



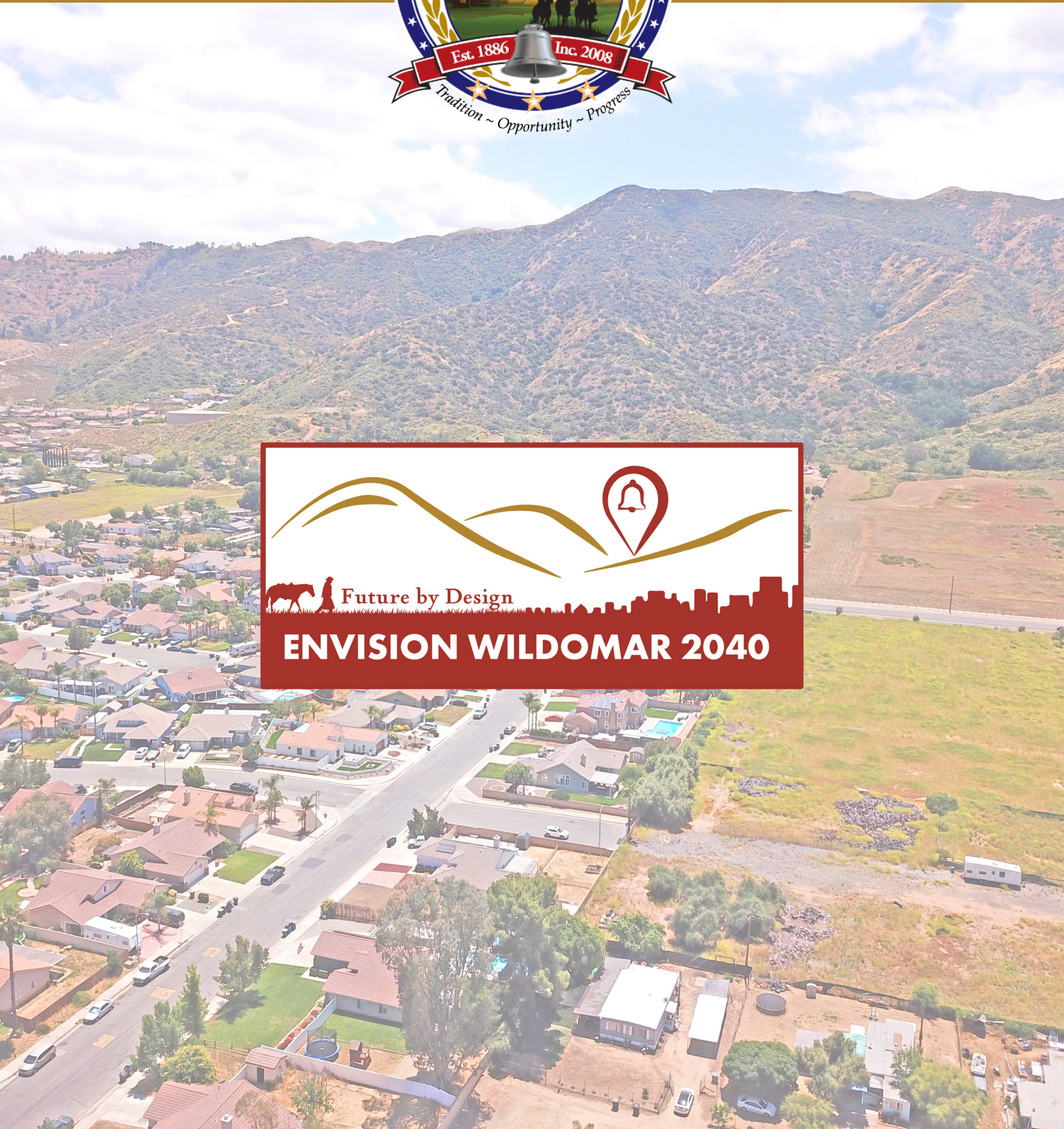
Wildomar 2040 General Plan

Public Review Draft | May 2024



Future by Design

ENVISION WILDOMAR 2040



A graphic overlay on the aerial view. It features a white background with a gold bell icon inside a red location pin shape. Below the bell is a silhouette of a person on a horse. The text "Future by Design" is written in a serif font. At the bottom, a dark red silhouette of a city skyline is shown. The text "ENVISION WILDOMAR 2040" is written in large, bold, white capital letters.



