



Draft General Plan Goals, Policies and Actions

As a critical milestone in the development of Wildomar's updated General Plan, we are pleased to publish the Plan's draft goals, policies and implementation actions for review by our community. These goals, policies and actions were adapted from the City's current General Plan and augmented to address comments provided by the community and the General Plan Advisory Group (GPAG), to incorporate best planning practices and to conform to State legislation. They are intended to provide the roadmap towards achieving the Vision Statement adopted by the City Council and Guiding Principles generated from public comments and confirmed by the GPAG:

Vision Statement

The City of Wildomar will be a safe and active community with responsible growth and quality infrastructure while keeping a hometown feel.

Guiding Principles

Wildomar is a city that:

- Provides a welcoming, safe and family-friendly environment with opportunities for healthy, self-sustaining lifestyles for all residents.
- Balances responsible growth with preservation of rural character, open spaces and historical resources.
- Protects the visual and ecological value of its natural resources.
- Nurtures small businesses, attracts high-quality jobs, provides quality educational opportunities and commercial services that capture local spending and generate revenues to support Wildomar's vision for the future.
- Maintains safe roadways and high-quality pedestrian, bicycle, multi-purpose trail and transit networks.
- Provides for social, physical and mental health through arts and programs, entertainment, recreational opportunities, quality infrastructure and gathering places for residents of all ages and abilities.

The goals, policies and actions in this package are organized by each element of the General Plan, including Land Use and Design, Circulation, Economic Development, Open Space and Conservation, and Recreation and Community Services. For each element, an introductory statement describes the general vision that the goals, policies and actions seek to realize. The City's Housing and Safety Elements were updated and adopted in 2021 and will be integrated into the final General Plan document.

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In reviewing this document, it is important to understand the definition of goals, policies and actions as they are commonly used in planning documents. A **goal** sets the general policy direction. It is an ideal future end related to public health, safety, or general welfare. A goal is a general expression of community values and, therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time dependent.

A **policy** is a specific statement that guides decision-making. It indicates a commitment of the City Council to a particular course of action. A policy is based on and helps implement a general plan's vision.

An implementation **action** outlines the relevant program to implement the General Plan's goals and policies and identifies the corresponding policies, responsible City departments, and the time frame for application. In the implementation action table, "implementation program" describes, in general terms, the nature of the implementation action. Specifics of the action item will be developed as part of the budget process. "Relevant policies" lists the General Plan policies that are implemented by this action. "Responsibility" specifies the city department with the primary responsibility for implementing the action, and in some cases may include an external agency or organization that has a secondary role with leadership provided by the city. "Timing" indicates whether the action is an effort that should happen on an ongoing basis, or as a short-, medium-, or long-range priority. Short refers to immediately following to within two years of the General Plan's adoption, medium refers to three to five years, long to five years and longer. Ongoing refers to those actions that continue or are periodically implemented through the life of the General Plan.

We are requesting your input to affirm that the draft goals, policies and actions included here reflect the vision and values shared by the community. If you are reviewing these on the project website, you will be able to submit comments to the project team via email at mbassi@cityofwildomar.org until February 1, 2024. At the Community Workshop being held on January 23, you will have an opportunity to speak with your neighbors and members of the General Plan Update project team about the goals and policies, and to provide comments in person.

Feedback provided via email and in person will be used to refine the goals and policies for inclusion in the draft General Plan document, which will be provided for public review in Spring 2024.

Land Use and Design Element

Residents are drawn to Wildomar for its unique environment and quality of life. They value lifestyle opportunities that can only be found in few remaining areas of Southern California, with a balance between the natural environment, rural traditions, and urban amenities of modern life. As Wildomar grows, this plan envisions a safe and active community with responsible growth and quality infrastructure while keeping a hometown feel.

Increased housing choices provide more opportunities for those who wish to join the community and for those who wish to remain in the community as they transition through the various phases of their lives. New commercial development that provides more goods and services and increases employment opportunities will decrease the need to travel to adjoining communities to meet daily needs, attract more local spending, increase prosperity and improve the City's ability to provide services to its residents.

To maintain those aspects of the physical environment that people value about Wildomar, new developments will be designed and located to integrate into the existing character of the City. They will be concentrated and directed to key focus areas to minimize impacts to established neighborhoods, enhance economic activity, promote walking and biking, and minimize demands on infrastructure. Designed and located appropriately, new development will enhance the City's safety, identity, and unique character without harming those special qualities most treasured by residents.

GOAL 1: Administration. The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

Policy 1.1: Regional Planning Efforts. Wildomar shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with Riverside County, neighboring cities, local and regional agencies, stakeholders, and tribal governments.

Policy 1.2: Specific, Master and Corridor Plans. Specific, Master and Corridor Plans may be utilized to facilitate more detailed land use and planning for targeted sites or areas of the city, insofar as they are consistent with the goals and policies of the General Plan.

Policy 1.3: Development Clustering and Density Transfers. Allow development clustering and/or density transfers to preserve open space, natural resources, cultural and/or biologically sensitive resources.

Policy 1.4: Internal Consistency. All General Plan elements must be internally consistent and hold equal status. Updates to individual elements or the General Plan in its entirety, shall ensure that internal consistency is maintained between all elements.

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Policy 1.5 **Lot Mergers.** Where lot sizes impede redevelopment opportunities, encourage merging of adjacent lots to provide sites of adequate size and dimension to allow for redevelopment.

GOAL 2: Development Capacity. Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infrastructure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the city as a special place in the region.

Policy 2.1: Adequate Service Provision for New Development. Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

Policy 2.2: Population Density Standard. Pursuant to State law, each land use designation that provides for residential development is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes, and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

GOAL 3: Focus Areas. Unique areas of the city are enhanced to meet Residents' needs.

Policy 3.1: Cottonwood Canyon. Encourage lot mergers consistent with the land use and zoning designations for this area to establish developable lots that meet minimum thresholds for health and safety of onsite water treatment or require new development to provide for the extension or development of full public sewerage and water services.

Policy 3.2: Sedco. Work with utility providers to improve infrastructure in the Sedco area and explore opportunities to expand the provision of public services. Explore opportunities to ensure current residents, including renters, benefit from investments in infrastructure improvements.

Policy 3.3: Old Town. Recognize Old Town as the traditional heart of Wildomar and explore opportunities to enhance the area as a center of activity reflecting the City's heritage. Seek to leverage vacant and underutilized sites and publicly-owned parcels to activate the area with an events and community space reflecting a unique character and identity.

Policy 3.4: Hidden Springs/Wyman Road Specific Plan Area. Prior to any development within this 160 +/- acre area, require preparation of a Specific Plan and accompanying EIR for the redevelopment area generally south of Clinton Keith Road, west of I-15

freeway and east of Palomar Street that accommodates a mixed-use development reflecting a high quality of design that enhances the City's visibility and identity, provides housing opportunities in close proximity to resources, and contributes to the City's economic development goals. Light industrial/business park uses are permitted as long as they occupy not more than 35% of the area and are located and designed to be compatible with other uses.

Policy 3.5: Wildomar Trail/I-15 Project Area. The area bounded by the I-15 freeway, Wildomar Trail, Susan Drive and La Estrella Street is recognized as a unique economic development opportunity zone in the City and warrants a coordinated planning and development approach (such as a Specific Plan, Area Plan or Vision Plan) to maximize the potential to establish a mixed-use community that enhances the City's visibility and identity.

Policy 3.6: Clinton Keith Corridor. Engage in an advance planning process (such as a Specific Plan, Corridor Plan or Vision Plan) to identify goals and actions to improve the economic and community development qualities of the Clinton Keith Road Corridor and ensure that uses that meet the community's objectives are developed.

Policy 3.7 Mission Trail Corridor. Engage in an advance planning process (such as a Specific Plan, Corridor Plan or Vision Plan) to identify goals and actions to improve the economic and community development qualities of the Mission Trail Corridor.

GOAL 4: Urban Form. A city of distinct centers and corridors, surrounded by neighborhoods, and connected to a network of parks and open spaces.

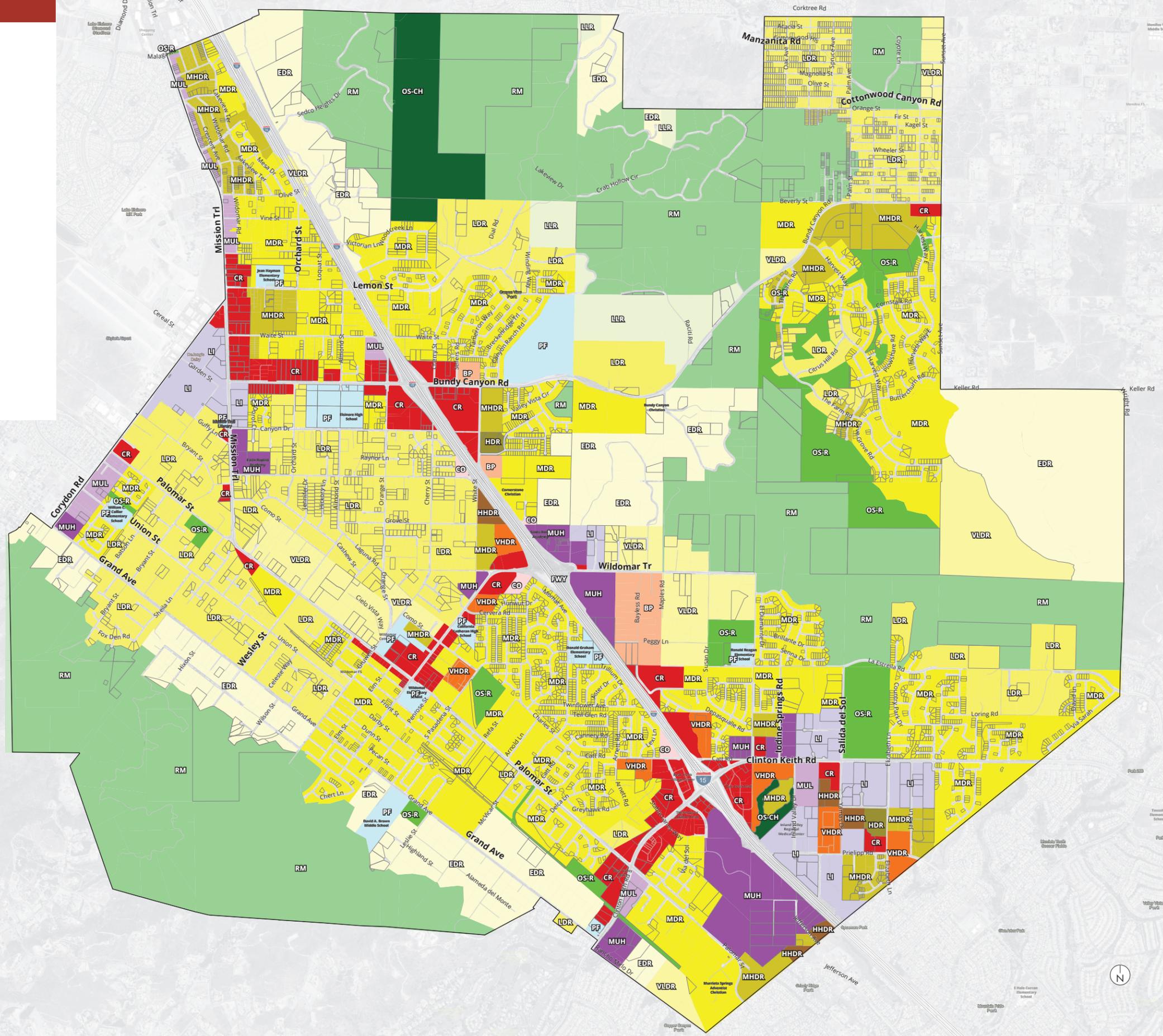
Policy 4.1: Patterns and Distribution of Uses and Density. Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Plan (Figure 1-1) to promote efficient development; reduce automobile dependence and greenhouse gas emissions; ensure compatibility among uses; enhance community livability and health; and sustain economic vitality.

Policy 4.2: Multi-Modal Linkages. Incorporate appropriate linkages for pedestrians, cyclists, transit users and other non-vehicular travel modes in the design and development of projects.

Policy 4.3: Adequate Circulation Facilities. Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.

Figure 1-1: Land Use Plan

- ▭ Wildomar City Boundary
- Proposed General Plan Land Use Designations**
- Residential**
 - RM Rural Mountainous
 - LLR Large Lot Residential
 - EDR Estate Density Residential
 - VLDR Very Low Density Residential
 - LDR Low Density Residential
 - MDR Medium Density Residential
 - MHDR Medium High Density Residential
 - HDR High Density Residential
 - VHDR Very High Density Residential
 - HHDR Highest Density Residential
- Non-Residential**
 - BP Business Park
 - CO Commercial Office
 - CR Commercial Retail
 - LI Light Industrial
 - PF Public Facilities
- Mixed Use**
 - MUL Mixed Use Low
 - MUH Mixed Use High
- Open Space / Rural**
 - OS-CH Conservation Habitat
 - OS-R Open Space Recreation



GOAL 5: Design. A well-designed community contributing to the City's distinct identity and quality of life of residents.

Policy 5.1: Sense of Place and Quality of Design. Require new developments to exhibit quality design and contribute to Wildomar's unique sense of place.

Policy 5.2: Enhance the Character of Surrounding Areas. Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area.

Policy 5.3: Maintain Design Standards. Enhance Wildomar's unique character and raise the quality of design within the city by maintaining and implementing the City's development standards.

Policy 5.4: Entryways and Branding. Encourage the development of identifiable entryways for the overall community, and branding for unique or principal business/commercial districts of the city, by establishing design standards for these areas that include landscape setbacks, sign monumentation and other special design treatments.

GOAL 6: Maintenance and Compatibility with Other Uses. Development is located and designed to maintain the qualities distinguishing Wildomar and ensure effective transitions among neighborhoods and districts.

Policy 6.1: Protect from Adverse Impacts. Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

Policy 6.2: Design for Safety. Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.

Policy 6.3: Property Maintenance. Maintain structures and properties to prevent deteriorating conditions through enforcement of State laws and local ordinances and expand access to conservation and rehabilitation programs.

GOAL 7: Compatibility with the Natural Environment. Land uses and development intensities are compatible with scenic and natural resources and encourage environmental preservation.

Policy 7.1: Design to Respect Natural Settings. Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporating natural drainage systems, allowing

development clustering to maintain slopes, restricting grading of steep slopes, and encouraging the preservation of significant hillsides, canyon edges and hilltops as prominent visual features.

GOAL 8: Residential Neighborhoods. A city composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well-maintained.

Policy 8.1: Variety of Housing Types. Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels, including medium density housing types, such as duplexes, townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.

Policy 8.2: Connections and Linkages. Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections within each community and linkages with surrounding features and communities.

Policy 8.3: Activity Centers. Establish activity centers within or near residential neighborhoods that contain services such as child or adult care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

GOAL 9: Commercial Areas. Vital, active, prosperous, and well-designed commercial centers and corridors offer a diversity of goods, services, and entertainment and contribute a positive experience for Wildomar's residents and visitors.

Policy 9.1: Commercial Uses and Variety. Provide for and encourage the development of a broad range of uses in Wildomar's commercial centers and corridors that reduce the need to travel to adjoining communities for goods and services and capture a greater share of local spending.

Policy 9.2: Concentrate Commercial Uses. Concentrate commercial uses near transportation facilities and higher-density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

Policy 9.3: Battery Storage. Accommodate commercial battery storage as a permitted use in commercial areas to further the City's goals for reducing greenhouse gas emissions and improving the resiliency of the City's infrastructure.

Policy 9.4: Internal and External Connections. Encourage the provision of non-vehicular access between commercial uses and adjoining neighborhoods and the development of internal cross-connections between commercial uses so as to

reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

GOAL 10: Mixed-Use Districts and Corridors. Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

Policy 10.1: Mixed Use Design and Development. Encourage mixed use development, as designated in the Land Use Plan, that is designed appropriately for Wildomar.

Policy 10.2: Integrated Housing and Commercial Development. Support the development of housing integrated with commercial and/or office uses on existing commercially developed properties characterized by declining retail activity.

Policy 10.3: Enhance Economic Activity. Support mixed-use development projects as a strategy to enhance the economic vitality of adjoining commercial districts, through increases of population in proximity to these uses.

Policy 10.4: Inclusion of Recreation and Amenities. Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, fountains, and landscaping that contribute to the living environment of residents or contribute funds for their development within proximity of the project consistent with the City's Parks Master Plan.

GOAL 11: Industrial Uses. Light industrial uses are accommodated to enhance economic activity and are located and designed in a compatible manner with surrounding land uses.

Policy 11.1: Protect from Incompatible Uses. Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools, that could be impacted by industrial activity.

Policy 11.2: Concentrate Near Transportation and Utilities. Concentrate industrial and business park uses in proximity to transportation facilities and utilities.

Policy 11.3: Integration of Complimentary Uses. Support the integration of complimentary uses in areas designated as "Light Industrial" supporting local employees and that may attract active use, such as "maker" spaces, arts & crafts, point of sale retail and recreation facilities, provided that these are compatible and do not detrimentally impact the primary industrial function of the area.

Policy 11.4: Distribution Centers and Warehouses. Limit the development of distribution centers and warehouses to discourage such uses and their significant environmental impacts.

GOAL 12: Public Facilities. Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

Policy 12.1: Services Supporting Residents. Provide public facilities and services that are cost effective, and contribute to the health, safety, welfare, and personal development of all residents.

Policy 12.2: Co-Location. Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities, and explore opportunities for joint use of such facilities, to support resident needs and leverage limited resources.

Policy 12.3: Development Impact Fees. Explore all options for new projects to build associated public improvements up front. When that is infeasible, require that new development contribute their fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

Policy 12.4: Maintenance and Enhancement: Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from city land use control to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located.

Policy 12.5: Design of Utility Facilities: Minimize the visual impacts of above-grade utility structures, such as water storage tanks, water check valves, electric and telephone boxes, etc. through use of landscaping, screening materials, and colors that blend with the environment to the extent feasible.

Policy 12.6: Equitable Access: Support equitable access to a full complement of critical infrastructure and utilities for all residents and businesses.

GOAL 13: Open Spaces. Open space lands are preserved as natural resources, utilized to buffer land uses and enhance community aesthetics, and protected from adverse impacts of new development.

Policy 13.1: Preservation of Open Space Lands. Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.

Policy 13.2: Incorporate Open Space, Landscape and Recreational Amenities. Incorporate open space, landscaping and recreational amenities into areas of new development in order to enhance recreational opportunities and community aesthetics.

