to mitigate land use incompatibility issues with surrounding areas. Reclamation Plans are required in conjunction with mining permits as particular projects come forward.

Specific Plan Areas

The specific plan land use designation identifies territory whose zoning is governed by existing, approved specific plans. For those areas, the designated uses contained in each specific plan are the governing land uses. Specific plans do not sunset; they remain valid until revoked pursuant to State Law. It is intended that these potential development areas be constructed based on an

overall plan consistent with the District Plans and the Community Form Chapter of the General Plan. The plan should include detailed design guidelines, conceptual architecture, site circulation and street improvements, as well as the phasing of the project. The overall plan will be evaluated upon its adequacy in a number of areas that are outlined in the General Plan and Zoning Code. These tools will allow the City the opportunity to consider a well-integrated design that is responsive to the unique location and physical features of a site, as well as providing opportunities for public input.

2.3.4 Land Use Goals, Policies, and Implementation Programs

Goal 1 Create a diverse and integrated balance of residential, commercial, industrial, recreational, public and open space land uses.

Policies

- 1.1 Promote innovative site design, and encourage the preservation of unique natural features, such as steep slopes, watercourses, canyons, ridgelines, rock formations, and open space with recreational opportunities.
- 1.2 Encourage development of unified or clustered community-level and neighborhood-level commercial centers and discourage development of strip commercial uses.
- 1.3 Encourage the development of sit-down restaurant establishments where appropriate and discourage the proliferation of drive-through fast food establishments.
- 1.4 Encourage development of a mix of industrial uses including light industrial, clean manufacturing, technology, research and development, medium industrial, and extractive uses.
- 1.5 Encourage the development of large planned industrial and/or professional office parks on large parcels.
- 1.6 Encourage development of institutions including hospitals and educational campuses and facilities.
- 1.7 Encourage the use of paseos, green belts, linear parks, and trails within future developments.
- 1.8 Encourage a jobs/housing balance of one job for every 1.05 households by the year 2030.
- 1.9 Encourage rehabilitation and new construction to replace aging commercial facilities.

Implementation Program The Official Zoning Map shall be updated to provide consistency between zoning requirements and General Plan land use designations.

Agency/Department Community Development Department

Goal 2 Establish and maintain the City as a year-round recreation destination.

Policies

- 2.1 Encourage recreational uses including parks, beaches, marinas, motocross, soaring, skydiving, and a multipurpose trail within the City’s rights of way.
- 2.2 Consider the feasibility and encourage if feasible the development of a new pier near the end of Main Street to connect the lake with the Downtown area.
- 2.3 Consider the feasibility of development of geothermal resources such as a spa or bathhouse establishment in the Downtown area.
- 2.4 Continue to evaluate the provision of public access to the lake and open space areas when making land use decisions.
- 2.5 Encourage a pedestrian circulation route around the lake to improve public access to this amenity.

Implementation Program The City shall support and promote development projects and community activities that encourage recreational use around the lake and maintain opportunities for tourist-oriented recreation within the City limits.

Agency/Department Community Development and Lake, Parks & Recreation Departments; City Manager

Goal 3 Establish a development pattern that preserves aesthetics and enhances the environmental resources of the City.

Policies

- 3.1 Upon availability of appropriate funding the City shall establish hillside grading standards that address unique natural features and encourage the sensitive treatment of hillsides in the site design and architecture of new construction.
- 3.2 Encourage new commercial and/or industrial developments incorporate buffers which minimize the impacts of noise, light, visibility, or activity and vehicular traffic on residential uses and MSHCP conservation areas.

Implementation Program The City shall utilize the CEQA and MSHCP processes to define sensitive resources.

Agency/Department Community Development Department

Goal 4 Develop a viable downtown area that preserves potentially significant historical structures and provides civic and cultural opportunities as well as a destination for shopping, meeting, and gathering for both tourists and residents.

Policies

- 4.1 Encourage the historic registration of potentially significant historic buildings as identified in Section 4.7 of the General Plan.
- 4.2 Encourage the preservation, innovative reconstruction, and reuse of historic buildings in and around the Historic District.
- 4.3 Consider locating additional civic, public, and cultural facilities, and encourage both residential and commercial mixed uses, in and around the Main Street Overlay area.
- 4.4 Encourage the revitalization of the Historic District through the revisions of the Historic Elsinore Architectural Design Guidelines and implementation of the Downtown Master Plan.

Implementation Program The City shall actively support through the approval of development projects and redevelopment plans the implementation of the Downtown Master Plan for land use, urban design, and historic preservation, to promote a healthy urban environment.

Agency/Department Community Development Department, Redevelopment Agency

Goal 5 Promote land use strategies that decrease reliance on automobile use, increase the use of alternative modes of transportation, maximize efficiency of urban services provision and reduce emissions of greenhouse gas emissions, as detailed in the Climate Action Plan.

Implementation Program The City shall adopt a Climate Action Plan and implement its strategies.

Agency/Department Community Development Department

2.4 Circulation

2.4.1 Introduction

The City of Lake Elsinore recognizes that the manner in which people and goods move within and through the City is a major part of maintaining a quality living environment. The City intends to develop and maintain an effective transportation and circulation system that will protect and enhance the environmental quality of the community and the region.

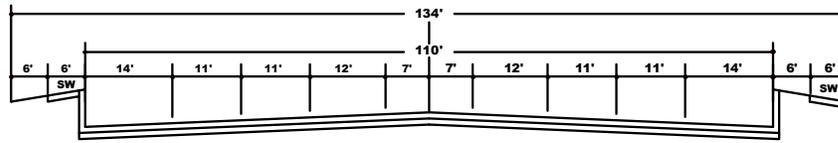
Government Code Section 65302(b) requires that all cities and counties include a Circulation or Transportation Element as part of the required General Plan. This requirement is intended to assure that cities and counties recognize the need to provide a circulation system that is sensitive to land uses and the environment. The circulation system refers to the routes by which traffic moves from one place to another and the modes by which people and goods are transported from one place to another. The Circulation Element of the City of Lake Elsinore's General Plan is designed to provide mobility for residents and to facilitate business.

2.4.2 Circulation Baseline

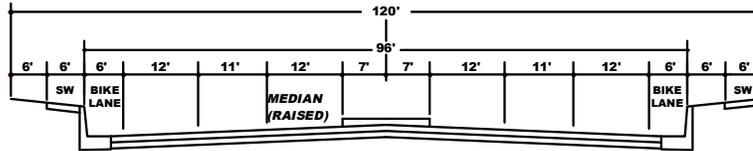
The roadway system forms the core of the City's circulation infrastructure and includes a hierarchy consisting of seven (7) classifications: augmented urban arterial, urban arterial, major, secondary, collector, divided collector, and special new roadway. Figure 2.2, Roadway Cross Sections, depicts the cross sections of the seven (7) roadway classifications. Figure 2.3 is the Roadway Classifications map.

