

**RESOLUTION NO. 2023-291  
AMENDING THE RIVERSIDE COUNTY  
GENERAL PLAN**

**(Second Cycle of Land Use Element General Plan Amendments for 2023)**

**WHEREAS**, pursuant to the provisions of Government Code Section 65350 et seq., notice was given, and public hearings were held before the Riverside County Board of Supervisors and the Riverside County Planning Commission to consider the proposed amendments to the Highgrove, Mead Valley, and Elsinore Area Plans of the Riverside County General Plan; and,

**WHEREAS**, all provisions of the California Environmental Quality Act (CEQA) and Riverside County CEQA implementing procedures have been satisfied; and,

**WHEREAS**, the proposed general plan amendment was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

**BE IT RESOLVED, FOUND, DETERMINED AND ORDERED** by the Board of Supervisors of the County of Riverside in regular session assembled on December 12, 2023 that:

- A. General Plan Amendment (GPA) No. 1205**, also known as the Highway 74 Community Plan, consists of General Plan Foundation Component changes and Land Use Designation and policy updates, within portions of the Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP), as shown in the revised MVAP and ELAP documents, Figures 1 and 2 which are attached hereto and incorporated herein by this reference. GPA 1205 redesignates parcels to allow for the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas, as shown on Figures 3, 4 and 5. Furthermore, GPA 1205 amends the MVAP and ELAP by creating a Highway 74 Policy Area and removes two additional policy areas within the MVAP, the Perris Policy Area and the Good Hope Policy Area, whose intent was to facilitate the relocation of existing businesses that were impacted by the widening of Highway 74. Additionally, the boundary of the Meadowbrook Town Center Policy Area (within the ELAP) will be adjusted as part of

FORM APPROVED COUNTY COUNSEL  
BY *Sarah K. Moore*  
DATE 12-4-23  
SARAH K. MOORE

1 the new Highway 74 Policy Area and the boundary of the Warm Springs Policy Area  
2 (within the ELAP) will be adjusted to include a 192-acre section along Highway 74 within  
3 the Highway 74 Policy Area, to enable the application of the proposed policies within that  
4 area. The project area is located within the Elsinore Area Plan and Mead Valley Area Plan  
5 in the First and Second Supervisorial Districts, specifically located directly along a 6.8-  
6 mile long noncontiguous corridor of Highway 74 in the unincorporated area between  
7 Interstates 15 and 215 (I-15, and I-215), between the cities of Lake Elsinore and Perris,  
8 in western Riverside County. The project area consists of 3 neighborhoods:  
9 Neighborhood 1 (MVAP) extends from the Street (City of Perris boundary) to Ethanac  
10 Road; Neighborhood 2 extends from Ethanac Road to near the City of Lake Elsinore  
11 boundaries near Crumpton Street; Neighborhood 3 extends between the City of Elsinore  
12 boundaries near Trellis Lane on the north to near Conard Avenue on the south.” The  
13 project encompasses 1,026 parcels and approximately 2,220 acres of unincorporated  
14 lands. Portions of the unincorporated communities of Good Hope, Meadowbrook, and  
15 Warm Springs are within the proposed project boundary. The MVAP portion extends  
16 from Ellis Avenue at the City of Perris boundary to Ethanac Road, which is the boundary  
17 between the two plans. The ELAP portion is noncontiguous and extends in from Ethanac  
18 Road to the City of Lake Elsinore boundary near Conard Avenue, with a portion excluded  
19 from approximately Crater Drive to Crumpton Street, as that area is within the City of  
20 Lake Elsinore. The parcels that were selected to be part of the project area are parcels of  
21 which at least a portion is located within 1,000 feet of the centerline of Highway 74. In  
22 Neighborhood 1, parcels are being redesignated from the Rural Community, Rural, and  
23 Open Space foundations to the Community Development foundation. Certain parcels are  
24 also being redesignated within the Community Development foundation to Very Low  
25 Density Residential (VLDR), Low Density Residential (LDR), Medium Density  
26 Residential (MDR), High Density Residential (HDR), Mixed Use Area (MUA),  
27 Commercial Retail (CR), Light Industrial (LI), and Business Park (BP). In Neighborhood  
28 2, certain parcels are being redesignated within the Community Development foundation

1 to Very Low Density Residential (VLDR), Low Density Residential (LDR), Commercial  
2 Retail (CR), Mixed Use Area (MUA), Light Industrial (LI), Business Park (BP) and  
3 Public Facilities (PF). In Neighborhood 3, certain parcels are being redesignated as  
4 Commercial Retail (CR). GPA No. 1205 was considered at public hearings before the  
5 Planning Commission and Board of Supervisors. The Planning Commission  
6 recommended that the Board of Supervisors tentatively approved GPA No. 1205 on  
7 August 16, 2023. After taking public testimony, the Board of Supervisors closed the  
8 public hearing and tentatively approved General Plan Amendment No. 1205 on  
9 September 12, 2023.

10 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence presented on  
11 this matter, both written and oral that:

- 12 1. The site is located within the Mead Valley Area Plan (MVAP) and Elsinore Area  
13 Plan (ELAP).
- 14 2. The Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP) Land Use  
15 Maps establish the extent, intensity, and location of land uses within the Good Hope  
16 and Meadowbrook Districts, respectively.
- 17 3. GPA No. 1205 is a General Plan Foundation Component Amendment -- Regular,  
18 Entitlement/Policy Amendment, and Technical General Plan Amendment.
- 19 4. GPA No. 1205 consists of General Plan Foundation Component changes and Land  
20 Use Designation and policy updates, within the newly created Highway 74 Policy  
21 Area, as shown on the revised Figures 1 and 2 .
- 22 5. GPA No. 1205 proposes to create the Highway 74 Policy Area section of the Mead  
23 Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP) to update descriptions,  
24 revise existing policies, add new policies, and create neighborhood planning areas  
25 with specific policies.
- 26 6. The project area consists of 3 neighborhoods: Neighborhood 1 (MVAP) extends  
27 from the Street (City of Perris boundary) to Ethanac Road; Neighborhood 2 extends  
28

1 from Ethanac Road to near the City of Lake Elsinore boundaries near Crumpton  
2 Street; Neighborhood 3 extends between the City of Elsinore boundaries near Trellis  
3 Lane on the north to near Conard Avenue on the south.”

- 4 7. In Neighborhood 1, parcels are being redesignated from the Rural Community,  
5 Rural, and Open Space foundations to the Community Development foundation.  
6 Certain parcels are also being redesignated within the Community Development  
7 foundation to Very Low Density Residential (VLDR), Low Density Residential  
8 (LDR), Medium Density Residential (MDR), High Density Residential (HDR),  
9 Mixed Use Area (MUA), Commercial Retail (CR), Light Industrial (LI), and  
10 Business Park (BP). In Neighborhood 2, certain parcels are being redesignated within  
11 the Community Development foundation to Very Low Density Residential (VLDR),  
12 Low Density Residential (LDR), Commercial Retail (CR), Mixed Use Area (MUA),  
13 Light Industrial (LI), Business Park (BP) and Public Facilities (PF). In Neighborhood  
14 3, certain parcels are being redesignated as Commercial Retail (CR).
- 15 8. The Land Use Element establishes goals and policies affecting the use of land for the  
16 unincorporated areas of the County of Riverside.
- 17 9. Pursuant to the Administration Element of the Riverside County General Plan and  
18 Article II Section 2.5(A), a General Plan Foundation Component Amendment–  
19 Regular may be approved if new conditions or circumstances disclosed during the  
20 review process justify modifying the General Plan, that the modifications do not  
21 conflict with the overall Riverside County Vision, and that they would not create an  
22 internal inconsistency among the elements of the General Plan. The foregoing  
23 requirement for findings shall not apply to any amendment to the Riverside County  
24 Vision.
- 25 a. *New conditions or circumstances disclosed during the review process justify*  
26 *modifying the General Plan.* Several planning efforts have influenced the  
27 planning direction of the Highway 74 corridor, starting with the 2003 General  
28 Plan. The General Plan created a Rural Village Study Area for both the Good



1 Hope and Meadowbrook areas. The purpose of the study areas was to  
2 encourage the development of a mixed use area that could include a greater  
3 variety of uses, including commercial and industrial, which could serve the  
4 community and benefit from the highway. The exact boundaries and uses  
5 were not defined but flexibility was encouraged, and the focus was on the  
6 area surrounding the highway. In 2015, the General Plan update further  
7 formalized this direction by creating Rural Village Land Use Overlays  
8 (RVLUO) for Good Hope and Meadowbrook. These were mapped overlay  
9 zones with set boundaries and defined alternate uses. The RLVUO provided  
10 the option to use the alternate land use designation in addition to the  
11 underlying land use designation, without a foundation component change.  
12 The plan also created two policy areas in the MVAP portion of the project  
13 area (referred to as the Perris and Good Hope Policy Areas) that allowed for  
14 existing businesses that were impacted by the highway widening to relocate  
15 anywhere within the policy areas without the need for a general plan  
16 amendment. In 2016, as part of the Housing Element 5th Cycle Update,  
17 portions of Good Hope and Meadowbrook (which was referred to as the  
18 Meadowbrook Town Center) along the highway were redesignated with a  
19 high density residential and mixed use area. In 2017, the Board of  
20 Supervisors initiated the Foundation Component portion of GPA No. 1205  
21 based on recommendations from the General Plan Advisory Committee  
22 (GPAC), the Planning Commission and on the basis of a land use study  
23 involving extensive community outreach in the spring of 2016. In 2017, a  
24 significant milestone occurred when the jurisdiction over the portion of  
25 Highway 74 in the Project area was transferred from Caltrans to the County.  
26 In 2022, the County adopted a Highway 74 Enhanced Infrastructure  
27 Financing District (EIFD) as a mechanism for the continued improvement of  
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1 the highway. Also in 2022, the County prepared a Highway 74 Multimodal  
2 Plan to prioritize future improvements to benefit all modes of transportation.

3 b. *The modifications do not conflict with the overall Riverside County Vision.*

4 GPA No. 1205 does not involve a change in or conflict with the Riverside  
5 County Vision. Specifically, GPA No. 1205 is consistent with the following  
6 visions:

7 1) The General Plan was created out of a comprehensive vision statement  
8 resulting from broad public outreach which identified 12 subject areas  
9 and 33 fundamental values that should motivate community building and  
10 changes in land use designations. GPA No. 1205 reflects the articulated  
11 values, including that of community, health, inter-relatedness, diversity,  
12 equity, valued contributions, varied communities, balance, creativity and  
13 innovation, distinctiveness, livable centers, housing, natural environment,  
14 multi-modal transportation, employment, safety, planning integration,  
15 sustainability, and recreation. The redesignation of parcels within the  
16 project area adjacent to and near the highway corridor will benefit the  
17 Good Hope, Meadowbrook, and Warm Springs communities with an  
18 increase of services, employment opportunities, and housing options.

19 2) The Varied Communities section of the vision states “We value the  
20 contribution to our overall quality of life by the richly varied  
21 municipalities, Indian nations, and other ethnic communities,  
22 unincorporated communities, and rural communities in Riverside  
23 County.” GPA No. 1205 recognizes that growth should occur along the  
24 highway to preserve the existing rural communities that surround the  
25 Project area. By allowing for a mixture of uses within the Project area,  
26 the surrounding communities will be able to benefit from improved  
27 infrastructure and access to local businesses.  
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1 3) The Housing section of the vision states “We acknowledge shelter as one  
2 of the most basic community needs and value the willingness of our  
3 communities and their leaders to accept housing for our growing  
4 population in our communities, particularly with respect to the ongoing  
5 shortage of affordable housing and its negative impacts on our  
6 communities.” GPA No 1205 facilitates development of housing by  
7 targeting denser development by the highway where there is access to  
8 transit service and where vehicle trips will not rely on residential streets.  
9 It also facilitates housing by creating mixed use areas where housing can  
10 be built along with stores and other commercial uses. Denser and mixed-  
11 use development can lower the cost of housing as the land cost per  
12 dwelling unit decreases.

13 4) The Housing section of the vision also states, “Mixed-use development  
14 occurs at numerous urban concentrations in city spheres and  
15 unincorporated communities, many of which include residential uses.”  
16 GPA No. 1205 redesignates parcels which are currently limited to a single  
17 use, whether residential or commercial, to a mixed use area, which allows  
18 for a greater variety of projects that can combine uses. It also includes  
19 commercial industrial nodes along the highway in addition to the mixed  
20 use and residential areas, which allows for greater mixtures of units on a  
21 communitywide basis. Mixed use areas benefit from access to  
22 transportation options and where a mixture of uses facilitates shorter trips,  
23 including some by walking. The street network and existing land uses  
24 have been studied to identify certain areas that are suitable for mixed use  
25 and which can benefit from transit service.

26 5) The Planning Integration section of the vision states “We are proud of the  
27 multi-faceted approach taken in Riverside County to planning on  
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1 countywide and community scales and we dedicate ourselves to its  
2 continued support for the coherent and comprehensive implementation of  
3 this approach. At the same time, we seek an implementation approach  
4 that simplifies and focuses on essentials, without being unnecessarily  
5 complex.” GPA No. 1205 will benefit the surrounding communities by  
6 planning future development to locate in targeted areas along the highway  
7 while preserving the rural communities located farther from the highway.  
8 The future development of the project area will provide the surrounding  
9 communities with services, employment, and additional housing options.

10 6) The Our Communities and Their Neighborhoods section of the vision  
11 states, “Innovative designs allow for increased density in key locations,  
12 such as near transit stations, with associated benefits. In these and other  
13 neighborhoods, walking, bicycling, and transit systems are attractive  
14 alternatives to driving for many residents.” The land use changes target  
15 higher density of development in along the highway to benefit from the  
16 proximity of transit service along the project area and into Meadowbrook  
17 and the adjacent cities. The local transit service connects with the regional  
18 transit network, including the Metrolink station in Perris. Planning for an  
19 area with a greater density and mixture of uses will enable increased  
20 “internal capture” of trips (shorter trips) and can lead to development  
21 patterns which encourage healthy communities through walking and  
22 biking.

23 c. *The modifications would not create an internal inconsistency among the*  
24 *elements of the General Plan.* State law requires internal consistency of the  
25 County’s General Plan, including the policies within the Land Use Element  
26 and consistency between Land Use Element and all the other elements. GPA  
27 No. 1205 will make Foundation Component changes to the Rural and Rural  
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1 Community Foundations to the Community Development Foundation. The  
2 2003 General Plan envisioned such an amendment to the General Plan  
3 Foundation through the creation of Rural Village Overlay Study Areas in the  
4 project area. No discrepancy will exist between the Foundation Components  
5 and the land use designations as the changes being made are consistent with  
6 the existing or proposed Foundation Components. The applicable area plans  
7 (MVAP and ELAP) will also be updated to remove overlays that are no  
8 longer necessary after the updates. The proposed land use updates were  
9 checked against every element of the General Plan to ensure the proposed  
10 designations are appropriate. For instance, GPA No. 1205 is consistent with  
11 the Circulation Element as it proposes to redesignate land uses near the  
12 highway that are suitable due to the proximity of the transportation corridor.  
13 GPA No. 1205 is also consistent with the Safety Element as it proposes land  
14 use designations that are appropriate based on topography and  
15 environmentally sensitive areas.

- 16 10. Pursuant to the Administration Element of the Riverside County General Plan and  
17 Article II Section 2.4(C)(2) of Ordinance No. 348, an Entitlement/Policy General  
18 Plan amendment may be approved if the change does not involve a change in or  
19 conflict with the Riverside County Vision, any General Planning Principle set forth  
20 in General Plan Appendix B, or any Foundation Component Designation in the  
21 General Plan; the proposed amendment would either contribute to the purposes of  
22 the General Plan or, at a minimum, would not be detrimental to them; special  
23 circumstances or conditions have emerged that were unanticipated in preparing the  
24 General Plan; and an amendment is required to expand basic employment job  
25 opportunities (jobs that contribute directly to the County's economic base) and that  
26 would improve the ration of jobs-to-workers in the County.  
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1 a. *The proposed changes do not involve a change in or conflict with the Riverside*  
2 *County Vision.* GPA No. 1205 does not involve a change in or conflict with the  
3 Riverside County Vision. Specifically, GPA No. 1205 is consistent with the  
4 following visions:

5 1) The General Plan was created out of a comprehensive vision statement  
6 resulting from broad public outreach which identified 12 subject areas  
7 and 33 fundamental values that should motivate community building and  
8 changes in land use designations. GPA No. 1205 reflects the articulated  
9 values, including that of community, health, inter-relatedness, diversity,  
10 equity, valued contributions, varied communities, balance, creativity and  
11 innovation, distinctiveness, livable centers, housing, natural environment,  
12 multi-modal transportation, employment, safety, planning integration,  
13 sustainability, and recreation. The redesignation of parcels within the  
14 project area adjacent to and near the highway corridor will benefit the  
15 Good Hope, Meadowbrook, and Warm Springs communities with an  
16 increase of services, employment opportunities, and housing options.

17 2) The Varied Communities section of the vision states “We value the  
18 contribution to our overall quality of life by the richly varied  
19 municipalities, Indian nations, and other ethnic communities,  
20 unincorporated communities, and rural communities in Riverside  
21 County.” GPA No. 1205 recognizes that growth should occur along the  
22 highway to preserve the existing rural communities that surround the  
23 project area. By allowing for a mixture of uses within the project area,  
24 the surrounding communities will be able to benefit from improved  
25 infrastructure and access to local businesses.

26 3) The Housing section of the vision states “We acknowledge shelter as one  
27 of the most basic community needs and value the willingness of our  
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1 communities and their leaders to accept housing for our growing  
2 population in our communities, particularly with respect to the ongoing  
3 shortage of affordable housing and its negative impacts on our  
4 communities.” GPA No 1205 facilitates development of housing by  
5 targeting denser development by the highway where there is access to  
6 transit service and where vehicle trips will not rely on residential streets.  
7 It also facilitates housing by creating mixed use areas where housing can  
8 be built along with stores and other commercial uses. Denser and mixed  
9 use development can lower the cost of housing as the land cost per  
10 dwelling unit decreases.

11 4) The Housing section of the vision also states “Mixed-use development  
12 occurs at numerous urban concentrations in city spheres and  
13 unincorporated communities, many of which include residential uses.”  
14 GPA No. 1205 redesignates parcels which are currently limited to a single  
15 use, whether residential or commercial, to a mixed use area, which allows  
16 for a greater variety of projects that can combine uses. It also includes  
17 commercial industrial nodes along the highway in addition to the mixed  
18 use and residential areas, which allows for greater mixtures of units on a  
19 communitywide basis. Mixed use areas benefit from access to  
20 transportation options and where a mixture of uses facilitates shorter trips,  
21 including some by walking. The street network and existing land uses  
22 have been studied to identify certain areas that are suitable for mixed use  
23 and which can benefit from transit service.

24 5) The Planning Integration section of the vision states “We are proud of the  
25 multi-faceted approach taken in Riverside County to planning on  
26 countywide and community scales and we dedicate ourselves to its  
27 continued support for the coherent and comprehensive implementation of  
28

1 this approach. At the same time, we seek an implementation approach  
2 that simplifies and focuses on essentials, without being unnecessarily  
3 complex.” GPA No. 1205 will benefit the surrounding communities by  
4 planning future development to locate in targeted areas along the highway  
5 while preserving the rural communities located farther from the highway.  
6 The future development of the project area will provide the surrounding  
7 communities with services, employment, and additional housing options.

8 6) The Our Communities and Their Neighborhoods section of the vision  
9 states, “Innovative designs allow for increased density in key locations,  
10 such as near transit stations, with associated benefits. In these and other  
11 neighborhoods, walking, bicycling, and transit systems are attractive  
12 alternatives to driving for many residents.” The land use changes target  
13 higher density of development in along the highway to benefit from the  
14 proximity of transit service along the project area and into Meadowbrook  
15 and the adjacent cities. The local transit service connects with the regional  
16 transit network, including the Metrolink station in Perris. Planning for an  
17 area with a greater density and mixture of uses will enable increased  
18 “internal capture” of trips (shorter trips) and can lead to development  
19 patterns which encourage healthy communities through walking and  
20 biking.

21 7) This is simply a sampling of the General Plan Vision Statement topics  
22 that the General Plan Amendment is consistent with and not an exhaustive  
23 list of Riverside County Vision Statement topics. There are no other  
24 provisions or statements within the Riverside County Vision Statement  
25 that GPA No. 1205 is inherently inconsistent with. Therefore, the  
26 proposed General Plan Amendment would not conflict with the Riverside  
27 County Vision.  
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1                   b. *The proposed changes do not involve a change in or conflict with any General*  
2                   *Planning Principle Set forth in General Plan Appendix B. GPA No. 1205 does*  
3                   not involve a change in or conflict with any General Planning Principle set forth  
4                   in General Plan Appendix B. Specifically, GPA No. 1205 is consistent with the  
5                   following principles:

6                   1) Community Development Principle I.C.1., Maturing Communities,  
7                   states, "...every community in the County is maturing in its own way, at  
8                   its own pace and within its own context. Policies and programs should  
9                   be tailored to local needs in order to accommodate the particular level of  
10                  anticipated maturation in any given community." GPA No. 1205  
11                  provides direction for the continued growth and enhancement of the  
12                  project area and the surrounding communities. The redesignation of the  
13                  Project area with mixed use designations and hubs of commercial and  
14                  industrial areas along the highway will focus growth and investment in  
15                  the most beneficial areas and will enhance and preserve the surrounding  
16                  communities. Planned growth as envisioned and articulated by the  
17                  stakeholders during public outreach will be facilitated through the  
18                  proposed land use designations.

19                  2) Community Development Principle I.G.1., Efficient Land Use, states,  
20                  The County should encourage compact and transit-adaptive development  
21                  on regional and community scales. The policy goal is to permit and  
22                  encourage increased densities and intensities, and to reduce the land  
23                  required for public infrastructure...." GPA No. 1205 proposes a variety  
24                  of land uses, including Commercial Retail (CR), Mixed Used Area  
25                  (MUA), Light Industrial (MUA), and Medium Density Residential  
26                  (MDR), which will promote additional housing options and a diversity of  
27                  land uses. The mixture of land uses will be served by transit and will  
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1 provide an opportunity to capture vehicle trips internally because of the  
2 potential for shorter trips to serve community needs, and which may  
3 reduce the reliance of vehicle travel. The availability of transit near  
4 housing and commercial areas can reduce reliance on vehicle travel,  
5 which has the potential to reduce land required for public infrastructure.

6 3) General Plan Transportation Principle III.E.1.d., Mass Transit, states,  
7 “Varied forms of transit systems should be considered, based on service  
8 potential, cost, flexibility and reinforcement of more efficient land use. .  
9 . Locating as many community activities as possible within easy walking  
10 distance of transit stops.” GPA No. 1205 proposes a variety of land uses,  
11 including Commercial Retail (CR), Mixed Used Area (MUA), Light  
12 Industrial (LI), and Medium Density Residential (MDR), that will  
13 increase housing options and that will allow for additional services to be  
14 located within the community. The proposed mixture of land uses, and  
15 the availability of transit service provides an opportunity for the  
16 community to meet its needs with shorter trips and with less reliance on  
17 vehicle travel, which supports this principle.

18 a. Transportation Principle III.E.1., Pedestrian, Bicycle and  
19 Equestrian Friendly Communities, states, “Bicycle and pedestrian  
20 paths should be conveniently located and linked to commercial,  
21 public, educational and institutional uses.” GPA No. 1205 enacts  
22 policies and land use changes consistent with active and healthy  
23 lifestyles by reducing the need for vehicle travel and will provide  
24 an opportunity to serve more needs within the community.

25 b. Community Design Principle IV.A., Community Variety, Choice,  
26 and Balance, establishes an intent to foster variety and choice  
27 within communities, provide opportunity for housing variety and  
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1 availability, provide for balanced growth of communities,  
2 revitalize existing communities through development of under  
3 used or vacant sites, and provide for higher density and  
4 urbanization of appropriate areas. GPA No. 1205 provides for the  
5 orderly growth of the community and encourages greater services  
6 to be located within the community.