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>Intergovernmental Coordination. Continue to collaborate and work in partnership with external governmental agencies responsible for providing services and/or responsible for improvements and programs that may impact or benefit Wildomar's residents among which are Riverside County, Lake Elsinore Unified School District, Riverside Transit Agency, utility providers and adjoining cities.</p>	<p>1.1, 3.2, 12.2, 12.4, 12.6</p>	<p>City Manager's Office, Community Development Department</p>	<p>Ongoing</p>
<p>Density Transfer and Clustering. Develop and implement processes, procedures, and standards enabling the transfer of density from open lands to promote infill and clustering within and adjoining existing urbanized areas. Identify candidate donor and receiver sites.</p>	<p>1.3, 3.1</p>	<p>Community Development Department</p>	<p>Short</p>
<p>Development Review and Entitlement. Review proposed development projects and applications for conformance with the General Plan Land Use and Circulation Plans, goals and policies specified for each Plan Element, and applicable regulatory codes and requirements including the Zoning Ordinance. Proposed projects shall be reviewed regarding conformance with permitted uses, development standards, and</p>	<p>3.4, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 7.1, 8.1, 8.2, 8.3, 9.1, 9.2, 9.3, 10.1, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3, 11.4, 12.5, 13.1, 13.2</p>	<p>Community Development, Building and Safety, Engineering Services, and Public Works Departments; Riverside County Fire Department</p>	<p>Ongoing</p>

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objective design guidelines and standards. Development applicants will be required to submit pertinent studies and analyses to enable review for compliance.			
Service Adequacy Review. Review development projects for their impacts on, and the adequacy of, utility and municipal infrastructure to provide service. Require the assessment of fees and/or construction of improvements to mitigate deficiencies. Require development applicants to submit technical studies and analyses as necessary to enable review.	2.1	Community Development Department	Ongoing
Development Fees. Periodically, review and update development fees to assure that costs for services and improvements are adequately funded consistent with City Council policy, consistent with requirements for the nexus of fees with development impacts.	2.1, 12.3	Community Development, Building & Safety and Public Works Departments	Ongoing
Old Town Vision. Work with community members and property owners to update and implement the Wildomar Old Town Vision.	3.3	Community Development and Economic Development Departments	Long
Wildomar Trail/I-15 Visioning. Undertake a coordinated advanced planning process to identify economic and community development objectives for the Wildomar Trail/I-15 opportunity zone.	3.5	Community Development, Economic Development and Public Works Departments, City Manager's Office	Medium
Clinton Keith Corridor Planning. Undertake a coordinated advanced planning process to identify economic and community development objectives for the Clinton Keith	3.6, 4.4	Community Development, Economic Development and Public Works	Short

<p>Corridor, including the means and methods to discourage undesirable land uses and encourage land uses desired by the community.</p>		<p>Departments, City Manager's Office</p>	
<p>Mission Trail Corridor Planning. Undertake a coordinated advanced planning process to identify economic and community development objectives for redevelopment of the Mission Trail Corridor.</p>	<p>3.7</p>	<p>Community Development, Economic Development and Public Works Departments, City Manager's Office</p>	<p>Long</p>
<p>Development Code Update. Update the City's current Zoning Ordinance for consistency with the General Plan's provisions for the types, distribution, and density/intensity of permitted uses and objectives for their physical form, scale, and character of development through consideration of the following concepts:</p> <ul style="list-style-type: none"> a) Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. b) Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems. c) Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided 	<p>5.1, 5.2, 5.4, 6.1, 6.2, 7.1, 8.1, 9.1, 9.2, 9.3, 9.4, 10.4, 11.1, 11.3, 11.4, 12.5, 13.2</p>	<p>Community Development Department</p>	<p>Short</p>

<p>for in Title 24 of the California Administrative Code.</p> <ul style="list-style-type: none">d) Incorporate water conservation techniques, such as use of porous pavement and drought tolerant landscaping.e) Encourage innovative and creative design concepts.f) Encourage the provision of public art.g) Include consistent and well-designed signage that is integrated with the building's architectural character.h) Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.i) Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.j) Mitigate noise, odor, lighting, and other impacts on surrounding properties.k) Provide and maintain landscaping in open spaces and parking lots.l) Include extensive landscaping, including robust initial plantings.m) Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.			
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<ul style="list-style-type: none"> n) Ensure transitions in building height and bulk that are sensitive to the physical and visual character of adjoining uses. o) Use open space, greenways, recreational lands, and watercourses as buffers and transitions between use types. 			
<p>Industrial Design Standards. Prepare design standards and guidelines for industrial use types that ensure compatibility with adjacent uses and incorporate design features, such as screen walls, landscaping and setbacks, and include height and lighting restrictions, so as to minimize adverse impacts on adjacent uses and enhance the visual characteristics of the area.</p>	5.3	Community Development Department	Short
<p>Mixed Use Design Standards. Prepare design standards and guidelines for mixed use developments that address the following objectives:</p> <ul style="list-style-type: none"> a) Locate along major roadways, trails and transit lines to enhance accessibility. b) Orient entrances to primary external or internal streets and provide parking in the rear and in shared parking facilities. c) Allow shared parking and reduced parking standards. d) Mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck, and automobile access. 	10.1	Community Development Department	Medium

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<p>e) Provide wide sidewalks, plazas, and courtyards along building frontages for outdoor dining and gathering.</p> <p>f) Integrate pedestrian walkways connecting parking areas with buildings and public spaces that are well defined by paving materials, landscaping, lighting, and way-finding signage.</p> <p>g) Include landscaping that is sustainable and contributes to the aesthetic and economic value of the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions.</p>			
<p>Code Enforcement. Continue to maintain an active program to enforce the Municipal Code and other nuisance abatement programs that aim to keep the city's neighborhoods attractive, safe, and free from public nuisances.</p>	6.3	Code Enforcement and Building and Safety Departments	Ongoing
<p>Property Improvement Loans and Grants. Pursue and administer funding for loans and grants for the maintenance and enhancement of private commercial, industrial, and residential properties and buildings.</p>	6.3	City Manager's Office, Economic Development and Community Services Departments	Medium
<p>Capital Improvement Program. Review, update and expand the city's Capital Improvement Program in order to schedule and identify funding sources to implement projects providing services for existing and future</p>	3.2, 12.1, 12.2, 12.6	Public Works Department	Ongoing

residents and businesses including maintenance of existing projects and acquisition, construction, rehabilitation and replacement of public buildings, facilities and infrastructure.			
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Circulation Element

The ability to move around enables residents to get to jobs, goods, services, and education and enjoy entertainment, family, and friends. This plan envisions a city in which residents and visitors have choices about how they can travel to and from their activities. The safety, efficiency, and accessibility of all modes of transportation is paramount. Although technology is advancing rapidly, the personal automobile will continue to be the primary means by which people navigate the City. This Element ensures that Wildomar's roadway network can accommodate automobile users in a safe and efficient manner. Non-vehicular transportation networks, like pedestrian, bicycle, and multi-purpose trail routes, will be enhanced and expanded to provide options for residents who want to improve their physical health, minimize their environmental impact and control their transportation costs. These improvements will make for a more welcoming environment where residents engage more with each other and their surroundings.

GOAL 1: **A well-connected transportation network that is safe, comfortable, efficient, and accessible by users of all ages, abilities, and modes of travel, including pedestrians, bicyclists, drivers, equestrian users, transit users and movers of commercial goods.**

Policy 1.1: Complete Streets. Plan, design, operate, and maintain city streets using Complete Streets¹ principles for all types of transportation projects within the city including new, retrofit/reconstruction, maintenance, and ongoing projects. Repurposing unneeded roadway pavement to implement bicycle and pedestrian improvements, for example lane or road diets, should be considered as one of the tools to implement Complete Streets.

Policy 1.2: Roadway Cross Sections. Implement the updated typical roadway cross-sections displayed in this element to incorporate Complete Streets principles and help achieve mobility goals.

Policy 1.3: Local Context. Integrate Complete Streets in a manner that is sensitive to the local context recognizing that needs vary among neighborhoods and communities.

Policy 1.4: Walkable Town Center. Create a walkable town center, anchored around the Old Town core, with gathering places and trails that reflect the City of Wildomar's unique qualities and history. Comfortable walking and bicycling connections will enhance access to the Old Town area from communities throughout the City.

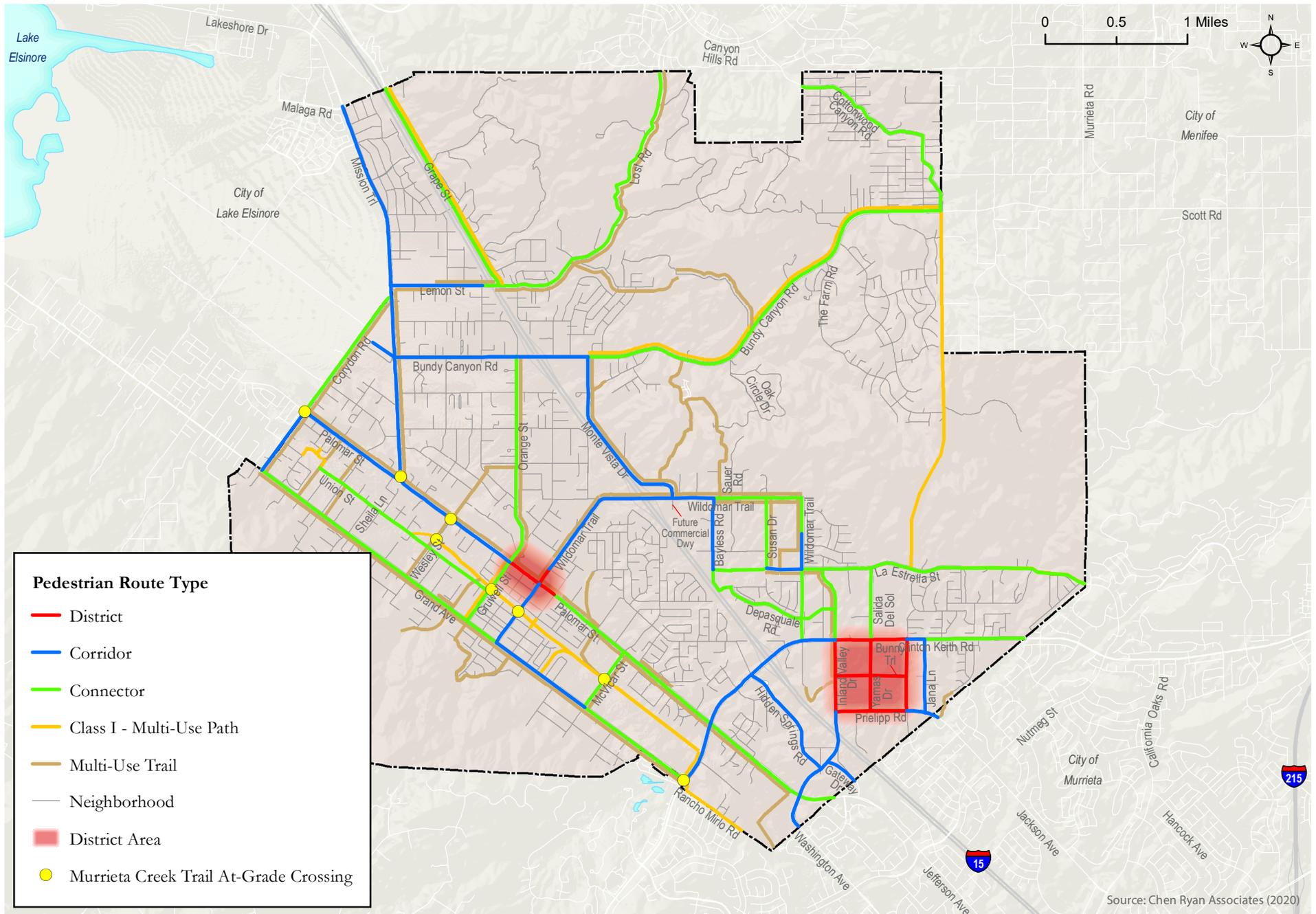
¹ Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, public transportation riders, and movers of commercial goods.

- Policy 1.5: Traffic Calming.** Use traffic calming tools to assist in implementing Complete Streets principles and reducing vehicular travel speeds along Circulation Element roadways serving residential neighborhoods and schools such as Grand Avenue, Orange Street, Lemon Street, Gruwell Street, and McVicar Street and other roadways serving similar land uses. Traffic calming tools may include, but shall not be limited to, curb extensions, speed cushions, chokers/neckdowns, raised medians, narrowing lanes, raised crosswalks, and neighborhood traffic circles or roundabouts. The feasibility of deploying traffic calming devices shall be considered prior to increasing any posted speed limits.
- Policy 1.6: Monitor Safety and Usage.** Regularly monitor and evaluate Citywide safety and usage trends for all travel modes. Additionally, as new infrastructure is implemented, such as bicycle facilities, pedestrian facilities, and traffic calming measures, pre- and post-project evaluations should be considered and conducted, where appropriate or warranted and when funding to conduct such evaluations is available, to better understand project benefits.
- Policy 1.7: Dedications.** Require developments to provide appropriate dedications to implement planned transportation infrastructure as indicated in this Circulation Element and future documents adopted by City Council.
- Policy 1.8: Enhance Connectivity.** When feasible, require developments to incorporate short block spacing and a strong street grid network as a means to enhance connectivity for all travel modes. Encourage the inclusion of non-motorized transportation corridors, such as paseos, promenades, and multi-use paths to improve connectivity along long blocks or non-continuous streets.
- Policy 1.9: Funding.** Pursue funding for multimodal infrastructure projects that promote Complete Streets, such as impact fees and local, regional, State, and federal grants.
- Policy 1.10: Development Impact Fees.** Regularly update the City's Development Impact Fees (DIF) program to ensure adequate funding is allocated for the development, operation, and maintenance of the City's transportation system across all travel modes.
- GOAL 2: Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features.**
- Policy 2.1: Pedestrian Network.** Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian

route types (shown in Figure 2-1), and connections serving schools, parks, and commercial/retail centers.

- Policy 2.2: Close Connectivity Gaps.** Improve pedestrian network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting sidewalk/trail, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use, destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.
- Policy 2.3: Local Roadway Safety Plan.** Implement the Local Roadway Safety Plan (as adopted and amended from time to time) recommended projects to enhance the safety of trips made by foot to and from neighborhoods, schools, parks, retail locations, employment centers, government offices, and bus stops.
- Policy 2.4: Implement Pedestrian Route Types.** As adjacent parcels are developed and/or capital improvement projects are undertaken, implement the designated pedestrian route types, inclusive of the respective pedestrian route type toolkit features, where feasible.
- Policy 2.5: Pedestrian Crossing Safety.** Improve pedestrian crossing safety and efficiency through appropriate signal hardware and timing, installation of marked and high visibility marked crosswalks and accessible curb ramps, and other intersection design features, where relevant.
- Policy 2.6: Pedestrian Visibility.** Enhance pedestrian visibility by limiting parking at intersections, improving lighting at street crossings, and minimizing sidewalk obstructions.
- Policy 2.7: Connections to Trailheads.** Provide pedestrian connections to recreational trailheads, where feasible.
- Policy 2.8: Funding.** Pursue funding to implement programs that promote bicycle and pedestrian education, safety and use in schools.
- Policy 2.9: Walking to School.** Encourage walking as a preferred transportation mode for trips to and from elementary, middle, and high schools, as well as near-by destinations.
- Policy 2.10: Pedestrian Collision Monitoring.** Regularly review and monitor reports of pedestrian-involved collisions to identify potential safety issues and appropriate improvements.

Figure 2-1 Planned Pedestrian Route Types



GOAL 3: A safe and connected bicycle network comprised of context appropriate bicycle facilities and supporting amenities that serves the needs of recreational and utilitarian bicyclists of all ages and abilities.

Policy 3.1: Bicycle Network. Improve bicycle safety, comfort, and connectivity throughout the City, with an emphasis on implementing the planned bicycle network (shown in Figure 3-1).

Policy 3.2: Close Connectivity Gaps. Improve bicycle network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting bicycle facility, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use(s), destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

Policy 3.3: Implement Local Roadway Safety Plan. Implementation of the Local Roadway Safety Plan (as adopted and amended from time to time) recommended projects to enhance the safety of trips made by bicycle to and from neighborhoods, schools, parks, retail locations, employment centers, government offices, and bus stops.

Policy 3.4: Include Bicycle Facilities in Projects. Coordinate street resurfacing and restriping efforts, capital improvement projects, and development projects to include bicycle facilities identified in the planned bicycle network, where applicable.

Policy 3.5: Connect with Adjacent Jurisdictions. Coordinate with adjacent jurisdictions to provide continuous and uniform bicycle connections to and from neighboring communities, where feasible.

Policy 3.6: Wayfinding Program. Consider development of a wayfinding program which indicates additional bicycle connections and the direction and distance to key destinations.

Policy 3.7: Intersection Design. Enhance bicycle intersection crossing efficiency and safety through intersection design considerations, provisions of bicycle detection at signalized intersections, and other appropriate design features.

Policy 3.8: Biking to Schools. Pursue collaborative opportunities with local schools to implement programs that promote bicycle education and safety and encourage usage among students.

Policy 3.9: Bicycle Parking. Bicycle parking shall be provided with all new developments as required by Section 17.188.060 of Wildomar's Municipal Code.

Policy 3.10: Bicycle Racks. Encourage existing retailers, shops, and shopping centers to install bicycle racks. Permit the reallocation of vehicular parking space(s) to bicycle parking spaces, if supported by a parking utilization study and/or if the remaining spaces are consistent with the minimum required for the respective land use as identified in Section 17.188.030 of Wildomar's Municipal Code.

Policy 3.11: Employer-Provided Amenities. Encourage employers to install end-of-trip amenities for bicycle riders, such as bicycle parking, maintenance stations, lockers, and/or showers.

Policy 3.12: Bicycle Collision Monitoring. Regularly review and monitor reports of bicycle-involved collisions to identify potential safety issues and appropriate improvements.

Policy 3.13: Freeway Crossings. As properties adjacent to I-15 develop, consider the feasibility of, and potential demand for, incorporating additional freeway crossings that prioritize pedestrian and bicycle mobility.

GOAL 4: A public transportation network that allows for convenient access to major destinations, both within Wildomar and the region.

Policy 4.1: Transit Network. Work with Riverside Transit Agency (RTA), Southern California Association of Governments (SCAG), and other regional partners to ensure that adequate transit service is provided consistent with future growth (shown in Figure 4-1).