City of
WILDOMAR
CALIFORNIA



Wildomar 2040 General Plan

Public Review Draft | May 2024



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Table of Contents

1. Introduction.....	1-1	5. Open Space and Conservation Element	5-1
1.1 Vision Statement	1-2	5.1 Vision	5-1
1.2 Outreach	1-2	5.2 Purpose	5-1
1.3 Community Themes	1-2	5.3 Planning Context and Approach.....	5-2
1.4 Wildomar Today	1-3	5.4 Goals and Policies	5-14
1.5 Wildomar’s History.....	1-4	6. Recreation and Community Services	
1.6 Purpose.....	1-7	Element.....	6-1
1.7 Organization.....	1-8	6.1 Vision	6-1
1.8 Administration.....	1-10	6.2 Purpose	6-1
1.9 Environmental Impact Report.....	1-10	6.3 Planning Context and Approach.....	6-2
2. Land Use Element.....	2-1	6.4 Goals and Policies	6-7
2.1 Vision	2-1	7. Noise Element	7-1
2.2 Purpose.....	2-1	7.1 Vision	7-1
2.3 Planning Context and Approach	2-1	7.2 Purpose	7-1
2.4 Land Use Diagram	2-6	7.3 Noise.....	7-1
2.5 Land Use Designations	2-11	7.4 Terminology	7-1
2.6 Development Capacity	2-15	7.5 Noise Environments & Measurements.....	7-2
2.7 Goals and Policies	2-17	7.6 Planning Context	7-2
3. Circulation Element.....	3-1	7.7 Noise Standards	7-6
3.1 Vision	3-1	7.8 Noise Contours	7-6
3.2 Purpose.....	3-1	7.9 Stationary Noise	7-13
3.3 Planning Context and Approach	3-2	7.10 Construction Noise	7-13
3.4 Goals and Policies	3-26	7.11 Vibration.....	7-14
4. Economic Development Element	4-1	7.12 Goals and Policies	7-15
4.1 Vision	4-1	8. Housing Element.....	8-1
4.2 Purpose.....	4-1	9. Safety Element	9-1
4.3 Planning Context and Approach	4-1	10. Implementation.....	10-1
4.4 Economic Development Strategic Planning	4-3		
4.5 Economic Development Partners	4-4		
4.6 Goals and Policies	4-5		

Appendices

- Appendix A: Policies Addressing Environmental Justice Topics
- Appendix B: Wildomar General Plan Update Goods Movement Memorandum

Figures

Figure 1-1: Regional Context	1-5	Designated 2-Lane Collector Roadways, Part 1	3-17
Figure 1-2: Local Context	1-6	Figure 3-8-2: Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 2	3-18
Figure 2-1: Existing Land Use	2-4	Figure 3-8-3: Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 3	3-19
Figure 2-2: Land Use Plan.....	2-7	Figure 3-8-4: Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 4	3-20
Figure 2-3: Focus Areas	2-8	Figure 3-8-5: Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 5	3-21
Figure 3-1: Planned Pedestrian Route Types	3-3	Figure 3-8-6: Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 6	3-22
Figure 3-2: Planned Bicycle Network	3-6	Figure 3-8-7: Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 7	3-23
Figure 3-3: Public Transit Network.....	3-9	Figure 3-8-8: Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 8	3-24
Figure 3-4: Planned Roadway Network Classifications.....	3-10	Figure 3-9: Goods Movement Routes.....	3-25
Figure 3-5-1: Typical Cross-Sections of Designated 6-Lane Primary Arterial Roadways, Part 1	3-11	Figure 5-1: Conserved Lands.....	5-4
Figure 3-5-2: Typical Cross-Sections of Designated 6-Lane Primary Arterial Roadways, Part 2	3-12	Figure 5-2a: Vegetation Communities.....	5-5
Figure 3-6-1: Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 1	3-13	Figure 5-2b: Vegetation Communities.....	5-6
Figure 3-6-2: Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 2	3-14	Figure 5-2c: Vegetation Communities.....	5-7
Figure 3-6-3: Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 3	3-15	Figure 5-2d: Vegetation Communities.....	5-8
Figure 3-7-1: Typical Cross-Sections of Designated 4-Lane Minor Arterial Roadways, Part 1	3-16	Figure 5-3: Critical Habitat.....	5-9
Figure 3-8-1: Typical Cross-Sections of		Figure 5-4: Potential Aquatic Features	5-10
		Figure 5-5: Areas of Mineral Significance	5-11
		Figure 6-1: Planned Parks Network	6-3
		Figure 6-2: Planned Multi-Use Trails	6-4
		Figure 6-3: Community Services	6-6
		Figure 7-1: Short- and Long-Term Noise Measurement Locations	7-4
		Figure 7-2: Future Noise Contours	7-7