7 c. Community Design Principle IV.B.1., Unique Communities,  
8 states, “The General Plan should promote development of a  
9 ‘unique community identity’ in which each community exhibits a  
10 special sense of place by retaining distinct edges and sufficient  
11 open space between scattered urbanized areas. This will facilitate  
12 the buildout of existing communities, as well as the creation of  
13 new towns, each of which have distinct boundary and edge  
14 conditions.” The project area provides gateways to three cities:  
15 Perris (northeast), Lake Elsinore (southwest) and Canyon Lake  
16 (southeast). The communities of Good Hope, Meadowbrook and  
17 Warm Springs have scenic qualities that feature rolling hills,  
18 watercourses, boulder outcroppings, which provide focal points  
19 and natural edges and open space buffers. GPA No. 1205 is a  
20 community-scale planning project that focuses on the Highway 74  
21 corridor intended to facilitate the buildout of this community  
22 within the defined policy area boundary.

23  
24 4) This is simply a sampling of the principles that the proposed General Plan  
25 Amendment is consistent with and not an exhaustive list of all consistent  
26 principles. There are no principles that the General Plan Amendment is  
27 in conflict with. Therefore, the proposed General Plan Amendment  
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1 would not conflict with the Riverside County General Planning Principles  
2 set forth in General Plan Appendix B.

3 *c. The proposed changes do not involve a change in or conflict with any Foundation*  
4 *Component designation in the General Plan. GPA No. 1205 does not involve a*  
5 *change in or conflict with any Foundation Component Designation in the General*  
6 *Plan because the Foundation Component designation is also being amended by this*  
7 *GPA via the Eight-Year General Plan Review Cycle. GPA No. 1205 includes*  
8 *Foundation Component changes that are entirely within the portion of the project*  
9 *area that is located within the MVAP. Specifically, portions of the project area*  
10 *within the MVAP which are currently in the Rural Foundation, or the Rural*  
11 *Community Foundation will be changed to the Community Development foundation*  
12 *along with the change to a new land use designation. The remainder of the project*  
13 *area is already within the Community Development Foundation and the change will*  
14 *be to a plan designation within that foundation. However, GPA No. 1205 does not*  
15 *involve a change in or conflict with any Foundation Component because all General*  
16 *Plan Land Use designations will ultimately conform to their applicable Foundation*  
17 *Component, and findings for the approval of all changes to/from Foundation*  
18 *Components are made and provided in the General Plan Foundation Component*  
19 *Amendment findings section herein.*

20 *d. The proposed amendment would either contribute to the purposes of the General*  
21 *Plan or, at a minimum, would not be detrimental to them. GPA No. 1205 will either*  
22 *contribute to the purposes of the General Plan or, at a minimum, will not be*  
23 *detrimental to them. State law requires internal consistency of the County's General*  
24 *Plan, including consistency of policy within an element and consistency of policy*  
25 *with other elements. GPA No. 1205 will add new policies and revise existing*  
26 *policies in the MVAP and ELAP, specifically within the newly designated Highway*  
27 *74 Policy Area, and will make land use changes in that area. The purpose of*  
28 *designating a new Highway 74 Policy Area is to promote the future growth and well-*

1 being the communities adjacent to the Highway 74 corridor. All new and revised  
2 policies and land use designation changes were analyzed and do not create internal  
3 conflict with MVAP and ELAP, which are components of the General Plan, the Land  
4 Use Element, and any other elements of the General Plan.

- 5 e. *Special circumstances or conditions have emerged that were unanticipated in*  
6 *preparing the General Plan.* The 2003 General Plan anticipated the redesignation of  
7 the Project area as proposed in GPA No. 1205 in keeping with future growth of the  
8 area. The General Plan created a Rural Village Study Area for both the Good Hope  
9 and Meadowbrook areas. The purpose of the study areas was to encourage the  
10 development of a mixed use area that could include a greater variety of uses,  
11 including commercial and industrial, which could serve the community and benefit  
12 from the highway. The exact boundaries and uses were not defined but flexibility  
13 was encouraged, and the focus was on the area surrounding the highway. In 2014,  
14 the General Plan update (stated in 2008) further formalized this direction by creating  
15 Rural Village Land Use Overlays (RVLUO) for Good Hope and Meadowbrook.  
16 These were mapped overlay zones with set boundaries and defined alternate uses.  
17 The RLVUO provided the option to use the alternate land use designation in addition  
18 to the underlying land use designation, without a foundation component change. The  
19 plan also created two policy areas in the MVAP portion of the project area (referred  
20 to as the Perris and Good Hope Policy Areas) that allowed for existing businesses  
21 that were impacted by the highway widening to relocate anywhere within the policy  
22 areas without the need for a general plan amendment. In 2016, as part of the Housing  
23 Element 5th Cycle Update, portions of Good Hope and Meadowbrook (which was  
24 referred to as the Meadowbrook Town Center) along the highway were redesignated  
25 with a high density residential and mixed use area. In 2017, the Board of Supervisors  
26 initiated the Foundation Component portion of GPA No. 1205 based on  
27 recommendations from the General Plan Advisory Committee (GPAC), the Planning  
28 Commission and on the basis of a land use study involving extensive community

1 outreach in the spring of 2016. A significant milestone occurred when the  
2 jurisdiction over the portion of Highway 74 in the project area was transferred from  
3 Caltrans to the County. In 2022, the County adopted a Highway 74 Enhanced  
4 Infrastructure Financing District (EIFD) as a mechanism for the continued  
5 improvement of the highway. Also in 2022, the County prepared a Highway 74  
6 Multimodal Plan to priority future improvements to benefit all modes of  
7 transportation.

8 f. *An amendment is required to expand basic employment job opportunities (jobs that*  
9 *contribute directly to the County's economic base) and that would improve the ration*  
10 *of jobs-to-workers in the County. General Plan Amendment No. 1205 will expand*  
11 *basic job opportunities that contribute directly to the County's economic base and*  
12 *improve the ratio of jobs-to-workers in the County. This amendment expands land*  
13 *uses by creating a new Highway 74 Policy Area. Land uses adjacent to and within*  
14 *1,000 feet of the centerline of Highway 74 in a noncontiguous corridor between the*  
15 *cities of Perris and Lake Elsinore will be redesignated to allow a greater mixture of*  
16 *uses that will benefit from the proximity to the transportation corridor. The mixed-*  
17 *use areas provide for greater housing options and will provide benefits from*  
18 *proximity to commercial services and transit. GPA No 1205 plans future growth*  
19 *around the Highway 74 corridor, with additional housing options and opportunities*  
20 *commercial services and employment growth. GPA No. 1205 will result in more*  
21 *efficient land use planning and is intended to provide for enhance quality of life, and*  
22 *additional opportunities for commercial development and employment growth.*

23 8. GPA No. 1205 includes a Technical General Plan Amendment that amends land use  
24 designations along the southwest hillsides to reflect updated contour line/slope data  
25 and appropriate parcel sizes within the ELAP. A Technical General Plan Amendment  
26 involves changes to the General Plan of a technical nature, including technical  
27 corrections discovered in the process of implementing the General Plan.  
28 Documentable errors in the General Plan may include corrections to statistics,

1 mapping error corrections, changes in spheres of influence and city boundaries,  
2 changes in unincorporated communities, editorial clarifications, or changes in  
3 appendix information. Pursuant to the Administration Element of the Riverside  
4 County General Plan and Article II Section 2.4(C)(1) of Ordinance No. 348, a  
5 Technical General Plan Amendment may be approved, provided that at least the  
6 following two (2) findings be made: Pursuant to the Administration Element of the  
7 Riverside County General Plan and Article II Section 2.4(C)(1) of Ordinance No.  
8 348, a Technical General Plan Amendment may be approved, provided that at least  
9 the following two (2) findings be made:

- 10 a. *The proposed amendment would not change any policy direction or intent of the*  
11 *General Plan.* GPA No. 1205 will amend the land use designations within the  
12 Highway 74 Policy Area to reflect updated hillside slope data. The parcels that  
13 were previously designated as Rural Mountainous did not meet the criteria for  
14 this land use designation which is “areas of at least 10 acres where a minimum  
15 of 70% of the area has slopes of 25% or greater.” (ELAP, Table 1: Land Use  
16 Designations Summary). The slope data did not support the requirement of 70%  
17 of the area as 25% or greater. Additionally, the area has been subdivided into  
18 parcels of 2 acres or less, which means that this area has parcels that are below  
19 the 10 acre requirement. The revised land use designation changes from Rural  
20 Mountainous (RM) to Very Low Density Residential (VLDR) and Business Park  
21 (BP) were analyzed for compability with the surrounding land use designations  
22 and environmental constraints and do not change the policy direction or intent of  
23 ELAP (a component of the General Plan) or other elements of the General Plan.  
24  
25 b. *A minor change of boundary will more accurately reflect geological or*  
26 *topographic features, or legal or jurisdictional boundaries.* Parcels within or  
27 adjacent to the mountainous areas north of Highway 74 within the Highway 74  
28 Policy Area are proposed to change from a Rural Foundation Component to

1 reflect new hillside slope mapping. GPA No. 1205 proposes to designate certain  
2 subdivided residential lots, which currently have the RM designation, with  
3 appropriate residential or commercial land uses. The proposed amendments  
4 reflect a minor change of a hillside slope boundary and will more accurately  
5 reflect topographic features in this area.

- 6 9. Environmental Impact Report (EIR) (SCH# 2019059042), incorporated herein by  
7 reference, analyzed GPA No. 1205 as described in Alternative 3, evaluated the  
8 project's potential significant impacts on the environment, and made the required  
9 findings in compliance with State CEQA Guidelines and Riverside County CEQA  
10 implementing procedures. As demonstrated in the EIR, adoption of this alternative  
11 would lessen the severity of, but would not avoid, the significant unavoidable air  
12 quality and transportation impacts associated with the proposed project. Based on  
13 the findings and conclusions in the EIR (SCH# 2019059042), Board of Supervisors  
14 Resolution No. 2023-249 certifying the EIR, and the project's conditions of approval,  
15 the Project is not likely to cause serious public health problems or exposure to  
16 hazards.

17 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the Environmental  
18 Impact Report (SCH# 2019059042), based on the findings incorporated in the EIR, incorporated herein by  
19 reference, and **ADOPTS** General Plan Amendment No. 1205, as described herein and shown in the revised  
20 Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP) documents, Figures 1 and 2 and the maps  
21 "Mead Valley Area Plan, Highway 74 Policy Area, Neighborhood 1" (Figure 3), "Elsinore Area Plan,  
22 Highway 74 Policy Area, Neighborhood 2" (Figure 4), Elsinore Area Plan, Highway 74 Policy Area,  
23 Neighborhood 2" (Figure 5) attached hereto and incorporated herein by reference.

24  
25 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodians of the documents  
26 upon which this decision is based are the Clerk of the Board of Supervisors and the County Planning  
27 Department, and that such documents are located at 4080 Lemon Street, Riverside, California.  
28



2  
3 RESOLUTION NO. 2023-291

4 AMENDING THE RIVERSIDE COUNTY GENERAL PLAN

5 (SECOND CYCLE OF LAND USE ELEMENT GENERAL PLAN AMENDMENTS FOR 2023)

6  
7 ROLL CALL:

8  
9 Ayes: Jeffries, Washington, Spiegel, Perez, and Gutierrez

10 Nays: None

11 Absent: None

12  
13  
14 The foregoing is certified to be a true copy of a resolution duly adopted by said Board of  
15 Supervisors on the date therein set forth.

16  
17 KIMBERLY A. RECTOR, Clerk of said Board

18  
19 By: 

20 Deputy

21  
22  
23 12.12.2023 3.58  
24  
25

Figure 1A

TABLE OF CONTENTS

**VISION SUMMARY** ..... 1

**INTRODUCTION**..... 4

    A Special Note on Implementing the Vision ..... 5

**LOCATION**..... 6

**FEATURES**..... 6

    SETTING ..... 6

    UNIQUE FEATURES..... 7

        Gavilan Hills..... 7

        Steele Peak ..... 7

        Motte-Rimrock Reserve..... 7

    UNIQUE COMMUNITIES ..... 7

        Good Hope ..... 7

        Mead Valley ..... 7

        Old Elsinore Road ..... 8

    INCORPORATED CITIES ..... 8

**LAND USE PLAN** ..... 8

    LAND USE CONCEPT ..... 9

        Community Center Overlay ..... 9

**OVERLAYS AND POLICY AREAS** ..... 20

    OVERLAYS AND POLICY AREAS ..... 20

        Cajalco Wood Policy Area..... 21

        March Joint Air Reserve Base Airport Influence Area..... 22

        Rural Village Land Use Overlay Highway 74 Policy Area ..... 2222

        Highway 74 Good Hope Policy Area and Highway 74 Perris Policy Area ..... 2323

        Specific Plans ..... 2323

**LAND USE** ..... 3431

    LOCAL LAND USE POLICIES ..... 3431

        Community Centers Overlay ..... 3431

        Mead Valley Town Center ..... 3532

        Mead Valley Community: I-215/Nuevo Road Vicinity (Mixed-Use Area) ..... 3734

        Good Hope Community ..... 3835

        Industrial Development..... 4643

        Third and Fifth Supervisorial District Design Standards and Guidelines ..... 4643

        Mount Palomar Nighttime Lighting ..... 4744

**CIRCULATION** ..... 4744

    LOCAL CIRCULATION POLICIES..... 4845

        Vehicular Circulation System ..... 4845

        Rail Transit ..... 4845

        Trails and Bikeway System ..... 4845

        Scenic Highways ..... 4946

        Transit Oasis ..... 4946

        Community Environmental Transportation Acceptability Process (CETAP) Corridors..... 5047

<b>MULTIPURPOSE OPEN SPACE .....</b>	<b><u>6057</u></b>
LOCAL OPEN SPACE POLICIES .....	<u>6057</u>
Watersheds, Floodplains, and Watercourses .....	<u>6057</u>
Oak Tree Preservation .....	<u>6158</u>
MULTIPLE SPECIES HABITAT CONSERVATION PLAN .....	<u>6158</u>
MSHCP Program Description .....	<u>6158</u>
Key Biological Issues .....	<u>6259</u>
<b>HAZARDS .....</b>	<b><u>6259</u></b>
LOCAL HAZARD POLICIES .....	<u>6360</u>
Flooding and Dam Inundation .....	<u>6360</u>
Wildland Fire Hazard .....	<u>6360</u>
Seismic .....	<u>6461</u>
Slope .....	<u>6461</u>

## LIST OF FIGURES

Figure 1:	Mead Valley Area Plan Location .....	13
Figure 2:	Mead Valley Area Plan Physical Features .....	15
Figure 3:	Mead Valley Area Plan Land Use Plan .....	17
Figure 4:	Mead Valley Area Plan Overlays and Policy Areas .....	<u>2825</u>
Figure 5:	Mead Valley Area Plan March Joint Air Reserve Base and Perris Valley Airport Influence Areas .....	<u>3027</u>
Figure 6:	Mead Valley Area Plan <del>Good Hope Rural Village Land Use Overlay</del> Highway 74 Policy Area .....	<u>3229</u>
Figure 3A:	Mead Valley Area Plan Mead Valley Town Center Neighborhoods .....	<u>4037</u>
Figure 3B:	Mead Valley Area Plan Mead Valley Community I-215/Nuevo Road Vicinity Neighborhoods .....	<u>4239</u>
Figure 3C:	Mead Valley Area Plan Good Hope Community Neighborhood .....	<u>4441</u>
Figure 7:	Mead Valley Area Plan Mt. Palomar Nighttime Lighting Policy Area .....	<u>5249</u>
Figure 8:	Mead Valley Area Plan Circulation .....	<u>5451</u>
Figure 9:	Mead Valley Area Plan Trails and Bikeway System .....	<u>5653</u>
Figure 10:	Mead Valley Area Plan Scenic Highways .....	<u>5855</u>
Figure 11:	Mead Valley Area Plan Flood Hazard Zone .....	<u>6763</u>
Figure 12:	Mead Valley Area Plan Fire Hazard Severity Zone .....	<u>6965</u>
Figure 13:	Mead Valley Area Plan Historic Wildfire Areas .....	<u>7167</u>
Figure 14:	Mead Valley Area Plan Seismic Hazards .....	<u>7369</u>
Figure 15:	Mead Valley Area Plan Steep Slope .....	<u>7571</u>
Figure 16:	Mead Valley Area Plan Slope Instability .....	<u>7773</u>

## LIST OF TABLES

Table 1:	Land Use Designations Summary .....	10
Table 2:	Statistical Summary of Mead Valley Area Plan .....	19
Table 3:	Adopted Specific Plans in the Mead Valley Area Plan .....	<u>2624</u>
Table 4:	Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base) <sup>1,2</sup> .....	<u>2624</u>

## Mead Valley Area Plan

General Plan Amendments approved since 12/31/09

- GPA No. 936, BOS RSLN 2014-040, 03/11/14;
- GPA No. 1058, BOS RSLN 2015-214, 09/22/15;
- GPA Nos. 950, 1036, BOS RSLN 2016-098; 03/29/16;
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21
- ~~GPA No. 1205, BOS RSLN 2023-018, 12/12/23~~
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1168, BOS RSLN 2016-239, 12/06/16;
- GPA Nos. 1151, 1152, BOS RSLN 2018-118, 06/26/18;

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# Mead Valley Area Plan

## Vision Summary

The County of Riverside General Plan and Area Plans have been steered by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of The Desert Center Area as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020 and beyond. ~~So, fast forward yourself to 2020 and here is what it will be like.~~

*“Riverside County is a family of special communities in a remarkable environmental setting.”*

~~It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. More than Twenty~~ years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through the County of Riverside, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities; and
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the more last than 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

## Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout Riverside County. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. The customized Oasis transit system now operates quite successfully in several cities and communities.

## Our Communities and Neighborhoods

Our choice in the kind of community and neighborhood we prefer is almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

## Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

## Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

## Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.



# Mead Valley Area Plan

## Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

## Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

## Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

## Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

## Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

## Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

## Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

## Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



**Quotes:** quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



**Factoids:** interesting information about Riverside County that is related to the element



**References:** contacts and resources that can be consulted for additional information



**Definitions:** clarification of terms and vocabulary used in certain policies or text.

Mead Valley is not just any valley. From virtually any place here, you have a sweeping view of distant mountains and nearby hills. Rock outcroppings accent the hillsides and provide a distinct texture to the landscape. The Cajalco Road Corridor and ~~State Route~~ Highway 74 cross the community in an east-west fashion and Interstate 215, which runs north-south, divides the planning area roughly in half.

The Mead Valley Area Plan guides the evolving physical development and land uses in the unincorporated area west of the City of Perris. It is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision Statement. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspires to achieve by the year 2020 and beyond. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes standards and policies for development within the entire unincorporated Riverside County territory. The Mead Valley Area Plan, on the other hand, provides customized direction specifically for the Mead Valley area.

The Mead Valley Area Plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in Mead Valley to understand the physical, environmental, and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus and the reasons for the more localized policy direction found in this document.

Each section of this plan addresses critical issues facing the area. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. In the Location section we explain where the planning area fits with what is around it and how it relates to the cities that are part of it. We go on to describe the physical features in a section that highlights the area's communities, surrounding environment, and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and local levels.

While some of these designations reflect land patterns unique to this area, a number of special policies are still necessary to address specific portions of the Mead Valley planning area. The Policy Areas section presents these additional policies. Land use related issues are addressed in the Land Use section. The Area Plan also describes relevant transportation issues in the Circulation section. A variety of routes and modes of travel are envisioned to

## Mead Valley Area Plan

serve this area. The key to understanding the area's valued open space network is described in the Multipurpose Open Space section. There are natural and manmade hazards to consider, and they are spelled out in the Hazards section.

It is important to understand that the incorporated City of Perris is not covered by this area plan. It is governed by its own plan. Nevertheless, city/county coordination is a critical component of this Plan. A key location factor is how this area relates to other planning areas within the vastness of Riverside County.

The relationships between cities and Riverside County territory can be seen on [Figure 1](#) ~~Figure-1~~, Location.

The Mead Valley Area is in a pivotal position along Interstate 215 and includes key connections to Interstate 15 to the west. Consequently, it plays an important role in the vast central portion of western Riverside County. The Mead Valley Area Plan seeks to capture and capitalize upon, not only the special qualities of the land, but its strategic location as well.

### *A Special Note on Implementing the Vision*

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and conditions in Mead Valley.

To illustrate how the Vision has shaped the Mead Valley planning area, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

**Community Centers Overlay.** This method of concentrating development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, and create a transit friendly and walkable environment is a major device for implementing the Vision. The area bordered by Interstate 215 on the east, Martin Street (and its straight-line easterly extension) on the north, Seaton Avenue on the west, and the Metropolitan Water District aqueduct on the south is provided with a Community Center Overlay, offering an option for development of a mix of commercial, office, and industrial land uses. The envisioned Job Center could capitalize on the nearby March Inland Port, the proximity of the rail line, access to Interstate 215 and the future Ramona-Cajalco CETAP corridor, and the fast-track authorization and Development Incentives approved



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors. However, it may also contain state and federal properties that lie outside of Board authority.

by the Board of Supervisors for the portions of this area in Community Facilities District No. 88-8. This Community Center Overlay would be non-residential in nature.

**Business Expansion Center.** A major thrust of the Riverside County General Plan is to attract new businesses that can provide jobs for the extensive local labor force that now, in significant numbers, must commute to Orange and Los Angeles Counties. A substantial industrial strip covers almost the entire eastern edge of Mead Valley, which provides outstanding rail and freeway access. This not only leverages the Employment Center immediately adjacent to it, but focuses more intensive activities where multiple transportation modes converge.

**Rural character.** The land use patterns reflect a strong commitment to the continuation of the cherished rural/semi-rural lifestyle in this part of Riverside County. This contributes as well to the desire for distinct shifts in development character as a means of defining community separators or edges.

It is important to note that the data in this area plan is current as of ~~June 26, 2018~~ December 12, 2023. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

## Location

The strategic location of the Mead Valley planning area is clearly evident in ~~Figure 1~~ Figure 4, Location. The Mead Valley Area Plan is surrounded by the incorporated City of Perris and the nearby cities of Lake Elsinore, Canyon Lake, and Moreno Valley. Mead Valley borders on six other area plans: Reche Canyon/Badlands to the north, Lakeview/Nuevo to the east, Harvest Valley/Winchester to the southeast, Sun City/Menifee Valley to the south, Elsinore to the south and southwest, and the Lake Mathews/Woodcrest Area Plan to the west. The March Joint Air Reserve Base is also located north of the planning area.

## Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That theme is certainly applicable here. Mead Valley is especially situated to capture mountain views in almost every direction. That quality is evident in the functions, setting, and features that are unique to Mead Valley. These features can be seen on ~~Figure 2~~ Figure 2, Physical Features, and are described in greater detail in the following section.

## Setting

The Mead Valley planning area contains a wide variation in physical terrain, including flat valley floors, gentle foothills, and steep hillsides. This area lies entirely within the larger Perris Valley, which is framed by the Gavilan Hills to the west, and the Lakeview Mountains across the valley to the east. The eastern flank of Mead Valley is generally flat, sloping gently upward toward the Gavilan Hills, which form a portion of the planning area's western boundary.

The unincorporated portion of this planning area is basically divided into northern and southern halves, defined by the foothills of the Gavilan Hills and the Motte-Rimrock Reserve. The northern half contains Cajalco Creek and a portion of the Colorado River Aqueduct. In fact, the terrain here is similar in character to the largely developed



# Mead Valley Area Plan

part of the valley occupied by the City of Perris to the east. Except for a few rolling hills and gentle slopes, the southern half of the County of Riverside territory is considerably more rugged, containing a series of steep peaks and valleys. Steele Peak, in the southwestern corner of the planning area, provides one of the area's most distinctive features.

## Unique Features

### Gavilan Hills

Located in the western portion of the planning area, the Gavilan Hills stretch north to south from Temecula to Corona. They contribute to the area's most spectacular terrain before dropping precipitously down into Temescal Canyon and Lake Elsinore to the west. In fact, they constitute a natural and spectacular edge between the Mead Valley planning area and other communities to the west.

### Steele Peak

Located in the southwestern portion of the planning area in the Gavilan Hills is Steele Peak. Steele Peak, at 2,529 feet, is the tallest peak in the planning area and serves as a major landmark for the community.