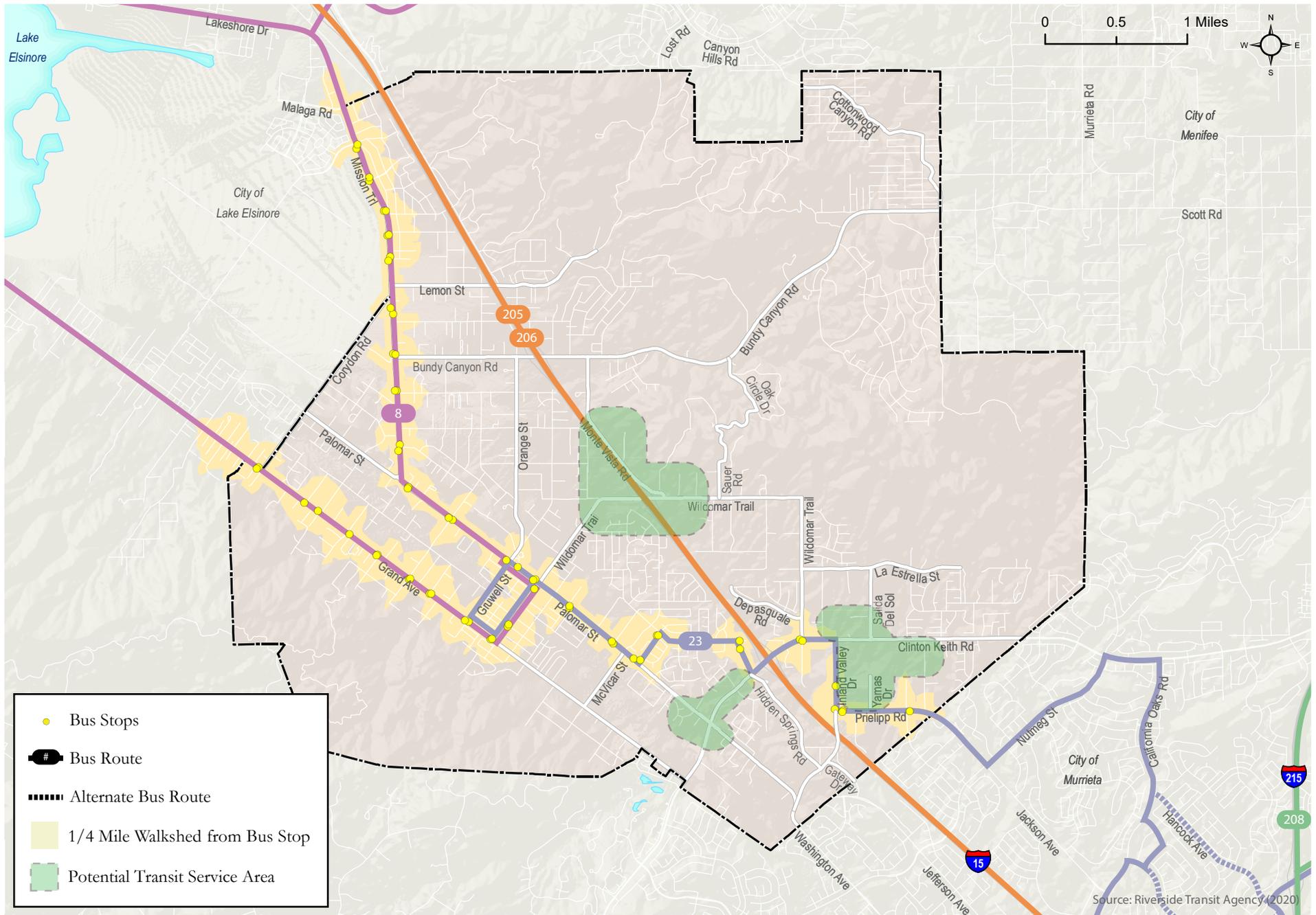
Policy 4.2: Station Amenities. Coordinate with Riverside Transit Agency to focus station improvements and enhanced amenities at locations with the greatest ridership. In coordination with RTA and adjacent properties, provide secure bicycle parking options for high ridership transit stops, where feasible.

Policy 4.3: First-Mile/Last-Mile Connectivity. Encourage convenient and safe pedestrian and bicycle linkages to and from bus stops to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the bus stops.

GOAL 5: Convenient and efficient vehicle circulation with minimal congestion that does not degrade pedestrian and bicycle safety, mobility, and access.

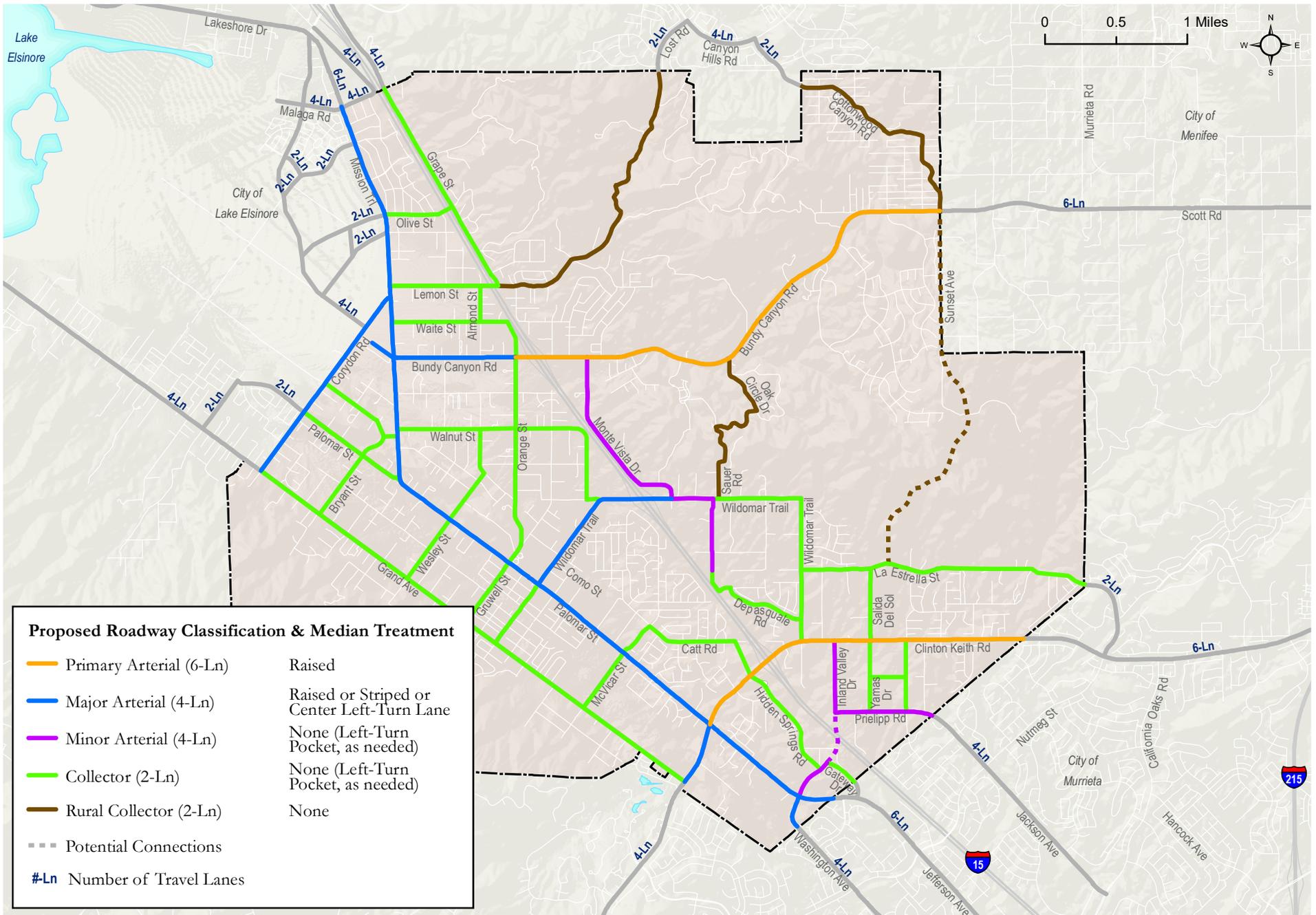
Policy 5.1: Roadway Network. Implement the planned roadway network and classification designations (as shown in Figure 5-1) through new development, redevelopment, resurfacing, and/or other capital improvement projects. This includes the new potential connections at Sunset Avenue, between Bundy Canyon Road and La Estrella Street, and Inland Valley Drive, between Prielipp Road and Hidden Springs Road, if feasibility is demonstrated and appropriate funding is identified.

Figure 4-1 Public Transit Network



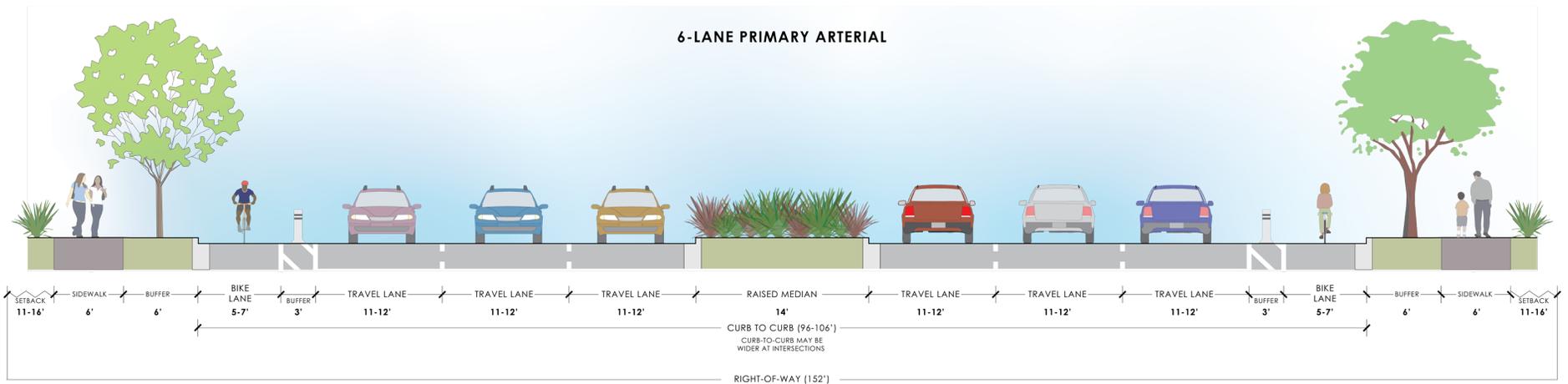
Source: Riverside Transit Agency (2020)

Figure 5-1 Planned Roadway Network Classifications

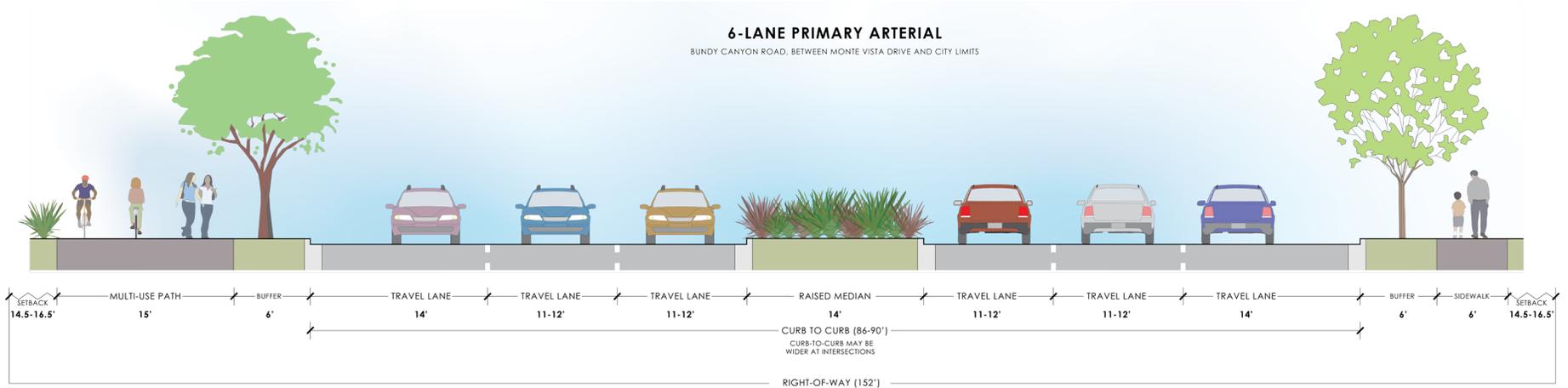


- Policy 5.2: Connect with Adjacent Jurisdictions.** Work with adjacent jurisdictions to provide continuous vehicular connections to and from neighboring communities.
- Policy 5.3: Roadway Cross-Sections.** Ensure the implementation of the updated typical roadway cross-sections displayed in this Circulation Element (as shown in Figures 5-2 through 5-5), including the new “Rural Collector” classification.
- Policy 5.4: Level of Service Threshold.** Although Vehicle Miles Traveled (VMT) will be utilized as the traffic impact metric for California Environmental Quality Act (CEQA) review process, Level of Service (LOS) is still a critical measure and indicator of traffic operations. LOS D shall be the threshold for all Circulation Element roadways and intersections, consistent with Transportation Impact Analysis (TIA) Guidelines adopted by the City Council, unless otherwise approved by the City Engineer.
- Policy 5.5: Vehicle Miles Travelled Threshold.** All projects in the City shall be in compliance with Resolution No. 2020-40, Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines. Efforts should be made to reduce VMT by prioritizing pedestrian and bicycle travel and/or incorporating active transportation enhancements, to the extent feasible. Efforts to reduce VMT may not necessarily have to be implemented on-site, but rather, in coordination with city staff, off-site projects that would offset the VMT increase caused by a particular project can be identified. Applicants/Developers would have the option to either construct the project/improvement or calculate the costs associated with the construction of the project/improvement and pay that as an in-lieu fee.
- Policy 5.6: Achieve Level of Service Threshold.** All development projects shall achieve the LOS threshold identified in Policy 5.4, otherwise, the City reserves the rights to request the proposed development to amend the existing designations in order to ensure roadways and intersections can adequately handle volumes of traffic generated by the development.
- Policy 5.7: Evaluate Roadway Network.** As development occurs, evaluate the need to designate additional roads as Circulation Element roadways, or amend existing designations, to help enhance vehicle circulation, reduce congestion, and increase connectivity throughout the City. Measures shall not come at the expense of pedestrian and/or bicycle safety, mobility, and access, unless approved by the City Engineer.
- Policy 5.8: Evaluate Intersections.** Evaluate intersection geometrics and treatments at the intersections of Crescent Avenue/Elberta Road and Crescent Avenue/Olive Street to improve safety and operations. This could include, but not limited to, Crescent Avenue Road closure to vehicular traffic at its northern (Elberta Road) and southern (Olive Street) ends.

Figure 5-2 Typical Cross-Sections of Designated 6-Lane Primary Arterial Roadways



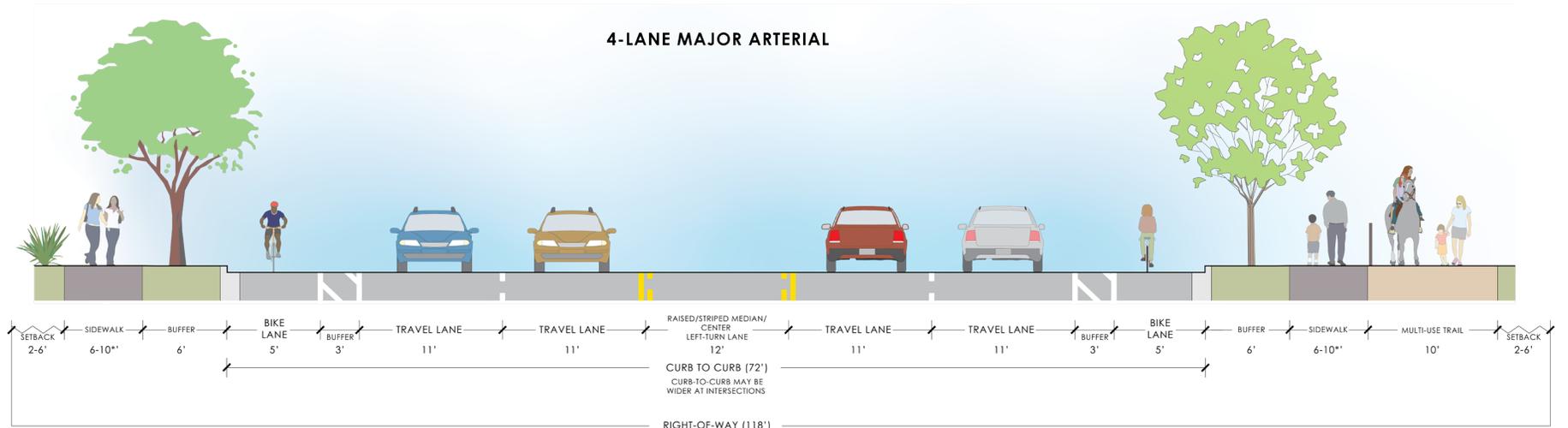
Clinton Keith Road, between Palomar Street and City Limits
Bundy Canyon Road, between Orange Street and Monte Vista Drive



Bundy Canyon Road, between Monte Vista Drive and Sunset Avenue

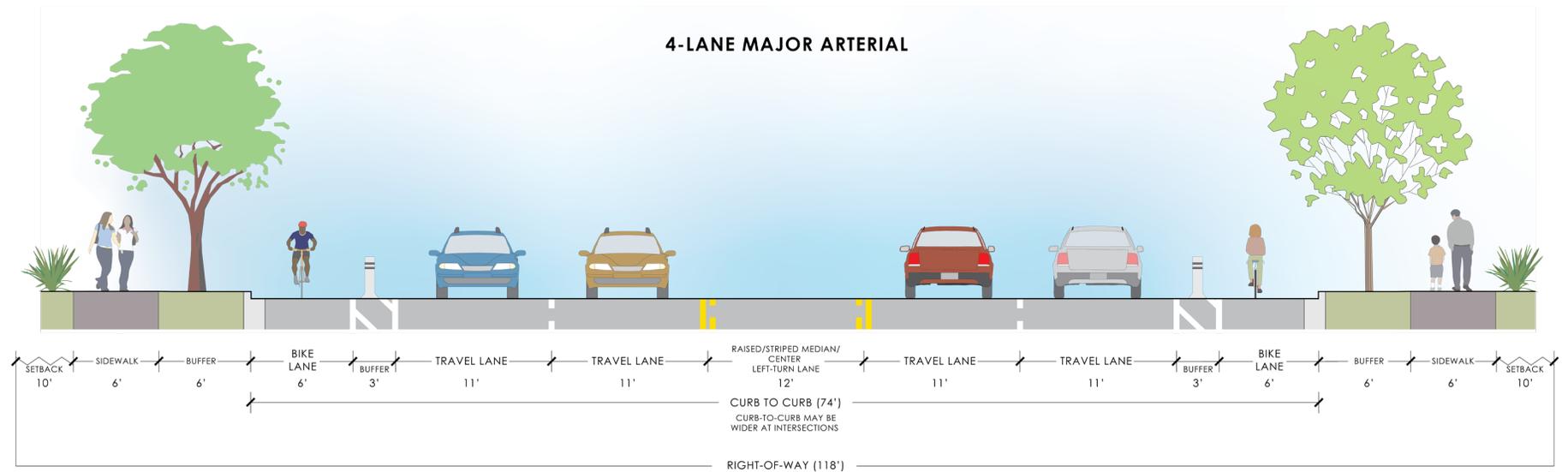
These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-3 Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 1