Tables

Table 1-1: State Mandated Elements 1-8

Table 2-1: Existing Land Use 2-3

Table 2-2: Focus Area Description 2-9

Table 2-3: Land Use Designations 2-12

Table 2-4: Development Assumption
by 2045 2-16

Table 5-1: Previously Evaluated Built
Environment Resources in
the City 5-13

Table 7-1: Long-Term Measurement
Summary 7-3

Table 7-2: Short-Term Noise Measurements
Summary in A-weighted Sound
Levels 7-5

Table 7-3: Noise Compatibility Standards for
Land Uses 7-8

Table 7-4: Noise Contours from Centerline for
Roadways 7-9

Table 7-5: Human Response to Different
Levels of Ground Noise and
Vibration..... 7-15

Table 10-1: How to Read Implementation
Actions..... 10-2

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1. Introduction





1. Introduction

Welcome to Wildomar’s 2040 General Plan! As the first comprehensive General Plan to address Wildomar’s unique attributes and aspirations, the Plan is a significant milestone. It establishes a foundation for protecting the City’s valued qualities and characteristics, while providing a roadmap for how the City should develop. Overall, the Plan outlines a shared vision for the future of Wildomar while staying true to the City’s roots. The General Plan is the result of a multiyear planning process. More importantly, the Plan reflects the investment of imagination, dedication, and thoughtfulness by the many members of the community. The policies articulated in this Plan are intended to speak to future leaders and generations to come about the unique challenges and

opportunities of this time while establishing an enduring vision that will provide guidance for many decades.

Vision and Guiding Principles

The Vision Statement and Guiding Principles embody the collective aspirations and outcomes for the future of Wildomar and form the basis for the policies of the General Plan. The Vision Statement was adopted by the City Council in 2017 and the Guiding Principles were developed by community members during the general plan update process through meetings, surveys, pop-up events, and workshops. Together, they encapsulate the expectations of what type of place Wildomar will be in 2040.

1.1 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 supports 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, multipurpose 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.

1.2 Outreach

The General Plan update included a robust public outreach program that sought to engage all sectors of the City’s population with the goal of identifying the community’s values and translating those values into a community vision. The program of public outreach comprised a diversity of platforms and techniques. An iterative process of public engagement included six (6) public meetings of the eight-member General Plan Advisory Group (GPAG), four (4) community pop-up events, five (5) citywide community workshops, two (2) online surveys, and fifteen (15) stakeholder interviews/meetings. Regular updates and

information on key milestones and public comments were posted to the project website and the City’s social media platforms. In addition, City staff provided monthly updates to the City Council throughout the General Plan update process.

1.3 Community Themes

Through the extensive feedback received during public engagement, the following key themes emerged:

1. **Housing Choices.** Large-lot residences and opportunities for a degree of self-sufficiency on such properties are valued, including the ability to maintain gardens and farm animals. A diversity of housing types that meet the needs of different income levels and life stages, from starter homes for families to retirement residences, are also desired.
2. **A Heart of the Community.** The Old Town area, centered on the intersection of Wildomar Trail and Palomar Street, is perceived to be the historical “heart” of the community, and support for evolving the area into a walkable “community focal point” was expressed, as envisioned in previous planning efforts.
3. **Improved Infrastructure and More Services.** In various forums, a strong desire was expressed to improve and expand the City’s infrastructure, services, and amenities—from better maintenance of streets to the provision of more parks and community gathering places and a larger library.
4. **Keep Our Natural Treasures.** Wildomar’s natural environment and scenic setting are treasured and should be protected for enjoyment by future generations.
5. **Transportation Choices.** Safe and efficient networks of pedestrian, bicycle, multiuse trail, and transit routes for recreational and everyday use are important, providing healthy and environmentally friendly alternatives to driving personal vehicles.