### Motte-Rimrock Reserve

The Motte-Rimrock Reserve encompasses a rocky plateau above the City of Perris. The Reserve protects important archaeological sites, including an unexcavated ceremonial site and well-preserved pictographs. The Reserve environment is rich in coastal sage scrub, riparian grassland, and chaparral, and contains six seasonal springs that enrich the diversity of plant species found here. Animal life prospers as well, this being a home to the Stephen's Kangaroo Rat, a federally protected endangered species.

## Unique Communities

### Good Hope

The rural and equestrian oriented community of Good Hope is located in the southwestern portion of the planning area among distinctive rock outcroppings, just east of Steele Peak. Currently, ~~State Route Highway~~ 74 carves a swath through this otherwise remote community, serving scattered commercial and industrial development. The County is evaluating the Ethanac Road/State Route 74/Nichols Road Corridor Project. State Routethat could realign Highway 74 will be realigned from its present location to follow the alignment of Ethanac Road, which forms the southern boundary of the planning area.

### Mead Valley

Cajalco Road is the anchor for the community of Mead Valley. As a major link between Interstates 215 and 15, this important east/west corridor provides the opportunity for the commercial uses along Cajalco Road to assume a more prominent role in the future. South of Cajalco Road is a mixture of equestrian homes, which are set among rolling hills and large stands of Eucalyptus. The sense of community here is reinforced by a community center and a fire station. The area north of Cajalco Road is predominantly a grid-like pattern of half-acre and larger residential lots, the centerpiece of which is a local school.



A “sphere of influence” is the area outside of and adjacent to a city’s border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city’s jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

### Old Elsinore Road

Old Elsinore Road runs north-south through a narrow valley formed by the Gavilan Hills and the Motte-Rimrock Reserve. The road is lined by rural residential uses set on larger lots that can accommodate equestrian activities.

### Incorporated Cities

The City of Perris, incorporated in 1911, occupies the entire eastern part of the planning area. The City of Perris’s sphere of influence encompasses all of the unincorporated lands within the Mead Valley planning area. In 2009, the City of Perris encompassed nearly 31.7 square miles with a total of more than 15,510 dwelling units. The City of Perris’s sphere of influence area is approximately 31 square miles and is located largely to the east of the City of Perris proper with a smaller portion located to the northeast of the downtown area. Land uses in this influence area are a mixture of residential, industrial, commercial, agricultural and conservation habitat.

## Land Use Plan

The Land Use Plan focuses on preserving the rural community character of this area and, at the same time, accommodates future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Mead Valley Land Use Plan, [Figure 3](#), depicts the geographic distribution of land uses within this planning area. The Area Plan is organized around 21 Area Plan land use designations. These area plan land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within Riverside County; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. A constant theme through which all of these factors were viewed was the desire to reinforce the Riverside County Vision and its related planning principles wherever possible. The result of these considerations is shown in [Figure 3](#), Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of Mead Valley Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population and employment capacities.

## Land Use Concept

The Mead Valley land use plan provides for a predominantly rural community character with an equestrian focus. This is reflected by the Very Low Density Residential and Low Density Residential land use designations within the Rural Community Foundation Component and Rural Residential designation within the Rural Foundation Component that dominate the planning area.

Pockets of open space, including the Motte-Rimrock Reserve and Steele Peak, are designated as Open Space Conservation Habitat to preserve their scenic and natural qualities.

~~A Rural Village Overlay~~The Highway 74 Policy Area is designated along a portion of the present alignment of ~~State Route~~Highway 74, which is located in the southern portion of the planning area. The ~~Rural Village~~Highway 74 Policy Area would serve as a focal point for the surrounding Good Hope community. This ~~special overlay designation~~Policy Area allows for a mixture of local serving commercial and small-scale industrial/service commercial uses, with ~~limited residential and mixed use development at a higher density than the underlying land use.~~ The Land Use Element provides a further description of this land use designation and its intent.

Mobility within the open space system is not ignored, either. Multi-use trails are conceptually located throughout the planning area, providing the framework for future trail improvements and connections. Thus, there is a strong relationship in the Area Plan between land uses and associated transportation and mobility systems, no matter what the intensity of uses may be.

## Community Center Overlay

In recognition of the strategic importance of the Ramona/Cajalco interchange with Interstate 215 to the future of western Riverside County, the Mead Valley Area Plan includes a Community Center Overlay covering an extensive area centered on the first signalized intersection westerly of the freeway on Cajalco Expressway – the intersection of Cajalco with Harvill Avenue. As may be expected, the intersection has already attracted the types of commercial development that one might expect to find in the vicinity of significant freeway interchanges. Riverside County’s vision for this area extends beyond roadside services. The area bordered by Interstate 215 on the east, Martin Street (and its straight-line easterly extension) on the north, Seaton Avenue on the west, and the Metropolitan Water District aqueduct on the south is envisioned as a major employment center, which may include a mixture of industrial, office, business park, and commercial uses.

A Community Center Overlay is utilized here rather than a Community Center designation because the area is comprised of many parcels under separate ownerships. The preparation of the Specific Plan would be necessary for this area to be developed as a Community Center, and this could take time. In order to avoid delaying those landowners who are interested in development in the near future, the Community Center Overlay is utilized. As an alternative to development of a Community Center, individual landowners may choose to develop in accordance

“

*The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its sustainability is reinforced by strong open space and urban development commitment provided for in the RCIP Vision.*

”

-RCIP Vision



For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the **General Plan Land Use Element**.

with the underlying designations. The presence of the Community Center Overlay is specifically not intended to prohibit to any extent the development of uses allowable pursuant to the underlying designations.

The Job Center envisioned here would provide region-wide services with a mixture of business park, office, and retail commercial uses. Typical uses would include, but not limited to, research and development firms, manufacturing, private and public research institutions, academic institutions, medical facilities, and support commercial uses.

The Community Center Overlay at this location does not provide for residential uses, except for existing residential uses, caretaker’s residences as permitted by zoning, and new residences on existing lots that are zoned for residential use.

**Table 1: Land Use Designations Summary**

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2,3,4	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> <li>Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses.</li> <li>One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.</li> </ul>
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> <li>Single-family residences with a minimum lot size of 5 acres.</li> <li>Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.</li> </ul>
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> <li>Single-family residential uses with a minimum lot size of 10 acres.</li> <li>Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater.</li> <li>Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.</li> </ul>
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> <li>Single-family residential uses with a minimum lot size of 10 acres.</li> <li>Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.</li> </ul>
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 2 to 5 acres.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 1 to 2 acres.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 0.5 to 1 acre.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> <li>The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.</li> </ul>
	Conservation Habitat(CH)	N/A	<ul style="list-style-type: none"> <li>Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.</li> </ul>
	Water (W)	N/A	<ul style="list-style-type: none"> <li>Includes bodies of water and natural or artificial drainage corridors.</li> <li>Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.</li> </ul>



**Table 1, continued**

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2,3,4	Notes
Open Space	Recreation (R)	N/A	<ul style="list-style-type: none"> <li>Recreational uses including parks, trails, athletic fields, and golf courses.</li> <li>Neighborhood parks are permitted within residential land uses.</li> </ul>
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> <li>One single-family residence allowed per 20 acres.</li> <li>Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.</li> </ul>
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> <li>Mineral extraction and processing facilities.</li> <li>Areas held in reserve for future mineral extraction and processing.</li> </ul>
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 2 to 5 acres.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 1 to 2 acres.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 0.5 to 1 acre.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> <li>Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> <li>Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.</li> </ul>
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> <li>Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre.</li> <li>Lot sizes range from 4,000 to 6,500 sq. ft.</li> </ul>
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> <li>Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.</li> </ul>
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> <li>Single-family attached residences and multi-family dwellings.</li> </ul>
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> <li>Multi-family dwellings, includes apartments and condominium.</li> <li>Multi-storied (3+) structures are allowed.</li> </ul>
Community Development	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> <li>Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.</li> </ul>
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> <li>Tourist related commercial including hotels, golf courses, and recreation/amusement activities.</li> </ul>
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> <li>Variety of office related uses including financial, legal, insurance and other office services.</li> </ul>
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> <li>Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.</li> </ul>
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> <li>More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.</li> </ul>
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> <li>Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.</li> </ul>
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> <li>Civic uses such as County of Riverside administrative buildings and schools.</li> </ul>

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2,3,4	Notes
Community Development	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> <li>Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.</li> </ul>
	Mixed-Use Area		<ul style="list-style-type: none"> <li>This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.</li> </ul>

**Overlays and Policy Areas**

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> <li>Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.</li> </ul>
Community Center Overlay (CCO)	<ul style="list-style-type: none"> <li>Allows for either a Community Center or the underlying designated land use to be developed.</li> </ul>
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> <li>The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character.</li> <li>The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations.</li> <li>In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)</li> </ul>
Historic District Overlay (HDO)	<ul style="list-style-type: none"> <li>This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.</li> </ul>
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> <li>Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.</li> </ul>
Policy Areas	<ul style="list-style-type: none"> <li>Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.</li> </ul>

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5-acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

**Figure 1: Mead Valley Area Plan Location**

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**Figure 2: Mead Valley Area Plan Physical Features**

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**Figure 3: Mead Valley Area Plan Land Use Plan**

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# Mead Valley Area Plan

**Table 2: Statistical Summary of Mead Valley Area Plan**

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>5</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
<b>RURAL FOUNDATION COMPONENT</b>				
Rural Residential (RR)	6,612	827	2,978	NA
Rural Mountainous (RM)	745	36	130	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	6,227	863	3,108	0
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
Estate Density Residential (RC-EDR)	79	28	101	NA
Very Low Density Residential (RC-VLDR)	7,847	6,886	21,189	NA
Low Density Residential (RC-LDR)	1,012	1,518	5,466	NA
<i>Rural Community Foundation Sub-Total:</i>	8,938	7,431	26,756	0
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
Open Space-Conservation (OS-C)	46	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	1,428	NA	NA	NA
Open Space-Water (OS-W)	0	NA	NA	NA
Open Space-Recreation (OS-R)	0	NA	NA	0
Open Space-Rural (OS-RUR)	0	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	1,474	0	0	0
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	0	0	0	NA
Low Density Residential (LDR)	0	0	0	NA
Medium Density Residential (MDR)	445	1,557	5,606	NA
Medium-High Density Residential (MHDR)	37	243	875	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	16	272	979	NA
Highest Density Residential (HHDR)	33	984	3,543	NA
Commercial Retail <sup>2</sup> (CR)	68	NA	NA	1,232
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	32	NA	NA	3,451
Light Industrial (LI)	999	NA	NA	12,847
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	524	NA	NA	8,563
Public Facilities (PF)	2,059	NA	NA	2,059
Community Center (CC) <sup>3</sup>	0	0	0	0
Mixed-Use Area (MUA)	188	2,143	7,716	1,531
<i>Community Development Foundation Sub-Total:</i>	4,401	5,199	18,719	29,683
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>21,040</b>	<b>13,493</b>	<b>48,583</b>	<b>29,683</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	19,589	---	---	---
Indian Lands	0	---	---	---
Freeways	98	---	---	---
<i>Other Lands Sub-Total:</i>	20,421	---	---	---
<b>TOTAL FOR ALL LANDS:</b>	<b>40,727</b>	<b>13,493</b>	<b>48,583</b>	<b>28,949</b>

Table 2, continued

SUPPLEMENTAL LAND USE PLANNING AREAS

These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.

OVERLAYS AND POLICY AREAS				
<b>OVERLAYS<sup>4, 5</sup></b>				
Community Center Overlay <sup>1</sup>	317	745	2,682	7,486
Rural Village Overlay	265	506	1,822	2,167
Total Area Subject to Overlays: <sup>4, 5</sup>	582	1,251	4,504	9,653
<b>POLICY AREAS<sup>6</sup></b>				
Cajalco Wood	155	---	---	---
Highway 74 Good Hope	120	---	---	---
Highway 74 Perris	65	---	---	---
March Joint Air Reserve Base Influence Area	19,262	---	---	---
Perris Valley Airport Influence Area	126	---	---	---
Total Area Within Policy Areas: <sup>6</sup>	19,728	---	---	---
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>	<b>20,310</b>			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
  - 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
  - 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct, are calculated separately, and, are not interchangeable terms.
  - 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
  - 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
  - 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
  - 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
  - 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- \* Table was updated to include GPA Nos. 950,1036,1168, 1122, 1151, and 1152, 1205 ; as well as city incorporations, adopted after December 08, 2015  
 \* Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element

## Overlays and Policy Areas

Not all areas within an area plan are the same. Distinctiveness can and should be achieved to respect certain localized characteristics. This is a primary means of avoiding the uniformity that so often plagues conventional suburban development. A policy area is a portion of a planning area that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on [Figure 4](#) ~~Figure-4~~, Overlays and Policy Areas, and are described in detail below.

### Overlays and Policy Areas

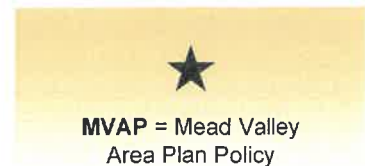
~~Two~~ **One** overlays and four policy areas have been designated within Mead Valley. In some ways, these policies are even more critical to the sustained character of the Mead Valley planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, shown on [Figure 4](#) ~~Figure-4~~, Overlays and Policy Areas, other than the boundaries of the March Joint Air Reserve Base Airport Influence Area, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

## Cajalco Wood Policy Area

The Cajalco Wood Policy Area consists of approximately 1,020 acres located within the Lake Mathews/Woodcrest and Mead Valley Area Plans, both northerly and southerly of Cajalco Road, easterly of Wood Road and westerly of Alexander Street. The Policy Area includes the entire site of Specific Plan No. 229 (H.B. Ranches), along with an additional 80 acres to the southwest of the adopted Specific Plan. The Policy Area is located within an area characterized by rural community equestrian lifestyles. Over 180 acres in the southerly portion of the Policy Area are within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) criteria areas and warrant conservation. Additionally, the future development of this Policy Area may be affected by the development of the East-West CETAP Corridor. The character of the surrounding area will be further affected by construction of a high school to the north of this Policy Area. Given these factors, the County of Riverside has determined that consideration should be given to allowing clustered development within this Policy Area, including lot sizes smaller than 20,000 square feet, provided that the development furthers the rural community character of the area and provides infrastructure to enhance the equestrian lifestyle.

### Policies:

MVAP 1.1 Notwithstanding the Rural Community foundation component designation of Specific Plan No. 229 and adjacent lands within this Policy Area and any provisions in the Land Use Element providing for a minimum lot size of one-half acre within this foundation component, the minimum area of new residential lots established within this Policy Area may be reduced to 12,000 square feet without need for a general plan amendment under the following circumstances:



- New lots smaller than 20,000 square feet in area shall only be permitted within the boundaries of an adopted Specific Plan.
- The number of residential lots within the boundaries of the Specific Plan as originally adopted shall not be increased above the level originally approved (1,421 dwelling units).
- Lots along the northerly edge of the Policy Area shall be no less than 20,000 square feet in area.
- Approximately one-third of the residential lots shall have a minimum lot size of 20,000 square feet, and in no case shall a residential lot be less than 12,000 square feet in area.
- The keeping of horses in accordance with the provisions of the County of Riverside regarding setbacks of animal-keeping uses from adjoining property lines, residences, and public rights-of-way shall not be prohibited on lots at least 20,000 square feet in area located southerly of Cajalco Road.
- An equestrian under-crossing shall be provided under Cajalco Road.
- The development shall provide trails in conformance with Riverside County's regional trails plan and the Circulation and Trails Maps of the Lake Mathews/Woodcrest and Mead Valley Area Plans.



- Dwelling units may be transferred from the portion of the Policy Area within the WRC MSHCP criteria areas to portions of the Policy Area outside such areas, provided that the overall limit on number of dwelling units is not exceeded and the minimum lot size requirements specified herein are retained.
- A small equestrian park and a north-south trail connecting to the trail system in the surrounding community shall be provided on the most southerly 80 acres of the Policy Area. The remainder of the 80 acres shall be conserved in conformance with WRC MSHCP policies.

MVAP 1.2 Notwithstanding the Rural Community foundation component of the Policy Area except for the area depicted as Commercial Retail located at the northeast corner of Cajalco Road and Wood Road and any provisions in the Land Use Element that would otherwise prohibit the establishment of Commercial Retail designations at new locations within Rural Community Specific Plans, the Commercial Retail designation may be relocated to any other location along the ultimate right-of-way of Cajalco Road or the future east-west transportation corridor provided that the total acreage of the Commercial Retail designation is not increased beyond the existing designated area of 15 acres.

### March Joint Air Reserve Base Airport Influence Area

The former March Air Force Base is located immediately north of the planning area and has a significant impact on development in the Mead Valley area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. A four-party, Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The JPA's land use jurisdiction and March Joint Air Reserve Base encompass 6,500 acres of land, including the active cargo and military airport. The boundary of the March Joint Air Reserve Base Airport Influence Area is shown in [Figure 4](#) [Figure-4](#), Overlays and Policy Areas. There are three Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in [Figure 5](#) [Figure-5](#), March Joint Air Reserve Base Airport Influence Area. Properties within these zones are subject to regulations governing such issues as land use, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

#### Policies:

MVAP 2.1 To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### Rural Village Land Use Overlay Highway 74 Policy Area

~~A Rural Village Overlay Study Area was identified on the Mead Valley Area Plan map for the portion of the community of Good Hope along State Highway Route 74 in the 2003 General Plan. Prior to the adoption of the~~

# Mead Valley Area Plan

2008 General Plan Update, all relevant factors were studied in more detail on a parcel-by-parcel basis through a spatial analysis. As a result of this analysis, county review, and community discussions, the policies of this study area were modified and a Rural Village Land Use Overlay (RVLUO) was created to strategically intensify the stated uses in the targeted core area of Good Hope (Figure 6):

## **Policies:**

- ~~MVAP 3.1 — Allow areas designated with the Rural Village Land Use Overlay to develop according to the standards of this section. Otherwise, the standards of the underlying land use designation shall apply.~~
- ~~MVAP 3.2 — Commercial uses, small-scale industrial uses (including mini storage facilities), and residential uses at densities higher than those levels depicted on the Area Plan may be approved based on the designations identified in the land use overlay.~~
- ~~MVAP 3.3 — Additionally, existing commercial and industrial uses may be relocated to this overlay as necessary in conjunction with the widening of State Highway Route 74.~~
- ~~MVAP 3.4 — All new developments shall provide adequate and essential infrastructure such as circulation facilities, water, sewer, and electricity. Such improvements must be beneficial to the community at large.~~

## **Highway 74 Good Hope Policy Area and Highway 74 Perris Policy Area**

The County of Riverside is working with the Regional Transportation Commission and CALTRANS to widen State Highway Route 74 extending from the City of Perris to the City of Lake Elsinore. In conjunction with this widening, it may be necessary to relocate certain commercial and industrial uses.

## **Policy:**

- ~~MVAP 4.1 — Existing commercial and industrial uses may be relocated to any location within the Highway 74 Good Hope Policy Area, the Highway 74 Perris Policy Area, or the Rural Village Land Use Overlay, as necessary in conjunction with the widening of State Highway Route 74.~~

The Highway 74 Policy Area (“Hwy 74 PA”) is generally located along a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris. The policy area encompasses approximately 2,216 acres of unincorporated lands within the Elsinore Area Plan (ELAP) and the Mead Valley Area Plan (MVAP). However, the policy area segment in the MVAP is about half the total area with approximately 1,073 acres. This area can be defined to include the community of Good Hope; northerly of Ethanac Road and southerly of 7<sup>th</sup> Street in the City of Perris.

CalTrans relinquished control and maintenance of this segment of Highway 74 to the County of Riverside on June 28, 2017. This provided an opportunity for the County to reassess development opportunities along one of busiest corridors in western Riverside County. The area is relatively rural with large vacant lots, single family residential homes, and small businesses, such as, auto repair shops, and landscape supply stores. The corridor is surrounded by low hilly terrain and large boulders and is prone to periodic flooding.



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

The Highway 74 Policy Area policies and related land use plan updates were developed and added as a result of extensive community input and are designed to support the development of residential neighborhoods of varying densities, neighborhood servicing commercial uses, and local employment center areas clustered along the Highway 74 corridor. The intent of the policy area is to stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address Environmental Justice.

According to Figure LU-4B of the Land Use Element, the Highway 74 Policy Area is an Environmental Justice Community (EJC), which includes the communities of Good Hope, Meadowbrook, and Warm Springs. Therefore, areas within the Hwy 74 PA are subject to all relevant EJC policies of the Healthy Communities Element, which addresses civic engagement, reduction to health risks, and prioritization of infrastructure improvements. In furthering the intent of EJC, the Highway 74 PA contains policies that address specific environmental justice concerns that are specific to this area.

**Highway 74 Policy Area General Policies:**

- MVAP 3.1 Encourage consolidation of parcels to promote better land use development and project design.
- MVAP 3.2 Where feasible the development of frontage/service roads should be encouraged to increase and facilitate access from Highway 74 to residential, commercial, and industrial sites.
- MVAP 3.3 The Mixed-Use Area (MUA) Land Use Designation may be found consistent with any nonresidential zoning classification that implements the intent of the land use designation or provides for a community serving use(s).
- MVAP 3.4 Development should be coordinated with Riverside Transit Agency (RTA) to ensure bus routes are identified and bus stops are provided to adequately serve community residents.
- MVAP 3.5 Development may include live-work spaces within the MUAs where appropriate.
- MVAP 3.6 Development should promote vehicle miles traveled (VMT) and livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other.
- MVAP 3.7 Trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance appearance and provide neighborhood uniqueness.
- MVAP 3.8 Encourage commercial parking to be screened from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.
- MVAP 3.9 Developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities.
- MVAP 3.10 Encourage the siting of hazardous waste and hazardous materials facilities, including solid waste and recycling facilities pursuant to policy HC 15.5 to reduce illegal dumping, reduce waste, and increase access to affordable composting and recycling facilities.



## Mead Valley Area Plan

MVAP 3.11 Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

### ***Highway 74 Policy Area Neighborhoods***

These neighborhoods are important locations because they establish a sense of uniqueness that differentiate them from each other and adjacent cities. As a result, many of the policies for Hwy 74 PA have derived from local citizen input. Therefore, the purpose of organizing the Highway 74 PA into three distinct neighborhoods is to:

- Encourage stronger neighborhood character and sense of place; and,
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations; and,
- Facilitate the creation of walkable, bicycle-friendly environment with increased accessibility via public transit; and,
- Encourage revitalization of the area, by encourage new economic development, that promote new localized infrastructure improvements; and,
- Promote Environmental Justice appropriately.

The Highway 74 Policy Area contains a total of three neighborhoods. Only, Neighborhood 1 is located within the MVAP. Neighborhood 2 and 3 are located within the ELAP.

- Neighborhood 1: generally located north of Ethanac Road and south of 7<sup>th</sup> Street in the City of Perris; and within the Mead Valley Area Plan.
- Neighborhood 2: generally located north of Crumpton Street in the City of Elsinore and south of Ethanac Road; and within the Elsinore Area Plan.
- Neighborhood 3: generally located north of Cambern Avenue and south of Trellis Lane in the City of Elsinore; and within the Elsinore Area Plan.

### **Description of Neighborhood 1**

Below is a description of the neighborhood within the MVAP, and includes “neighborhood-specific” policies, that don’t apply to Neighborhood’s 2 and 3.

Neighborhood – 1 primarily has single-story homes on large lots with adjacent establishments such as vehicle and tire service repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and include Light Industrial and Very Low-Density Residential on the outskirts of its boundary.

This neighborhood presents opportunity to serve as an entry point from the City of Perris to the Highway 74 Policy Area, that provides a sense of uniqueness, and contains commercial and clean industry establishments, that support residential components that facilitate a “live, work, and play” environment.

MVAP 3.12 New developments within the neighborhood should support the neighborhood’s emerging identity.

MVAP 3.13 Encourage “complete streets” which include street configurations that include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are

well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

### Specific Plans

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development 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. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

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 three specific plans located in the Mead Valley planning area are listed in Table 3, Adopted Specific Plans in the Mead Valley Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

**Table 3: Adopted Specific Plans in the Mead Valley Area Plan**

Specific Plan	Specific Plan #
**Boulder Springs	229
"A" Street Corridor*	100
Majestic Freeway Business Center	341

\* For alignment and design of Harvill Road only. This specific plan does not provide land use information.