While the automobile is the primary form of transportation, the City encourages use of alternative modes of transportation within the City. For that reason, the transportation network for the City of Lake Elsinore includes airports, bike paths, bus routes, sidewalks, trails, and parking facilities.

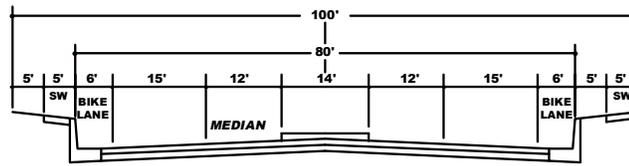
CITY OF LAKE ELSINORE PROPOSED LAND USE PLAN SCENARIO RECOMMENDED ROADWAY CROSS-SECTIONS



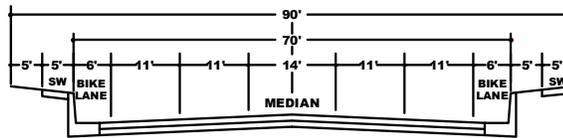
AUGMENTED URBAN ARTERIAL - STATE HIGHWAY
(8-LANE)



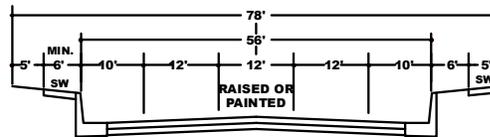
URBAN ARTERIAL HIGHWAY
(6-LANE)



MAJOR HIGHWAY
(4-LANE)

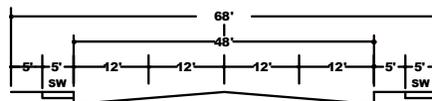


SECONDARY HIGHWAY
(4-LANE)

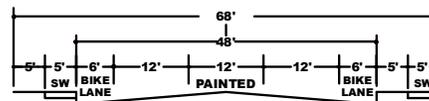


DIVIDED COLLECTOR
(2-LANE)

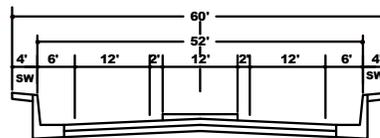
BIKES USE SHOULDER



COLLECTOR HIGHWAY
(4-LANE)



COLLECTOR HIGHWAY
(2-LANE)



NEW SPECIAL ROADWAY
(2-LANE)

SHOULDER/BIKE LANE

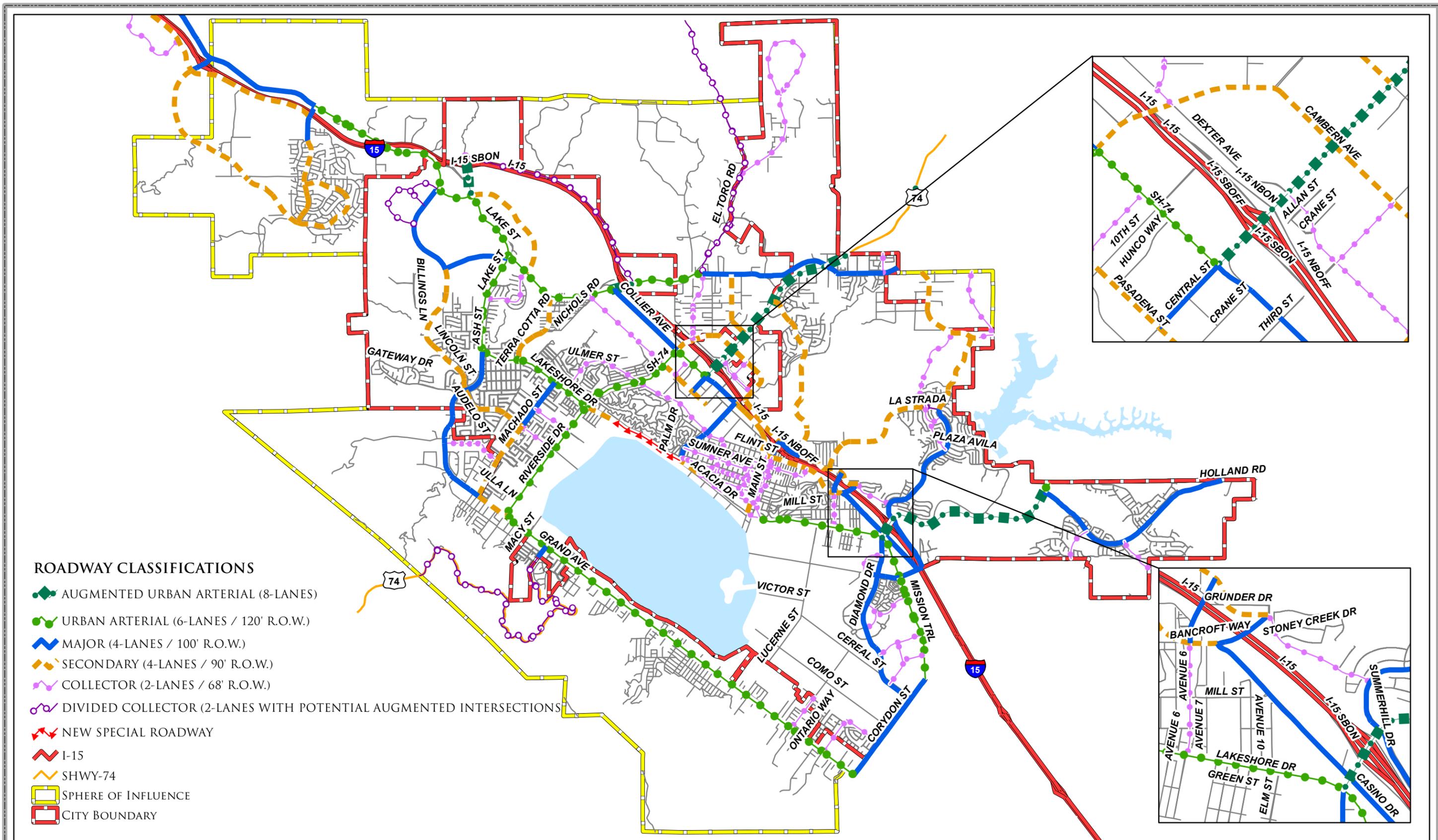
(PROPOSED FOR LAKESHORE DRIVE IN THE COUNTRY CLUB HEIGHT DISTRICT)

* BIKE LANES ARE NOT MANDATORY UNLESS SHOWN ON THE BIKEWAY CIRCULATION ELEMENT PLAN
PRECISE SIDEWALK LOCATION SUBJECT TO CITY ENGINEER APPROVAL
NOTE: CHECK THE DISTRICT PLAN OF YOUR AREA FOR ANY REQUIRED SPECIAL ROADWAY CROSS-SECTION,
ESPECIALLY THE LAKE EDGE AND COUNTRY CLUB HEIGHTS DISTRICT PLANS.
STRIPPING OF COLLECTOR HIGHWAY AS DIRECTED BY CITY ENGINEER.