ENVISION WILDOMAR 2040

Future by Design

5 Public Workshops

75+ participants submitted comments, suggestions, and ideas



461 submissions

in response to 2 surveys covering community values, concerns, aspirations, and land use preferences



3,800 Unique Website Visitors



15 Stakeholder Interviews



4 Study sessions with Planning Commission and City Council

4 Community "Pop-ups"

300+ comments collected at:
Coffee with the City - June 14, 2022 and August 16, 2023
Wildomar's 14th Birthday Celebration - July 19, 2022
Mariachi Night - September 17, 2022



8 community members in the General Plan Advisory Group (GPAG) held 6 meetings to provide input, feedback, and recommendations



Pop-up at Wildomar's 14th Birthday Celebration, July 19, 2022.



Citywide Workshop #1 on May 14, 2022.

6. **More Amenities.** There is a need for more goods and services, such as stores, restaurants, and entertainment venues that increase local spending and decrease the need to travel to other communities to meet daily needs, celebrate special events, and enjoy a night out.
7. **Balanced Growth.** The city should evolve with more homes, amenities, and infrastructure, but

those improvements should be sensitive to the city's rural history and small-town feel.

1.4 Wildomar Today

Location

The City of Wildomar is in southwestern Riverside County, California, and is bordered by the City of Lake Elsinore to the north and northwest,

unincorporated Riverside County to the west, the City of Murrieta to the south and east, and the City of Menifee to the east. Interstate and regional access to Wildomar is provided by Interstate 15 freeway (I-15), which runs northwest-southeast through the middle of the city. Figure 1-1, Regional Context, and Figure 1-2, Local Context, show the city in its regional and local contexts.

1.5 Wildomar's History

Wildomar falls within the territory of both the Luiseño and Juaneño indigenous peoples. The Luiseño occupied most of the area drained by the San Luis Rey and Santa Margarita Rivers. The Luiseño lived in sedentary and autonomous village groups. Permanent villages were typically located in valley bottoms, along streams, or along coastal strands near mountain ranges where water was available and village defense was possible.

Ethnographic descriptions of the Juaneño are often given in terms of their neighbors to the south, the Luiseño, but also point to a separate ethnic identity. Juaneño settlement and subsistence systems may extend back to the beginning of the Angeles IV Phase about 1,250 years ago when Takic speakers moved south beyond Aliso Creek. The Juaneño were semi-sedentary hunters and gatherers. They lived in villages of up to 250 people located near permanent water and a variety of food sources. Each village was typically at the center of an established territory from which resources for the group were gathered.

Mission San Luis Rey

After the San Luis Rey Mission was established in 1798 on the lower San Luis Rey River, most Luiseño were converted and taken to the mission. Poor living conditions at the missions and introduced European diseases led to a rapid decline of the Luiseño population. Following closure of the missions by the Mexican government, Luiseño dispersed throughout Southern California. Some worked on the Mexican ranchos, others moved to newly founded towns established for them, some

sought refuge among inland groups, and a few managed to acquire land grants. Later, many moved or were forced onto reservations established by the U.S. Government.