\*\*Only a portion of this specific plan is within Mead Valley.

Source: County of Riverside Planning Department.

**Table 4: Airport Land Use Compatibility Criteria for Riverside County  
(Applicable to March Joint Air Reserve Base) <sup>1,2</sup>**

Safety Zone	Maximum Population Density	Land Use
Area I	No residential <sup>3</sup>	No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities. <ul style="list-style-type: none"> <li>• Places of Assembly, such as churches, schools, and auditoriums.</li> <li>• Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores.</li> <li>• High Patronage Services, such as restaurants, theaters, banks, and bowling alleys.</li> <li>• Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels.</li> <li>• Communication Facilities for use by emergency response and public information activities.</li> <li>• Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.</li> </ul>
Area II	Residential 2.5 acre minimum lots	
Area III	Not Applicable	

<sup>1</sup> The following uses shall be prohibited in all airport safety zones:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.



# Mead Valley Area Plan

Safety Zone	Maximum Population Density	Land Use
		<ul style="list-style-type: none"><li>b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</li><li>c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</li><li>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and /or aircraft instrumentation.</li></ul>
		2. Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
		3. Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Figure 4: Mead Valley Area Plan Overlays and Policy Areas

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Figure 5: Mead Valley Area Plan March Joint Air Reserve Base and Perris Valley Airport Influence Areas

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Figure 6: Mead Valley Area Plan Good Hope Rural Village Land Use Overlay



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## Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in Mead Valley, additional policy guidance is 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. The Local Land Use section provides policies to address these issues. 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. The intent is to enhance and/or preserve the identity and character of this unique area.

### Local Land Use Policies

#### Community Centers Overlay

The Mead Valley Area Plan Land Use Plan identifies one Community Center Overlay within the planning area, offering the potential for development of a unique mix of employment, commercial, and public uses. The use of the Community Center Overlay allows development of a mixed-use Community Center through use of a Specific Plan or a Master Plan of Development (or Redevelopment) that would be adopted by the County of Riverside as an incentive to promote this more efficient form of land development, without need for a General Plan Amendment. At the same time, use of the Community Center Overlay allows landowners the alternative of developing their properties pursuant to the underlying designation(s).

#### Policies:

- MVAP 45.1 Allow properties within the Community Center Overlay area to be developed in accordance with underlying designations, even if the proposed land use would not be considered an appropriate land use within a mixed-use Community Center.
- MVAP 54.2 Encourage development in accordance with the land use standards for Community Centers as detailed in the description of the Community Centers land use designation in the General Plan Land Use Element through provision of voluntary incentives.
- MVAP 54.3 Assign high priority to the development of a Specific plan or Master Plan of Development (or Redevelopment) for this area with the objective of increasing the attractiveness of this area as a site for the location of new business establishments, relocation of existing business establishments, and provision of employment opportunities.



Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and Specific Plan design guidelines.



The Community Center Guidelines are located in Appendix J of the General Plan.



## Mead Valley Town Center

Mead Valley Town Center (see [Figure 3A](#)) contains two Mixed-Use Area (MUA) neighborhoods, the Cajalco Road-Carroll/Brown Streets Neighborhood and the Cajalco Road-Clark Street Northeast Neighborhood. These neighborhoods are located in the core area of the community of Mead Valley. These designated Mixed Use Areas, described below, will provide landowners with the opportunity to develop their properties for mixed-use development, with a mixture of Highest Density Residential (HHDR) and other community supportive uses including retail commercial, office, civic, and other types of uses. Those who choose to develop mixed uses on their properties will be able to utilize either side-by-side or vertically integrated designs. Both MUA neighborhoods require that 50% of their sites be developed as HHDR, with the remainder of each neighborhood developed for a variety of other, supportive uses, as described below. Mead Valley Town Center provides an opportunity for the creation of a small, but focused community core for Mead Valley, with a variety of housing options, and options for development of retail commercial, offices, and other types of uses to create a true cultural and business focal area for the residents of, and visitors to, this generally rural, but geographically large community.

Potential nonresidential uses include those traditionally found in a “downtown/Main Street” setting, such as retail uses, eating and drinking establishments, personal services such as barber shops, beauty shops, and dry cleaners, professional offices, and public facilities including schools, together with places of assembly and recreational, cultural, and community facilities, integrated with small parks, plazas, and pathways or paseos. Together, these designated Mixed Use Areas will provide a balanced mix of jobs, housing, and services within compact, walkable neighborhoods that feature pedestrian and bicycle linkages (walking paths, paseos, and trails) between residential uses and activity nodes such as grocery stores, pharmacies, places of worship, schools, parks, and community and/or senior centers.

### Mixed-Use Area Neighborhoods:

Descriptions of each of Mead Valley Town Center’s two MUA neighborhoods are presented below, along with the policies that apply solely to each neighborhood. Then, policies that apply to both neighborhoods are presented.

**Cajalco Road-Carroll/Brown Streets Neighborhood [Neighborhood 1]** contains approximately 48 gross acres (about 38 net acres) and is located less than one mile south of Manuel L. Real Elementary School, and about 2.5 miles west of the I-215 freeway. Currently, this neighborhood is mostly developed with low density single family residential homes. This neighborhood generally encompasses the area bounded by Brown Street to the west, Johnson Street to the north, and Carroll Street to the west. The southernmost boundary is southerly of Cajalco Road and northerly of Elmwood Street. Cajalco Road is designated as an Expressway in the Circulation Element, allowing it to be widened beyond its current two-lane configuration. A bus stop is located on the corner of Cajalco Road and Brown Street, the westernmost boundary for this neighborhood.

The Cajalco Road-Carroll/Brown Streets Neighborhood is a Mixed-Use Area that will be developed with a 50 % Highest Density Residential (HHDR) component. This neighborhood is in an optimal location for this type of development because expanding and improving Cajalco Road in accordance with its Expressway designation would complement the higher intensity community core. Additionally, the opportunity exists to expand transit services and provide more bus stops and more bus services. Also, because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing resulting in a walkable neighborhood. This neighborhood would serve surrounding neighborhoods by providing job opportunities through its commercial uses. It should be noted that this neighborhood is affected by a flood zone which would result in special design features in response to floodplain constraints, and provide opportunities for open space edges between land uses of differing intensities and types, and provide routes for intra- and inter-community pedestrian and bicycle access and community trails.

**Following are the policies applying to the Carroll Road-Brown Streets Neighborhood:**

- MVAP 54.4 Fifty percent of the Cajalco Road-Carroll/Brown Streets Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP 54.5 Residential uses are encouraged to be located in the northernmost and southernmost portions of this neighborhood, away from direct location along Cajalco Road, wherever feasible.

**Cajalco Road-Clark Street Northeast Neighborhood [Neighborhood 2]** is a vacant parcel containing about 15 acres (about 14 net acres) and directly adjoins the northeastern edge of the Cajalco Road/Carroll/Brown Streets Neighborhood. Cajalco Road borders the neighborhood to the south and an existing Medium Density Residential (MDR) neighborhood to the north. Low density single family residential homes are located to the west and east. This neighborhood will be developed with 50% HHDR and will be directly adjacent to commercial uses in the Cajalco Road-Carroll/Brown Streets Neighborhood, providing the potential for jobs to residents in this neighborhood.

**Following are the policies applying to the Cajalco Road-Clark Street Northeast Neighborhood:**

- MVAP 54.6 Fifty percent of the Cajalco Road-Clark Street Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP 45.7 Residential uses are encouraged to be located in the northerly portion of this neighborhood, away from direct location along Cajalco Road, wherever feasible.

**Policies applying to both Mead Valley Town Center Mixed-Use Area (MUA) neighborhoods:**

- MVAP 54.8 HHDR developments should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP 54.9 Nonresidential uses should include a variety of other uses to serve the local population and tourists, such as such as retail commercial, office uses, dining facilities, public uses, community facilities, parkland, and trails and bikeways.
- MVAP 54.10 Nonresidential uses in this area should be designed in a manner that would provide pedestrian and bicycle linkages to enhance non-motorized mobility in this area.
- MVAP 54.11 Paseos and pedestrian/bicycle connections should be provided between the Highest Density Residential uses and those nonresidential uses that would serve the local population. Alternative transportation mode connections should also be provided to the public facilities in the vicinity, including the elementary school, library, and community center.
- MVAP 54.12 All HHDR development proposals 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.
- MVAP 54.13 All new land uses, particularly residential, commercial, and public uses, including schools and parks, should be designed to provide convenient public access to alternative transportation

## Mead Valley Area Plan

facilities and services, including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.

- MVAP ~~54.14~~ 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.

### **Mead Valley Community: I-215/Nuevo Road Vicinity (Mixed-Use Area)**

Mead Valley Community: I-215/Nuevo Road Vicinity (see Figure 3B) includes a single neighborhood designated as a Mixed-Use Area, located along the north side of Nuevo Road, and the east side of Webster Avenue. This neighborhood is referred to as the Nuevo Road-Webster Avenue Neighborhood. This area is in the midst of important subregional and regional transportation facilities, including I-215, March Air Reserve Base, the new Perris Valley Line for Metrolink commuter train service, and Cajalco Road, which provides an important roadway connection between this area to the core and western part of Mead Valley and beyond to the Temescal Valley and I-15. The area is also an important current and planned future center for industrial development and job creation in the Western Riverside County area.

#### **Mixed-Use Area (MUA) Neighborhood:**

**Nuevo Road-Webster Avenue Neighborhood** [Neighborhood 1] covers about 11 84 gross acres (about 10 net acres). It is a Mixed-Use Area (MUA) with a requirement for 50% Highest Density Residential (HHDR) development. It is located near the I-215 interchange at Nuevo Road, and the new Perris Valley Line Metrolink commuter rail service is located very conveniently to the site, with the new Downtown Perris Station located only about two miles to the southeast. This neighborhood currently contains a few single family residential units, along with vacant land. Numerous and varied existing retail commercial uses and the Perris High School, are located nearby, east of I-215, within the City of Perris. Existing residential units lie to the west and south of the site along and near Webster Avenue and Nuevo Road. Park and recreation areas, trails, and lower profile one- or two-story buildings should be used to provide buffers for development, where it would take place across these roads from existing single family development. This neighborhood is situated within proximity of a myriad of different surrounding land use types and could benefit from reduced distances between housing, workplaces, retail business, and other amenities and destinations.

#### **Following are the policies that apply to the Nuevo Road-Webster Avenue Neighborhood:**

- MVAP ~~45.15~~ Fifty percent of the Nuevo Road-Webster Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP ~~54.16~~ HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP ~~54.17~~ The neighborhood should include pedestrian paths and trails, paseos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within the neighborhood.
- MVAP ~~54.18~~ The neighborhood should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential bus and transit shuttle services for the neighborhood, to provide for attractive, effective non-motorized mobility options in this area.

- MVAP 54.19 Nonresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, business parks, offices, community facilities, and parkland and trails.
- MVAP 54.20 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.

**Good Hope Community**

The community of Good Hope is located along State Highway 74, southwesterly of the City of Perris. It contains several distinctive rock outcroppings, just east of Steele Peak. The Good Hope Community, covering about 132 acres (see [Figure 3C](#) ~~Figure 3C~~), is located in the northeastern part of Good Hope, adjacent to the City of Perris. It includes two HHDR neighborhoods and one Mixed-Use Area neighborhood, which requires a mixture of neighborhood land uses, including 30% HHDR development. Existing conditions include scattered low density single family residences, light industrial uses (and automotive repair and recycling facilities), and vacant lots. Currently, Highway 74 carves a swath through this community, serving scattered residential, rural, commercial, and industrial development. Highway 74 will be realigned from its present location to follow the alignment of Ethanac Road, which forms the southern boundary of the Good Hope Community. This neighborhood is located only about one mile west of the Downtown Perris Station of the new Perris Valley Line Metrolink commuter rail service.

**Mixed-Use Area Neighborhood description and policies:**

**Following is a description of the neighborhood of the Good Hope Community that is designated as a Mixed-Use Area (MUA), and the policies that pertain to it:**

Highway 74 – 7th Street/Ellis Avenue Neighborhood [Neighborhood 1] contains about 114 gross acres (about 99 net acres), and is designated as a Mixed-Use Area (MUA), with a required 30% Highest Density Residential (HHDR) component. This neighborhood lies along both sides of Highway SR-74, between 7th Street at its northern end and Ellis Avenue at its southern end. It is bounded on the west by Neitzel Road and Clayton Street, and partly on the east by Bellamo Lane. It is almost completely surrounded by the City of Perris. This neighborhood’s mixture of land uses should include commercial and job-producing uses that would serve surrounding neighborhoods by providing shopping and job opportunities. Open space uses, including parks and trails, can be integrated into the neighborhood designs to provide buffers between this neighborhood’s more intense development and neighboring rural uses. Because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood. Currently, there is a bus stop along SR-74 which allows for the opportunity to expand transit services and provide more bus stops and more bus services in the future.

**Policies:**

- MVAP 5.21 Thirty percent of the Highway 74-7<sup>th</sup> Street/Ellis Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP 5.22 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP 5.23 Land uses in addition to HHDR development may include, but are not limited to, a variety of neighborhood supportive retail commercial, office, community and civic uses, and parks and trails.



MVAP 5.24 This neighborhood should include internal pedestrian paths and trails, paseos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within the neighborhood.

## **Highest Density Residential (HHDR) Neighborhoods descriptions and policies:**

The Good Hope Community contains two neighborhoods designated entirely for Highest Density Residential (HHDR) development: the Good Hope West Neighborhood and the Good Hope East Neighborhood. Following are the descriptions of these two neighborhoods, and the policies that pertain to them:

The **Good Hope West Neighborhood [Neighborhood 2]** contains about 7 gross acres (also, about 7 net acres) and is located along the east sides of Neitzeal Road and Clayton Street, westerly of (but does not adjoin) Highway 74, about halfway between 7<sup>th</sup> Street and Ellis Avenue.

### **Policy:**

MVAP 5.25 The entire Good Hope West Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Good Hope East Neighborhood [Neighborhood 3]** contains about 10 gross acres (also, about 10 net acres) and is located easterly of (but does not adjoin) Highway 74, along the western side of Bellamo Lane, northerly of (but not adjoining) Ellis Avenue.

### **Policy:**

MVAP 5.26 The entire Good Hope East Neighborhood shall be developed in accordance with the HHDR land use designation.

Following are the policies that apply to all neighborhoods in the Good Hope Community, whether they are designated MUA or HHDR:

MVAP 5.27 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

MVAP 5.28 These neighborhoods should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential bus and transit shuttle services for the neighborhood, to provide for attractive, effective non-motorized mobility options in this area.

MVAP 5.29 HHDR uses shall be located in areas of the neighborhoods that are located away from Highway 74, as it would be realigned.

MVAP 5.30 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.

**Figure 3A: Mead Valley Area Plan Mead Valley Town Center Neighborhoods**



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**Figure 3B: Mead Valley Area Plan Mead Valley Community I-215/Nuevo Road Vicinity Neighborhoods**



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**Figure 3C: Mead Valley Area Plan Good Hope Community Neighborhood**



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## Industrial Development

The Mead Valley Area Plan includes an extensive area westerly of Interstate 215 from Nandina Avenue on the north to Nuevo Road and the Perris city limits on the south that is designated Light Industrial, Business Park, or Light Industrial with a Community Center Overlay. It is the policy of Riverside County to stimulate economic development in this area of Mead Valley. This area has access to Interstate 215 via two interchanges and includes areas that have all of the infrastructure in place to support economic development. However, given the proximity of the rural community and residential uses, the impacts of industrial expansion on localized air quality, traffic, noise, light and glare need to be assessed in order to apply appropriate measures to mitigate impacts so that the environmental quality of the community and residents' health and welfare are maintained.

### Policies:

- MVAP 6.1 In conjunction with the first warehousing/distribution building proposed for the industrial area located along Interstate 215 (including land designated Light Industrial, Business Park, and Light Industrial with a Community Center Overlay) whereby the cumulative square footage of warehousing/distribution space in the area would exceed 200,000 square feet, an Environmental Impact Report (EIR) shall be prepared that assesses the potential impacts of the project. The EIR would be required to address air quality, including a health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area.
- MVAP 6.2 A minimum 50 foot setback shall be required for any new industrial project on properties zoned I-P, if that property abuts a property that is zoned for residential, agricultural, or commercial uses. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.

## Third and Fifth Supervisorial District Design Standards and Guidelines

In July 2001, the County of Riverside adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial District. The Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

### Policy:

- MVAP 7.1 Development within those portions of this Area Plan in the Fifth Supervisorial District shall adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial District.



Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as skyglow. It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines.



*Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents.*



- RCIP Vision

## Mount Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires unique nighttime lighting standards so that the night sky can be viewed clearly. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the Observatory's view. Please see [Figure 6](#)~~Figure 7~~, Mt. Palomar Nighttime Lighting Policy, for areas that may be impacted by these standards.

### Policy:

MVAP 8.1 Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount 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 by a number of transportation options.

As stated in the Vision and the Land Use Element, the County of Riverside 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 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 Mead Valley 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 planning area is tied to the countywide system and its long range direction. As such, successful implementation of the policies in this area plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

## Local Circulation Policies

### Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for Mead Valley is shown on ~~Figure 7~~~~Figure 8~~, Circulation. The vehicular circulation system in Mead Valley is anchored by Interstate 215, ~~State Route~~~~Highway~~ 74, and Cajalco Road. Major and secondary arterials and collector roads branch off from these major roadways and serve local uses. ~~State Route~~~~Highway~~ 74 will be re-aligned to follow Ethanac Road due east from its present intersection with ~~State Route~~~~Highway~~ 74, past Interstate 215, to reconnect with ~~State Route~~~~Highway~~ 74 in Romoland.

#### Policies:

- MVAP 9.1 Design and develop the vehicular roadway system per ~~Figure 7~~~~Figure 8~~, Circulation, and in accordance with the Functional Classifications section in the General Plan Circulation Element.
- MVAP 9.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

### Rail Transit

The Burlington Northern-Santa Fe rail line runs northwest to southeast through the planning area, paralleling the west side of Interstate 215. This line provides freight transport service between the Hemet/San Jacinto area, March Inland Port, and points northwest. The underlying right-of-way is owned by the Riverside County Transportation Commission. This line could potentially provide a viable regional transportation option for residents, employees, and visitors to the area.

#### Policies:

- MVAP 10.1 Maintain and enhance existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.
- MVAP 10.2 Work with AMTRAK and MetroLink authorities to accommodate passenger rail service (which may include, but need not be limited to, commuter rail service) along this line, with a possible station located within, or in the vicinity of, the Community Center Overlay area.

### Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. The trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as separations between communities.

## Mead Valley Area Plan

As shown on [Figure 8](#)~~Figure-9~~, Trails and Bikeway System, an extensive trails system, which mainly follows the vehicular roadway circulation routes, is planned in Mead Valley. The trail system in the planning area must accommodate a range of equestrian, pedestrian, and bicycle users.

### Policies:

- MVAP 11.1 Maintain and improve the trails and bikeways system to reflect [Figure 8](#)~~Figure-9~~, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.
- MVAP 11.2 Install diamond-shaped warning signs indicating Warning: Trail Crossing or depicting the equivalent international graphic symbol at locations where regional or community trails cross public roads with high amounts of traffic, such as Cajalco Road.

### Scenic Highways

Scenic Highways provide the motorist with views of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along these corridors so as to not detract from the area's natural characteristics.

As shown on [Figure 9](#)~~Figure-10~~, Scenic Highways, there is one State Eligible Scenic Highway in Mead Valley: [State Route](#)~~Highway~~ 74 as it connects with Interstate 215 in the southern portion of the planning area. [State Route](#)~~Highway~~ 74 is of regional significance because it provides a link between Orange and Riverside Counties through the Santa Ana Mountains and eventually through the San Jacinto Mountains as the famous Palms to Pines Scenic Highway. In the planning area, [State Route](#)~~Highway~~ 74 passes by Steele Peak and the San Jacinto River.

### Policy:

- MVAP 12.1 Protect the scenic highways in the Mead Valley planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

### Transit Oasis

The Transit Oasis is a concept to improve transportation options in Riverside County by providing an integrated system of local serving, rubber-tired transit that is linked with a regional transportation system, such as MetroLink or express buses. In the Transit Oasis concept, rubber-tired transit vehicles operate on a single prioritized or dedicated lane in a one-way, continuous loop. The Transit Oasis is designed to fit into Community Centers, which provide the types of densities or intensities of use and concentrated development patterns that can allow this concept to become a reality.

The Transit Oasis concept may be accommodated in the Community Center Overlay area within the Mead Valley Area Plan. The Transit Oasis would provide local serving transit to the businesses establishments in, and in the immediate vicinity of, the Community Center Overlay area. It is envisioned that the Transit Oasis would provide connections to the future transit lines utilizing the East-West CETAP Corridor, park-and-ride facilities, and the future passenger rail station.

**Policy:**

- MVAP 13.1 Support the development and implementation of the Transit Oasis (and in the vicinity of) the Community Center Overlay area within the Mead Valley Area Plan in accordance with the General Plan Circulation Element.

**Community Environmental Transportation Acceptability Process (CETAP) Corridors**

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate the increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino Corridor, and Riverside County - Orange County Corridor.

The East-West CETAP Corridor may pass through Mead Valley. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

**Policy:**

- MVAP 14.1 Accommodate the East-West CETAP Corridor in accordance with the General Plan Circulation Element.

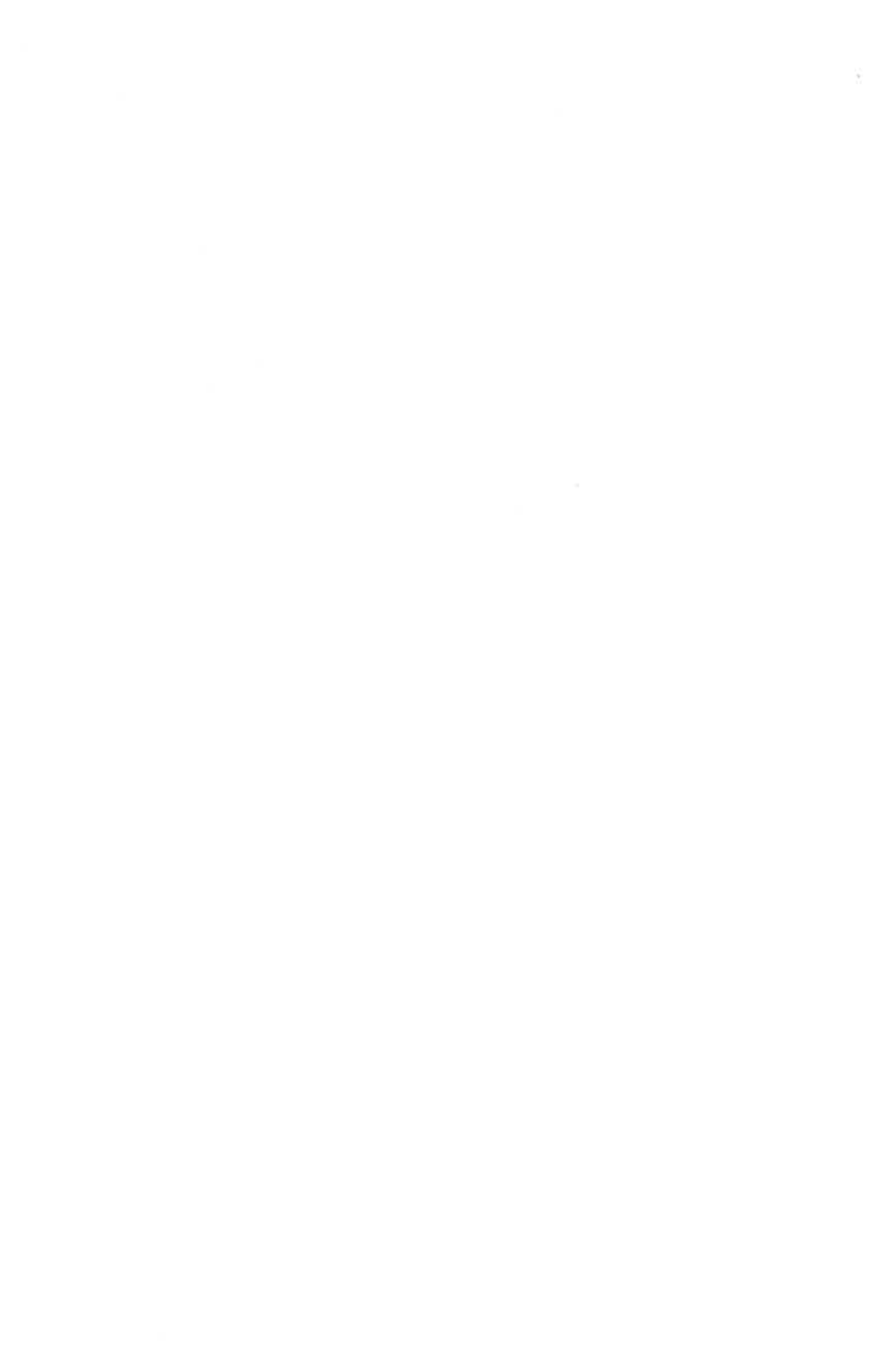


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Figure 67: Mead Valley Area Plan Mt. Palomar Nighttime Lighting Policy Area

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Figure 78: Mead Valley Area Plan Circulation



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Figure 89: Mead Valley Area Plan Trails and Bikeway System

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Figure 940: Mead Valley Area Plan Scenic Highways



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## Multipurpose Open Space

The Mead Valley planning area contains a variety of open spaces that serve a multitude of functions, hence the open space label of multi-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The pattern of hills, valleys and slopes provides open space, habitat, and recreation spaces alike. These open spaces encompass a variety of habitats including riparian corridors, oak woodlands and chaparral habitats. Examples include features such as Steele Peak, the Gavilan Hills, Cajalco Creek, the San Jacinto River and the Motte-Rimrock Reserve. In particular, the San Jacinto River major riparian corridor flows through the southern portion of this planning area, and many native and narrow endemic species thrive on the habitat this river provides.