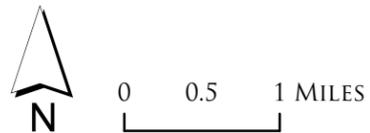
DATA SOURCE: URBAN CROSSROADS



BACKSIDE OF FIGURE



SOURCES: CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE



CITY OF LAKE ELSINORE
ROADWAY CLASSIFICATIONS
FIGURE 2.3

BACKSIDE OF FIGURE

**Table 2-2. Definitions of Level of Service for Uninterrupted Flow
(Flow Unrestrained by the Existence of Traffic Control Devices)**

LOS "A"	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
LOS "B"	In the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
LOS "C"	In the range of stable flow, but this level marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
LOS "D"	Represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
LOS "E"	Represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
LOS "F"	Used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

Table 2-3. Level of Service

Level of Service	Average Total Delay Per Vehicle (Seconds)	
	Signalized	Non-signalized
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.0 to 50.00
F	80.01 and up	50.01 and up

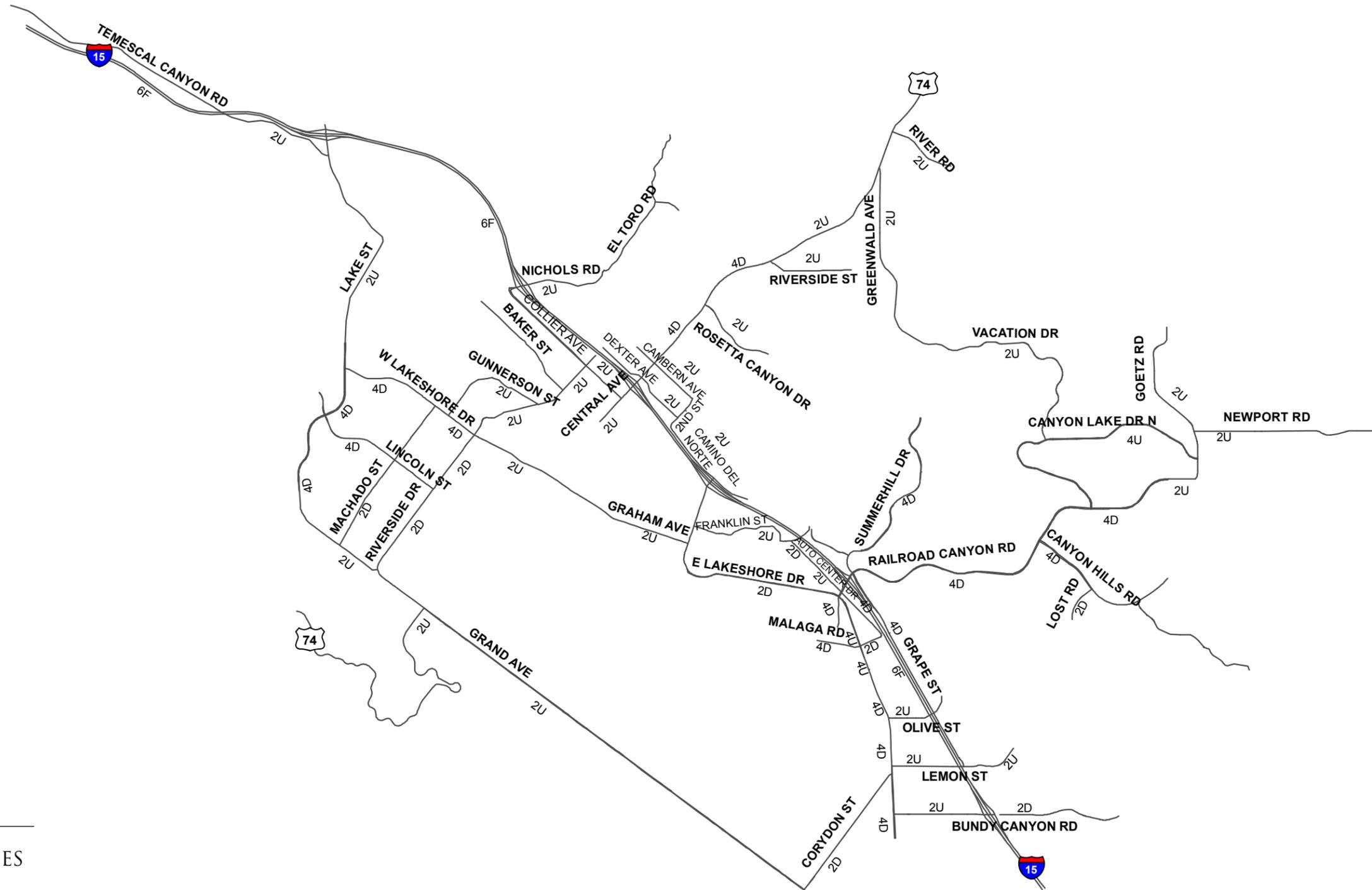
Riverside County has established, as a countywide target, an LOS "C" on all County-maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas at intersections with any combination of secondary highways, major highways, arterials, urban arterials, expressways, conventional state highways or at freeway ramp intersections. LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities. LOS "D" with a delay of less than 45 seconds per vehicle (midpoint of LOS "D") is acceptable to Caltrans at signalized intersections.

This section describes most recent traffic conditions in the City of Lake Elsinore, including the existing roadway features, existing transit services, and the other modes of transportation.

Existing Roadway Characteristics

Figure 2.4 depicts the existing number of through lanes on the roadway system. Most of the arterial roadways in the City of Lake Elsinore have not been constructed to ultimate cross-section widths. A brief description of each roadway is provided below.