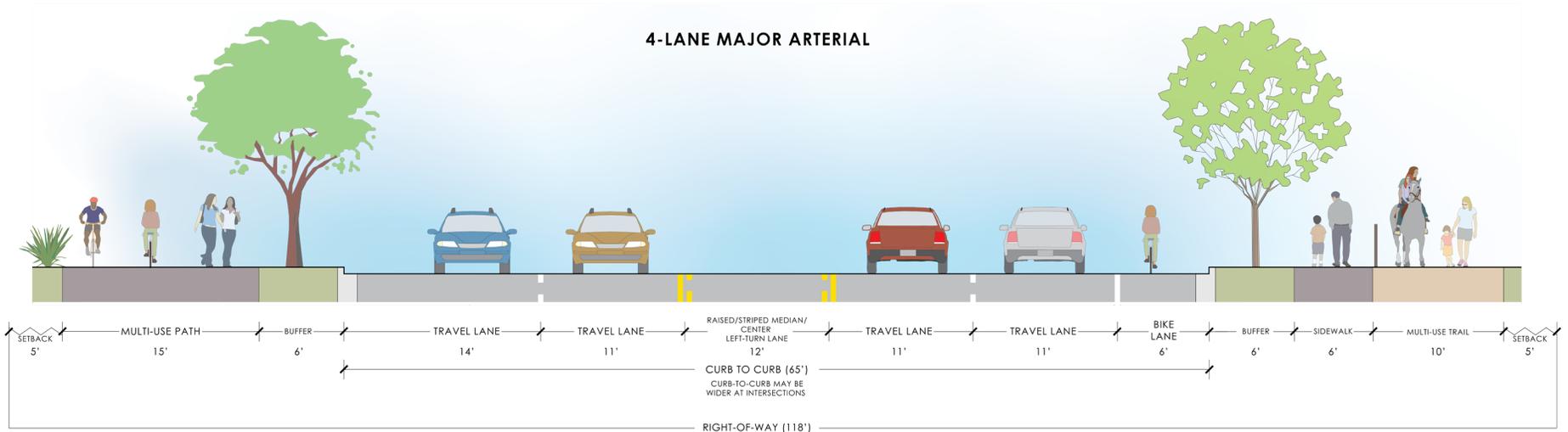
* 10' SIDEWALK IS RECOMMENDED FOR THE DISTRICT PEDESTRIAN ROUTE TYPE ALONG PALOMAR STREET AND WILDOMAR TRAIL

Mission Trail, between Corydon Road and Palomar Street
 Palomar Street, between Mission Trail and City Limits
 Wildomar Trail, between Palomar Street and Monte Vista Drive
 Washington Avenue, between Palomar Street and City Limits

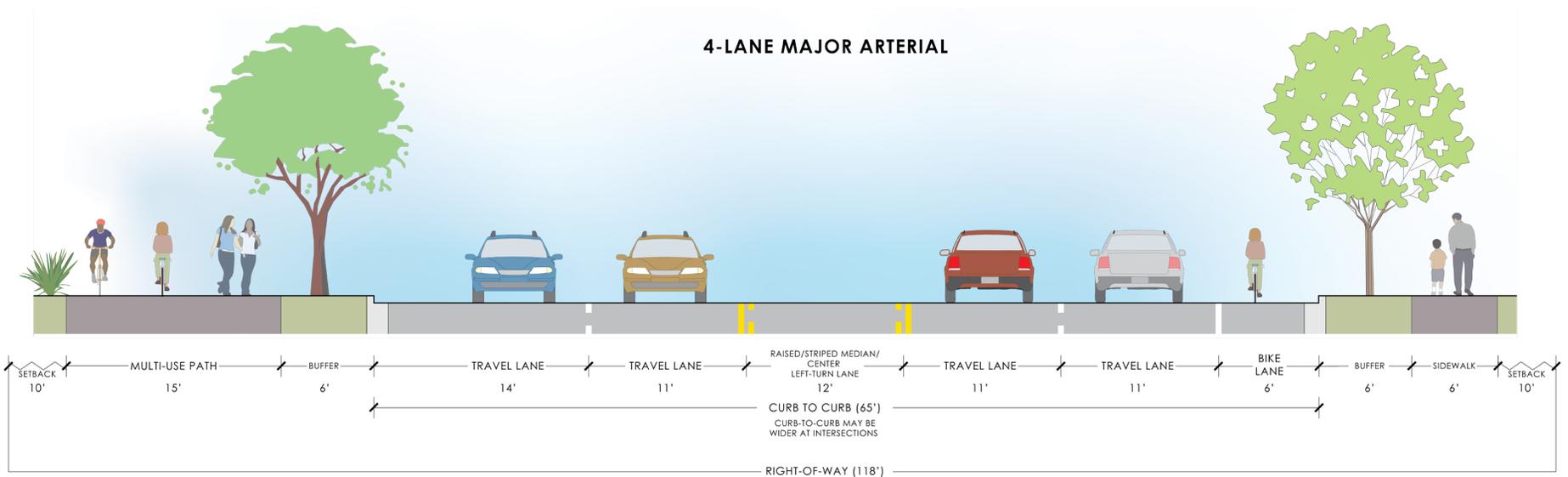


Bundy Canyon Road, between Mission Trail and Orange Street

Figure 5-3 Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 2



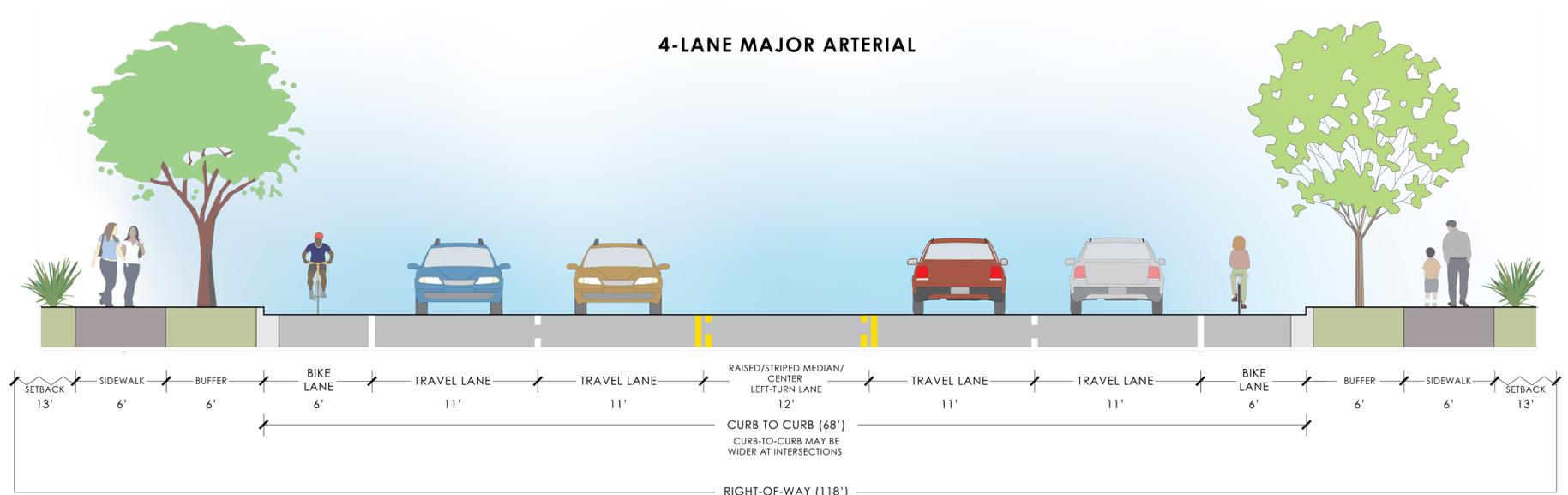
Corydon Road, between Grand Avenue and Mission Trail



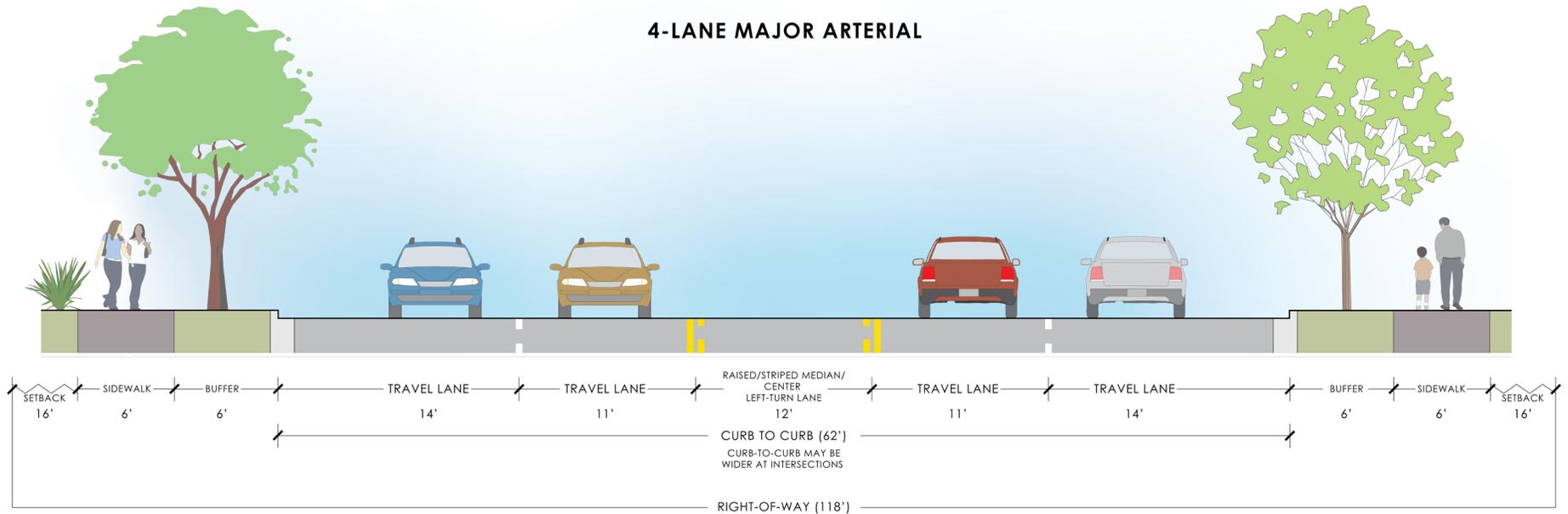
PHYSICAL BUFFER TO BE CONSTRUCTED ON MISSION TRAIL FROM BUNDY CANYON ROAD TO CORYDON ROAD TO IMPLEMENT CLASS IV PROTECTED BIKE LANE

Mission Trail, between Malaga Road and Corydon Road

Figure 5-3 Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 3



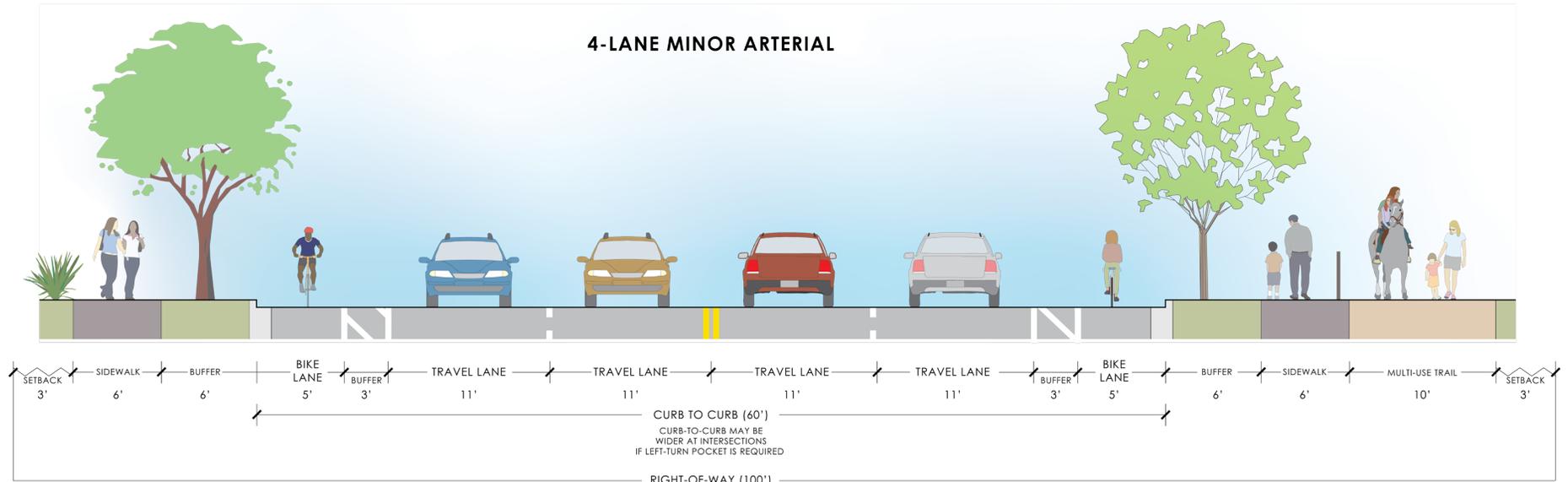
Clinton Keith Road, between Grand Avenue and Palomar Street



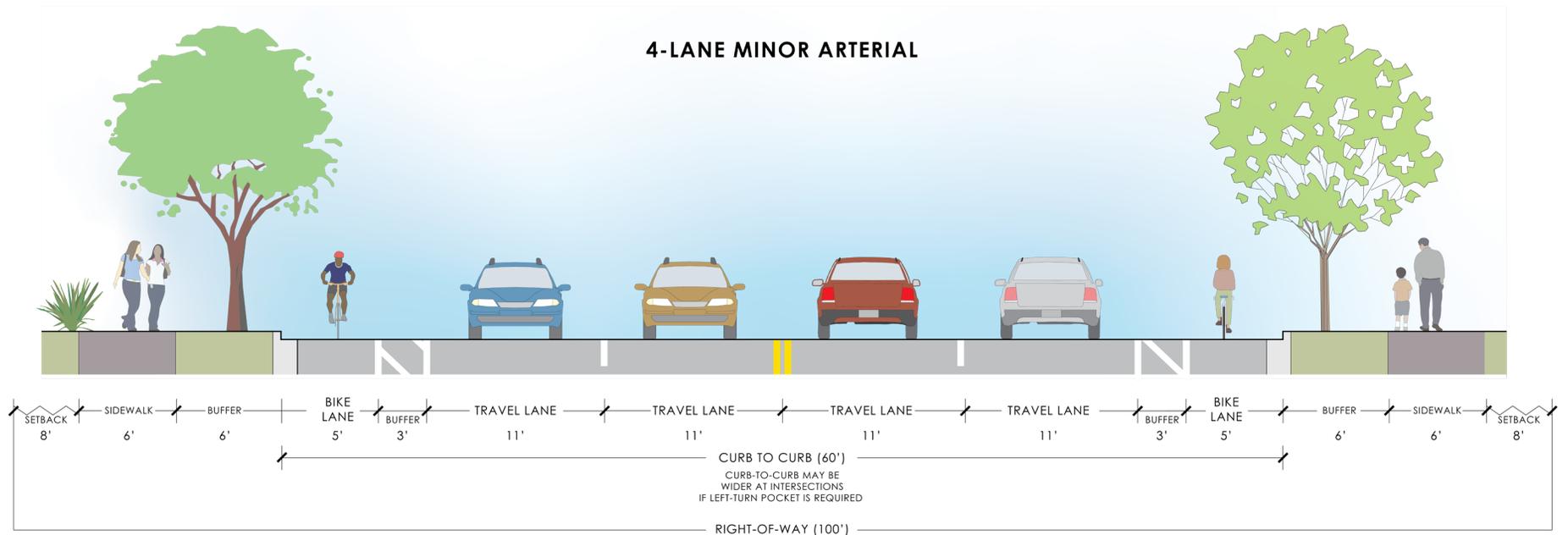
Hidden Springs Road, between Clinton Keith Road and Stable Lanes Road

These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-4 Typical Cross-Sections of Designated 4-Lane Minor Arterial Roadways, Part 1



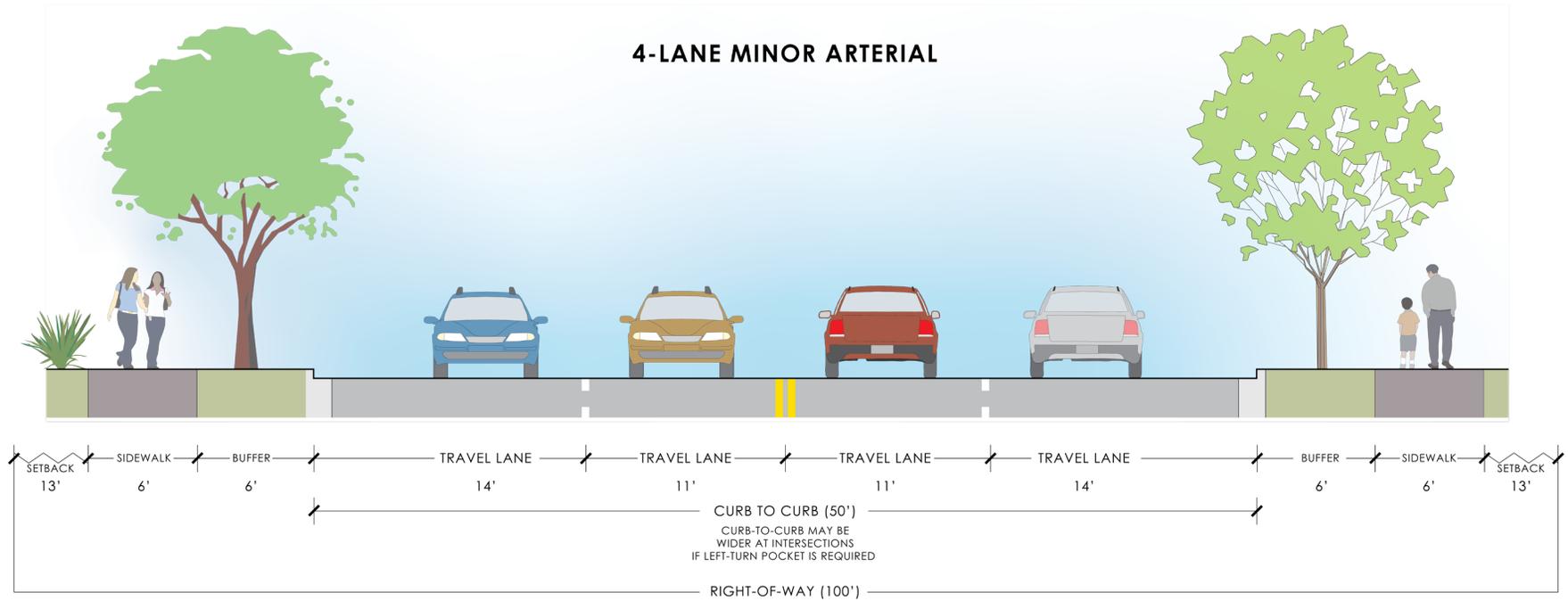
Monte Vista Drive, between Bundy Canyon Road and Wildomar Trail
 Wildomar Trail, between Monte Vista Drive and Bayless Road
 Inland Valley Drive, between La Estrella Street and Bunny Trail