The Multipurpose Open Space section is a critical component of the character of the County of Riverside and the Area Plan. Preserving the scenic background and the natural resources of the Mead Valley planning area gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that, these open spaces also help define the edges of and separation between communities (such as Mead Valley and Good Hope), which is another important aspect of the Vision.

## Local Open Space Policies

### Watersheds, Floodplains, and Watercourses

The Mead Valley planning area is part of the Santa Ana River watershed, which includes Cajalco Creek and the San Jacinto River. The San Jacinto River drains southwest toward Canyon Lake through the City of Perris. These watercourses provide corridors through developed land and link open spaces together. This allows wildlife to move from one open space to another without crossing developed land. The following policies preserve and protect these important watersheds.

#### Policy:

- MVAP 15.1 Protect the Santa Ana River watershed, its tributaries, and surrounding habitats, and provide flood protection through adherence to the Floodplain and Riparian Area Management, Wetlands, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the Multipurpose Open Space Element.

“

*The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.*

”

- RCIP Vision



A watershed is the entire region drained by a waterway that drains into a lake or reservoir. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include combinations of forests, deserts, and/or grasslands.

## Oak Tree Preservation

The Mead Valley planning area contains significant oak woodland areas that provide habitat and contribute to the character of the area. These oak woodlands can be found especially in the Gavilan Hills and in the Motte-Rimrock Reserve. It is necessary to protect these natural resources to preserve their function in a rich natural habitat, as well as preserving the quality of the rural environment that characterizes this area.

### Policy:

MVAP 16.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.

## Multiple Species Habitat Conservation Plan



For further information on the MSHCP please see the **Multipurpose Open Space Element** of the General Plan.

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife

corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

## MSHCP Program Description



The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).


The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this take of threatened and endangered species. The intent of the MSHCP is for the Wildlife Agencies to grant a take authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

### Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

**Policies:**

- MVAP 17.1 Conserve existing intact upland habitat blocks between the Steele Peak Reserve and a portion of the Lake Mathews/Estelle Mountain Reserve located in the Lake Mathews/Woodcrest Area Plan to the west, and between Motte-Rimrock Reserve and Bureau of Land Management (BLM) lands north/northeast of the Steele Peak Reserve, focusing on conservation of coastal sage scrub and annual grassland habitat.
- MVAP 17.2 Conserve clay soils in southern needlegrass grasslands and sandy-granitic soils within chaparral and coastal sage scrub habitats capable of supporting Payson’s jewelflower and long-spined spineflower, known to exist within the planning area.
- MVAP 17.3 Conserve existing populations of the California gnatcatcher and Bell’s sage sparrow in the Mead Valley planning area, including locations at Steele Peak Reserve and undeveloped lands to the north of this reserve and along its eastern fringes.
- MVAP 17.4 Provide for a connection of intact habitat between the North Peak Conservation Bank (located within the Elsinore planning area), the Steele Peak Reserve, and the Lake Mathews/Estelle Mountain Reserve (located within the Lake Mathews/Woodcrest Area Plan).
- MVAP 17.5 Conserve vernal pool complexes supporting thread-leaved brodiaea known to exist within Mead Valley.
- MVAP 17.6 Protect sensitive biological resources in Mead Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.



The following sensitive, threatened and endangered species may be found within this area plan:

- Quino checkerspot butterfly
- Payson’s jewelflower
- long-spined spineflower
- Munz’s onion
- many-stemmed dudleya
- thread-leaved brodiaea
- bobcat
- Stephen’s kangaroo rat
- granite spiny lizard
- orange-throated whiptail
- California gnatcatcher
- Bell’s sage sparrow
- peninsular spineflower
- Parry’s spineflower

### Hazards

Portions of this planning area may be subject to hazards such as flooding, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, [Figure 10](#)[Figure 11](#) to [Figure 14](#)[Figure 15](#). These hazards are located throughout the planning area at varying degrees of risk and danger. Some hazards must be avoided entirely,

# Mead Valley Area Plan

while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Mead Valley planning area.

## Local Hazard Policies

### Flooding and Dam Inundation



Since 1965, eleven Gubernatorial and Presidential flood disaster declarations have been declared for Riverside County. State law generally makes local government agencies responsible for flood control in California.

As shown on [Figure 10](#)~~Figure 11~~, Flood Hazard Zone, there are some flood prone portions of the planning area. Only the areas adjacent to Cajalco Creek are part of the 100-year floodplain in unincorporated territory. Most of the floodplains are concentrated in the lower, flatter lands within the City of Perris. Many techniques may be used to address the danger of flooding, such as limiting development in floodplains, altering the water channels, using special building techniques, elevating foundations and structures, and enforcing setbacks. The following policies address those hazards associated with flooding and dam inundation.

#### Policies:

- MVAP 18.1 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.
- MVAP 18.2 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County.
- MVAP 18.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.

### Wildland Fire Hazard



#### Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds enhance the fire danger throughout Southern California.

Due to its rural and somewhat mountainous nature and to some of the flora, such as the oak woodlands and chaparral habitat, the western part of this planning area is subject to a risk of fire hazards. The highest danger of wildfires can be found in the most rugged terrain. Methods to address this hazard include such techniques as not building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to [Figure 11](#)~~Figure 12~~, Fire Hazard Severity Zone, to see the locations of wildfire zones within Mead Valley.



**Policy:**

MVAP 19.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

**Seismic**

Compared to many other portions of Southern California, localized seismic hazard potential here is relatively slight. There are two very small faults that pose little threat in the southwestern portion of the planning area, both of which are located near Steele Peak. There are however, more remote faults, such as the San Andreas and San Jacinto Faults, that pose significant seismic threat to life and property here. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, enforcement of setbacks from local faults, and sound grading practices will help to mitigate potentially dangerous circumstances. Refer to [Figure 13](#)[Figure 14](#), Seismic Hazards, for the location of faults within the planning area.

**Policy:**

MVAP 20.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

**Slope**

The Mead Valley planning area is home to the Gavilan Hills, which contain a considerable number of steep slopes. Special development standards are required in rugged terrain to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to ensure the safety of life and property while protecting the character within the especially valuable resource areas that steep slopes typically occupy. [Figure 14](#)[Figure 15](#), Steep Slope, reveals the slope conditions applicable to the planning area. Also refer to [Figure 15](#)[Figure 16](#), Slope Instability, for areas of possible landslide.

**Policies:**

MVAP 21.1 Identify ridgelines that provide a significant visual resource for the Mead Valley planning area through adherence to the policies within the Hillside Development and Slope section of the General Plan Land Use Element.

MVAP 21.2 Protect life and property through adherence to the Hillside Development and Slope policies of the General Plan Land Use Element, the Slope and Instability section of the General Plan Safety



Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as “sand boils, sand blows” or “sand volcanoes.” Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

## Mead Valley Area Plan

Element and policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.

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Figure 1044: Mead Valley Area Plan Flood Hazard Zone

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Figure 1142: Mead Valley Area Plan Fire Hazard Severity Zone

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**Figure 1243:** Mead Valley Area Plan Historic Wildfire Areas

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Figure 1344: Mead Valley Area Plan Seismic Hazards

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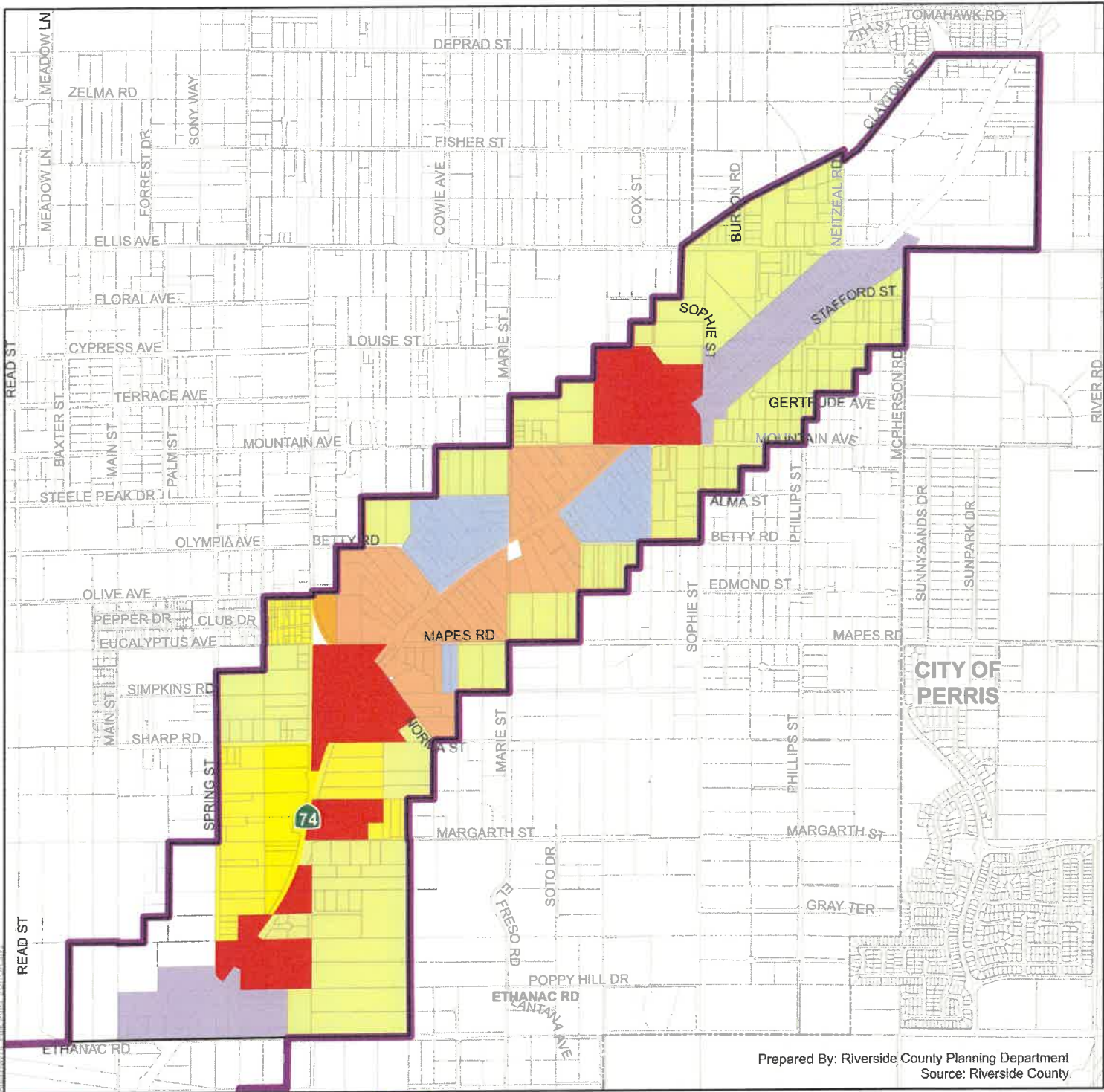


Figure 1446: Mead Valley Area Plan Steep Slope

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**Figure 1516:** Mead Valley Area Plan Slope Instability

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Prepared By: Riverside County Planning Department  
 Source: Riverside County

- Highway 74 Policy Area
- High Density Residential
- Commercial Retail
- Very Low Density Residential
- Mixed Use Area
- Low Density Residential
- Light Industrial
- Medium Density Residential
- Business Park

**Figure 1**

**MEAD VALLEY AREA PLAN  
 HIGHWAY 74 POLICY AREA  
 GPA 1205  
 NEIGHBORHOOD 1**

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.



**Figure 1B**

TABLE OF CONTENTS

**VISION SUMMARY** ..... 1

**INTRODUCTION**..... 4

    A Special Note on Implementing the Vision ..... 5

**LOCATION**..... 6

**FEATURES** ..... 6

    SETTING ..... 6

    UNIQUE FEATURES..... 7

        Cleveland National Forest ..... 7

        Temescal Wash ..... 7

    UNIQUE COMMUNITIES ..... 7

        Meadowbrook ..... 7

        Warm Springs ..... 7

        Horsethief Canyon ..... 8

        Lakeland Village ..... 8

    INCORPORATED CITIES ..... 8

        City of Lake Elsinore ..... 8

        City of Riverside ..... 8

        City of Wildomar ..... 8

        City of Canyon Lake ..... 8

**LAND USE PLAN** ..... 9

    LAND USE CONCEPT ..... 9

**OVERLAYS AND POLICY AREAS** ..... **2322**

    OVERLAYS AND POLICY AREAS ..... **2322**

        Warm Springs ..... **2322**

        Temescal Wash ..... **2322**

        Walker Canyon Policy Area ..... **2423**

        Glen Eden Policy Area ..... **2524**

        Highway 74 Policy Area Rural Village Land Use Overlay ..... **2824**

        Meadowbrook Town Center ..... **2825**

        Lakeland Village Policy Area ..... **3733**

        Specific Plans ..... **5955**

**LAND USE** ..... **5955**

    LOCAL LAND USE POLICIES ..... **5955**

        Lee Lake Community: Mixed-Use Area (MUA) Highest Density Residential (HHDR) Neighborhoods ..... **5955**

        Mt. Palomar Nighttime Lighting ..... **6157**

**CIRCULATION** ..... **6157**

    LOCAL CIRCULATION POLICIES ..... **6258**

        Vehicular Circulation System ..... **6258**

        Trails System ..... **6358**

        Scenic Highways ..... **6359**

        Community Environmental Transportation Acceptability Process (CETAP) Corridors ..... **6359**

        I-15 Corridor ..... **6460**

<b>MULTIPURPOSE OPEN SPACE .....</b>	<b><u>7369</u></b>
LOCAL OPEN SPACE POLICIES .....	<u>7369</u>
Watersheds, Floodplains, and Watercourse Policies .....	<u>7369</u>
Mineral Extraction .....	<u>7470</u>
Oak Tree Preservation .....	<u>7470</u>
MULTIPLE SPECIES HABITAT CONSERVATION PLAN .....	<u>7470</u>
WRC MSHCP Program Description .....	<u>7574</u>
Key Biological Issues .....	<u>7574</u>
<b>HAZARDS .....</b>	<b><u>7672</u></b>
LOCAL HAZARD POLICIES .....	<u>7773</u>
Flooding and Dam Inundation .....	<u>7773</u>
Wildland Fire Hazard .....	<u>7773</u>
Seismic .....	<u>7874</u>
Slope .....	<u>7874</u>

## LIST OF FIGURES

Figure 1:	Elsinore Area Plan Location .....	<u>1244</u>
Figure 2:	Elsinore Area Plan Physical Features .....	<u>1413</u>
Figure 3:	Elsinore Area Plan Land Use Plan .....	<u>1615</u>
Figure 3A:	Elsinore Area Plan Meadowbrook Town Center Neighborhoods .....	<u>3329</u>
Figure 3B:	Elsinore Area Plan Lee Lake Community Neighborhoods .....	<u>3534</u>
Figure 3C:	Lakeland Village Neighborhood 1 .....	<u>4544</u>
Figure 3D:	Lakeland Village Neighborhoods 2 and 3 .....	<u>4743</u>
Figure 3E:	Lakeland Village Neighborhoods 4 and 5 .....	<u>4945</u>
Figure 3F:	Lakeland Village Neighborhoods 6 and 7 .....	<u>5147</u>
Figure 3G:	Lakeland Village Neighborhood 8 .....	<u>5349</u>
Figure 4:	Elsinore Area Plan Overlays and Policy Areas .....	<u>5554</u>
Figure 5:	<del>Highway 74 Policy Area</del> <del>Elsinore Area Plan Meadowbrook Rural Village Overlay</del> .....	<u>5753</u>
Figure 6:	Elsinore Area Plan Mt. Palomar Nighttime Lighting Policy Area .....	<u>6564</u>
Figure 7:	Elsinore Area Plan Circulation .....	<u>6763</u>
Figure 8:	Elsinore Area Plan Trails and Bikeway System .....	<u>6965</u>
Figure 9:	Elsinore Area Plan Scenic Highway .....	<u>7167</u>
Figure 10:	Elsinore Area Plan Flood Hazard Zone .....	<u>7975</u>
Figure 11:	Elsinore Area Plan Fire Hazard Severity Zone .....	<u>8177</u>
Figure 12:	Elsinore Area Plan Historic Wildfire Areas .....	<u>8379</u>
Figure 13:	Elsinore Area Plan Seismic Hazards .....	<u>8584</u>
Figure 14:	Elsinore Area Plan Steep Slope .....	<u>8783</u>
Figure 15:	Elsinore Area Plan Slope Instability .....	<u>8985</u>

## LIST OF TABLES

Table 1:	Land Use Designations Summary .....	<u>1847</u>
Table 2:	Statistical Summary of Elsinore Area Plan .....	<u>2120</u>
Table 3:	Adopted Specific Plans in the Elsinore Area Plan .....	<u>5955</u>



## Elsinore Area Plan

General Plan Amendment adopted since 12/31/09

- GPA No. 1075, BOS RSLN 2011-156, 10/18/11
- GPA No. 743, BOS RSLN 2015-214, 09/22/15
- GPA Nos. 985, 988, BOS RSLN 2016-098, 03/29/16
- GPA No. 1156, 1166 BOS RSLN 2017-001, 04/11/17;
- GPA No. 1146, BOS RSLN 2019-050, 04/16/19;
- GPA No. 200001, BOS RSLN 2021-108, 06/30/21
- GPA No. 1205, BOS RSLN 2024-018, 12/12/23
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14
- GPA No. 960, BOS RSLN 2015-260, 12/08/15
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16
- GPA No. 1223, BOS RSLN 2018-118, 06/26/18;
- GPA No. 1208, BOS RSLN 2019-161, 08/04/20;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21

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## Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of Elsinore Area Plan as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. ~~So, fast forward yourself to 2020 and here is what it will be like and beyond.~~

*“Riverside County is a family of special communities in a remarkable environmental setting.”*

~~It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision.~~ Twenty plus years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through Riverside County, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

## Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

## Our Communities and Neighborhoods

Our choices in the kind of community and neighborhood we prefer are almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

## Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

## Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

## Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

## Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

## Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

## Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

## Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

## Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

## Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

## Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

## Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



**Quotes:** quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



**Factoids:** interesting information about Riverside County that is related to the element



**References:** contacts and resources that can be consulted for additional information



**Definitions:** clarification of terms and vocabulary used in certain policies or text.

It doesn't matter whether you whiz by on Interstate 15 or wind your way down the spectacular face of the Santa Ana Mountains on ~~State Route~~ Highway 74; the eye cannot avoid taking in Lake Elsinore. From the I-15 you also get a bonus in the form of the precipitous slope of the mountains; from the 74 you gaze out over hills, towns and valleys stretching far into the distance. As if that was not enough, there is even the man-made Canyon Lake off to the northeast, capturing waters from the San Jacinto River. The richness of this special place isn't just in its visual qualities. It is also a collection of unique communities as well as home to a remarkable variety of natural species. The Elsinore area is a truly unique human and natural habitat within a county that encompasses many notable environments.

The Elsinore Area Plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this distinctive area to understand the physical, environmental and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the Area Plan addresses critical issues facing Elsinore. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the Area Plan fits with what is around it and how it relates to the cities that impact it. Physical features are described in a section that highlights the planning area's communities, surrounding environment and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect the unique features found only in Elsinore, a number of special policies are still necessary to address unique situations. The Policy Areas section presents these additional policies. Land use related issues are addressed in the Land Use section. The Plan also describes relevant transportation issues, routes and modes of transportation in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are, of course, both natural and manmade hazards to consider, and they are spelled out in the Hazards section.



## A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the Elsinore area.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

**Pattern of Development and Open Space.** The Plan intensifies and mixes uses at nodes adjacent to transportation corridors, more accurately reflects topography and natural resources in the Gavilan and Sedco Hills with appropriate land use designations, and avoids high intensity development in natural hazard areas. Land use densities step down into areas constrained by natural features, resources or habitats, or remote from transportation facilities. Existing communities and neighborhoods retain their character and are separated from one another by lower intensity land use designations where possible.

**Watercourses.** Temescal Wash is a major influence on the character of the northern portion of the Area Plan, traversing it from northwest to southeast and flowing around Lee Lake and adjacent to Interstate 15. Land use designations adjacent to the Wash reflect a desire to buffer it from development so that its scenic and natural resource values are retained. Murrieta Creek, which flows adjacent to Palomar Street in Wildomar, has also been illustrated as a watercourse.

Data in this area plan is current as of ~~April 16, 2019~~DATE HERE. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors. However, it may also contain state and federal properties that lie outside of Board authority.

## Location

The strategic location of this area is clearly evident in [Figure 1](#), Location. Because of the access provided by [State Route Highway 74](#) over the Santa Ana Mountains, Elsinore is a gateway to the west. It is also an important north/south link in the western flank of Riverside County. One looks outward toward five area plans that constitute a major portion of the vast development potential in western Riverside County. Starting to the south and moving counter-clockwise, we find the adjacent Southwest Area Plan, and the plans for Sun City/Menifee Valley, Mead Valley, Lake Mathews/Woodcrest and Temescal Canyon. The cities of Lake Elsinore, Wildomar and Canyon Lake are core communities here. Murrieta approaches from the south and Perris from the northeast, but neither extend into this planning area. Moreover, the Elsinore planning area borders on both San Diego County to the south and Orange County to the west. These relationships can be better visualized by reference to [Figure 1](#), Location, which also depicts the unincorporated places that have a strong local identity. As a framework for these locales, some of the more prominent physical features are also shown on this exhibit.

## Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That certainly applies here as well. This section describes the setting, features and functions that are unique to the Elsinore Area Plan. These defining characteristics are shown on [Figure 2](#), Physical Features.

## Setting

★  
The San Jacinto River meanders over 40 miles through Riverside County, beginning at Lake Hemet in the San Jacinto Mountains and terminating at Lake Elsinore.

Much of the Elsinore Area Plan is situated within a valley, running from northwest to southeast, framed by the Santa Ana and Elsinore Mountains on the west and the Gavilan and Sedco Hills on the east. Lake Elsinore, which is the largest natural lake in Southern California, covering about 3,000 surface acres, is a centerpiece in the valley. Lake Elsinore is the terminus of the San Jacinto River, which is regulated by the Railroad Canyon dam and generally stabilized at an elevation of approximately 1,230 feet. The Lake is fed by the San Jacinto River and underground springs and is drained by the Temescal Wash to the north, flowing eventually into the Santa Ana River. Murrieta Creek, which eventually drains into the Santa Margarita River, starts just south of Lake Elsinore. Lake Elsinore, Canyon Lake, the San Jacinto River, Temescal Wash, and Murrieta Creek provide a distinctive pattern of lakes and watercourses throughout the valley floor and the settlements here are significantly shaped by the richness of both waterways and the widely varied topography. It is truly a remarkable setting.