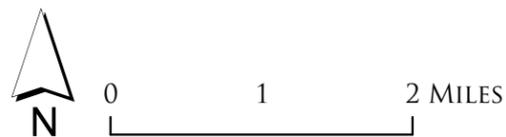
- Interstate 15 (I-15) traverses in a generally north/south direction along the east side of the lake and the central portion of the City. To the north, I-15 connects with the Riverside Freeway (State Route 91), the Pomona Freeway (State Route 60), and the San Bernardino Freeway (Interstate 10) and is the link to greater Los Angeles and the Inland Empire. To the south, I-15 connects with the Escondido Freeway (Interstate 215) and is the link to San Diego County. Currently, I-15 has three lanes in each direction within the SOI.
- State Route 74 (SR-74) traverses in a generally east/west direction along the north side of the lake and the central portion of the City. To the west, SR-74 (known as Ortega Highway through the mountainous Cleveland National Forest) connects with the San Diego Freeway (Interstate 5) and is the link to the coast and Orange County. To the east, SR-74 connects with I-215 and is the link to Perris and Hemet. SR-74 is mostly a two-lane roadway except the segment north of I-15 toward Riverside Street which has been widened to a four-lane divided roadway to accommodate the recent development in the area.
- Lake Street southerly from I-15 to Lakeshore Drive is a two-lane undivided roadway. South of Lakeshore Drive, it has been widened to a four-lane divided roadway. Lake Street is a major access road to northern areas of the City from I-15.
- Lakeshore Drive, a two-lane undivided roadway, is a major north/south route along the east side of the lake. Portions of Lakeshore Drive north of Riverside Drive and south of Lake Street have been widened adjacent to new development.
- Riverside Drive is a two-lane undivided roadway, which makes up a segment of SR-74 along the north end of the lake. The portion of Riverside Drive south of Lincoln Street (adjacent to the new high school) has been widened to a four-lane roadway with a center left turn lane.
- Railroad Canyon Road northerly from I-15 is a major link between I-15 and I-215 east of the City of Lake Elsinore. Railroad Canyon Road is currently a four-lane divided roadway. Significant residential development is in progress along both sides of this roadway.



LEGEND

- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- F = FREEWAY

SOURCES: CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE



CITY OF LAKE ELSINORE
 EXISTING (2007) NUMBER OF THROUGH LANES
 FIGURE 2.4

BACKSIDE OF FIGURE

- Newport Road, which is an extension of Railroad Canyon Road east of the City of Canyon Lake, currently is a two-lane undivided roadway. Significant residential development is also in progress along both sides of this roadway.
- Mission Trail from Railroad Canyon Road to Palomar Street, mostly a four-lane undivided roadway, is an important route southerly from the commercial area at the Railroad Canyon Road interchange with I-15. Portions of the roadway in the vicinity of Bundy Canyon Road have been widened to a four-lane divided section roadway.
- Grand Avenue between Riverside Drive and Corydon Street is a two-lane undivided roadway. This north/south route is the only through roadway around the west side of the lake and provides an important connection to SR-74 from the area south of the lake.

Bikeways

The Bikeway Plan (Figure 2.5) contains four (4) classifications and is aimed at integrating bicycle access into a balanced multimodal transportation system for the City. The four classifications on the Bikeway Plan include the following:



Class I Bikeway

Bike paths or trails with a completely separated right-of-way for the exclusive use of bicycles.

Class II Bikeway

Bike lanes that provide a restricted right-of-way for the exclusive or semi-exclusive use of bicycles with the permitting of vehicle parking and vehicle/pedestrian cross flows.

Class III Bikeway

Bike routes that provide a right-of-way designed by signs or permanent markings and are shared with pedestrians or vehicles.

Multi-Purpose

Paths or trails available for joint bicycle, pedestrian, and equestrian uses that may or may not be separated or paved.

2.4.3 Circulation Classifications

Public Transportation Network

The Riverside Transit Agency (RTA) provides public bus service to the City. Currently, five bus routes along several Lake Elsinore roadways provide alternative intra-City and regional transportation options. Moreover, the Lake Elsinore Dial-a-Ride (DAR), operated by RTA, serves seniors and persons with disabilities with advance-reservation designed to provide curb-to-curb transportation.

Pedestrian and Bicycle Trails

The pedestrian network (Figure 2.6, Elsinore Area Trails System) consists of all the paved sidewalks and trails in Lake Elsinore. Several local roadways in Lake Elsinore do not have paved pedestrian facilities. In addition, some of the RTA bus stops are not accessible by paved sidewalks, and transit riders must wait along the side of the road in unpaved areas.

The bikeway system encourages bicycling as an alternative mode of transportation, although some terrain makes traversing the City via bicycle difficult. Existing and proposed routes of the City bikeway system are divided into four classifications: Class I, II, III, and Multi-Purpose.