Bayless Road, between Wildomar Trail and La Estrella Street
 Inland Valley Drive, between Bunny Trail and Palomar Street
 Prielipp Road, between Inland Valley Drive and City Limits

These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-4 Typical Cross-Sections of Designated 4-Lane Minor Arterial Roadways, Part 2

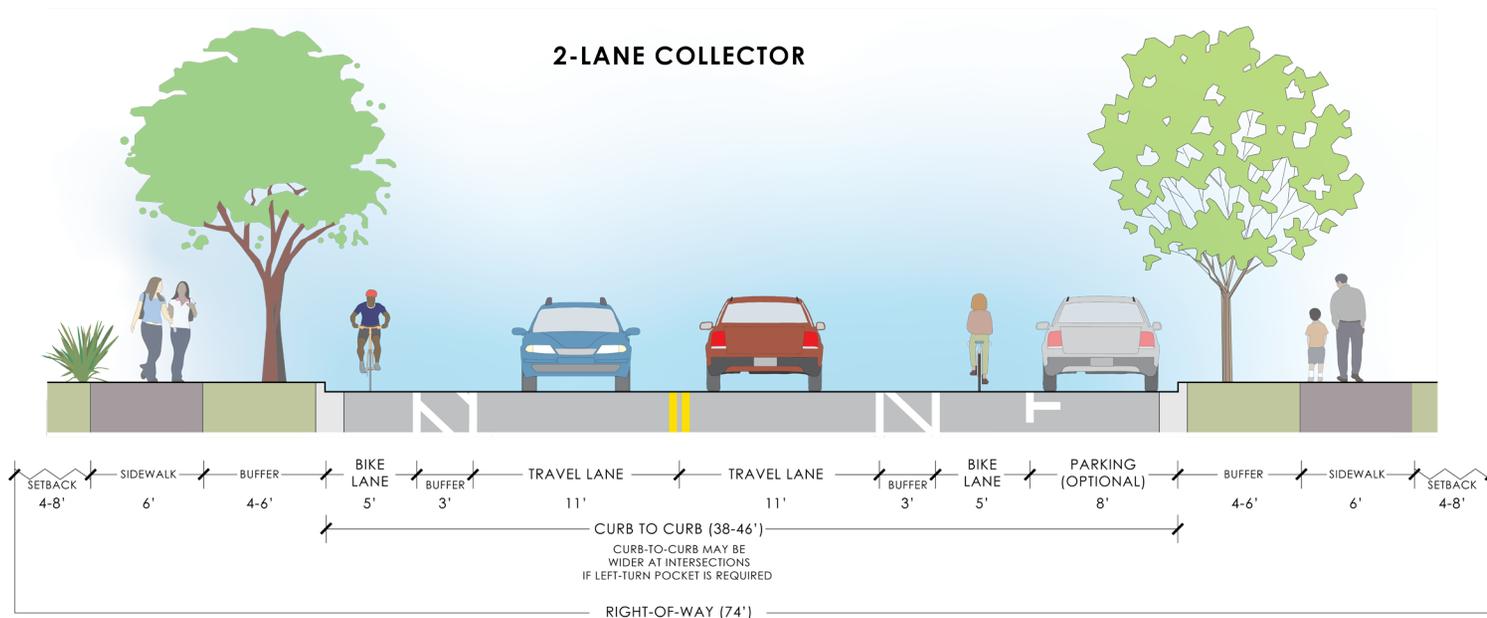


Cottonwood Canyon Road, between City Limits and Bundy Canyon Road

Figure 5-5 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 1



Grape Street, between City Limits and Lemon Street
 Gruwell Street, between Palomar Street and Grand Avenue
 La Estrella Street, between Crossroads Street and City Limits

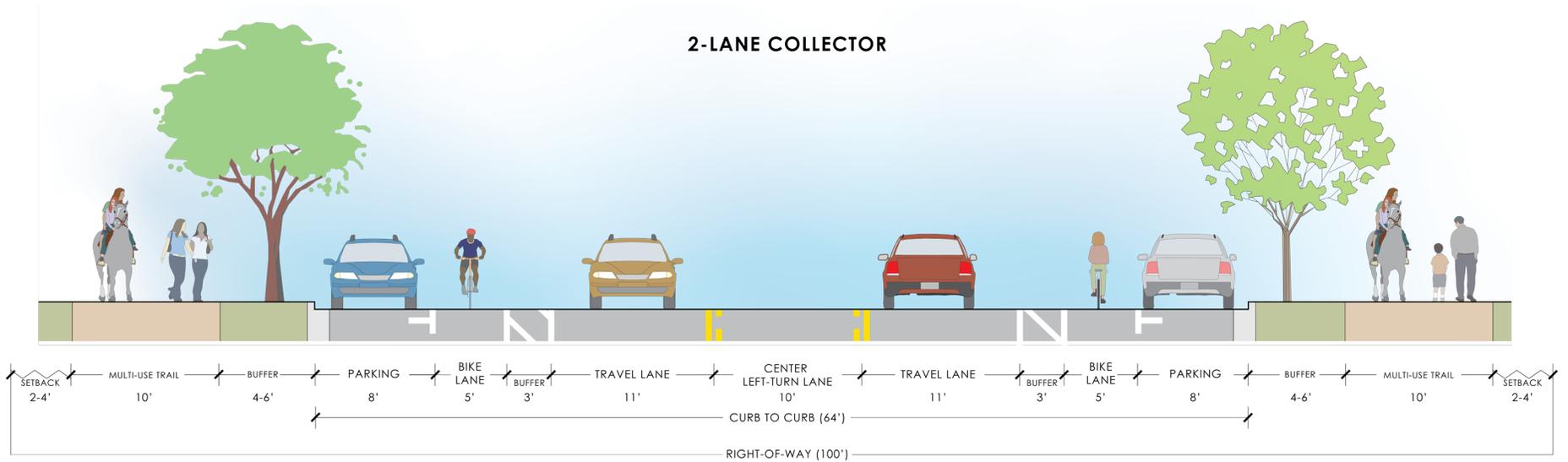


Lemon Street, between Mission Trail and Grape Street
 Wildomar Trail, between Palomar Street and Grand Avenue

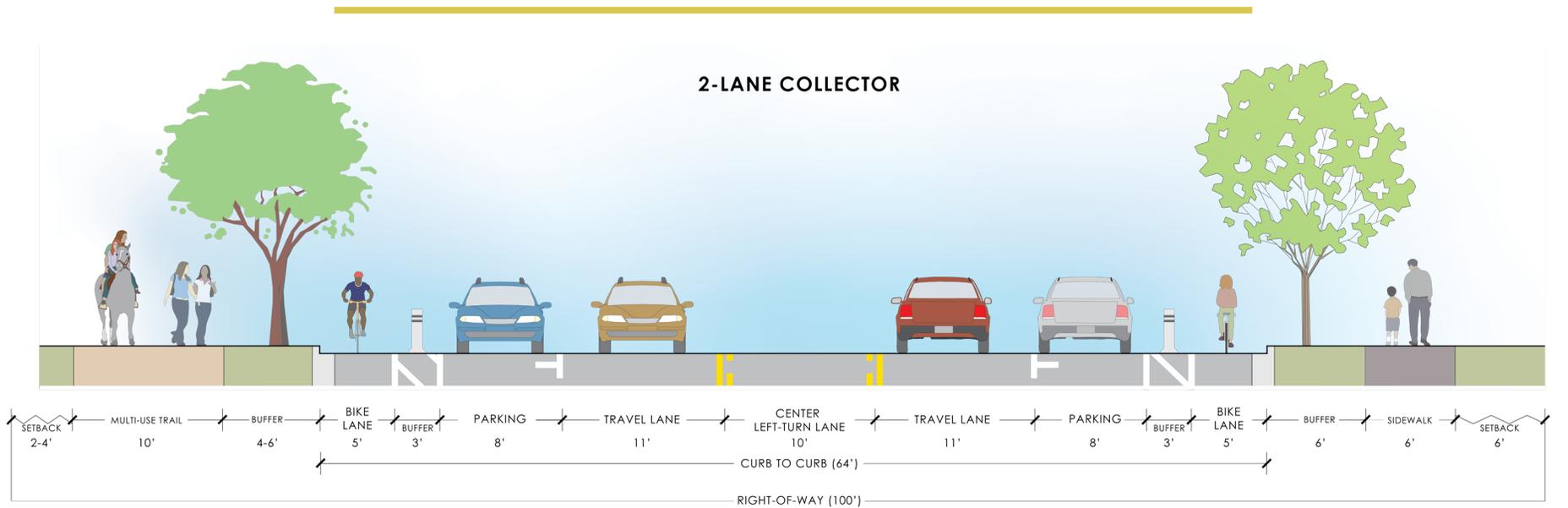
La Estrella Street, between Bayless Road and Susan Drive
 La Estrella Street, between Inland Valley Drive and Crossroads Street
 Salida Del Sol, between La Estrella Street and Clinton Keith Road

These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-5 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 2



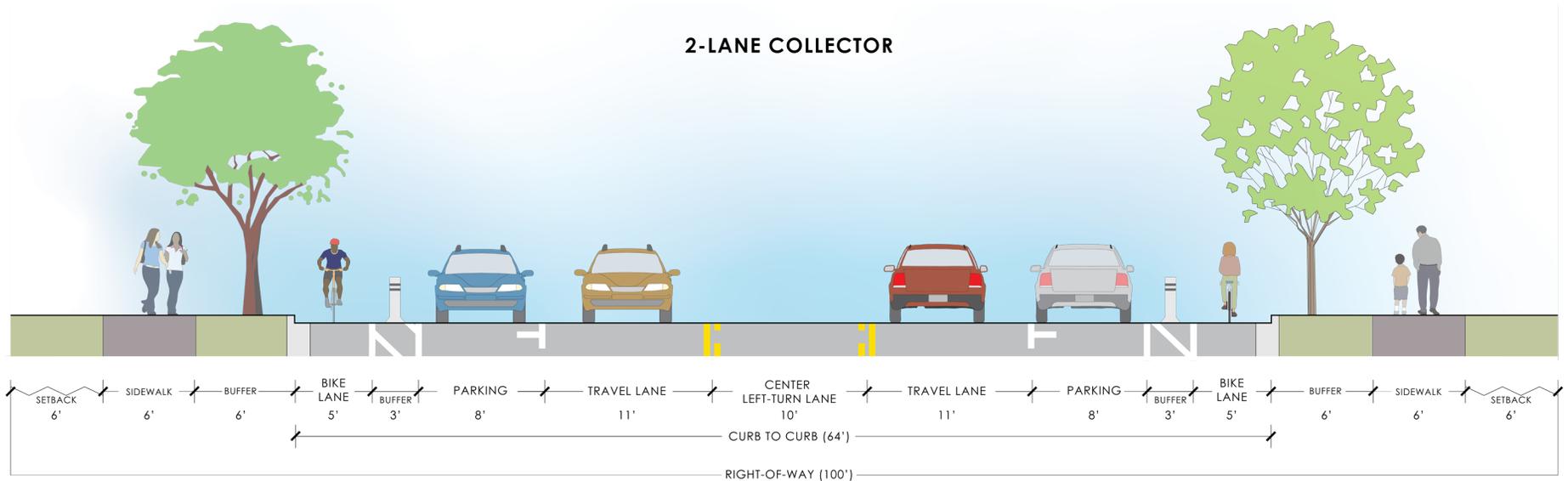
Wildomar Trail (E/W), between Bayless Road and Wildomar Trail (N/S)



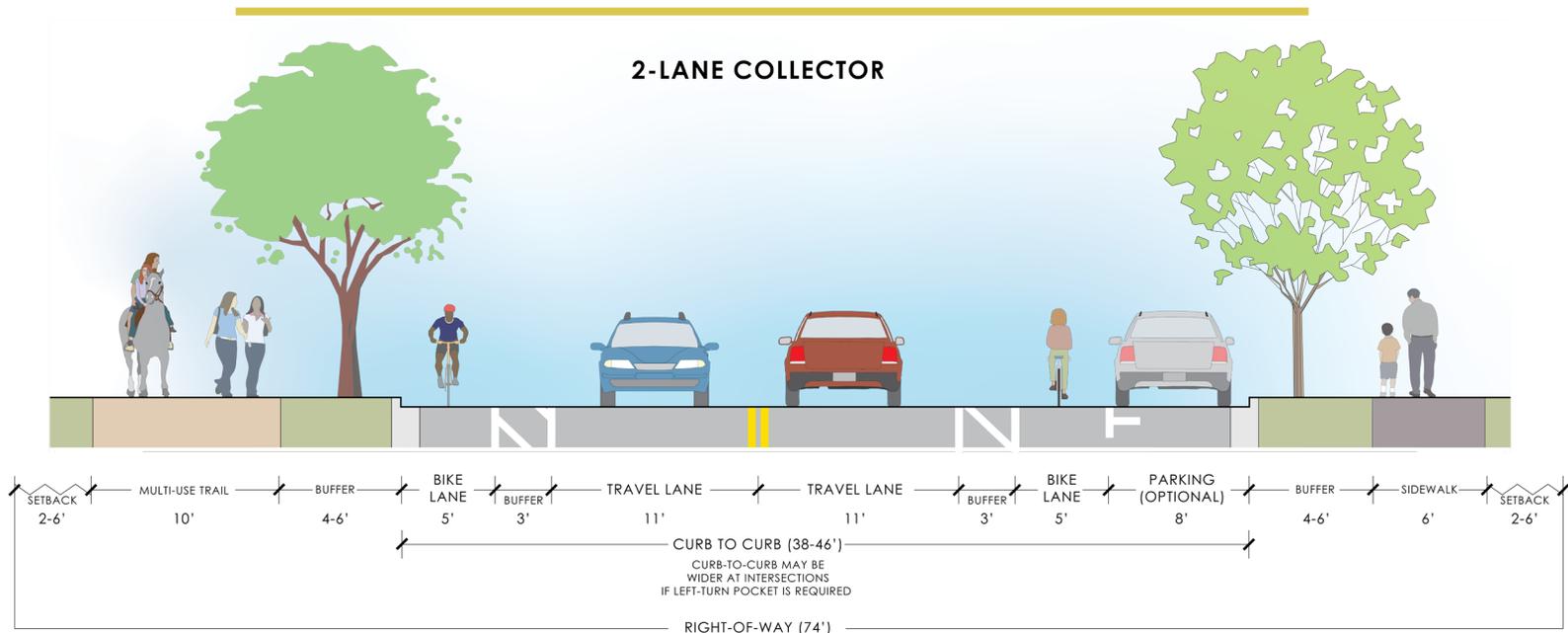
Wildomar Trail (N/S), between Wildomar Trail (E/W) and Brillante Drive

These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-5 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 3



Wildomar Trail (N/S), between Brillante Drive and Clinton Keith Road

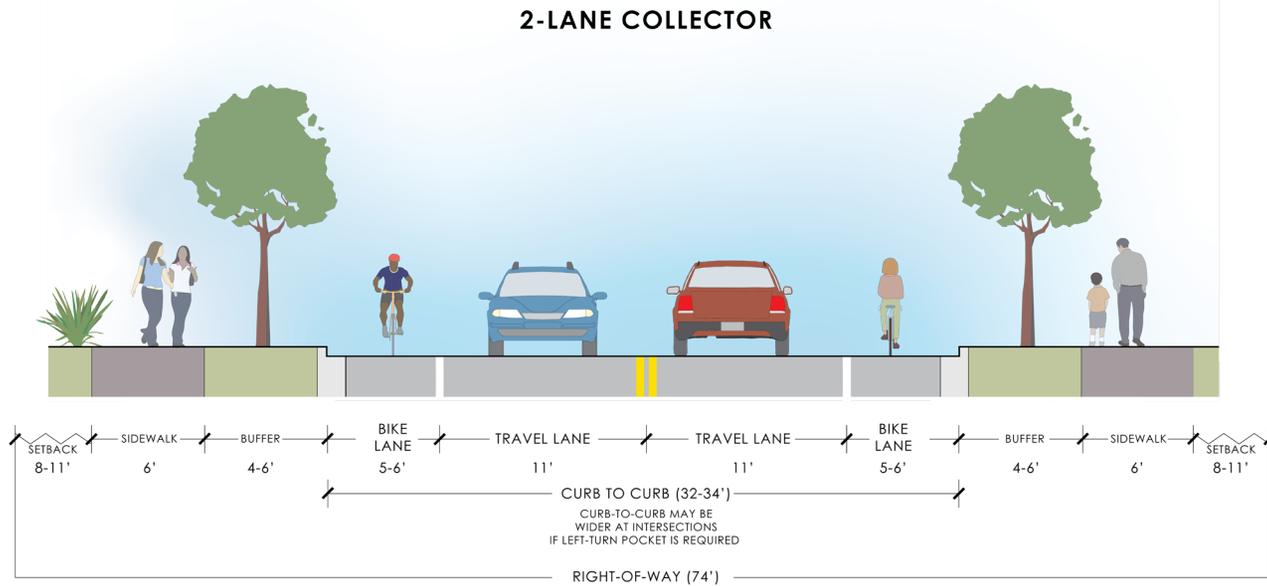


Lemon Street, between Grape Street and Gafford Road
 Lost Road, between Gafford Road and City Limits
 Palomar Street, between Corydon Road and Mission Trail