## Unique Features

### Cleveland National Forest

The Cleveland National Forest forms the western boundary of the area and encompasses large portions of the Santa Ana and Elsinore Mountains. This area is characterized by natural open space and outdoor recreational uses with pockets of rural residential and wilderness oriented visitor serving uses scattered along [State Route Highway 74](#). Private inholdings within the Forest boundary are developed with limited residential and commercial uses.

### Temescal Wash

The Temescal Wash creates an impressive swath pinched between the Gavilan Hills and the Santa Ana Mountains. Although dry most of the year, the wash serves as an outlet for Lake Elsinore and eventually drains into the Santa Ana River. While the wash runs in a generally northwest/southeast direction, it also provides a critical perpendicular linkage for animals between the mountain and hill habitats on either side. That is why the wash plays such an important role in the Western Riverside County Multiple Species Habitat Conservation Plan.

## Unique Communities

### Meadowbrook

Meadowbrook, an Unincorporated Community recognized by the Local Agency Formation Commission (LAFCO) in 1997, is situated in the northeastern portion of the Area Plan immediately north and east of presently undeveloped portions of the City of Lake Elsinore. This community includes some commercial and light industrial uses focused along [State Route Highway 74](#), the central transportation spine within the community. However, Meadowbrook is generally characterized by very low density residential development and vacant properties set amid rolling hills. Community residents have expressed interest in economic development through implementation of [a Rural Village Land Use Overlay](#) [the Highway 74 Policy Area](#).

### Warm Springs

Warm Springs, a Community of Interest recognized by LAFCO, forms a portion of the northern boundary of the Elsinore Area Plan. The northerly portion of this community is set in the Gavilan Hills. A strip along the north edge of this area, along the border of the Lake Mathews/Woodcrest Area Plan, is within the sphere of influence of the relatively distant City of Riverside. This area is generally characterized by rural uses set along steep slopes. Development is concentrated adjacent to Interstate 15 and in a focused area along [State Route Highway 74](#) adjacent to the City of Lake Elsinore.



**A Community of Interest (COI)** is a study area designated by LAFCO within unincorporated territory that may be annexed to one or more cities or special districts, incorporated as a new city, or designated as an **Unincorporated Community (UC)** within two years of status obtainment.

Designation of an area as a UC may require removal from a municipal sphere of influence since the two designations are mutually exclusive.

### Horsethief Canyon

Horsethief Canyon is located in the northwestern corner of the plan area. This emerging suburban development is developing pursuant to a comprehensive specific plan (Specific Plan No. 152) that both accommodates potential population growth and provides for conservation of open space.

### Lakeland Village

The community of Lakeland Village is located immediately west of Lake Elsinore and includes a major ridge along the eastern face of the Santa Ana and Elsinore Mountains. This community falls within the Lakeland Village Policy Area, which is comprised of a mix of rural, residential, light industrial, open space and commercial uses along Grand Avenue on the low lying areas near the lake. Natural open space with pockets of rural residential uses are adjacent to ~~State Route~~ Highway 74 as it winds along the steep easterly face of the Santa Ana Mountains.



A “**sphere of influence**” is the area outside of and adjacent to a city’s border that has been identified by the County Local Agency Formation Commission as a future logical extension of its jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

### Incorporated Cities

#### City of Lake Elsinore

The Elsinore Area Plan surrounds the incorporated City of Lake Elsinore. As of, the City of Lake Elsinore encompassed about 42.3 square miles, with an estimated population of 50,267, and 16,207 households. Lake Elsinore’s sphere of influence encompasses over 30.2 square miles and extends into the Horsethief Canyon, Warm Springs and Meadowbrook communities and southwest towards the communities of El Cariso and Rancho Capistrano near the Main Divide Road.

#### City of Riverside

A portion of the City of Riverside’s sphere of influence extends into the Warm Springs community. The City of Riverside’s predominantly rural land use designations for this area are consistent with this area plan’s direction.

### City of Wildomar

Wildomar is located immediately south of the City of Lake Elsinore in a valley between the Santa Ana Mountains and the Gavilan and Sedco Hills. Wildomar City, incorporated on July 1, 2008, includes rural residential uses in the rolling hills and more intense concentration of residential, commercial and employment uses between Interstate 15 and Grand Avenue. The community is expanding easterly of Interstate 15, especially along Clinton Keith Road and Bundy Canyon Road.

### City of Canyon Lake

Canyon Lake is a private, gated city located halfway between Lake Elsinore and Sun City, California. Canyon Lake began as a master-planned community developed by Corona Land Company in 1968. The “City of Canyon Lake” was incorporated on December 1, 1990. As of 2009, the city geographically spanned over 4.6 square miles. Originally formed in 1927 after Railroad Canyon Dam was built, the lake covers 383 acres and includes 14.9 miles of shoreline.

## Land Use Plan

The Land Use Plan focuses on preserving the numerous unique features in the Elsinore area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the Countywide General Plan. Proposed uses represent a full spectrum of categories that relate the natural characteristics of the land and economic potential to a range of permitted uses.

The Elsinore Land Use Plan, [Figure 3](#) depicts the geographic distribution of land uses within this area. The Plan is organized around 21 Area Plan land use designations. These land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in [Figure 3](#), Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Elsinore Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

## Land Use Concept

The Elsinore Area Plan reflects the RCIP Vision for Riverside County in several ways. It does so by intensifying and mixing uses at nodes adjacent to transportation corridors, by more accurately reflecting topography and natural resources in land use designations, by avoiding high intensity development in natural hazard areas, and by considering compatibility with adjacent communities' land use plans as well as the desires of residents in the plan area.

The land use designations maintain the predominantly very low density character of the Meadowbrook and Warm Springs communities, the natural and recreational characteristics of the Cleveland National Forest, and Community

“

*Communities should range in location and type from urban to suburban to rural, and in intensity from dense urban centers to small cities and towns to rural country villages to ranches and farms.*

”

- RCIP General Plan Principles

“

*Our communities - both improvements to existing ones and newly emerging ones - are models for new ways to provide and manage infrastructure, deliver education, access jobs, apply new technology, and achieve greater efficiency in the use of land, structure, and public improvements.*

”

- RCIP Vision

Development uses in Lakeland Village. Areas designated Conservation-Habitat and Rural Mountainous help provide a separation between communities and provide additional definition for existing communities.

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Figure 1: Elsinore Area Plan Location

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**Figure 2: Elsinore Area Plan Physical Features**



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**Figure 3: Elsinore Area Plan Land Use Plan**

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**Table 1: Land Use Designations Summary**

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) <sup>1, 2, 3, 4</sup>	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> <li>Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses.</li> <li>One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.</li> </ul>
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> <li>Single-family residences with a minimum lot size of 5 acres.</li> <li>Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.</li> </ul>
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> <li>Single-family residential uses with a minimum lot size of 10 acres.</li> <li>Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater.</li> <li>Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.</li> </ul>
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> <li>Single-family residential uses with a minimum lot size of 10 acres.</li> <li>Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.</li> </ul>
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 2 to 5 acres.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 1 to 2 acres.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 0.5 to 1 acre.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> <li>The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.</li> </ul>
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> <li>Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies..</li> </ul>
	Water (W)	N/A	<ul style="list-style-type: none"> <li>Includes bodies of water and natural or artificial drainage corridors.</li> <li>Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.</li> </ul>
	Recreation (R)	N/A	<ul style="list-style-type: none"> <li>Recreational uses including parks, trails, athletic fields, and golf courses.</li> <li>Neighborhood parks are permitted within residential land uses.</li> </ul>
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> <li>One single-family residence allowed per 20 acres.</li> <li>Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.</li> </ul>
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> <li>Mineral extraction and processing facilities.</li> <li>Areas held in reserve for future mineral extraction and processing.</li> </ul>

**Table 1, continued**

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) <sup>1, 2,3,4</sup>	Notes
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 2 to 5 acres.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 1 to 2 acres.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 0.5 to 1 acre.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> <li>Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> <li>Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.</li> </ul>
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> <li>Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre.</li> <li>Lot sizes range from 4,000 to 6,500 sq. ft.</li> </ul>
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> <li>Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.</li> </ul>
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> <li>Single-family attached residences and multi-family dwellings.</li> </ul>
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> <li>Multi-family dwellings, includes apartments and condominium.</li> <li>Multi-storied (3+) structures are allowed.</li> </ul>
	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> <li>Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.</li> </ul>
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> <li>Tourist related commercial including hotels, golf courses, and recreation/amusement activities.</li> </ul>
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> <li>Variety of office related uses including financial, legal, insurance and other office services.</li> </ul>
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> <li>Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.</li> </ul>
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> <li>More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.</li> </ul>
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> <li>Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.</li> </ul>
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> <li>Civic uses such as County of Riverside administrative buildings and schools.</li> </ul>
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> <li>Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.</li> </ul>
Mixed-Use Area		<ul style="list-style-type: none"> <li>This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.</li> </ul>	

**Table 1, continued**

**Overlays and Policy Areas**

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> <li>Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.</li> </ul>
Community Center Overlay (CCO)	<ul style="list-style-type: none"> <li>Allows for either a Community Center or the underlying designated land use to be developed.</li> </ul>
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> <li>The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character.</li> <li>The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations.</li> <li>In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)</li> </ul>
Historic District Overlay (HDO)	<ul style="list-style-type: none"> <li>This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.</li> </ul>
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> <li>Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.</li> </ul>
Policy Areas	<ul style="list-style-type: none"> <li>Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Meniffee Valley Area Plan). Consult the applicable Area Plan text for details.</li> </ul>

**NOTES:**

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is 0.5 acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21).



# Elsinore Area Plan

**Table 2: Statistical Summary of Elsinore Area Plan**

LAND USE	AREA		STATISTICAL CALCULATIONS <sup>1</sup>	
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>9</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
<b>RURAL FOUNDATION COMPONENT</b>				
Rural Residential (RR)	2,441	366	1,106	NA
Rural Mountainous (RM)	10,414	521	1,592	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	12,855	887	2,698	0
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
Estate Density Residential (RC-EDR)	537	188	564	NA
Very Low Density Residential (RC-VLDR)	137	102	306	NA
Low Density Residential (RC-LDR)	36	54	162	NA
<i>Rural Community Foundation Sub-Total:</i>	710	344	1,032	0
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
Open Space-Conservation (OS-C)	228	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	51,803	NA	NA	NA
Open Space-Water (OS-W)	334	NA	NA	NA
Open Space-Recreation (OS-R)	89	NA	NA	13
Open Space-Rural (OS-RUR)	6,496	162	489	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	58,950	162	489	13
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
Estate Density Residential (EDR)	56	20	60	NA
Very Low Density Residential (VLDR)	3,200	2,400	7,250	NA
Low Density Residential (LDR)	454	681	2,057	NA
Medium Density Residential (MDR) <sup>8</sup>	2,808	9,829	29,487	NA
Medium-High Density Residential (MHDR)	66	426	1,287	NA
High Density Residential (HDR)	14	119	350	NA
Very High Density Residential (VHDR)	17	288	870	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail <sup>2</sup> (CR)	114	NA	NA	1,710
Commercial Tourist (CT)	17	NA	NA	282
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	632	NA	NA	8,215
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	34	NA	NA	552
Public Facilities (PF)	30	NA	NA	30
Community Center (CC) <sup>3</sup>	0	0	0	0
Mixed-Use Area (MUA)	230	1,492	4,476	3,405
<i>Community Development Foundation Sub-Total:</i>	7,669	15,260	45,780	14,194
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>80,184</b>	<b>15,422</b>	<b>49,999</b>	<b>14,207</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	45,991	---	---	---
Indian Lands	0	---	---	---
Freeways	221	---	---	---
<i>Other Lands Sub-Total:</i>	46,212	---	---	---
<b>TOTAL FOR ALL LANDS:</b>	<b>126,396</b>	<b>15,422</b>	<b>49,999</b>	<b>14,207</b>

Table 2, continued

LAND USE	STATISTICAL CALCULATIONS <sup>1</sup>			
	AREA ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>	-	-	-	-
Rural Village Study Area Overlay-	711	1,768	5,341	4,472
<i>Total Area Subject to Overlays:<sup>4,5</sup></i>	711	1,768	5,341	4,472
<b>POLICY AREAS<sup>6</sup></b>				
Temescal Wash	444	---	---	---
Glen Eden	703	---	---	---
Warm Springs	13,834	---	---	---
Walker Canyon	1,248	---	---	---
Lakeland Village Policy Area	2,625	---	---	---
March Joint Air Reserve Base Influence Area	190	---	---	---
Highway 74				
<i>Total Area Within Policy Areas:<sup>6</sup></i>	19,044			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>	<b>19,755</b>			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- ~~4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.~~
- 5 Policy Areas indicate where additional policies or criteria apply, *in addition* to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- 8 723.91 acres is under Glen Eden Policy Area which has an assumption of 2.5 du/ac.
- 9 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- \* Table was updated to include GPA Nos. 985, 988, 1122, 1156, 1166, 1223, and 1208; as well as city incorporations, adopted after DATE.[SA1]
- \* Table was updated to change Mixed-Use Planning Area to Mixed- Use Area, to be consistent with GPA No. 1122 Land Use Element



## Overlays and Policy Areas

A Policy Area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries of the Policy Areas identified in the Elsinore Area Plan are shown on [Figure 4](#), Overlays and Policy Areas, and are described in detail below.

### Overlays and Policy Areas

Special policies are appropriate to address important locales that have special significance to the residents of this part of Riverside County. Six policy areas have been designated within the Elsinore Area Plan. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Elsinore area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. The policy area boundaries are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.



### Warm Springs

Located in the northern portion of the plan area, Warm Springs includes a rural area set within the steep slopes of the Gavilan Hills. The ridge line and slopes of the Gavilan Hills are biological and visual assets to the region.

#### Policies:

- ELAP 1.1 Protect the life and property of residents and maintain the character of the Gavilan Hills through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Environmentally Sensitive Lands section of the Multipurpose Open Space Element, and the Slope and Soil Instability Hazards and Fire Hazards sections of the General Plan Safety Element.
- ELAP 1.2 Require that development of contiguous areas designated as Light Industrial be designed in a coordinated manner.
- ELAP 1.3 Require that all commercial and industrial uses be sensitive to environmental hazards (i.e., flooding) and not substantially impact environmental resources (i.e., biological and water quality).
- ELAP 1.4 Require commercial and industrial uses to not substantially impact circulation systems.

### Temescal Wash

Temescal Wash, extending 28 miles from Lake Elsinore to the Santa Ana River, is the principal drainage course within the Temescal Valley. The Wash also serves as an important component of the Western Riverside County MSHCP and has the potential for providing recreational amenities to serve the planning area. The preservation

and enhancement of this feature is an important component of the Elsinore Area Plan land use plan. This policy area is synonymous with the 100 year flood zone for the Wash.

**Policies:**

- ELAP 2.1 Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the General Plan Safety Element; the Non-motorized Transportation section of the Circulation Element; the Multiple Species Habitat Conservation Plans and the Environmentally Sensitive Lands sections of the Multipurpose Open Space Element; and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element.
- ELAP 2.2 Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

### Walker Canyon Policy Area

The Walker Canyon Policy Area consists of 1,250 acres of land located northerly of Interstate 15 in the vicinity of Walker Canyon Road. The site is designated Open Space-Rural on the Elsinore Area Plan. However, a preferable alternative to extremely large lot rural land sales would be the master planning of this area to provide for a limited amount of development, coupled with preservation of the majority of the site as open space and wildlife habitat.

**Policies:**

- ELAP 3.1 Notwithstanding the Open Space -Rural designation of this property, any proposal to establish a master planned community within this area through the general plan amendment and specific plan process shall be exempt from the eight-year limit and other procedural requirements applicable to Foundation Component amendments as described in the Administration Element, provided that:
- a. A specific plan is submitted for a Community Center or mixed use village center development designed as a hillside village. Potential uses may include residential uses at a variety of densities (including community development foundation component densities), commercial retail and service uses, offices, and a hotel, as well as public facilities and recreational areas. In addition to the required components, the specific plan must address the unique requirements of hillside development, special hillside design guidelines, and the special nuances of integrating hillside development into the natural environment.
  - b. Approximately 900 acres, or at least two-thirds of the site area, is set aside as Open Space - Conservation Habitat for inclusion in the Western Riverside County Multiple -Species Habitat Conservation Plan reserve system.
  - c. The specific plan shall include special attention to the following concerns: (1) pedestrian circulation in a hillside context, including provision for ramps and paths as well as stairs in order to ensure full accessibility for all users; (2) provision for retail commercial uses so as to minimize the need for residents to travel outside the village for routine daily needs, such as groceries, banking, etc.; and (3) the buffering and protection of conserved open space, especially relating to the interface between riparian areas and development.

## Elsinore Area Plan

- d. Due to the unique character of this development, the area is hereby determined to be eligible for reductions in onsite street widths and an exemption from the prohibition on development on slopes over 25%. Such exemptions would be subject to official determination by the Board of Supervisors or its successor-in-interest at the time of its action on the specific plan.

The environmental impact report or other CEQA document prepared for any specific plan at this site shall address the site's access, soils, geology, hydrology, biology, and wildfire susceptibility in addition to issues of slope and topography.

- e. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

### **Glen Eden Policy Area**

The Glen Eden Policy Area consists of portions of Sections 17, 18, and 19 located southwesterly of Temescal Canyon Road and northerly, northeasterly, and westerly of the Horsethief Canyon community. Development within this Policy Area shall be subject to the following policies.

#### **Policies:**

- ELAP 4.1 Residential development shall comply with an average density of 2.5 dwelling units per acre. No individual project may have an overall density in excess of 2.5 dwelling units per acre, unless a permanent density transfer between two or more projects is approved by the County of Riverside, in which case the overall density of the projects together may not exceed 2.5 dwelling units per acre. The density of individual parcels or planning areas within a project may exceed 2.5 dwelling units per acre, as long as the overall project density does not exceed this level.
- ELAP 4.2 Clustering of dwelling units within an individual project is encouraged where such clustering would enable the conservation of open space in accordance with the Multipurpose Open Space Element.

### **Highway 74 Policy Area**

The Highway 74 Policy Area (Hwy 74 PA) is generally located along a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris. The policy area encompasses approximately 2,216 acres of unincorporated lands within the Elsinore Area Plan (ELAP) and the Mead Valley Area Plan (MVAP). The ELAP segment of the Hwy 74 PA is about half the total area with approximately 1,143 acres. This area can be defined to include the community of Warms Springs and Meadowbrook; northerly of Cambern Ave in the City of Elsinore and southerly of Ethanac Road.

CalTrans relinquished control and maintenance of this segment of Highway 74 to the County of Riverside on June 28, 2017. This provided an opportunity for the County to reassess development opportunities along one of busiest corridors in western Riverside County. The area is relatively rural with large vacant lots, single family residential homes, and small businesses, such as, liquor stores. The corridor is surrounded by hilly terrain and large boulders and is prone to periodic flooding. This area contains a portion of the Meadowbrook Disadvantaged Unincorporated Community as identified by the Local Agency Formation Commission (LAFCO). As such pursuant to Senate Bill (SB) 244, the County analyzed service issues faced by the Meadowbrook Area DUC. The analysis is included in the General Plan Appendix P. It concludes that the area requires additional stormwater drainage infrastructure to reduce flooding.

The Hwy 74 PA policies and related land use plan were developed as a result of extensive community input and are designed to support the development of residential neighborhoods of varying densities, neighborhood servicing commercial uses, and local employment center areas clustered along the Highway 74 corridor. The intent of the policy area is to stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address Environmental Justice.

According to Figure LU-4B of the Land Use Element, the Hwy 74 PA is an Environmental Justice Community (EJC), which includes the communities of Good Hope, Meadowbrook, and Warm Springs. Therefore, areas within the Hwy 74 PA are subject to all relevant EJC policies of the Healthy Communities Element, which addresses civic engagement, reduction to health risks, and prioritization of infrastructure improvements. In furthering the intent of EJC, the Hwy 74 PA contains additional policies that address Environmental Justice concerns that are specific to this area.

**Highway 74 Policy Area General Policies:**

- ELAP 5.1 Encourage consolidation of parcels to promote better land use development and project design.
- ELAP 5.2 Where feasible the development of frontage/service roads should be encouraged to increase and facilitate access from Highway 74 to residential, commercial, and industrial sites
- ELAP 5.3 The Mixed-Use Area (MUA) Land Use Designation may be found consistent with any nonresidential zoning classification that implements the intent of the land use designation or provides for a community serving use(s).
- ELAP 5.4 Development should be coordinated with Riverside Transit Agency (RTA) to ensure bus routes are identified and bus stops are provided to adequately serve community residents.
- ELAP 5.5 Development may include live-work spaces within the MUAs where appropriate.
- ELAP 5.6 Development should promote a reduction of vehicle miles traveled (VMT) and livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-modal transportation options within proximity to each other.
- ELAP 5.7 Trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance appearance and provide neighborhood uniqueness.
- ELAP 5.8 Commercial Parking: should be screened/buffered from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.
- ELAP 5.9 Developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus, or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities.
- ELAP 5.10 Work on reducing illegal dumping, including hazardous waste, and increase access to affordable composting and recycling facilities; encourage the appropriate permitting of waste sites and reclamation of cleanup sites.



## Elsinore Area Plan

- ELAP 5.11 Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

### Highway 74 Policy Area Neighborhoods

These neighborhoods are important locations because they'll established a sense of uniqueness and community that differentiate them from each other and adjacent cities. As a result, many of the policies for Hwy 74 PA have derived from local citizen input. Therefore, the purpose of organizing the Highway 74 PA into three distinct neighborhoods is to:

- Encourage stronger neighborhood character and sense of place; and,
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations; and,
- Facilitate the creation of walkable, bicycle-friendly environment with increased accessibility via public transit; and,
- Encourage revitalization of the area, by encourage new economic development, that promote new localized infrastructure improvements; and,
- Promote Environmental Justice appropriately.

The Highway 74 Policy Area contains a total of three neighborhoods. Neighborhoods 2 and 3 are located within the ELAP. Neighborhood 1 is located within the MVAP.

- Neighborhood 1: generally located north of Ethanac Road and south of 7<sup>th</sup> Street in the City of Perris; and within the Mead Valley Area Plan.
- Neighborhood 2: generally located north of Crumpton Street in the City of Elsinore and south of Ethanac Road; and within the Elsinore Area Plan.
- Neighborhood 3: generally located north of Cambern Avenue and south of Trellis Lane in the City of Elsinore; and within the Elsinore Area Plan.

### Description of Neighborhood

Neighborhood – 2 primarily has single-story homes on large lots and establishments such as market shops and vehicle repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and has Very Low-Density Residential on the outskirts of its boundary.

This neighborhood presents opportunity to serve as an entry point from the City of Elsinore to the Highway 74 Policy Area, that provides a sense of uniqueness, and contains commercial and clean industry establishments, that support residential components that facilitate a “live, work, and play” environment.

### Policies

- ELAP 5.12 New developments within the neighborhood should support the neighborhood's emerging identity.
- ELAP 5.13 Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or

cross through traffic to ensure pedestrian and cyclist safety.

ELAP 5.14 Work on preserving outstanding scenic vistas and features and encouraging underground placement of electric or communication distribution lines.

Neighborhood – 3 has industrial and commercial establishments and is mostly surrounded by the City of Elsinore. This neighborhood has land use designations of Commercial Retail, Business Park, Light Industrial and some Very Low-Density Residential on the outskirts of its boundary. This neighborhood presents the opportunity to provide local employment to residents.

**Policy**

ELAP 5.15 Encourage effective and comprehensive coordination efforts with the City of Lake Elsinore regarding planning programs, including circulation policies, that affect commercial and industrial development/entitlement activity.