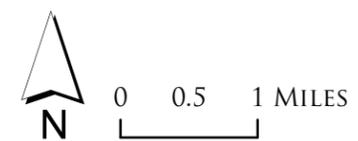
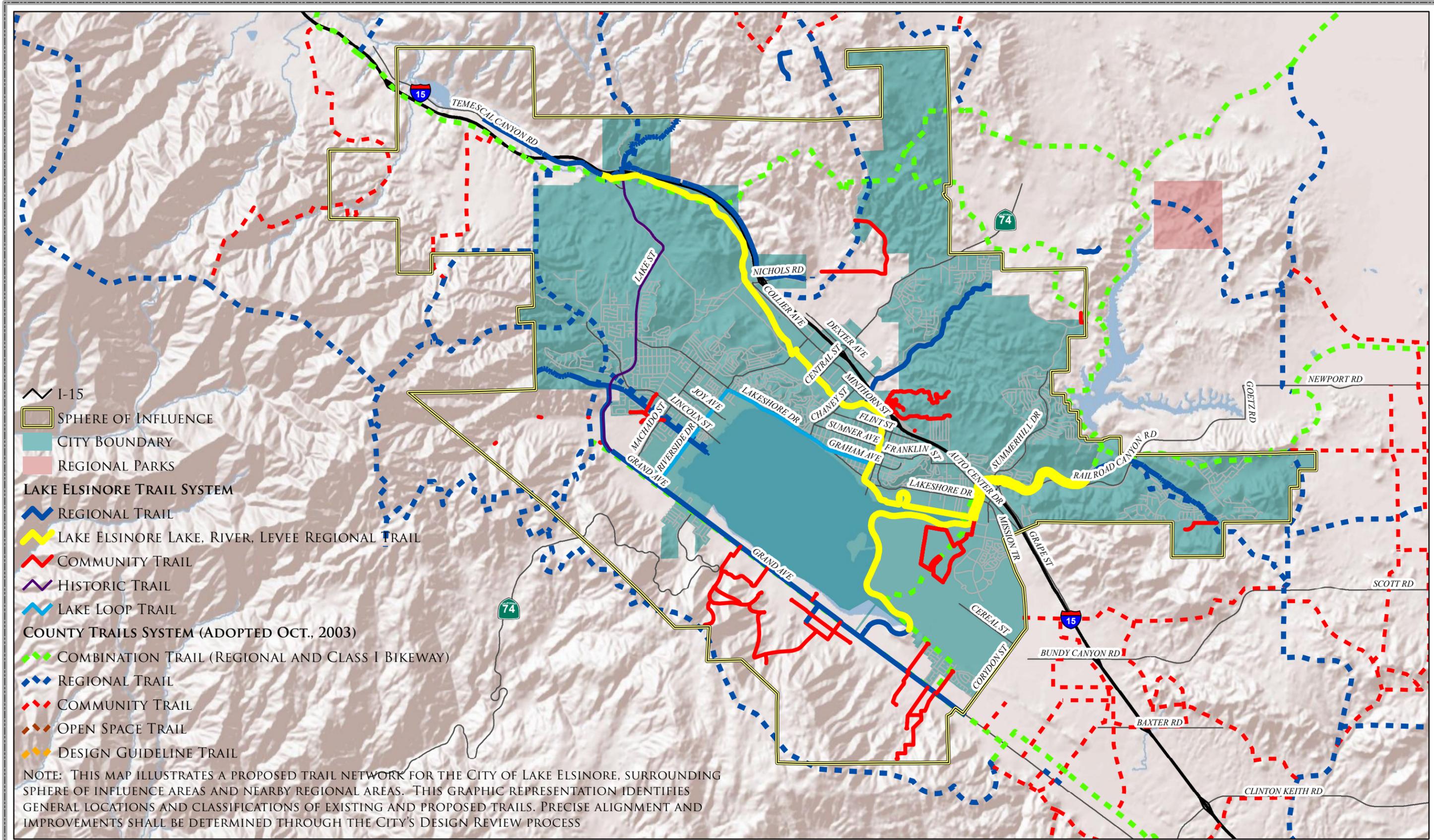
The Bikeway Plan (Figure 2.5) delineates an extensive, continuous network of bicycle routes, with Class II bikeways as the principal provision for bicycle travel through the City. More specifically, a Class I off-street bikeway is designated for Grand Avenue through the SOI. The Class III bikeway along Main Street, Camino Del Norte, Summerhill Drive, and Ramsgate Drive is delineated specifically to emphasize and facilitate the linkage of bicycle routes through the major specific plan areas east of I-15 and the downtown area. The multi-purpose designation reflects the City's existing dedicated and proposed trail system (west end) available to equestrian, pedestrian, and bicycle users. The existing segments are unpaved; future sections may or may not be paved or separated depending upon design and use requirements.

Air Transportation

Sixteen (16) private and public-use airports are situated within the boundaries of Riverside County. Of these, four public use airports are located within the generalized vicinity of the City of Lake Elsinore, including Perris Valley, located approximately 11 miles from Lake Elsinore; French Valley, located approximately 18 miles away in Temecula; Riverside Municipal Airport, located in Riverside, approximately 20 miles away; and the Hemet-Ryan Airport, approximately 22 miles from the City.

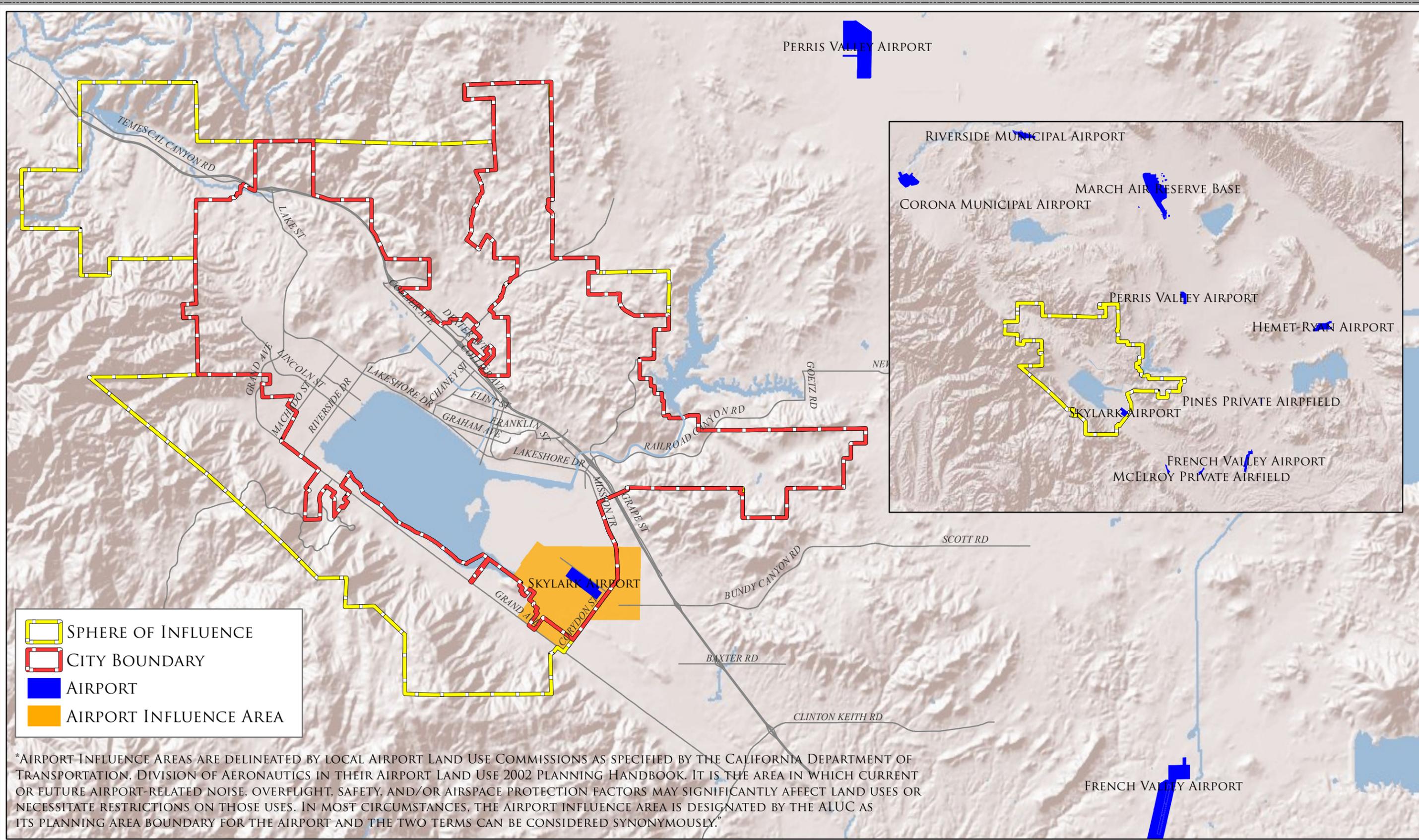
Air transportation systems located within the City and the surrounding region include public use airports and carrier operations. Airports serving the City are tied into the regional air transportation system and operate as an efficient and convenient transportation network. (Figure 2.7, Airport Influence Areas)