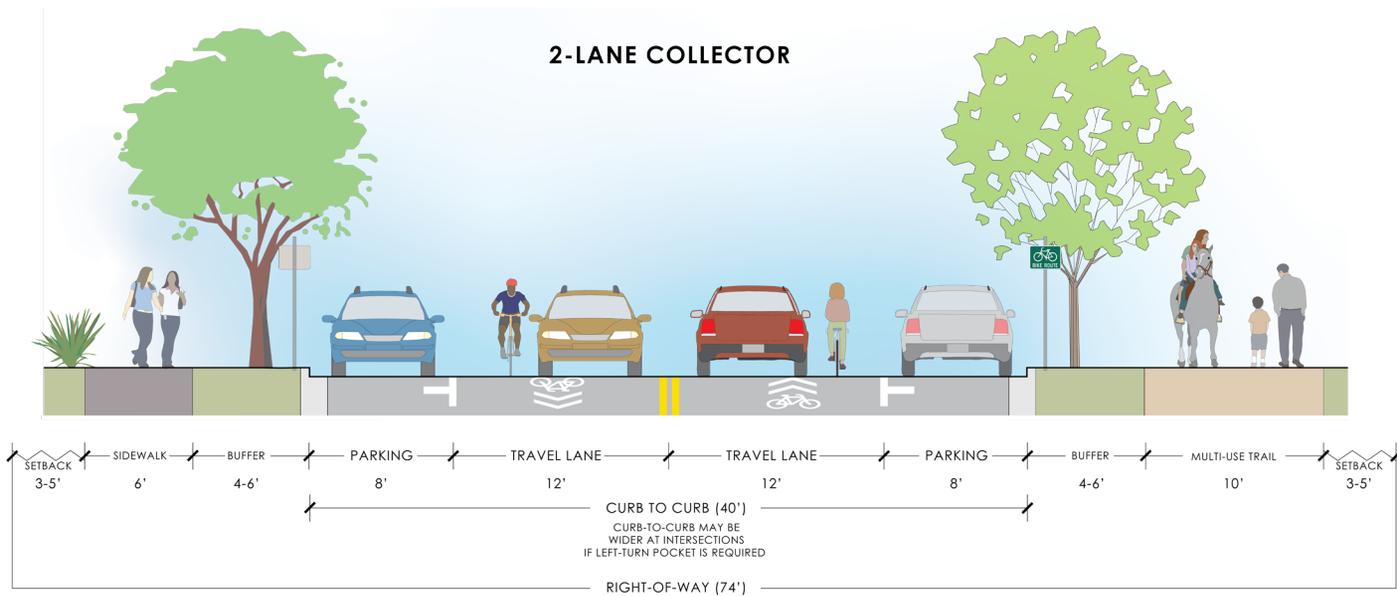
Grand Avenue, between Corydon Road and Clinton Keith Road
 Orange Street, between Bundy Canyon Road and Gruwell Street
 Gruwell Street, between Orange Street and Palomar Street
 McVicar Street, between Palomar Street and Grand Avenue
 La Estrella Street, between Susan Drive and Inland Valley Drive

These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-5 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 4



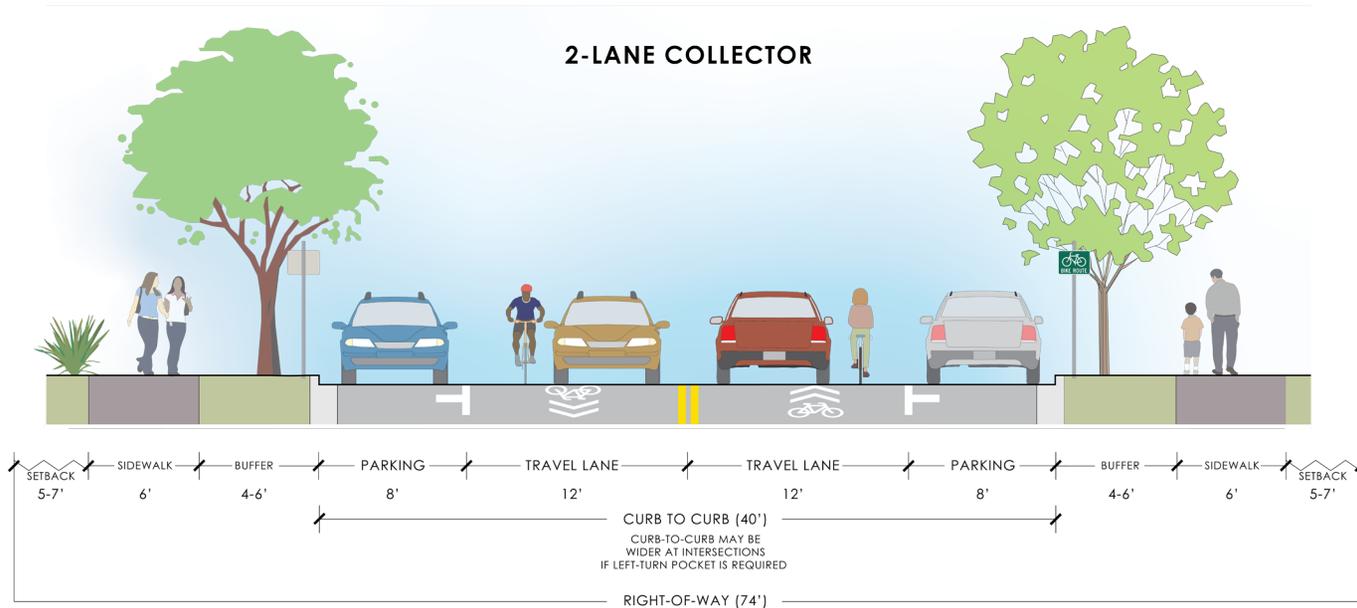
Depasquale Road, between Bayless Road and Inland Valley Drive
 Stable Lanes Road, between Clinton Keith Road and Hidden Springs Road
 Wyman Road, between Stable Lanes Road/Hidden Springs Road and City Limits



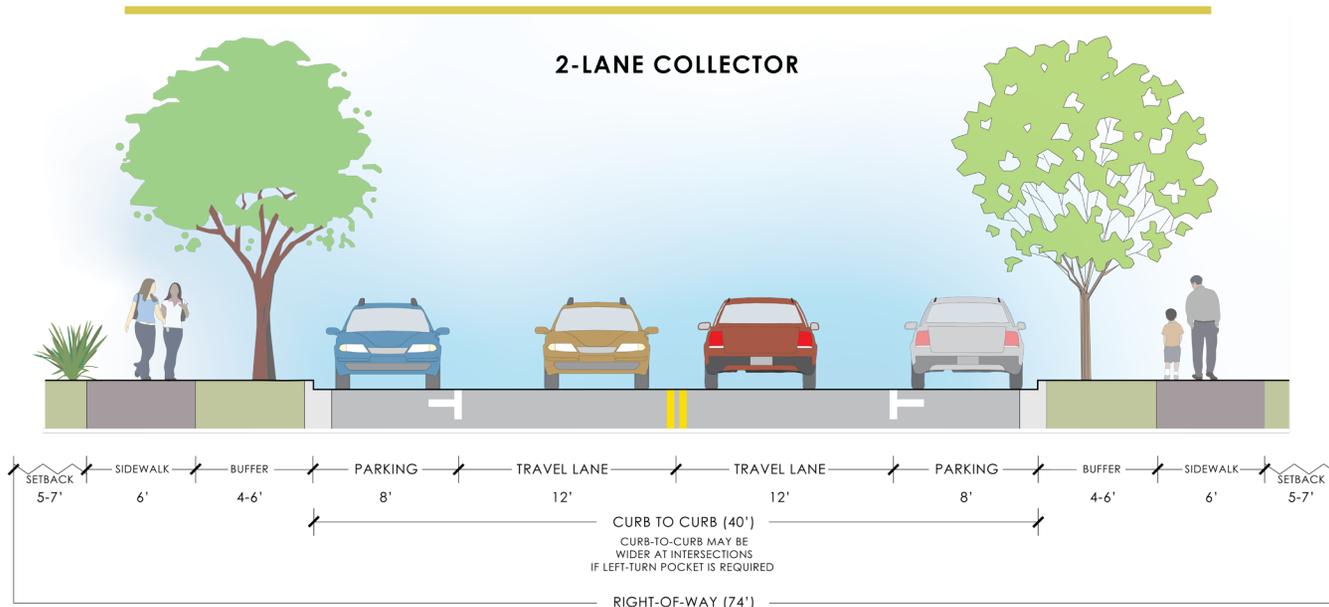
Susan Drive, between Wildomar Trail and La Estrella Street

These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-5 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 5



Bunny Trail, between Inland Valley Drive and Elizabeth Lane
 Yamas Drive, between Clinton Keith Road and Prielipp Road
 Elizabeth Lane, between Clinton Keith Road and Prielipp Road

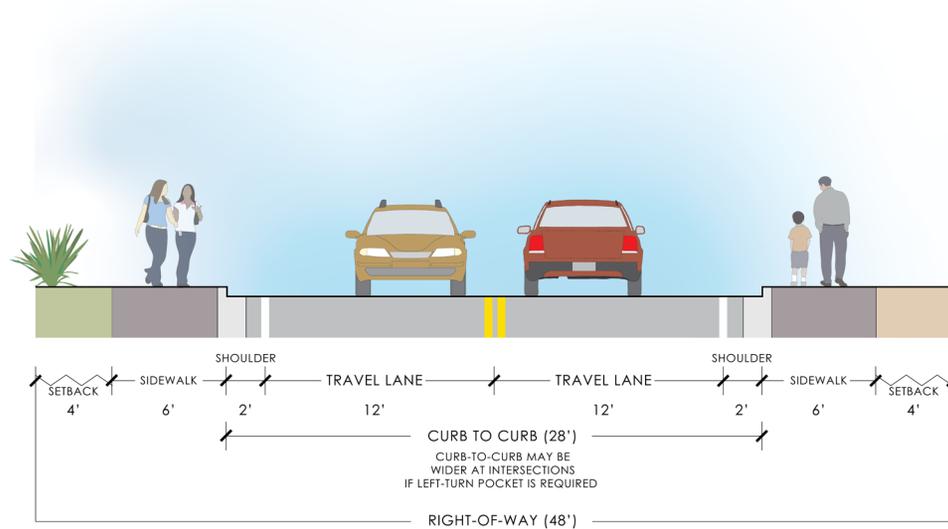


Jana Lane, between Clinton Keith Road and Prielipp Road

These Cross Sections are subject to change at the project-level at the discretion of the City Engineer.

Figure 5-5 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 6

2-LANE RURAL COLLECTOR



- Lemon Street/Lost Road, between Grape Street and North City Boundary
- Oak Circle Drive/Sauer Road, between Bundy Canyon Road and Wildomar Trail
- Cottonwood Canyon Road, between North City Boundary and Bundy Canyon Road
- Sunset Avenue, between Bundy Canyon Road and La Estrella Street

- Policy 5.9: Connect Lake Elsinore to Interstate 15.** Continue to coordinate with the City of Lake Elsinore and respective property owners in Wildomar to identify a preferred connection between Lake Elsinore and Interstate 15 via Bundy Canyon Road, or alternatives. This connection could help reduce cut-through traffic on local or Collector streets in Wildomar and capitalize on the region's investment in Bundy Canyon Road.
- Policy 5.10: Interchange Projects.** Ensure that future interchange projects, such as the Bundy Canyon Road and Wildomar Trail Project Study Reports, incorporate recommended bicycle network and pedestrian route type features, to the extent possible.
- Policy 5.11: Evaluate Traffic along Bundy Canyon.** Evaluate local and regional traffic as development continues along the Bundy Canyon Road/Scott Road corridor to ensure adequate north-south connectivity along the corridor to facilitate expected traffic volumes and circulation and determine when improvements to proposed or potential north-south connections, as shown on the Proposed Network exhibit (as shown on Figure 5-1), are warranted.
- Policy 5.12: Utilize Transportation Demand Management.** Utilize Transportation Demand Management (TDM) measures, where feasible, such as those identified in the Southern California Association of Governments (SCAG)'s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to discourage the single-occupant vehicle, particularly during the commute peak hours, and consider development of a comprehensive TDM Program aimed at encouraging and supporting alternative modes of transportation to reduce traffic congestion, enhance transportation efficiency, and promote sustainable transportation options. These measures include, but are not limited to, rideshare incentives, telecommuting and flexible work schedules, parking management, and incentives for employees who walk or bike to work.
- Policy 5.13: Utilize Transportation System Management.** Utilize Transportation System Management (TSM) measures throughout the City to ensure the circulation system is as efficient and cost effective as possible. These measures include, but are not limited to, improvements to signal coordination, transit signal priorities, and pedestrian/bicycle prioritized signals.
- Policy 5.14: Manage Curb Space.** Manage curb space in activity areas to balance demands of all users such as emergency vehicles, buses, vehicle parking, bicycle/scooter parking, delivery loading/unloading, rideshare pick-up/drop-off, street furniture, electric vehicle charging stations, etc.

Policy 5.15: Connected and Autonomous Vehicles. Utilization of advanced analytics and high-speed communication networks should be taken into consideration to prepare for the future deployment of connected and autonomous vehicles.

GOAL 6: Provide and maintain a safe and efficient system for delivering goods and services.

Policy 6.1: Goods Movement Network. Maintain a designated goods movement route network (as shown on Figure 6-1) in the City to ensure safe and adequate infrastructure support for the travel of commercial vehicles. Goods movement routes shall comply with the requirements identified in the City's municipal code.

Policy 6.2: Commercial Loading and Unloading. Coordinate with property owners and the business community to support commercial vehicle loading/unloading in a manner that is efficient while not compromising safety and operations of other roadway users.

GOAL 7: A comprehensive trail network that provides for equestrian mobility and alternative recreational options.

Policy 7.1: Murrieta Creek Regional Trail Project. Continue to pursue funding and implementation of the Murrieta Creek Regional Trail Project, including an emphasis on safe at-grade roadway crossings with the roadway network. Crossing treatments could include curb extensions, raised crosswalks, pedestrian hybrid beacons (also known as HAWK), rectangular rapid flash beacons (RRFB), etc.

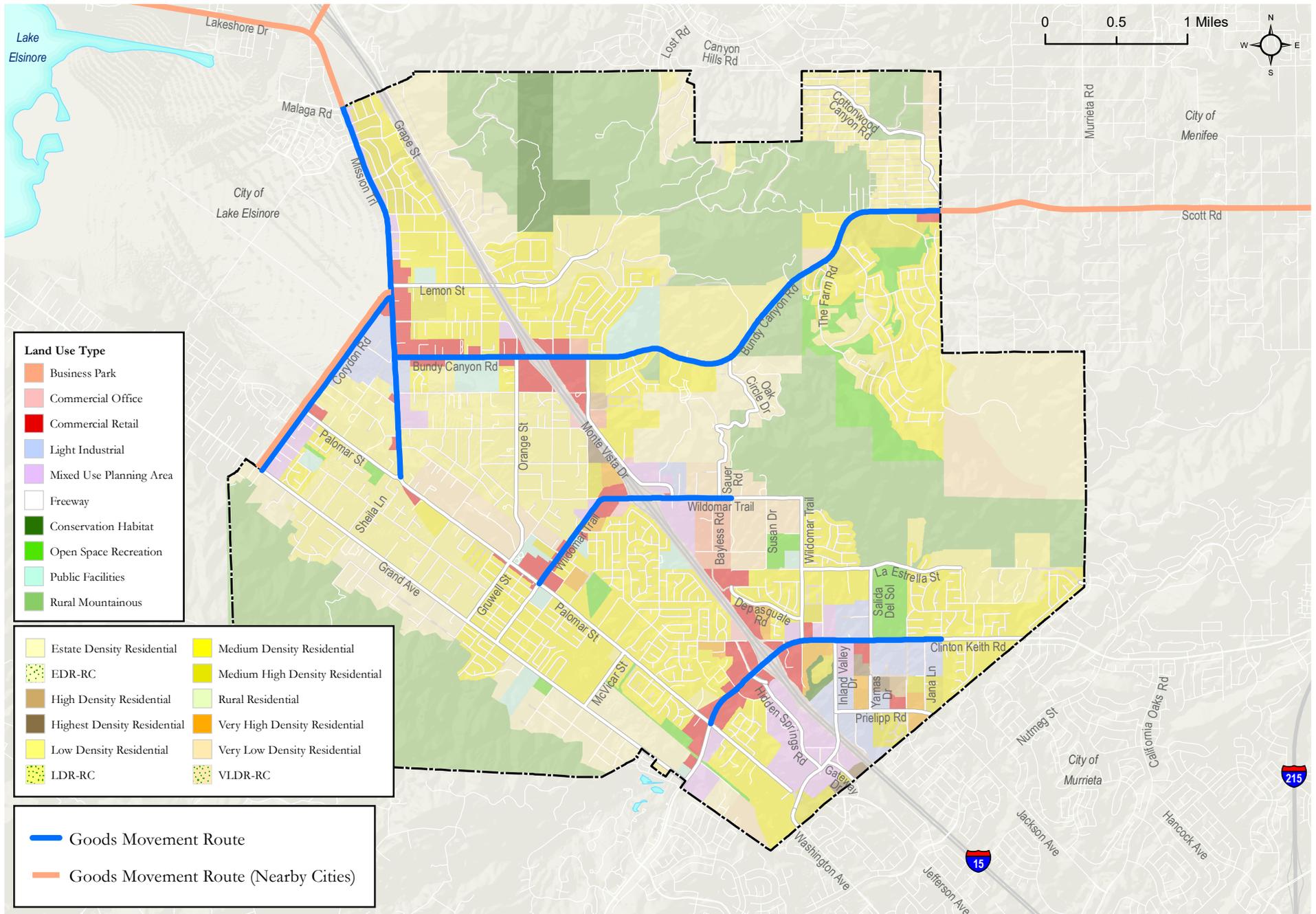
Policy 7.2: Close Connectivity Gaps. Analyze gaps in the trail system and develop an approach for closing gaps, including property acquisition and/or dedicated easements, where necessary and feasible.

Policy 7.3: Connect with Adjacent Jurisdictions. Leverage trails within other jurisdictions to provide connectivity from Wildomar to points beyond.

Policy 7.4: Equestrian Trails. Preserve and enhance equestrian trails where they currently exist.

Policy 7.5: Trail Design Guidelines. Develop City-specific trail design guidelines or formally adopt guidelines, such as those provided in the County of Riverside Comprehensive Trails Plan.

Figure 6-1 Goods Movement Routes



GOAL 8: A robust network of infrastructure and utility systems supports the City's growth.