***Rural Village Land Use Overlay***

~~Rural Village Overlay Study Areas were identified on the Elsinore Area Plan map for the community of Meadowbrook (along State Highway Route 74 northeasterly of the City of Lake Elsinore) in the 2003 General Plan. Prior to the adoption of the 2008 General Plan Update, all relevant factors were studied in more detail on a parcel-by-parcel basis through a spatial analysis. As a result of this analysis, county review, and community discussions, the boundary and policies of these study areas were modified and a Rural Village Land Use Overlay was created to strategically intensify the uses in the targeted core areas of Meadowbrook (Figure 5), but not in El Cariso.~~

~~The spatial analysis indicated that the increase in intensity of uses in El Cariso Rural Village is not necessary at this particular time, thus resulting in removing the boundaries of the Rural Village Study Area established in the RCIP General Plan.~~

**Policies:**

~~ELAP 5.1 Allow areas designated with the Rural Village Land Use Overlay to develop according to the standards of this section. Otherwise, the standards of the underlying land use designation shall apply.~~

~~ELAP 5.2 In the Meadowbrook Land Use Overlay, commercial uses, small-scale industrial uses (including mini-storage facilities), and residential uses at densities higher than those levels depicted on the Area Plan may be approved as designated in the overlay. Additionally, existing commercial and industrial uses may be relocated to this Rural Village Land Use Overlay as necessary in conjunction with the widening of State Highway Route 74.~~

***Meadowbrook Town Center***

Meadowbrook Town Center (see Figure 3A) features two areas of intense, Mixed-Use Area development clustering, the Highway 74/Meadowbrook Avenue Neighborhood [Neighborhood 1] and the Highway 74/Kimes Lane Neighborhood [Neighborhood 2] to provide a broad panoply of conveniently located local community services,

and an expanded variety of housing opportunities for local residents. These Mixed-Use Areas, described below, will provide landowners with opportunities to develop their properties for either all residential development (at varying urban densities) or a mixture of residential and nonresidential development. Those who choose to develop mixed uses on their properties will be able to utilize either side-by-side or vertically integrated land use designs. Both neighborhoods require that at least 50% of their areas be developed for Highest Density Residential (HHDR) uses.

Potential nonresidential uses include those traditionally found in a “downtown/Main Street” setting, such as retail uses, eating establishments, personal services such as barber shops, beauty shops, and dry cleaners, professional offices, and public facilities including schools, together with places of religious assembly and recreational, cultural, and spiritual community facilities, all integrated with small parks, plazas, and pathways or paseos. Together these designated Mixed-Use Areas will provide a balanced mix of jobs, housing, and services within compact, walkable neighborhoods that feature pedestrian and bicycle linkages (walking paths, paseos, and trails) between residential uses and activity nodes such as grocery stores, pharmacies, places of assembly, schools, parks, and community and/or senior centers.

### Mixed-Use Area (MUA) Neighborhoods Descriptions and Policies:

Following are the descriptions of the two Mixed-Use Area (MUA) neighborhoods of Meadowbrook Town Center, and the policies specific to each neighborhood:

The **Highway 74/Meadowbrook Avenue Neighborhood [Neighborhood 1]** The Highway 74/Meadowbrook Avenue Neighborhood is bisected by State Highway 74. This neighborhood covers about 56 gross acres (about 39 net acres), and currently contains low density single family residences and vacant lots. The neighborhood is surrounded by similar land uses - low density single family residences and vacant parcels. The neighborhood will be developed as a Mixed-Use Area, with a 50% HHDR component, and commercial and other land use types. Surrounding land uses are designated Very Low Density Residential.

Two bus stops are currently located on Highway 74 towards the northernmost boundary of the neighborhood, one located to serve northbound passengers, and one located to serve southbound passengers. Commercial and other types of non-residential mixed-use development will be most appropriately placed directly along and near Highway 74, which is convenient for those living in and commuting into the neighborhood and will provide a buffer from the highway for the HHDR residential development in the neighborhood. Also, the opportunity exists to expand transit services and provide more bus stops and more bus services along Highway 74, as local transit demand expands in the future.

Also, because of its mixed-use characteristics, this neighborhood should be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, thereby resulting in a walkable neighborhood. This neighborhood would serve surrounding neighborhoods by providing job opportunities through its commercial uses. It should be noted that this neighborhood is within a flood zone which could result in additional permits to meet floodplain management requirements, and would provide opportunities for open space buffers between differing use types, as needed, and opportunities for open space edge trails.

#### Policies:

- ELAP 5.3 Fifty percent of the Highway 74/Meadowbrook Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.
- ELAP 5.4 Residential uses for the Highway 74/Meadowbrook Avenue Neighborhood should generally be located in the southeastern and northeastern portions of this neighborhood. Nonresidential uses

should include a variety of other uses, such as retail activities serving the local population and tourists, parks, light industrial uses, parkland, and other uses.

**Highway 74/Kimes Lane Neighborhood [Neighborhood 2]** is located less than one mile north of Neighborhood 1 and also along State Highway 74, on about 10 gross acres (about 7 net acres). With the exception of one single family residence, the neighborhood site is currently vacant and is surrounded by low density single family residential uses and vacant parcels. Highway 74 adjoins the western edge of the neighborhood. This neighborhood will be developed as a Mixed-Use Area, with a 50% HHDR component, and commercial and other land use types. This neighborhood is surrounded by Very Low Density Residential land uses.

This neighborhood could serve the surrounding community by providing local commercial services and job opportunities in association with the commercial uses. Also, because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood. Two bus stops are conveniently located on Highway 74 within the neighborhood boundaries. It should be noted that this neighborhood is within a flood zone which could result in additional permits to meet the community's floodplain management requirements, and would provide opportunities for open space buffers between differing use types, as needed, and opportunities for open space edge trails.

#### **Policies:**

- ELAP 5.5 Fifty percent of the Highway 74/Kimes Lane Neighborhood shall be developed in accordance with the HHDR land use designation.
- ELAP 5.6 Residential uses for the Highway 74/Kimes Neighborhood [Neighborhood 2] should be encouraged to be located in the eastern portion of this neighborhood. Nonresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, business parks, light industrial uses, and parkland.

#### **Policies Applying to both Neighborhoods of Meadowbrook Town Center:**

The following policies apply to both of the Mixed-Use Area (MUA) neighborhoods of Meadowbrook Town Center:

- ELAP 5.7 Both the Highway 74/Meadowbrook Avenue and Highway 74/Kimes Lane Neighborhoods shall be developed with 50 % Highest Density Residential, and other uses, potentially including commercial, business park, office, etc. uses, in a mutually supportive, mixed-use development pattern.
- ELAP 5.8 Paseos and pedestrian/bicycle connections should be provided between the Highest Density Residential uses and those nonresidential uses that would serve the local population. Connections should also be provided to the public facilities in the vicinity, including the elementary school, library, and community center.
- ELAP 5.9 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 5.10 Ensure that all new land uses, particularly residential, commercial, and public uses, including schools and parks, are designed to provide 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 5.11 Project designs should reduce traffic noise levels from Highway 74 as perceived by noise-sensitive uses, such as residential uses, to acceptable levels.
- ELAP 5.12 Residential uses that are proposed in both neighborhoods where they would be located immediately adjacent to areas designated for Low Density Residential development should include edge-sensitive development features to provide buffering between the differing residential densities, including but not necessarily limited to such features as one-story buildings, park lands and open space areas, and trails.
- ELAP 5.13 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.

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**Figure 3A: ~~Elsinore Area Plan Meadowbrook Town Center Neighborhoods~~ Highway 74 Plan Area Neighborhoods**

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**Figure 3B: Elsinore Area Plan Lee Lake Community Neighborhoods**

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## Lakeland Village Policy Area

The Lakeland Village Policy Area (LVPA) is located on the westerly side of the water body that is Lake Elsinore and is nestled against the easterly side of Cleveland Ridge along the eastern flank of the Santa Ana and Elsinore Mountains. The Lakeland Village Policy Area consists of approximately 2,626 acres, which includes a large portion of the unincorporated community of Lakeland Village, generally bounded by State Route Highway 74, or the Ortega Highway, and the City of Lake Elsinore limits on the northerly end and Corydon Road and the City of Wildomar on the southerly end. Grand Avenue runs the length of the community and is the only roadway access to the area from the north and the south. Existing uses in the community are primarily single-family residential with pockets of commercial uses scattered along Grand Avenue. Properties east of Grand Avenue generally extend to the edge of the lake, which may be part of a Special Flood Hazard Area due to the significant water level fluctuations of Lake Elsinore. Properties on the westerly side of Grand Avenue extend up to the base of the hills and may include areas with steep slopes.

### Policies:

- ELAP 6.1 Land within the Special Flood Hazard Areas should be developed in accordance with all applicable local, state and federal flood control ordinances and regulations, including the *Lake Village Master Drainage Plan*, and may include passive recreational uses.
- ELAP 6.2 In addition to Specific Plan and Mixed-Use zoning classifications, commercial zoning classifications that implements the intent of the land use designation or provide for a community serving use(s) may be utilized for any Mixed-Use Area (MUA) General Land Use Designation within the Lakeland Village Policy Area (LVPA).
- ELAP 6.3 Encourage the design of new streets and the significant upgrading of existing streets to provide all users with safe, convenient access through the community. Emphasis should be placed on providing dedicated, protected facilities for pedestrians and bicyclists, including a continuous network of sidewalks and pedestrian pathways; bicycle routes and lanes; multi-use trails and trailhead parking; traffic calming measures; and delineated street crossings where feasible.
- ELAP 6.4 Encourage the formation of a County Service Area (CSA) or Parks and Recreation District to develop adequate park services and facilities. Large-scale development is encouraged to include parks, recreational open space, plazas and other public spaces.
- ELAP 6.5 Development should provide for continuous Collector roadways, especially along Union and Brightman Avenues between Blanchie Drive and Turner Street, in order to provide for parallel travel with Grand Avenue and should provide for street connections to Grand Avenue via Blanchie Drive and Turner Street, which should also be developed as Collector roadways.
- ELAP 6.6 Encourage the clustering of development and consolidation of parcels, whenever feasible. (AI 25, AI 59-61)
- ELAP 6.7 Development of parcels not designated Rural Mountainous with steep slopes should cluster buildings in areas with lesser slope and should comply with hillside design policy in the Land Use Element. Residential densities of any parcel with slopes greater than 35 percent should be one (1) dwelling unit per twenty (20) acres.
- ELAP 6.8 Building envelopes and locations should be visually compatible with the surrounding uses.

ELAP 6.9 The community’s history and character should be incorporated into all streetscapes and development.

**Lakeland Village Policy Area Neighborhoods**

The Lakeland Village Policy Area includes eight neighborhoods, known as “LVPA Neighborhood,” located along Grand Avenue, seven of which have been designated, partly or in whole, the General Plan Land Use Designation of Light Industrial that will remain. The LVPA Neighborhoods include mixed use and other complimentary land uses that encourage a combination of business, office, retail, commercial use, community facilities and residential uses that are physically and functionally integrated. The intent of the LVPA Neighborhoods is not to designate areas where a blend of uses can be developed. Mixed use development provides the following community benefits:

- Greater housing variety and density, more affordable housing, life-cycle housing (e.g. starter homes to larger family homes to senior housing), workforce housing, veterans housing, etc.;
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations;
- Better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot/bike or by transit);
- More compact development, land use synergy (e.g. residents provide customers for retail which provide amenities for residents);
- Stronger neighborhood character and sense of place;
- Walkable, bicycle-friendly environments with increased accessibility via transit resulting in reduced transportation costs;
- Encourage the assembly of small parcels into larger project areas that can be developed for mixed residential/commercial development without the requirement for general plan amendments, helping to revitalize the area, encourage new balanced economic development, and provide for new local infrastructure improvements; and,
- Encourage commercial development to be near intersections and focused in nodes or village focus areas, as opposed to strip or piecemeal development spread along the Grand Avenue corridor.

In addition to the policies provided above, specific policies related to development within the LVPA Neighborhoods are described below:

**Lakeland Village Policy Area Neighborhood Policies**

The following policies apply to all Neighborhoods in the Lakeland Village Policy Area, unless specified differently within any policy.

**Policies:**

ELAP 6.10 New development in MUAs are encouraged to vary in residential densities, which may include ranges from 2 to 20 dwelling units per acre, and provide diversity in land uses.

ELAP 6.11 The density of residential development should complement the adjacent existing uses, generally transitioning from higher densities closer to Grand Avenue and commercial use development, to lower densities around the Mixed Use Area’s edges that correspond with the residential densities located in the surrounding areas.



## Elsinore Area Plan

- ELAP 6.12 Areas with a MUA land use designation are intended to allow a mixture of compatible land uses including residential, administrative and professional offices, retail and service uses, public and quasi-public uses, and entertainment and recreational.
- ELAP 6.13 New development within Neighborhoods should promote livable neighborhoods that provide housing, goods and services, open space, and multi-modal transportation options within close proximity.
- ELAP 6.14 New non-residential development in the Neighborhoods 1 and 8 is encouraged to include uses that serve the needs of visitors and travelers, as well as residents of the area. Development in these neighborhoods should be designed to create a sense of arrival to Lakeland Village.
- ELAP 6.15 New non-residential development in the Neighborhoods 2 through 7 is encouraged to include uses that primarily serve the needs of residents living near the site or elsewhere in the community.
- ELAP 6.16 Neighborhoods are encouraged to include uses that serve the recreational needs of residents and visitors with such activities as hiking, mountain biking, boating, water sports, paragliding, skydiving, and other recreational uses due to the proximity of natural resources.
- ELAP 6.17 Development may include live-work spaces within the MUAs where appropriate.
- ELAP 6.18 New development within Neighborhood should be compatible with adjacent uses.
- ELAP 6.19 New development within Neighborhoods are encouraged to utilize distinctive architecture, edge and entry treatment, landscape, streetscaping, signage and other elements to perpetuate or establish a unique identity of the area.
- ELAP 6.20 Commercial uses, where applicable, should be oriented towards Grand Avenue and away from residential areas located outside of the Neighborhood, as feasible. Residential uses, where feasible and appropriate, should be used as a transitional buffer between the nonresidential and mixed uses within the Neighborhood and the lower density residential uses beyond.
- ELAP 6.21 Multi-story buildings are encouraged within commercial and mixed use areas with transitions down to two- or one-story buildings adjacent to residential neighborhoods, as appropriate.
- ELAP 6.22 Encourage the incorporation of variety of different types of wall textures and colors, architectural elements, landscaping and other features that provide for attractive and inviting facades for public view from surrounding uses and streets.
- ELAP 6.23 Ground floor commercial and facades are encouraged on the first floor of buildings facing the adjoining sidewalks and pedestrian spaces.
- ELAP 6.24 Encourage screening of off-street parking by locating it safely behind or within structures, or otherwise screening it from the public right-of-way, and the design of parking facilities with limited vehicle access points to optimize pedestrian safety, where feasible.
- ELAP 6.25 Street trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance the appearance and identity of the Neighborhoods.

- ELAP 6.26 Encourage the use or installation of underground utilities.
- ELAP 6.27 Encourage coordination with local transit authorities to expand transit access along Grand Avenue and provide stops at, or close in proximity to each Neighborhood.
- ELAP 6.28 At least ten percent of the gross area of each Neighborhood should be reserved for common, integrated open space that provides opportunities for passive and active recreation.

**Descriptions of LVPA Neighborhoods**

Below are descriptions of each of the eight LVPA Neighborhoods, which may include neighborhood-specific policies, which only applies to that neighborhood.

Neighborhood 1

Neighborhood 1 is located and adjacent to the southwest side of Grand Avenue, generally northwest of Magnolia Street and southeast of the City of Lake Elsinore boundary, and consists of approximately 74 acres, as shown on ~~Figure 3C~~Figure 3C, Elsinore Area Plan Lakeland Village Neighborhood 1. This neighborhood is predominately designated Mixed-Use Areas but includes some High Density Residential (HDR) and Very High Density Residential (VHDR) land use designations.

Neighborhood 1 is largely vacant with some existing commercial establishments on the northwestern end, abutting Grand Avenue, and a community center, which may be considered the focal point of this developing neighborhood due to its prominence in the area. Additionally, the neighborhood includes two existing multi-family residential complexes, located adjacent to the community center. There are three existing bus stops along Grand Avenue adjacent or in close proximity to this neighborhood.

This neighborhood presents opportunity for visitor- or commuter-serving commercial establishments, civic and community facilities, and supporting residential components that may provide a live, work, and play space that promotes active transportation, which includes use of transit from one of the nearby bus stops. Neighborhood 1 is shown on ~~Figure 3C~~Figure 3C.

**Policy**

- ELAP 6.29 New development within Neighborhood 1 should cluster public, commercial, and residential uses that support this neighborhood’s emerging identity as the civic center in the community.

Neighborhood 2

Neighborhood 2 abuts and is located southwest of Grand Avenue, generally northwest of Adelfa Street and southeast of Evergreen Street, and includes approximately 32 acres, as shown on Figure 3D, Elsinore Area Plan Lakeland Village Neighborhoods 2 & 3. This neighborhood is entirely designated as Mixed-Use Area.

This neighborhood is predominantly vacant with a small existing commercial center and one existing residential home in the center and southeastern portion. Neighborhood 2 includes a vast amount of large, contiguous vacant parcels of land covering most of this neighborhood.

## Elsinore Area Plan

This neighborhood presents an attractive opportunity for new development and would be a great opportunity for a well-balanced vertical or horizontal mix use area, with a diverse blend of commercial and residential uses clustered together. Such uses should include community-serving uses that serve this neighborhood's residents, as well as the Lakeland Village community, and recreation-serving uses that meet the recreational needs of visitors that come to Lakeland Village to enjoy its natural assets. In order to balance this area, residential uses are encouraged to include higher-density residential development and "Live-Work" units, which reduces the vehicle miles travelled within the community, amongst a wide variety of residential products. Neighborhood 2 is shown on Figure 3D.

### Neighborhood 3

Neighborhood 3 abuts and is located southwest of Grand Avenue, north of Blackwell Boulevard and south of Deeble Entrance Street, and includes 24 acres, as shown on Figure 3D, Elsinore Area Plan Lakeland Village Neighborhoods 2 & 3. The neighborhood is predominantly a Mixed-Use Area land use designation, with a limited area of Commercial Retail (CR) in-between the neighborhood.

Neighborhood 3 is largely vacant, with Riverside County Fire Department Station 11 located along Grand Avenue in between Maiden Lane and Lillian Ave, as well as a residence located adjacent to the fire station. Neighborhood 3 is characterized by multiple large, vacant parcels in the northern portion of the neighborhood, with smaller parcels to the south.

Thus, this neighborhood presents an opportunity for vertical or horizontal mixed use development, particularly on the larger vacant parcels. This neighborhood should foster a diverse mix of commercial and residential uses that can serve the neighborhood as well as the community. In order to balance this area, residential uses are encouraged to include higher-density residential development and "Live-Work" units, which reduces the vehicle miles travelled within the community, amongst a wide variety of residential products. Neighborhood 3 is shown on Figure 3D.

### Neighborhood 4

Neighborhood 4 is located southwest of Grand Avenue, generally north of Vail Street and south of Turner Street, and consists of approximately 23 acres, as shown on Figure 3E, Elsinore Area Plan Lakeland Village Neighborhoods 4 & 5. This neighborhood is entirely designated as Light Industrial.

This neighborhood contains a mix of existing non-residential uses, predominantly industrial establishments with limited commercial facilities. The Neighborhood contains a number of larger lots, as well as many parcels that currently have a limited lot coverage.

This neighborhood presents a unique opportunity to allow for the continuance of existing industrial uses, while a providing long-range goal of converting into a mixed-use area that would mirror Neighborhood 5. Neighborhood 4 is shown on Figure 3E.

### **Policy**

ELAP 6.30      Legally existing industrial uses may remain in accordance with Ordinance No. 348 and applicable approved land use permits with no further extensions to the life of the permit. Unpermitted and new industrial uses will need to go through the appropriate land use review process including placing a life on the land use permit for no longer than five (5) years or until the Neighborhood's General Plan Land Use designation is changed to MUA, whichever comes last, in order to meet the long-range mixed use intent of all LVPA Neighborhoods.

### Neighborhood 5

Neighborhood 5 abuts and is located southwest of Grand Avenue, generally north of Ginger Lane and South of Kathryn Way, and includes approximately 13 acres, as shown on Figure 3E, Elsinore Area Plan Lakeland Village Neighborhoods 4 & 5. This Neighborhood is entirely designated a Mixed-Use Area.

This neighborhood is predominantly vacant, with minimal existing residential homes, as well as a limited number of industrial and commercial facilities. Neighborhood 5 includes a large amounts of vacant land, and is dominated by large parcels with minimal existing lot coverage.

This neighborhood presents an opportunity to establish a commercial center in this part of the policy area. The surrounding residences, as well as the industrial uses to the north, present opportunities for supporting uses as well as neighborhood serving uses. The commercial center should include uses that benefit and serve this neighborhood's residents, as well as the overall Lakeland Village community. Neighborhood 5 is shown on Figure 3E.

### Neighborhood 6

Neighborhood 6 abuts and is located southwest of Grand Avenue generally north of Zinck Way and south of Pamela Road, and consists of approximately 16 acres, as shown on Figure 3F, Elsinore Area Plan Lakeland Village Neighborhoods 6 & 7. The neighborhood designated as Mixed-Use Area.

This neighborhood includes a number of existing single-family residential homes, with large parcels in the northern portion of the neighborhood. The neighborhood is generally underdeveloped, with large areas of vacant land, abutting the hillsides to the southwest. The neighborhood is across Grand Avenue from the Lakeland Village Middle School, and surrounded by other residential uses in all directions.

This neighborhood is prime for development and presents great opportunity for a well-balanced vertical or horizontal mix use area, with a diverse blend of commercial and residential uses clustered together. Such uses should include community-serving uses that serve this neighborhood's residents, students and faculty of the adjacent school, as well as the surrounding residential developments. Neighborhood 6 is shown on Figure 3F.

### Neighborhood 7

Neighborhood 7 abuts and is located northeast of Grand Avenue, generally north of Stoneman Street and south of Morrison Plane, and consists of approximately 7 acres, as shown on Figure 3F, Elsinore Area Plan Lakeland Village Neighborhoods 6 & 7. The neighborhood is designated entirely Mixed-Use Area.

This neighborhood is vacant and is made up of four larger parcels. The neighborhood is surrounded by residential development, and is in close proximity to the Lakeland Village Middle School, as well as Neighborhood 6.

This neighborhood presents an opportunity for residential development, potentially with a higher density than the surrounding uses. This neighborhood could also include a blend of commercial and residential uses clustered together that serve this neighborhood's, students and faculty of the adjacent school, as well as the surrounding residential developments. Neighborhood 7 is shown on Figure 3F.

### Neighborhood 8

Neighborhood 8 abuts and is located northeast of Grand Avenue, generally north of Corydon Street and south of Gill Lane, and consists of approximately 19 acres, as shown on Figure 3G, Elsinore Area Plan Lakeland Village Neighborhood 8. This neighborhood is predominantly a Mixed-Use Area with a Commercial Retail (CR) area located at the intersection of Corydon Road Grand Avenue.

This neighborhood is predominantly vacant, with existing development generally confined to the southeast corner of the neighborhood. Existing development includes an existing commercial center, as well as single family residences located in the southwest portion of the site, adjacent to the commercial center, and along Gill Lane. The neighborhood contains a number of larger parcels that are vacant.

This neighborhood is a key local resource for residents who visit the existing commercial use. This neighborhood presents opportunity for visitor- or commuter-serving commercial establishments, and supporting residential components that may provide a live, work, and play space. Some of the community services that would benefit the neighborhood include additional retail, eating establishments, professional offices, dry cleaners, and a beauty salon that would meet the need of various residents in this neighborhood. Neighborhood 8 is shown on Figure 3G.

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**Figure 3C: Lakeland Village Neighborhood 1**

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**Figure 3D: Lakeland Village Neighborhoods 2 and 3**

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**Figure 3E: Lakeland Village Neighborhoods 4 and 5**

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**Figure 3F: Lakeland Village Neighborhoods 6 and 7**

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**Figure 3G: Lakeland Village Neighborhood 8**

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**Figure 4: Elsinore Area Plan Overlays and Policy Areas**

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**Figure 5: — Elsinore Area Plan Meadowbrook Rural Village Overlay Highway 74 Policy Area**

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## 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 <sup>1</sup>	327
Renaissance Ranch	333
Colinas del Oro	364

Source: County of Riverside Planning Department.