BACKSIDE OF FIGURE

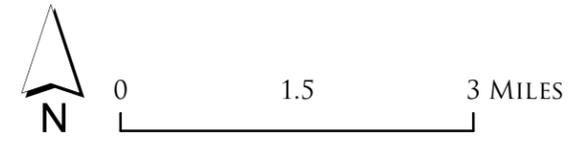


CITY OF LAKE ELSINORE
 ELSINORE AREA TRAILS SYSTEM
 FIGURE 2.6

BACKSIDE OF FIGURE



SOURCES: CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE



CITY OF LAKE ELSINORE
AIRPORT INFLUENCE AREAS
FIGURE 2.7

BACKSIDE OF FIGURE

Skylark Airport is located within the City of Lake Elsinore, in the vicinity of the southern terminus of the lake. This airport provides glider and skydiving opportunities for the community and surrounding region. The runway surface at Skylark Airport consists of gravel and sand; as such, this surface generally does not permit optimal conditions for frequent and convenient airport operations. Skylark Airport is a private use airport with runways that are 2800 feet in length and fall under the category of Short General Aviation Runways.

There are five (5) major commercial airports in Southern California used for passenger service, including Palm Springs International Airport, Ontario International Airport (San Bernardino County), Orange County–John Wayne Airport, Los Angeles International Airport, and Lindbergh Field (San Diego County). Of these, only Palm Springs International Airport, located approximately 70 miles from the City, is located in Riverside County. In addition to the regional air passenger airport facilities, the March Inland Port/Air Reserve Base is located along I-215 in Riverside County, approximately 23 miles from the City. This airport provides regional air cargo service and also continues to function as an Air Reserve Base military installation.

Park and Ride

The Riverside County Transportation Commission provides free “park and ride” sites to encourage residents to carpool or take alternative forms of transportation. Several park and ride lots exist within the City, including the Ortega Market, located at 15887 Grand Avenue; Lake Elsinore Outlet Mall, located at Collier Street and Nichols; and the SR-74 park and ride lot located at Dexter Street and SR 74.

Railroads

There are currently no railroad services within the City of Lake Elsinore or its SOI. However, in the past, the Lake Elsinore branch of the Santa Fe Railroad provided rail service for the immediate community as well as the surrounding region. The Lake Elsinore branch railways were located to the north of Lake Elsinore. The dissolution of the Santa Fe Railroad, coupled with continued growth of the City, resulted in removal of those railways and their associated infrastructure. The City continues to be actively involved in establishing future commuter railroad and high speed rail possibilities along the I-15 corridor through regional involvement with WRCOG and SCAG.

Scenic Routes

Caltrans has identified I-15 and SR-74 as eligible state scenic highways, but neither one is officially designated. Caltrans outlines an application process for official designation, which the City has not pursued. The advantages of official designation are the ability to promote local tourism in a manner that is consistent with the community’s scenic values, protect the scenic values of an area, enhance community identity and pride, and enhance land values, thereby making the area more attractive to investors.

Safe Routes to Schools

The State of California encourages a program called Safe Routes to School to encourage more school children to walk or bike to school. Thirty years ago, 66% of children walked or biked to school; now, the number has dropped to 13%. This has been attributed to parents' perception that crime and traffic have made roads unsafe, so they opt to drive their children to school instead. To change this, various entities, including the California Department of Health Services, California Highway Patrol, the Center for Livable Communities, the Surface Transportation Policy Project, the California Bicycle Coalition, and the Rails to Trails Conservancy, have been working with local officials, parents, law enforcement officers, and traffic engineers to create Safe Routes to School programs and make streets safer for pedestrians and bicycle riders on heavily used school routes.

2.4.4 Circulation Goal, Policies and Implementation Program

Goal 6 Optimize the efficiency and safety of the transportation system within the City of Lake Elsinore.

Policies

- 6.1 The interconnection and coordination of traffic signals shall be achieved through two processes, namely the requirements in the conditions of approval on development projects and/or through the implementation of Capital Improvement Program projects.
- 6.2 Enforce and comply with proper intersection "sight distance" requirements as described by the Engineering Division.
- 6.3 Maximize the use of shared driveways and on-site circulation to minimize conflicts at access points to the roadway network.
- 6.4 Maintain the system of bike lanes and multi use trails throughout the City. Encourage the implementation of the network of Class I, II, and III bike lanes on all development projects through construction of the facility as described in the Bike Lane Master Plan and/or the Trails Master Plan.
- 6.5 The City will monitor traffic and congestion on Grand Avenue and Corydon Street through the review of project-specific traffic studies, and apply mitigation measures to ensure that projected traffic does not exceed daily capacities as new development occurs in the area.
- 6.6 As appropriate, coordinate City improvements with the efforts of the County and adjacent cities that provide a circulation network which moves people and goods efficiently to and from the City.

Implementation Program Through the development review and CEQA processes the City shall ensure the efficiency and safety of roadways, implement the Bike Lane Master Plan

and Trails Master Plan, and consider innovative on-site circulation to minimize conflicts with the roadway network.

Agency/Department Engineering and Community Development Departments

2.5 Growth Management

2.5.1 Introduction

“Growth Management” is the process of directing the pattern and rate of development for the benefit of quality of life and safety of residents, cost efficiency for the City, and sustainability of resources and services. The growth management goal is to insure that public services do not lag behind population growth and the concomitant demands created by a larger population. Growth management is an important regional issue in Southern California since rapid population growth has the potential to cumulatively affect the cities in the region. Rapid population growth can result in stress on public services and infrastructure when the needs of new development cannot be adequately served. The demands for public services and infrastructure need to be anticipated in order to establish adequate services and infrastructure at a rate that meets the rate of new construction.

The Southern California Association of Governments (SCAG) covers a region consisting of six neighboring counties: Orange, Riverside, Ventura, Los Angeles, San Bernardino, and Imperial and encompasses a total of over 38,000 square miles with a Year 2005 population of 18.1 million. The region is projected to increase to 23.3 million by 2030; adding 5.11 million people, 1.76 million households, and 2.14 million jobs over the 2005-2030 forecast period. Population growth at an annual rate of 1.13% is projected to add about 204,345 people to the region per year.