Policy 8.1: Collaborate with Utilities and Service Providers. Work with utilities and service providers for water, wastewater, energy, and solid waste, including, but not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE) and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.

Policy 8.2: Adequate Storm Drainage. Implement, and periodically update, the 2019 City of Wildomar Master Drainage Plan to manage storm runoff and provide flood control protection.

Policy 8.3: Telecommunications Systems and Access. Work with telecommunications service providers to meet the facility and service demands of existing and future development and to provide equitable access to telecommunications infrastructure, including high speed internet.

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>Roadway Design Standards and Streets Design Manual. Develop updated Roadway Design Standards and a Streets Design Manual that incorporate and provide detailed guidelines and specifications for the integration of Complete Streets principles into typical roadway cross-sections and designs. This manual will serve as a comprehensive resource for engineers, designers, and other stakeholders involved in the construction of roadway infrastructure in the City and will ensure the consistent application of Complete Streets principles.</p>	1.2	Public Works and Engineering Department	Short
<p>Traffic Calming Guidelines. Update the City's Neighborhood Traffic Calming Guidelines/Manual to guide the strategic implementation of traffic calming tools on local residential</p>	1.5	Public Works and Engineering Department	Medium

Wildomar 2040 General Plan

and/or collector roadways consistent with the Complete Streets framework and policy objectives. This manual will enhance the standardized approach to improve safety and create more pedestrian-friendly environments.			
Transportation Impact Analysis (TIA) Guidelines. Develop and adopt guidelines for assessing the traffic and circulation impacts of proposed projects.	5.4	Public Works and Engineering Department	Medium
Utilize Transportation System Management. Develop an Intelligent Traffic Systems (ITS) Master Plan that outlines the vision, goals, and strategies for deploying and integrating intelligent transportation systems within the City. The plan will serve as a roadmap for leveraging technology to improve transportation operations and services.	5.13	Public Works and Engineering Department	Medium
Trail Design. Develop Trail Design Standards and/or a Trail Design Manual to guide the creation of trails that cater to a wide range of users, promote connectivity, respect environmental considerations, and ensure a consistent and high-quality trail network throughout the community.	7.5	Public Works and Engineering Department	Short

Economic Development Element

Wildomar is still a young city, with an evolving economy. Analysis of local and regional market forces indicate pent up demand for housing, a shortage of retail businesses to meet resident needs, and opportunities to grow employment in medical offices and light industrial/flex space. As the first step in developing a roadmap for the City's economic development, this element provides a framework for Wildomar to support the growth of existing businesses, take advantage of opportunities to attract and support the growth of new businesses, train and employ its residents, and enhance its fiscal health to improve services and amenities for residents. To guide this framework, this element envisions a fiscally resilient Wildomar that embraces innovative and creative approaches to nurturing a vibrant local economy that supports residents and entrepreneurs. New investment will be attracted to legacy business districts and emerging economic activity centers that contribute to the community's quality of life and sense of place.

GOAL 1: Vibrant Local Economy. A resilient local economy that provides goods and services desired by residents and contributes to the community's quality of life and sense of place.

Policy 1.1: Business retention and expansion. Retain existing businesses and support their profitability and expansion, by collaborating with the Chamber of Commerce and regional economic development service providers to improve access by local businesses to business management training, financing, marketing assistance, and other programs.

Policy 1.2: Business startups. Grow the number of independent businesses to diversify the local economy, to provide business and employment opportunities for residents, and to provide goods and services desired by residents, by collaborating with the Chamber of Commerce and regional economic development service providers to provide entrepreneurial training and assistance.

Policy 1.3: Business attraction. Attract businesses that diversify the local tax base and that improve the quality of life, by collaborating with economic development service providers to market Wildomar and to market commercial and industrial sites and facilities to potential new businesses.

Policy 1.4: Workforce housing. Support an adequate and reliable workforce for local businesses by promoting the development of housing opportunities suited to the range of incomes, in accordance with the Land Use Element and the Housing Element.

Policy 1.5: Employment Opportunities for Residents. Support the growth of existing businesses, the creation of new businesses, and the attraction of businesses that provide employment opportunities suited to a variety of skills and education levels.

- Policy 1.6: Local Preferences.** When considering approval of a development agreement, take into consideration the potential for a commitment to local procurement and local hiring preferences to provide a community benefit if incorporated into the development agreement.
- GOAL 2: Economic Development Program. A robust program that supports residents and entrepreneurs and that attracts private investment.**
- Policy 2.1: Economic development objectives.** Invest in the city's economic development program, amenities and infrastructure to maintain and enhance the attractiveness of Wildomar for private investment, to expand and diversify the local tax base, and to facilitate growth in the local economy that contributes to and enhances Wildomar's quality of life.
- Policy 2.2: Strategic action plan.** Adopt and periodically update an economic development strategic plan that states the city's vision for economic development, identifies objectives for the time frame of the strategy, establishes strategies and action plans, and that may also identify target sectors, partnerships, and marketing and communications.
- Policy 2.3: Staffing and funding.** Invest in the city's economic development to achieve long-term goals in accordance with an adopted strategic action plan, fund economic development staffing and training, and incorporate economic development thinking throughout city hall.
- Policy 2.4: Economic development partners.** Leverage investments by the federal and state government and by private and non-profit entities, by collaborating with economic development partners, including but not limited to the Economic Development Coalition, the Riverside County Office of Economic Development, Riverside County Workforce Development, the Inland Empire Small Business Development Center, the Inland Empire Center for Entrepreneurship, the Inland Empire Women's Business Center, the Murrieta/Wildomar Chamber of Commerce, other public agencies, Lake Elsinore Unified School District, Mt. San Jacinto Community College District, and other stakeholders, including but not limited to existing businesses, real estate brokers and developers, and other community organizations.
- Policy 2.5: Marketing and communications.** Maintain regular public communications of the city's economic development efforts and successes, maintain regular communications with existing businesses and economic development stakeholders, and, consistent with the adopted economic development strategic plan, invest in communications to market Wildomar as a location for new businesses and private investment.

GOAL 3: Economic Activity Centers. Well-planned commercial and industrial districts, commercial corridors, and retail nodes that are integrated into and compatible with Wildomar's neighborhoods.

Policy 3.1: Bundy Canyon Corridor Focus Area. Preserve larger land parcels with visibility and access to the freeway primarily for larger scale autocentric shopping centers with retail sales and services businesses and experience-oriented commerce.

Policy 3.2: Old Town Focus Area. Facilitate a downtown look and feel in the Old Town Focus Area, by promoting park-once facilities in a pedestrian-friendly environment with experience-oriented retail sales and services, dining, and entertainment uses.

Policy 3.3: Wildomar Trail Corridor Focus Area. Require that sufficient land area with easy vehicular access and sufficient parking be reserved to ensure the viability of commercial uses if residential uses are developed first.

Policy 3.4 Hidden Springs/Wyman Road Specific Plan Area. Require a market demand study be prepared in conjunction with a future specific plan to ensure that the buildout of this 160 +/- acre area meets the city's needs for affordable and workforce housing, retail sales and services, entertainment and employment opportunities.

Policy 3.5: Redustrial Focus Area. Seek to maintain the affordability of new development in the area centered around Clinton Keith Road east of Inland Valley Drive to support business start-ups and independent businesses.

GOAL 4: Fiscally Resilient Local Government. Fiscally sustainable land use and development patterns and conservative, well-managed municipal finances that support a fiscally resilient city.

Policy 4.1: Land Use Balance. Maintain a responsible balance between residential and nonresidential development, preserving community character and resources, to generate sufficient municipal revenues to continually reinvest in the community's quality of life and periodically evaluate the potential buildout of the general plan to account for structural changes in the economy.

Policy 4.2: Funding and Financing Districts. Maintain the citywide community facilities district to ensure a healthy, safe, and family-friendly environment, and when investments are needed for localized improvements and services, consider additional funding and financing districts, such as business improvement districts, landscaping and lighting maintenance districts, and enhanced infrastructure finance districts.

Policy 4.3: Fiscal Impact Analysis. Ensure that new development enhances the city's fiscal health and capacity to provide community service programs, entertainment, and recreation opportunities, by incorporating potential fiscal impacts into decision-making for General Plan Amendments and Zoning changes.

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>Economic Development Strategic Action Plan. Adopt, periodically update, and implement an economic development strategic action plan with objectives for the time frame of the plan (generally 3 to 5 years) and with strategies and action plans, which may complement or supplant these implementation measures.</p>	<p>1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 2.3, 2.4, 2.5</p>	<p>Economic Development Department</p>	<p>Short and Ongoing</p>
<p>Economic Development Training. Ensure that key staff have the opportunity for economic development training through the California Association for Local Economic Development or similar organizations; provide in-house economic development training for other city staff and for elected and appointed officials.</p>	<p>2.3</p>	<p>Economic Development Department</p>	<p>Ongoing</p>
<p>Business Visitation. Establish and undertake a program to regularly meet with existing businesses to maintain an understanding of local market conditions, the potential for existing businesses to expand or contract, and to identify opportunities to connect local businesses with regional economic development service providers.</p>	<p>1.1, 2.2, 2.4,</p>	<p>Economic Development Department</p>	<p>Ongoing</p>
<p>Entrepreneurship Training. Collaborate with the Inland Empire Small Business Development Center, the Inland Empire Center for Entrepreneurship, the Inland Empire Women's Business Center, and the Murrieta/Wildomar Chamber of Commerce to offer periodic local informational workshops for residents who might</p>	<p>1.2, 1.5, 2.3</p>	<p>Economic Development Department</p>	<p>Ongoing</p>

be interested in starting a new business and to improve access of residents to business training classes and services on an ongoing basis.			
Marketing and Communications Strategy. In conjunction with the economic development strategic action plan, develop, periodically update, and implement a marketing and communications strategy to promote Wildomar as a lucrative location to operate a business; include attendance/sponsorships at industry conferences for target economic sectors and business types and a buy-local program.	1.3, 2.2, 2.5	Economic Development Department	Ongoing
Development Review. Review proposed development applications to ensure projects conform to the vision and policies for economic activity centers described in the General Plan.	3.1, 3.2, 3.3, 3.4	Community Development Department	Ongoing
Funding and Financing Districts Policy. Prepare a policy guide that explains when and how the city supports the establishment of business improvement districts, landscape and lighting maintenance districts, enhanced infrastructure financing districts, and similar programs to support enhanced public realm improvements, public facilities, and expanded services in focus areas.	4.2	City Manager and Public Works Department	Short
Fiscal Analysis Policy. Prepare a policy guide that explains when and how the city requires a fiscal impact analysis for general plan amendments and changes in zoning	4.3	City Manager and Administrative Services Department	Short

Open Space and Conservation Element

Wildomar has the good fortune to contain a bounty of natural resources and open spaces. It's home to scores of native animals and plants and the habitats that nurture their lives. It is shaped by natural features from the hillsides to the valleys and water courses that give the city its unique form and character. The land also bears the remnants of people who inhabited the area in times past.

The vision for open space and conservation in Wildomar seeks to balance human activities with the integrated ecosystem of plants and animals that use the same air, water, energy, and natural resources.

The policies in this element recognize that Wildomar's unique natural and cultural resources are irreplaceable and seeks to minimize impacts on them from the daily activities of its human inhabitants so that they can be enjoyed by subsequent generations of residents.

GOAL 1: Biological resources are protected from development, conserved, restored, and enhanced.

Policy 1.1: Habitat Conservation. Require and enforce provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and Stephens Kangaroo Rat Habitat Conservation Plan to protect environmentally-sensitive lands, habitats, and vulnerable species.

Policy 1.2: Wetland and Riparian Area Protection. To the maximum extent possible, development shall avoid and conserve remaining habitats in wetlands and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these areas.

Policy 1.3: Biological Reports. Require biological reports that comply with the MSHCP for new development projects, transportation projects, and other planning efforts in the City.

Policy 1.4: Rewilding and Habitat Restoration. Pursue opportunities for rewilding and restoring critical habitats for sensitive species that include, but are not limited to the following: preserving, enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.

Policy 1.5: Wildlife Corridors. Protect existing wildlife corridors by reducing habitat fragmentation from new developments. Work with the Riverside Conservation Agency (RCA) in pursuing land purchase opportunities to preserve available lands.

- Policy 1.6: Natural Vegetation Conservation.** Maintain and conserve mature examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.
- Policy 1.7: Project Siting.** Require that new development projects respect, integrate with, and complement the natural features of the land including conforming building massing to topographic forms, restricting grading of steep slopes, and encouraging the preservation of visual horizon lines and significant hillsides as prominent visual features.
- Policy 1.8: Protect Ridgelines.** Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management.
- Policy 1.9: Contour Grading.** Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas.
- GOAL 2: Air quality is protected from adverse environmental factors that contribute to poorer air quality.**
- Policy 2.1: Air Quality Coordination.** Collaborate with the South Coast Air Quality Management District (South Coast AQMD), Southern California Association of Governments (SCAG), and the California Air Resources Board (CARB) in the preparation and application of regional air quality management plans, programs, enforcement measures, and mitigation measures designed to reduce and/or minimize the amount of primary and secondary air pollutants.
- Policy 2.2: New Construction.** Require compliance with SCAQMD regulations and support appropriate future measures to reduce fugitive dust emanating from new project construction sites.
- Policy 2.3: Compatible Development Siting.** Require that siting for new developments is compatible with the existing land uses and ensure that land uses for sensitive receptors such as daycares, schools, hospitals, and elderly housing are separated and protected from polluting point sources using pollution control measures such as distance, barriers, and landscaping.
- Policy 2.4: Landscaping and Construction Equipment.** Encourage the reduction of gasoline- or diesel-powered landscaping and construction equipment and increased use of electric equipment.
- Policy 2.5: Vehicle Charging Infrastructure.** Work with utility providers to expand EV charging infrastructure throughout the community to accelerate the use of zero emission vehicles, prioritizing multifamily, commercial, office, and municipal properties.

- Policy 2.6:** **City Vehicles.** Purchase City vehicles consistent with the state's Advanced Clean Fleet regulations as feasible.
- GOAL 3: Reliable and safe water supply that supports Wildomar's current and future needs.**
- Policy 3.1:** **Collaboration with EVMWD.** Collaborate with the Elsinore Valley Municipal Water District (EVMWD) to conserve and protect water quality and supply and continue to provide assistance for urban water management plans.
- Policy 3.2:** **Water Quality Protection.** Require that new developments do not degrade natural water bodies such as streams and rivers and protect groundwater resources.
- Policy 3.3:** **Water Conservation Strategies.** Encourage water conserving site design and the use of water conserving fixtures in new development, and advocate for the adoption and implementation of water conservation strategies by water service agencies.
- Policy 3.4:** **Water Conservation in Existing Development.** Encourage existing development to use water-conserving mechanisms such as stormwater capture systems, graywater systems, water-efficient appliances, and drought-tolerant landscape planting.
- Policy 3.5:** **Recycled Water.** Continue to coordinate with and support EVMWD on opportunities to expand the recycled water system in the City.
- GOAL 4: Cultural and historical resources that are protected, enhanced, and restored for the education, appreciation, and enjoyment of future generations.**
- Policy 4.1:** **Adaptive Reuse.** Repurpose buildings or structures of historical significance to preserve, maintain, and enhance them for future use, where appropriate and feasible.
- Policy 4.2:** **Tribal Consultation.** Consult Native American tribes as part of the SB 18 and AB 52 regulations on projects that could potentially have an impact on archeological sites and other culturally significant properties.
- Policy 4.3:** **Paleontological and Archeological Resources.** Require new development to avoid if possible and to minimize impacts to paleontological and archeological resources in accordance with the requirements of CEQA.
- GOAL 5: A high-quality network of open spaces that support preservation of natural resources.**

- Policy 5.1: Open Space Access.** Require new developments to provide access to open spaces.
- Policy 5.2: Murrieta Creek.** Enhance Murrieta Creek as a critical riparian area within the City.
- GOAL 6: Energy is used efficiently sourced from resilient, low carbon, and renewable energy supplies.**
- Policy 6.1: Energy Conservation.** Encourage energy audits and energy-efficient retrofitting of existing buildings throughout the city.
- Policy 6.2: Energy Transition.** Work with local energy providers and contractors to support residents and business owners transitioning to all-electric appliances and renewable energy.
- Policy 6.3: Grid Reliability.** Support and encourage efforts by local energy service providers and other public agencies to improve the safety and resilience of the local power grid.
- Policy 6.4: Energy Independence.** Increase the installation of on-site renewable energy systems in new and existing developments with the capacity to support these systems, enforcing the renewable energy requirements of the California Building Standards Code and encouraging buildings not covered by State requirements to install renewable energy systems.
- Policy 6.5: Energy Storage.** Encourage new and existing buildings to include battery storage systems, especially at buildings with solar energy installations and municipal buildings that provide essential community services.
- Policy 6.6: Municipal Energy Transition.** Transition municipal operations to renewable energy sources and electric building operations as feasible
- Policy 6.7: Tree Canopy.** Maintain and expand the tree canopy in residential and commercial neighborhoods to provide shade, improve air and water quality, reduce the heat island effect, and create habitat for birds and pollinators.
- Policy 6.8: Urban Cooling.** Promote the construction of cool roofs, green roofs, and rooftop gardens, as feasible, to support decreased energy demand and urban cooling. Rooftop gardens also cool the surrounding area through moisture retention and surface reflectivity. The construction of rooftop gardens would reduce energy consumption and associated GHG emissions in the building energy sector.
- Policy 6.9: Cooling Elements.** Encourage site and building design that avoids unwanted heat gain from solar exposure and considers passive solar and wind design. Features that provide shading at suitable times of the day and year and generally should be “passive” or automatic, avoiding the need for occupants to regularly monitor

or adjust them. Examples of passive and active solar and wind design include orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing, and locating landscaping and landscape structures to shade buildings.

Policy 6.10 Financing. Partner with SCE, the Inland Regional Energy Network, and local solar installers to assist low-income homeowners and small business owners in identifying financing options for installation of rooftop solar energy systems, energy efficiency retrofits, energy storage, and electrification of existing buildings.

GOAL 7: Waste generation is decreased through recycling and waste diversion programs.

Policy 7.1: Recycling Programs. Support residential, commercial, industrial, and construction/demolition recycling programs to minimize the solid waste stream to landfills.

Policy 7.2: Electronic Waste Recycling. Coordinate with businesses that recycle electronic waste (e.g., batteries, fluorescent lamps, compact-fluorescent (CFL) bulbs) and the California Product Stewardship Council, CalRecycle, and other pertinent agencies to increase rates of electronic waste recycling.

GOAL 8: Greenhouse gas emissions are reduced significantly across all sources in the community.