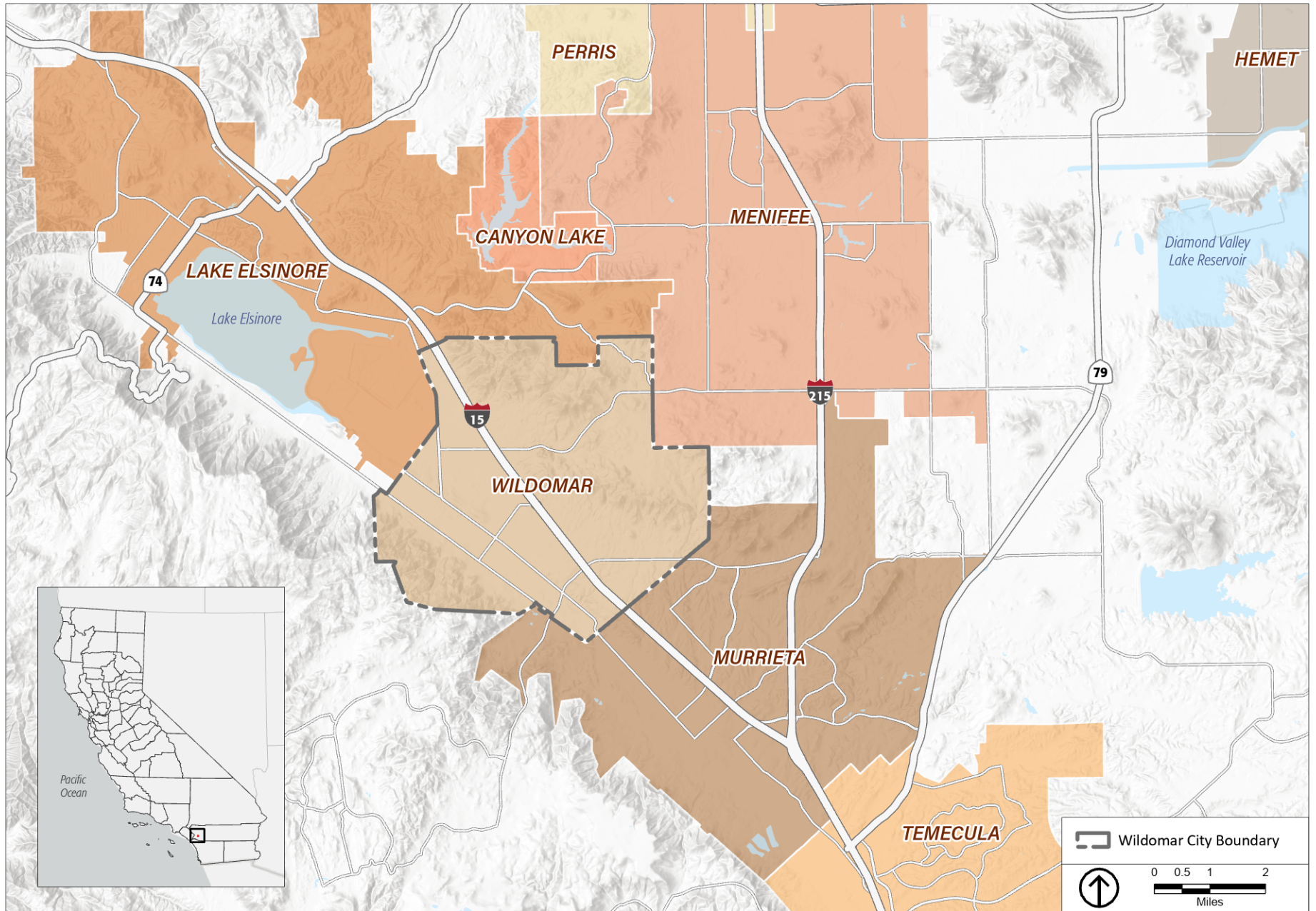
City of Wildomar

Rancho La Laguna was a grant of 3 square leagues made by Mexican governor Manuel Micheltorena to Julian Manriquez in 1844. Rancho La Laguna included Lake Elsinore and what is now the City of Wildomar. The land grant did not include the surrounding hills.

After Julian Manriquez died, Rancho La Laguna was sold to Abel Stearns in 1852. Stearns sold the rancho to Agustín Machado in 1858. When confirmed by the United States in 1872, the grant had an area of 13,339 acres. Machado's widow and 11 of the 12 children sold most of the rancho to an Englishman, Charles A. Sumner, in 1873. Sumner mortgaged his property in 1875 and lost the property through foreclosure and a sheriff's sale in 1877. The new owner sold the property to Frederick M. Sumner, the brother of Charles A. Sumner. In 1881, ownership was transferred to a San Francisco bank, and in 1883 it was purchased by Franklin Heald, William Collier, and Donald Graham. The partners subdivided part of the property and began selling lots in what would become the Town of Elsinore. These partners divided the La Laguna Ranch property in 1885, with Collier and Graham taking the area southeast of Corydon Road, which became the City of Wildomar.