Residential Construction

The City of Lake Elsinore, like any other urbanizing community, has the potential for major impacts to public services and infrastructure with the anticipated increase in growth and development. The adoption of comprehensive goals and policies can mitigate those impacts to an extent that balances the competing demands for development, natural resource protection, and adequacy of services and infrastructure. Achieving this balance increases the quality of life and sustainability for the City and its residents and visitors.

Aside from ensuring sufficient public services and infrastructure, it is also important to achieve an acceptable jobs-to-housing balance in the City. According to SCAG’s adopted 2008 Regional Transportation Plan (RTP) Growth Forecasts; in 2005 Riverside County had a jobs-to-housing ratio of 1.06, and Lake Elsinore’s ratio was 0.89.

The goals and policies in this section are designed to provide the framework for a growth management strategy that promotes and maximizes mobility, livability, prosperity, and sustainability in the City. Decisions regarding growth, transportation, land use, and economic development should be guided by these goals and policies.

2.5.2 Growth Management Goal, Policy and Implementation Program

Goal 7 Maintain orderly, efficient patterns of growth that enhance the quality of life for the residents of Lake Elsinore.

Policy

7.1 Encourage mixed-use developments to reduce public service costs and environmental impacts through compatible land use relationships, and efficient circulation and open space systems.

Implementation Program As part of the project review and the CEQA processes, the City shall evaluate growth impacts from individual and cumulative projects to determine their effect on quality of life within the City.

Agency/Department Community Development Department

2.6 Housing

The State of California requires all California communities to prepare a Housing Element every five years. Housing element law, enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development.

The City of Lake Elsinore adopted its last Housing Element of the General Plan in 2002, including the City's housing goals, objectives, policies, and programs. In compliance with the SCAG region timeline for revision of the City of Lake Elsinore Housing Element, an update has been prepared for adoption along with the update to the General Plan for the planning period of July 1, 2008 to June 30, 2014.

2.6.1 Regional Housing Needs Assessment (RHNA)

State Housing Element law requires that a city accommodate its fair share of the region's projected housing needs for the planning period. The Southern California Association of Governments (SCAG) is the regional planning agency responsible for allocating the RHNA to individual jurisdictions within the six-county region. This share, called the Regional Housing Needs Allocation (RHNA), identifies the numerical quantity of new housing, and thus the

amount of land sufficient to accommodate a variety of housing opportunities for all economic segments of the community.

The City of Lake Elsinore’s RHNA for the 2008-2014 planning period has been determined by SCAG to be 5,590 housing units as follows:

1,311 units	for very low-income households
921 units	for low-income households
1,041 units	for moderate-income households
2,316 units	for above moderate-income households

Perhaps the most misunderstood aspect of the Housing Element is that the mandatory requirement does not necessarily mean that a city must develop or build the needed housing. Instead, the city must ensure that there is opportunity for needed housing to be built and that there are no constraints that prohibit construction. The General Plan Land Use Map and its goals, policies and implementation programs provide such assurance.

The City of Lake Elsinore Housing Element and its goals, policies and programs are bound separately.

2.7 Parks and Recreation

2.7.1 Introduction

Recreational opportunities are vital to the overall well-being of a community. Activities and hobbies such as sports leagues, biking, walking, and classes at a community center foster healthy social and physical growth in children and enhance social networks and the health of adults. Because of varied interests in diverse populations and the rising popularity of recreational activities in general, demand for recreational opportunities needs to be recognized and addressed.



McVicker Canyon Park

The relationship of recreation to aspects of social, cultural, and economic benefits to the community should be understood in the planning process for parks and recreational facilities and programs. Historically, Lake Elsinore has been regarded as a recreational destination for the Inland Empire partly because of the City’s natural resources such as the lake, mountains, and rugged hillsides. These resources, combined with a rich array of recreational programs and a diverse selection of facilities, have the potential to be a major source of economic growth for the City.

The goals and policies in this section are designed to provide the City with the tools and opportunities necessary to create a recreational destination and foster community building for the City of Lake Elsinore.

2.7.2 Parks and Recreation Baselines

Parks

There are sixteen (16) parks in the City of Lake Elsinore with thirteen (13) additional parks slated for future development (Figure 2.8, Parks). Each park has a unique set of features, with a variety of passive and active recreation. These features include fields for baseball, softball, football, and soccer; play equipment; picnic areas; barbeque facilities; drinking fountains; tennis courts; dog parks; and grass for passive recreation. A section of McVicker Park is devoted to skateboarding and inline skating.

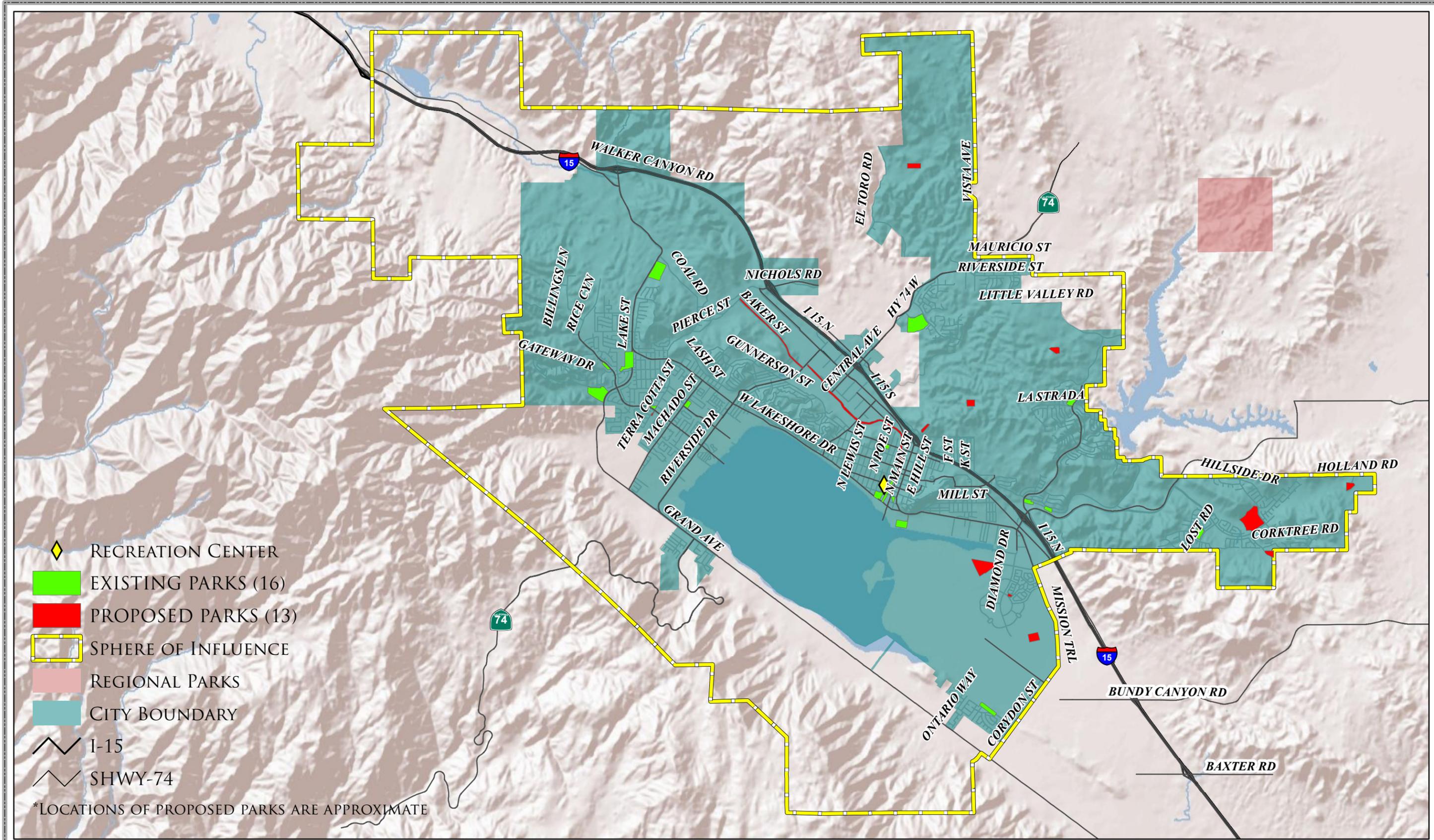
There are 3,000 sports league participants who use the sports fields throughout the City, including nine local youth and adult sports leagues. Special events are sponsored by the City Parks Department, Lake Community Center, and Senior Activity Center and include the Lake Elsinore Children's Fair, Kid's Fishing Derby, July 4th Celebration, Music with a View Concerts, Safe Candy Night, Unity in the Community Parade, and Winterfest.