Policy 8.1: Climate Action Plan. Work collaboratively with regional agencies, neighboring cities, community-based organizations, businesses, and other partners, as appropriate, to develop and implement a Climate Action Plan or equivalent approach to identify current and future sources and quantify local GHG emissions and strategies to reduce Wildomar's GHG emissions to levels consistent with statewide GHG reduction and elimination goals, including those of Assembly Bill 1279, Executive Order B-55-18, Senate Bill 32, and Executive Order S-03-05.

Policy 8.2: Regional Climate Action. Work with regional and subregional agencies to promote collaboration and partnership on climate action issues and to integrate regional tools and resources into Wildomar's climate action planning efforts.

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Develop educational resources to educate and equip city staff with the skills and knowledge to continue enforcing provisions of the MSHCP.</p>	<p>1.1, 1.3</p>	<p>Community Development Department</p>	<p>Short</p>
<p>Development Review. Review proposed development applications to ensure the projects:</p> <ul style="list-style-type: none"> - Protect habitats for critical and endangered species, conserve superior examples of native trees/vegetation and forest land, maintain wildlife corridors, preserve productive agricultural lands, and are compatible with their surrounding natural environment. - Conform with all applicable standards for criteria air pollutants, including requiring relevant studies and analyses to demonstrate compliance. - Do not degrade surface water or groundwater quality. - Preserve open spaces, so they continue to form landscape links, they reduce vegetation in open spaces as a fuel management best 	<p>1.2, 1.5, 1.6, 1.7, 2.1, 2.3, 3.2, 4.3, 5.1</p>	<p>Community Development Department</p>	<p>Ongoing</p>

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<p>practice, and they provide easements to access open spaces where possible.</p> <ul style="list-style-type: none"> - Protect and preserve paleontological and archaeological resources from destruction 			
<p>Habitat Restoration and Rewilding Opportunities. Prepare a study to evaluate opportunities to restore habitats for sensitive species and areas that could be returned to their natural state.</p>	1.4	Community Development Department	Long
<p>Wildlife Displacement. Coordinate with partners like Animal Friends of the Valleys to provide educational resources to residents in proximity to large scale development projects that may disturb animal habitats, prior to significant construction activity.</p>	1.5	Community Development Department, Building and Safety Department	Ongoing
<p>Ridgelines. Develop a map of the city's ridgelines that need to be protected from development and identify any recommended updates to Development Code standards to protect ridgelines. Require new development projects to conduct studies to evaluate for conformance to the standards. Review development projects to ensure new projects use contour grading to conform to the natural configuration of hilly topography.</p>	1.8, 1.9	Community Development Department	Medium
<p>Collaboration with Air Quality Management Agencies. On an ongoing basis, attend meetings with air quality management agencies such as South Coast AQMD, SCAG, and CARB to coordinate programs to reduce or minimize air pollutants.</p>	2.1	Community Development Department	Ongoing

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<p>Construction Site Evaluation. Conduct field visits of construction sites to check for compliance with measures and strategies to reduce fugitive dust during construction.</p>	2.2	Public Works Department	Ongoing
<p>Zero-emission Landscaping and Construction Equipment. Collaborate with local construction and landscape service providers to develop a strategy, timeline, and incentives for the phasing out of gasoline- or diesel-powered equipment that considers the availability and costs of zero-emission equipment, community health benefits, and potential regulatory and enforcement mechanisms.</p>	2.4	Public Works Department	Short
<p>Zero-emission Equipment Incentives. Work with the South Coast Air Quality Management District to provide education about available grants and loans to support the transition to zero-emission equipment.</p>	2.4	Public Works Department	Short
<p>Collaboration with Elsinore Valley Municipal Water District (EVMWD). On an ongoing basis, attend meetings with EVMWD to coordinate programs to conserve and protect water quality and supply.</p>	3.1	Community Development Department	Ongoing
<p>Water-Efficient Municipal Codes. Explore potential amendments to the Wildomar Municipal Code to enable and promote water conservation strategies such as stormwater capture systems, graywater systems, recycled and drought-tolerant landscape planting in existing and new developments.</p>	3.3, 3.4, 3.5	Community Development Department	Short

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<p>Adaptive Reuse Education Program. Develop educational materials to inform landowners with buildings or structures of historical significance of the processes and funding opportunities available to preserve, maintain, and enhance the structures.</p>	4.1	Community Development Department	Short
<p>Tribal Consultation Procedures. Educate new planning staff about the tribal consultation procedures as a part of the onboarding process.</p>	4.2	Community Development Department	Ongoing
<p>Murrieta Creek. Create a multi-agency task force with the cities of Lake Elsinore, Temecula, and Murrieta to advance the planning and design process for the Murrieta Creek Regional Trail plan and protect the creek as a critical riparian area.</p>	5.2	Community Development Department	Medium
<p>Energy Efficiency Partnerships. Collaborate with SCE and SoCalREN to promote, conduct, and provide incentives for energy efficiency audits and retrofits.</p>	6.1	Community Development Department	Medium
<p>Electrification Partnerships. Collaborate with SCE and SoCalREN to promote, conduct, and provide incentives to electrify existing buildings.</p>	6.2	Community Development Department	Medium
<p>Energy Contractors. Work with the local builder and developer community to ensure that builders and developers understand new electrification opportunities and to promote efficiency in the electrification process.</p>	6.2	Community Development Department	Medium
<p>Renewable Energy Partnerships. Collaborate with SCE and local solar energy installers to promote,</p>	6.4, 6.5	Community Development Department	Medium

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conduct, and provide incentives opportunities to expand renewable energy generation and storage.			
Tree Inventory. Conduct an inventory of Wildomar's existing tree cover, identifying areas that are currently underserved and trees that should be replaced.	6.7	Public Works Department	Short
Urban Heat Assessment. Identify areas of Wildomar that are particularly susceptible to the effects of extreme heat, which may be priority areas for the installation of trees, cool or green roofs, and other cooling elements.	6.7, 6.8, 6.9	Community Development and Public Works Departments	Short
Cool Design. Provide development incentives for new development that integrates passive solar and wind design, cool roofs, and other cooling building features. Consider financial assistance for major renovations that install these features in existing buildings.	6.8, 6.9	Community Development Department	Medium
Waste Education and Outreach. Support efforts led by the City's waste hauler and other community partners to provide education and outreach regarding waste sorting and local recycling requirements, and pursue the establishment of convenient public drop off locations for electronic waste.	7.1, 7.2	Public Works Department	Ongoing
Design for Waste Collection. Modify the residential and commercial design standards to ensure that all new developments and renovations provide adequate space for	7.1	Community Development Department	Short

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required garbage, recycling, and organic waste bins.			
Climate Action Plan. Prepare a Climate Action Plan or equivalent approach that builds on and makes use of regional and subregional tools such as the WRCOG Subregional Climate Action Plan Toolkit and related SCAG initiatives.	8.1, 8.2	Community Development Department	Medium

Recreation and Community Services Element

Parks, trails, recreation facilities and programs, and community services nurture the social, physical, and mental wellbeing of Wildomar's residents.

People are part of nature and we thrive when we can go outdoors. Access to parks and recreational space is only part of the equation. People need the things that are best found in nature ranging from vitamins from sunlight, to stress relief found with a simple walk. Being outdoors can rejuvenate the spirit, improve mental health, and help us sleep.

While parks and recreational facilities contribute to individual physical and mental health, public facilities, and community services such as libraries, schools, arts and cultural programs, public safety, and medical services form a city's social backbone. Public facilities are the community's gathering places, where people participate in local government, attend community events, recreate, obtain information, and learn about resources in the community. The City invests in the future through development of public facilities and the services they offer to the community.

The policies in this element support a vision of a network of parks and trails, enhanced recreation facilities, and vital community services that continue to support the growth, development, and healthy lifestyles of Wildomar's current and future generations.

GOAL 1: A system of parklands and recreational open spaces that meet the needs of Wildomar's current and future residents.

Policy 1.1: Parks Master Plan. Implement the Parks Master Plan to achieve the City's vision for parks facilities.

Policy 1.2: Service Level Goal. Provide and maintain three (3) acres of neighborhood and community parks per 1,000 residents.

Policy 1.3: Park Demand and Evaluation. Evaluate the community's parks and recreational needs and the adequacy of the City's recreational facilities and programs in meeting these needs.

Policy 1.4: Park Equity. Seek opportunities to develop parks in neighborhoods with the highest unmet need.

Policy 1.5: Developer Fee Contribution. Require developers to contribute fees as part of the development review process to fund parkland acquisition and improvements.

Policy 1.6: Joint Use Agreements. Collaborate with agencies and organizations such as Elsinore Valley Municipal Water District (EVMWD) and enact joint use agreements for open spaces such as flood control channels and water recharge basins that could be used jointly for recreational purposes.

Policy 1.7: Land Acquisition. Pursue the acquisition of public and private land, to provide adequate parkland as envisioned in the Parks Master Plan.

Policy 1.8: Community Facilities District. Require new developments to be annexed into the Community Facilities District to support maintenance of open space, parkland, and trails.

GOAL 2: Parkland and recreational facilities that are safe, inclusive, and sustainable.

Policy 2.1: Siting and Design. Design new parkland and recreational facilities that are compatible with the surrounding built and natural environments, utilize sustainable best practices, and when feasible, incorporate features that reflect Wildomar's unique attributes.

Policy 2.2: Safety Through Design. Require new parkland and recreational facilities to be designed for safety using best practices, including providing shade structures, appropriately trimmed landscaping, sufficient lighting for nighttime activities, sufficient and accessible access points, and placing community gathering features and amenities along main routes with high pedestrian traffic.

Policy 2.3: Design For Inclusiveness. Design new parkland and recreational facilities, and when feasible, retrofit existing facilities to be more inclusive for users of all ages and abilities. Examples of such design features include meeting and exceeding Americans with Disabilities Act (ADA) accessibility requirements, offering play equipment to accommodate people with all abilities.

GOAL 3: A network of well-designed trails that provide recreational opportunities and connect residents to the places that they desire to go.

Policy 3.1: Trails Master Plan. Implement a Trails Master Plan that builds upon the Trail Design Guidance in the Wildomar Active Transportation Plan (Figure 7-1) and includes an adopted Trails Map and specific trail design guidance appropriate for the surrounding built and/or natural environment.

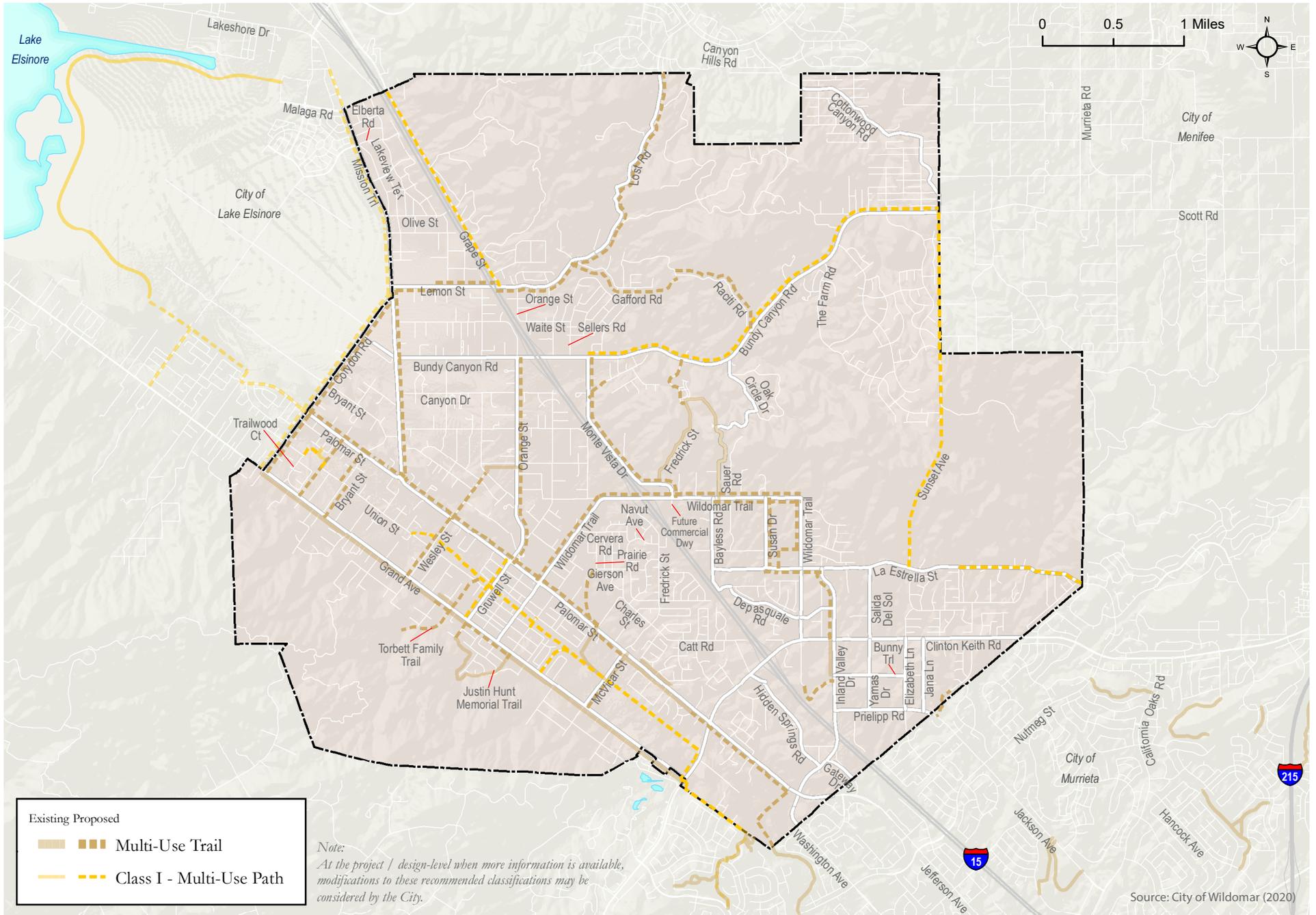
Policy 3.2: Murrieta Creek Trail. Seek funding to design and build the Murrieta Creek Trail as a recreational amenity.

Policy 3.3: Equestrian Trails. Ensure that the Trails Master Plan provide some trails that support equestrian usage.

Policy 3.4: Trail Signage And Wayfinding. Require new trails to have clearly labeled signage at trailheads and informational wayfinding signage along the trails. When feasible, have wayfinding signage that shows the proximity to nearby trails.

Policy 3.5: Trail Connectivity. Prioritize new trails that offer connectivity to open spaces, other trails or active transportation facilities, and local and regional destinations.

Figure 7-1 Planned Multi-Use Trails



Source: City of Wildomar (2020)

GOAL 4: Community services and recreational programs that support a high quality-of-life and healthy lifestyles.

Policy 4.1: Diversity of Community Services. Provide a variety of community services and recreational programs to enhance the quality of life for the City's diverse populations.

Policy 4.2: Inclusive Recreation. Provide community services and recreational programming that support individuals with different physical, mental, developmental, and age-related needs.

Policy 4.3: Arts and Culture. Explore opportunities to expand the presence of arts and culture in the physical and social fabric of Wildomar, including, but not limited to, cultural facilities and events, arts education and programs, and public art requirements for new construction and public improvement projects.

Policy 4.4: Library Resources. Continue to collaborate with Riverside County to support the Wildomar Library to ensure that Wildomar residents have access to high-quality library resources.

Policy 4.5: Healthy Food Options. Encourage and support community gardening and farmer's markets to provide residents with healthy food options.

Policy 4.6: Educational System. Partner with local public and private schools, including the Lake Elsinore Unified School District, to maintain effective educational, vocational, and workforce training programs.

Policy 4.7: Police, Fire and Emergency Medical Services. Work with the Riverside County Sheriff's Department and CAL FIRE Riverside County Fire Department to continue to provide effective law enforcement, fire, and emergency medical services.

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>Parks Master Plan. Update the City's Parks Master Plan to include the following:</p> <ul style="list-style-type: none"> - New standards for park design for topics such as sustainable design, water features, shade structures, and safety through design. - Recreational programs and community services - Reference the policies in the General Plan. <p>Conduct a thorough evaluation of the plan to ensure that implementation measures meet the goals of the General Plan, and update if necessary.</p> <p>Periodically review and update the plan to enable attainment of the standard of 3 acres per 1,000 residents.</p>	<p>1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 4.1, 4.2, 4.4</p>	<p>Community Development Department, Community Services Department</p>	<p>Medium</p>
<p>Development Impact Fees. Periodically, review and update development fees to assure that costs for parkland development and maintenance are sufficient.</p>	<p>1.5</p>	<p>City Manager's Office, Administrative Services and Human Resources Department</p>	<p>Ongoing</p>
<p>Parkland Acquisition, Development, and Maintenance. Implement and expand existing programs for financing, development, and/or maintenance of new parklands including collaborating with municipal agencies for joint-uses, encouraging gift and land dedications, and working with new developments to be annexed into the Community Facilities District.</p>	<p>1.6, 1.7, 1.8</p>	<p>City Manager's Office, Administrative Services Department, Economic Development Department, Community Development Department, Public Works Department</p>	<p>Ongoing</p>

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<p>Trails Master Plan. Develop a Trails Master Plan that contains a Master Trails map, standards for trail design, wayfinding and signage, and equestrian trails. The Master Trails map should contain a network of trails that connect to current and planned bike infrastructure within the City, as identified in the Active Transportation Plan, as well as to adjoining communities.</p>	<p>3.1, 3.2, 3.3, 3.4, 3.5</p>	<p>Community Development Department, Community Services Department, Public Works Department.</p>	<p>Medium</p>
<p>Trails Development and Funding. Implement the Trails Master Plan through the capital budgeting procedures and seek funding from federal, state, and regional funding opportunities.</p>	<p>3.1, 3.2</p>	<p>City Manager's Office, Administrative Services Department, Community Development Department, Public Works Department</p>	<p>Ongoing</p>
<p>Public Art. Collaborate with local art groups to provide opportunities for artists to develop and exhibit public art in Wildomar. Explore a public art requirement for new construction and public improvement projects.</p>	<p>4.3</p>	<p>Community Services Department</p>	<p>Short</p>
<p>Arts Master Plan. Prepare an Arts Master Plan to identify opportunities to expand arts and cultural programs in the City.</p>	<p>4.3</p>	<p>Community Development Department, Community Services Department</p>	<p>Medium</p>
<p>Expand Library Services. Coordinate with Riverside County and other partners, as appropriate, to pursue the expansion of library programs and facilities. Consider the establishment of a municipal library.</p>	<p>4.4</p>	<p>Community Services Department, City Manager's Office</p>	<p>Medium</p>