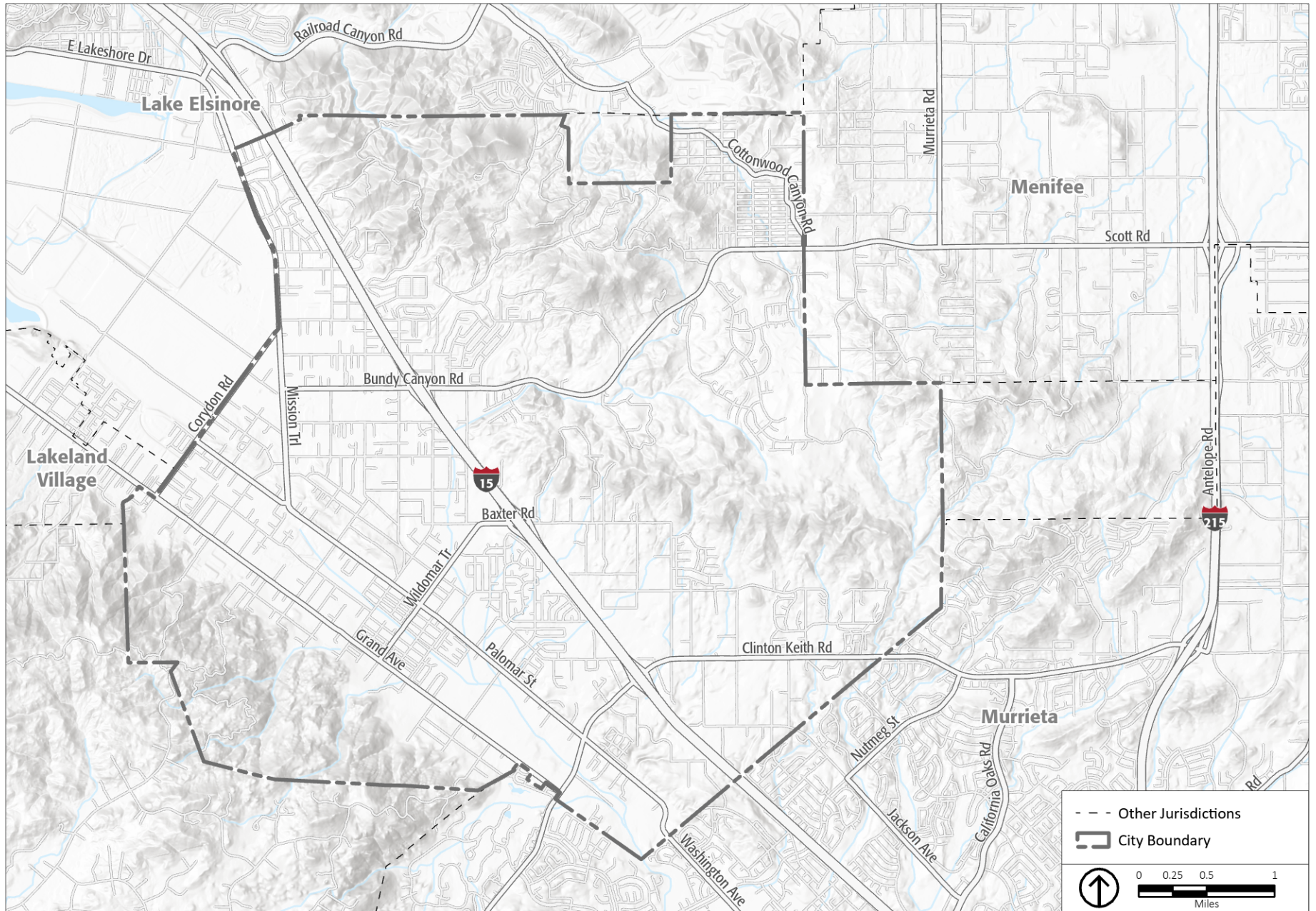
Wildomar began as the Car B station, established in 1884 by the California Southern Railroad Company (CSRR) six miles south of the Elsinore Junction station. The station began as a railroad car on a siding. The name was changed to Wildon and lots were surveyed and platted in 1885. Wildon was based on the names of William Collier and Donald Graham. A new plat was recorded in 1886 with the name changed to Wildomar. The name Wildomar was formed using Wildon plus part of the first name of Margaret Collier, wife of William Collier and sister of Donald Graham.

FIG 1-1: REGIONAL CONTEXT



Source: ESRI, 2024; PlaceWorks, 2024

FIG 1-2: LOCAL CONTEXT



Source: ESRI, 2024; PlaceWorks, 2024

environmental goals. Although the General Plan is composed of individual sections, or “elements,” that individually address a specific area of concern, the General Plan embodies a comprehensive and integrated planning approach for Wildomar.