<sup>1</sup> 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 south of Indian Truck Trail. It consists of two neighborhoods, the Lee Lake Neighborhood South [Neighborhood 1], and Lee Lake Neighborhood North [Neighborhood 2], which is located immediately south of Indian Wash. The Lee Lake Neighborhood North is designated as a Mixed-Use Area, with no allowance for HHDR development, and Lee Lake Neighborhood South requires 30% HHDR

development. Although the Lee Lake Neighborhoods 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 are located 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, located adjacent to I-15, are exposed to elevated traffic noise levels. Site designs should incorporate features to reduce freeway noise impacts, and to buffer development 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 the 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) Neighborhood and Policies:**

Following are descriptions of the two Mixed-Use Area neighborhood of the Lee Lake Community, and the policies that apply to each neighborhood:

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

**Policies:**

- ELAP 7.1      Thirty percent of the Lee Lake Neighborhood shall be developed in accordance with the HHDR land use designation.
- ELAP 7.2      The portions of the Lee Lake South 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.

**Policy:**

- ELAP 7.3      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:**

- ELAP 7.4 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 southern edge of Indian Wash.
- ELAP 7.5 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 7.6 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 7.7 All new residential and other noise-sensitive uses shall be designed to sufficiently reduce traffic noise levels from nearby roads, including I-15.
- ELAP 7.8 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 7.9 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 5](#)[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.

#### **Policy:**

- ELAP 8.1 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 system and its long range direction. As such, successful implementation of the policies in the Elsinore Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

## Local Circulation Policies

### Vehicular Circulation System

Environmental features both water oriented and topographic impose substantial obstacles to circulation routes; however, the Elsinore Area Plan proposes a circulation system to handle these challenges. The area is served by Railroad Canyon Road, Bundy Canyon Road, and Clinton Keith Road from the east. Temescal Canyon Road is the main arterial serving the area from the north. ~~State Route Highway~~ 74 also traverses the Area Plan in an east-west orientation.

#### Policies:

- ELAP 9.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the Planned Circulation Systems section of the General Plan Circulation Element.
- ELAP 9.2 Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.



## Trails System

A multi-purpose trails system is a critical part of this area plan because of the concentration of critical linkages centered here. In this sense, the trails for human use parallel the connectivity required for habitat linkages. An extensive system of proposed trails and bikeways exists within the planning area connecting the various neighborhoods with the recreational resources of the Cleveland National Forest and the regional trail system. The Elsinore Area Plan trail system is mapped in [Figure 7](#)~~Figure 8~~, Trails and Bikeway System.

### Policy:

ELAP 10.1 Implement the Trails and Bikeway System, [Figure 7](#)~~Figure 8~~, through such means as dedication or purchase, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

## Scenic Highways

Certain roadways are not only functional; they are a part of the public's ability to experience an area, especially one that offers important scenic vistas. That is the case with Interstate 15 from Corona south to the San Diego County line. It has been designated as an Eligible State Scenic Highway. [State Route](#)~~Highway~~ 74 has also been designated as an Eligible State Scenic Highway. The western segment is a secondary County entrance road and will serve as a link to Orange County's system of scenic routes. The scenic highways designated within the Elsinore Area Plan are depicted on [Figure 8](#)~~Figure 9~~, Scenic Highways.

### Policy:

ELAP 11.1 Protect Interstate 15 and [State Route](#)~~Highway~~ 74 from change that would diminish the aesthetic value of adjacent properties through adherence to the Scenic Corridors sections of the General Plan Land Use and Circulation Elements.

## Community Environmental Transportation Acceptability Process (CETAP) Corridors

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The CETAP was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino Corridor, and Riverside County - Orange County Corridor.

The East-West CETAP Corridor may pass through the Elsinore Area Plan along [State Route](#)~~Highway~~ 74, or to the north of it. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes. The Riverside County- Orange County Corridor is currently under study, but is envisioned to connect from Interstate 15 in Riverside to [State Route](#)~~Highway~~ 241 in Orange County, somewhere in the range between State Route 91 and [State Route](#)~~Highway~~ 74.



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

**Policies:**

- ELAP 12.1 Accommodate the East-West CETAP Corridor in accordance with the CETAP section of the General Plan Circulation Element.
- ELAP 12.2 Accommodate the direction of the Riverside County-Orange County Corridor study, once it is complete.

**I-15 Corridor**

Interstate 15 is a major connector between the Corona/Riverside area and San Diego. This corridor could be enhanced, especially by connecting transit links, to provide a critical north-south link for transit, automobile and truck trips within and outside the County of Riverside. The capacity of this critical corridor could be expanded through such strategies as widening, high-occupancy vehicle lanes, dedicated truck lanes, and transit improvements, such as exclusive express buses. Infrastructure put in place along with development in this area plan should support all modes of transit along this corridor.

**Policies:**

- ELAP 13.1 Require projects to be reviewed for the provision of transit support facilities (including bus turnouts, signage, benches, shelters, etc.) along arterial streets and local transit service routes.
- ELAP 13.2 Consider the following regional and community wide transportation options when developing transportation improvements in the Elsinore Area Plan:
- a. Construct a new interchange on Interstate 15 at Horsethief Canyon Road.
  - b. Develop regional transportation facilities and services (such as high-occupancy vehicle lanes and express bus service), which will encourage the use of public transportation and ridesharing for longer-distance trips.
- ELAP 13.3 Require each proposed Specific Plan, and major commercial and industrial projects consisting of 20 acres or larger, to be evaluated for the provision of a park-and-ride facility.

Figure 56: Elsinore Area Plan Mt. Palomar Nighttime Lighting Policy Area

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Figure 67: Elsinore Area Plan Circulation

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Figure 78: Elsinore Area Plan Trails and Bikeway System

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Figure 89: Elsinore Area Plan Scenic Highway

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## Multipurpose Open Space

The Elsinore area contains an unusually rich concentration of open space resources, for habitat, recreation and scenic purposes, hence the label of multipurpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The importance of the resources here means that they require thoughtful preservation and, in some cases, restoration. In many cases, the focus here must be on establishing and maintaining vital linkages, without which the vital habitat and recreational potential of this area would be severely compromised. This Multipurpose Open Space section is a critical component of the character of the County of Riverside and of the Elsinore Area Plan. Preserving the scenic background and natural resources here gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that: these open spaces also help define the edges of and separation between communities, which is another important aspect of the Vision.

In this area plan, the natural characteristics are quite dominant. In addition to their extensive basic supply value, they offer design opportunities for quality development. Achieving a desirable end state of valued local open space to benefit residents and visitors will require sensitive design attention in laying out development proposals and linkages to make the open space system work to its optimum.

## Local Open Space Policies

### *Watersheds, Floodplains, and Watercourse Policies*

The Elsinore Area Plan contains a major portion of the Santa Margarita River watershed, which includes Murrieta Creek. This watershed, and its included watercourses, provide a truly unique habitat for flora and fauna of statewide significance. The watercourses provide corridors through developed land as well as linking open spaces outside of development areas. This allows wildlife the ability to move from one locale to another without crossing developed land. The following policies preserve and protect these important watershed functions.

#### Policy:

- ELAP 14.1 Protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through adherence to the policies found in the Open Space, Habitat, and Natural Resource Preservation section of the General Plan Land Use Element and the Environmentally Sensitive Lands,

“

*The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.*

”

- RCIP Vision



A watershed is the entire region drained by a waterway that flows into a lake or reservoir or the ocean. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include a wide variety of resources and environments.

Floodplain and Riparian Area Management, Wetlands, and Open Space, Parks and Recreation sections of the Multipurpose Open Space Element.

### Mineral Extraction

There are significant areas of mineral resource extraction within the Elsinore Area Plan. The area contains regionally important aggregate and clay resources, as well as non-regionally important mineral resources. Most of these resources are currently being extracted or are being held in reserve for future extraction. Compatibility with surrounding land uses, potential noxious impacts, surface runoff management, and the future reclamation of the sites must be considered for all existing and proposed mineral extraction areas.

**Policies:**

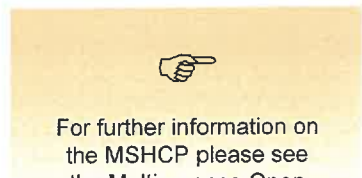
- ELAP 15.1 Protect the economic viability of mineral resources as well as the life and property of Elsinore Area Plan residents through adherence to the Mineral Resources section of the General Plan Multipurpose Open Space Element.
- ELAP 15.2 Avoid mineral resource extraction within the Temescal Wash Policy Area, which contains viable riparian habitat, in favor of areas containing very sparse or non-existent riparian habitat.
- ELAP 15.3 Require a biologically designed and professionally implemented revegetation program as part of reclamation plans, where avoidance is not feasible.
- ELAP 15.4 Require hydrologic studies by a qualified consultant as part of the environmental review process for all proposed surface mining permits within or adjacent to the Temescal Wash Policy Area. This shall include proper management of surface run-off.

### Oak Tree Preservation

The Elsinore Area Plan contains significant oak woodland areas. Oak woodlands should be protected to preserve habitat and the character of the area.

**Policy:**

- ELAP 16.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County and the Vegetation section of the Multipurpose Open Space Element of the General Plan.



For further information on the MSHCP please see the Multipurpose Open Space Element of the General Plan.

### Multiple Species Habitat Conservation Plan

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) was developed by the County of Riverside

# Elsinore Area Plan

and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The WRC MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

## WRC MSHCP Program Description

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this take of threatened and endangered species. The intent of the WRC MSHCP is for the Wildlife Agencies to grant a take authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the WRC MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the WRC MSHCP Reserve or subjected to other WRC MSHCP criteria.

★  
The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW)

## Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

### Policies:

- ELAP 17.1 Protect sensitive biological resources in the Elsinore Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.
- ELAP 17.2 Provide for connection between Santa Ana Mountains, Temescal Wash and foothills north of Lake Elsinore; existing connections are at Indian Truck Trail (buffer along Canyon Creek), Horsethief Canyon, and open upland areas southwest of Alberhill.
- ELAP 17.3 Provide northwest-southeast connection along hills between Estelle Mountain and Sedco Hills, primarily for California gnatcatchers, but also other sage scrub species.

★  
The following sensitive, threatened and endangered species, covered under the MSHCP, may be found within this area plan:  
Bell's sage sparrow  
California gnatcatcher  
Orange-throated whiptail  
Loggerhead shrike  
San Diego ambrosia  
Bobcat  
Quino checkerspot butterfly  
Munz's onion  
Many-stemmed dudleya  
Southwestern willow flycatcher  
Least Bell's vireo  
Slender-horned spineflower

- ELAP 17.4 Conserve clay soils supporting sensitive plants such as Munz’s onion, many-stemmed dudleya, small-flowered morning glory and Palmer’s grapplinghook. (There is a Munz’s onion population of approximately 7,500 heads in Alberhill.)
- ELAP 17.5 Conserve wetlands including Temescal Wash, Collier Marsh, Alberhill Creek, Wasson Creek, and the lower San Jacinto River, (including marsh habitats and maintaining water quality).
- ELAP 17.6 Maintain upland habitat connection between North Peak Conservation Bank, Steele Peak, and Bureau of Land Management (BLM) lands.
- ELAP 17.7 Conserve Engelmann Oak Woodlands.
- ELAP 17.8 Conserve sensitive plants, including Parry’s spineflower, prostrate spineflower, Payson’s jewelflower, smooth tarplant, slender-horned spineflower, Coultde’s matijila poppy, Palomar monkeyflower, little mousetail, vernal barley, San Jacinto Valley crownscale, Coulter’s goldfields, heart-leaved pitcher sage, and the Quino checkerspot butterfly.
- ELAP 17.9 Conserve Travers-Willow-Domino soil series.
- ELAP 17.10 Conserve foraging habitat adjacency for raptors, sage scrubbed-grassland ecotone.
- ELAP 17.11 Conserve habitat in Sedco Hills to maintain connection between Granite Hills and Bundy Canyon Road.
- ELAP 17.12 Provide for connection across [State Route Highway 74](#) for birds and land species.
- ELAP 17.13 For Wasson Creek, maintain north-south linkage at least 750 feet wide from Wasson Creek to North Peak.
- ELAP 17.14 South of Wasson Creek, development should be limited to western and eastern slopes.

## Hazards

Hazards are natural and manmade conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions. Portions of the Elsinore Area Plan may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, [Figure 9](#) [Figure 10](#) to [Figure 13](#) [Figure 14](#). These hazards are located throughout the Elsinore area and produce varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Elsinore Area Plan.

## Local Hazard Policies

### Flooding and Dam Inundation

Temescal Wash, Murrieta Creek, and the San Jacinto River, as well as Lake Elsinore, pose significant flood hazards within the Elsinore Area Plan. Dam failure of the Railroad Canyon Dam at Canyon Lake would cause flooding in the plan area. Refer to [Figure 9](#)~~Figure 10~~, Flood Hazard Zone for a depiction of flood hazards in the Elsinore area.

#### Policies:

- ELAP 18.1 Adhere to the flood proofing and flood protection requirements of the Riverside County Flood Control and Water Conservation District.
- ELAP 18.2 Protect proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow by requiring submittal to the Riverside County Flood Control and Water Conservation District for review.
- ELAP 18.3 When possible, create flood control projects that maximize multi-recreational use and water recharge.
- ELAP 18.4 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

### Wildland Fire Hazard

The plan area contains a number of unique features and communities that are subjected to a high risk of fire hazards, including the Cleveland National Forest, Cleveland Ridge, Warm Springs and Meadowbrook. Methods to address this hazard include techniques such as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and utilizing fire-resistant building techniques. In still other cases, safety oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to [Figure 10](#)~~Figure 11~~, Fire Hazard Severity Zone.

#### Policy:

- ELAP 19.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.



**Fire Fact:**  
Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds heighten the fire danger throughout Southern California.





Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as “sand boils, sand blows” or “sand volcanoes.”

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

### Seismic

The Elsinore fault runs north-south through the middle of the plan area. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, the enforcement of setbacks from faults, and practical avoidance measures will help to mitigate the potentially dangerous circumstances. Refer to [Figure 12](#) [Figure 13](#), Seismic Hazards, for the location of faults within the Elsinore Area.

#### Policy:

ELAP 20.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

### Slope

Many areas within the Elsinore Area Plan, depicted on [Figure 13](#) [Figure 14](#), Steep Slope, contain steep slopes that require special development standards and care to prevent erosion and landslides, preserve significant views and minimize grading and scarring. Additionally, the ridgelines of the Santa Ana Mountains and Gavilan and Sedco Hills provide a significant visual resource for users of the Interstate 15 corridor and occupants of the valley floor.

#### Policies:

ELAP 21.1 Identify and preserve the ridgelines that provide a significant visual resource for Elsinore through adherence to the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources section of the Multipurpose Open Space Element.

ELAP 21.2 Prohibit building sites on the Gavilan Hills Ridgeline. Projects proposed within this area shall be evaluated on a case by case basis to ensure that building pad sites are located so that buildings and roof tops do not project above the ridgeline as viewed from Interstate 15.

ELAP 21.3 Protect life and property and maintain the character of the Elsinore area through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element, the Hillside Development and Slope section of the General Plan Land Use Element, and the Rural Mountainous land use designation.



Figure 940: Elsinore Area Plan Flood Hazard Zone

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Figure 1044: Elsinore Area Plan Fire Hazard Severity Zone

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Figure 1142: Elsinore Area Plan Historic Wildfire Areas

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Figure 1243: Elsinore Area Plan Seismic Hazards

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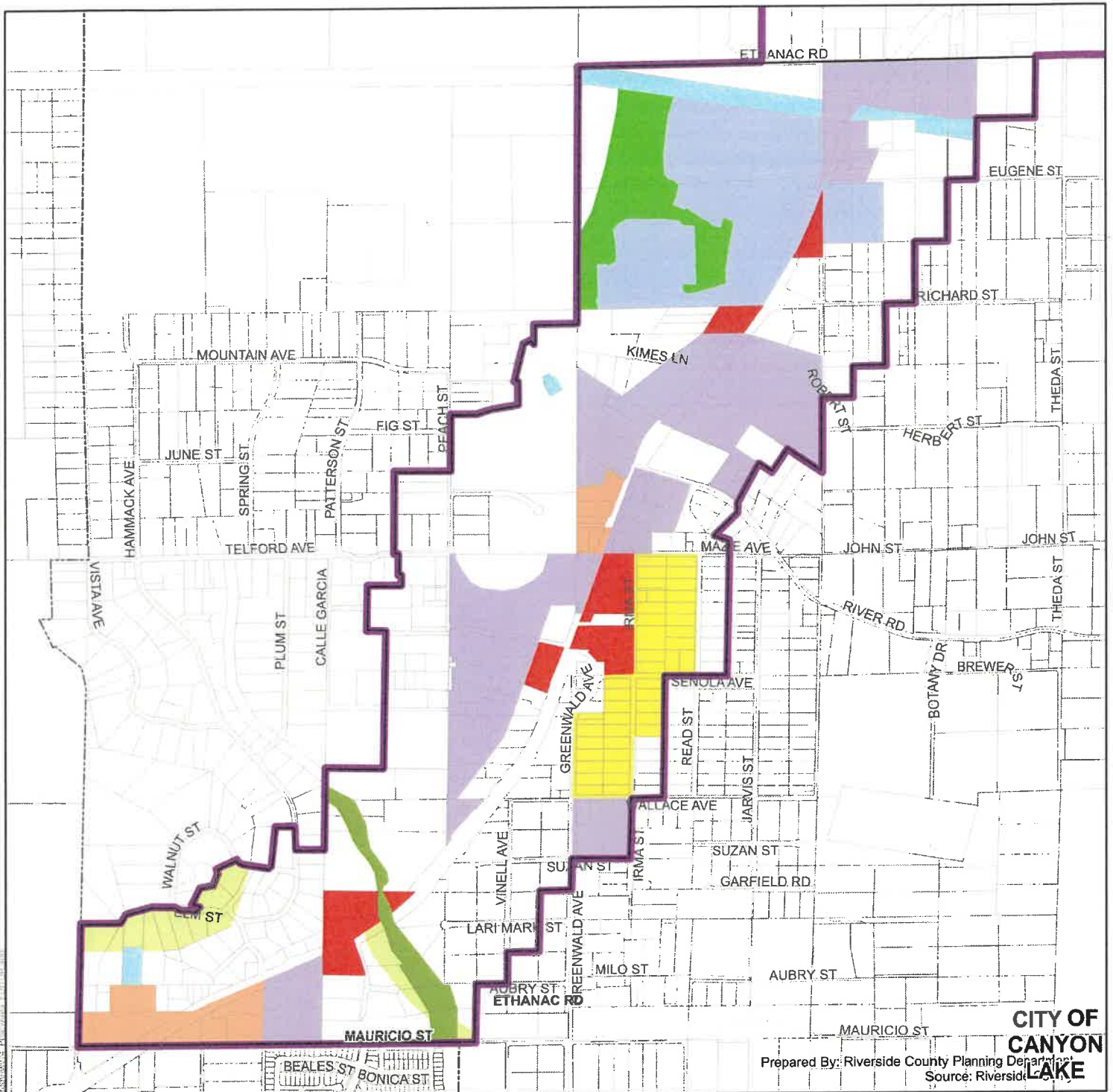


Figure 1314: Elsinore Area Plan Steep Slope

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Figure 1415: Elsinore Area Plan Slope Instability

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Prepared By: Riverside County Planning Department  
 Source: Riverside County Planning Department  
**CITY OF CANYON LAKE**

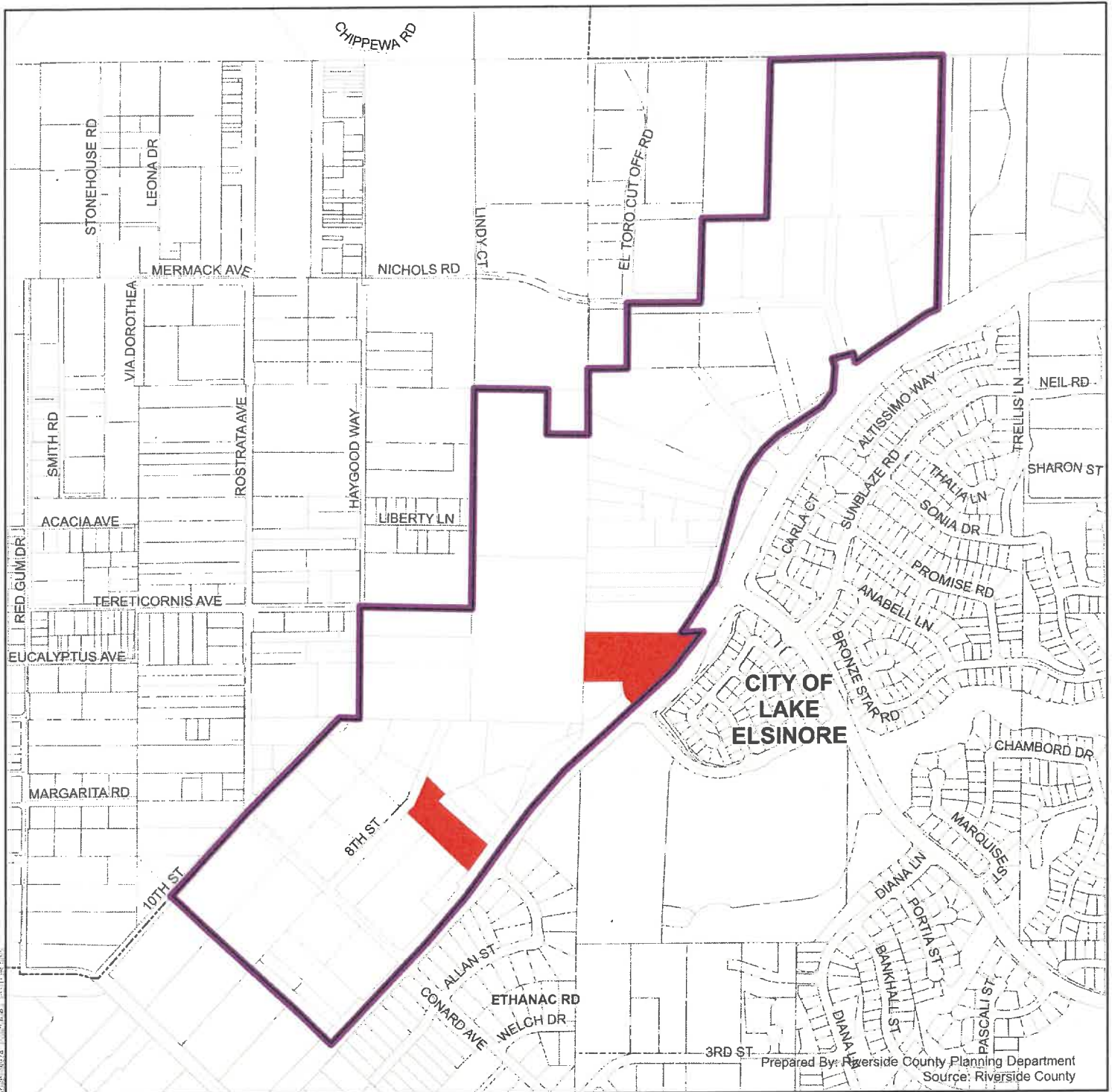
- |                              |                   |                       |
|------------------------------|-------------------|-----------------------|
| Highway 74 Policy Area       | Commercial Retail | Public Facilities     |
| Very Low Density Residential | Mixed Use Area    | Conservation          |
| Low Density Residential      | Light Industrial  | Open Space Recreation |
| Business Park                |                   |                       |

**Figure 2**




**MEAD VALLEY AREA PLAN  
 HIGHWAY 74 POLICY AREA  
 GPA 1205  
 NEIGHBORHOOD 2**

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.





Prepared By: Riverside County Planning Department  
 Source: Riverside County

-  Highway 74 Policy Area
-  Proposed Land Use
-  Commercial Retail

**Figure 3**

**MEAD VALLEY AREA PLAN  
 HIGHWAY 74 POLICY AREA  
 GPA 1205  
 NEIGHBORHOOD 3**

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