The City of Lake Elsinore also offers a program called Volunteers in the Park (VIP), which is a partnership with the Community Services and Parks/Open Space divisions and volunteers from the community. Together, the participants clean up parks and open space areas on a quarterly basis.

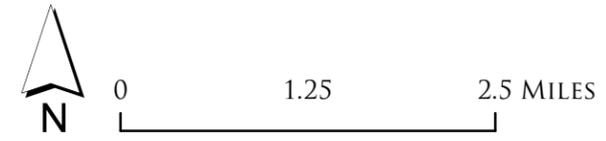
Further, the City of Lake Elsinore partners with the applicable school districts to allow joint use of facilities where possible, such as active recreational ball fields, playgrounds, or outdoor multi-use areas that can be shared.

Recreational Facilities

In addition to parks, the City of Lake Elsinore features and four recreational facilities including the Lake Community Center, the Cultural Center, a Senior Activity Center and the Boys & Girls Clubhouse at Alberhill Park. Three (3) additional recreational facilities are slated for future development. These centers are very active and provide a large number of programs. There are more than 40 recreational classes at the Lake Community Center ranging from art, gymnastics, acting, dancing, and music, to martial arts and dog obedience. More than 1,000 people per week currently use the Lake Community Center.



SOURCES: CITY OF LAKE ELSINORE, COUNTY OF RIVERSIDE



CITY OF LAKE ELSINORE
PARKS
FIGURE 2.8

BACKSIDE OF FIGURE

The Senior Activity Center hosts more than 3,500 seniors every month and features clubs, health services, legal services, leisure activities, and a daily nutrition program. Active clubs include the Arthritis Support Group, Bingo Club, Bereavement Support Group, Bridge Club, Elsinore Valley Senior Citizen Club, and Caregivers Support Group. Activities include cards and other games, art classes, singing, exercise classes, excursions, special events, and other programs benefiting the senior community.

Lake Recreation

Like a gleaming jewel, the sparkling 3,000 acre Lake Elsinore is Southern California's largest natural lake. Exciting lake sports include boating, wakeboarding, parasailing, fishing, water skiing, jet skiing, windsurfing, sunbathing, picnicking or playing on the beach. Beautiful tree-shaded campgrounds and RV resorts surround the lake for overnight outdoor enthusiasts.

The spectacular Ortega Mountains and Cleveland National Forest nearby, with world famous thermal winds and updrafts, create ideal conditions for more extreme sports such as skydiving, hang-gliding, sailplanes and hot-air ballooning, that allow participants the freedom to soar or float over the valley and lake.

2.7.3 Parks and Recreation Goals, Policies and Implementation Programs

Goal 8 Maintain an adequate quantity, quality, type, and distribution of parks and recreational facilities throughout the City that serve the current and future needs of residents and visitors.

Policies

- 8.1 Continue to utilize the City of Lake Elsinore Parks and Recreation Master Plan as a guide for decision-making and implementation of the Parks and Recreation Program.
- 8.2 Ensure parkland and recreation facilities support new development through acquisition and/or dedication. Meet the requirement of the Park Capital Improvement Fund, Resolution No. 91-42 and the Quimby Act by acquiring five (5) acres of useable park land per 1,000 population.
- 8.3 Explore the use of public-private partnerships, corporate sponsorships, and leasing agreements that provide for additional parks and recreational facilities, and other programs including cooperation with applicable school districts to allow joint use of facilities.
- 8.4 Consider the addition of a centralized forum for community activities such as a convention center, amphitheater, cultural arts center, or waterfront promenade.

- 8.5 Continue to develop public beach lands and recreational facilities such as campgrounds, boat launch areas, and water access to the Diamond Stadium, to complement the state and county recreation system.
- 8.6 Encourage the development of private recreational facilities within residential and mixed-use developments.
- 8.7 Ensure that recreation facilities are accessible to the elderly, children, and persons with disabilities as set forth in the Americans with Disabilities Act including increased wheelchair access, height variations on drinking fountains, and any other requirements necessary to serve these individuals.

Implementation Program The City shall utilize the development review process to examine existing and future needs for park facilities and programs to ensure adequate quantity, quality, type and distribution.

Agency/Department Lake Parks & Recreation Department

Goal 9 Establish a primary trail network for equestrians and hikers.

Policy

9.1 Encourage public and private systems that interface with other existing and proposed trails (i.e., bikeways) assuring links with the City, County of Riverside, and state recreational facilities.

Implementation Program The City shall implement strategies for the Trails Master Plan when feasible.

Agency/Department Lake Parks & Recreation Department