1.7 Organization

Wildomar’s Envision Wildomar 2040 General Plan is presented in 10 chapters. These cover all the elements required by State law—land use, circulation, conservation, open space, safety, noise, housing, and environmental justice—as well as one additional topic of local importance to the community—economic development. While an environmental justice element is not required for Wildomar due to the absence of State-defined disadvantaged communities, the diversity and needs of its residents justify the inclusion of policies addressing the issues described under State Guidelines that have been integrated throughout relevant elements of the General Plan. Appendix A outlines which policies address the Environmental Justice topics identified in Government Code Section 65302. Though a number of other important topics are not developed as separate elements, policies for them are integrated throughout the Plan, including environmental sustainability and health.

No single element or subject supersedes any other, and all elements must be internally consistent. Additionally, all policies and actions must complement one another across topic areas without conflicting with one another. Once adopted, each element, regardless of statutory requirement, assumes the same legal standing.

Table 1-1, State Mandated Elements shows the State-mandated elements and their counterparts in the Envision Wildomar 2040 General Plan.

Table 1-1: State Mandated Elements

State-Mandated Element	Wildomar General Plan Element
Land Use	Land Use Element
Circulation	Circulation Element
Housing	Housing Element
Open Space	Open Space and Conservation Element, Recreation and Community Services Element
Conservation	Open Space and Conservation Element
Noise	Noise Element
Safety	Safety Element
Optional Elements	
N/A	Economic Development Element

Each element contains goals, policies, and implementation programs designed to address issues and opportunities identified during the planning process and achieve the community’s vision.

Goal. A statement that describes a desired future condition, or “end” state. Goals are oriented to change and outcome, achievable over time, though not driven by funding. Goals are numbered and begin with a chapter abbreviation (e.g., Goal LU 1).

Policy. A specific statement that guides a specific course of action for decision-makers to achieve a desired goal. Some policies include guidelines or standards as the basis by which decisions can be evaluated and commit the City to a particular course of action. Each policy in the Plan is labeled with a chapter abbreviation, the number of the goal it’s associated with, and its own unique number (e.g., LU-1.1).

Implementation Program. An implementation program is an action, procedure, program, or technique that carries out goals and policies. Implementation measures are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development standards; administration of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors,

such as citizen priorities, finances, and staff availability.

Policies and actions together establish who will do the work and how and when the goals will be carried out. Collectively, goals, policies, and actions provide a roadmap with tangible steps to make the vision in the General Plan a reality in the Wildomar of 2040.

Readers Guide

Goal Numbering
Each goal number starts with the element acronym and is followed by the number of the goal (e.g. LU 1).

Goals & Policies
Each goal has one or more policies associated with the goal.

Policy Numbering
Continuing from the goal numbering, the policy number is shown as the last number, supporting the goal is follows (e.g., Policy LU 1.1 - first policy under Goal LU 1).

Policy Title
Each policy contains a leading title in bold for a quick reference to the policy text.

Page Number
Shows the chapter and page number (e.g., Page 2-20 is Chapter 2, page 20).

Wildomar 2040 General Plan

2.7 Goals and Policies

Guided by the Vision and Guiding Principles, the following goals and policies provide for strategic growth and change while protecting the important assets and characteristics that contribute to Wildomar's identity and quality of life.

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

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

Policy LU 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.

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

GOAL LU 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 LU 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 LU 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 LU 3
FOCUS AREAS. Unique areas of the city are enhanced to meet residents' needs.

Page 2-20

Administrative Draft
February 2024

1.8 Administration

Following its adoption, the General Plan will be implemented through a variety of ordinances, programs, and activities. These specific implementation actions are described in Chapter 10 and are referenced by applicable policies for each Element.

The General Plan is intended to be a dynamic document and must be periodically updated to respond to changing community needs. An annual review of the Plan is required to ensure that it remains relevant. The mandated elements of the General Plan can be amended up to four (4) times annually; the optional elements can be amended as needed.

Requests for amendments can be submitted by individuals or initiated by the City itself. Most amendments propose a change in the land use designation for a particular property. Requests by private entities to initiate an amendment to the General Plan's land uses must adhere to established procedures, including but not limited to the City's General Plan Initiation Process (GPIP) and completion of the "GPA-CZ-SP-SPA-ZOA" application. Policy and text amendments may also occur.

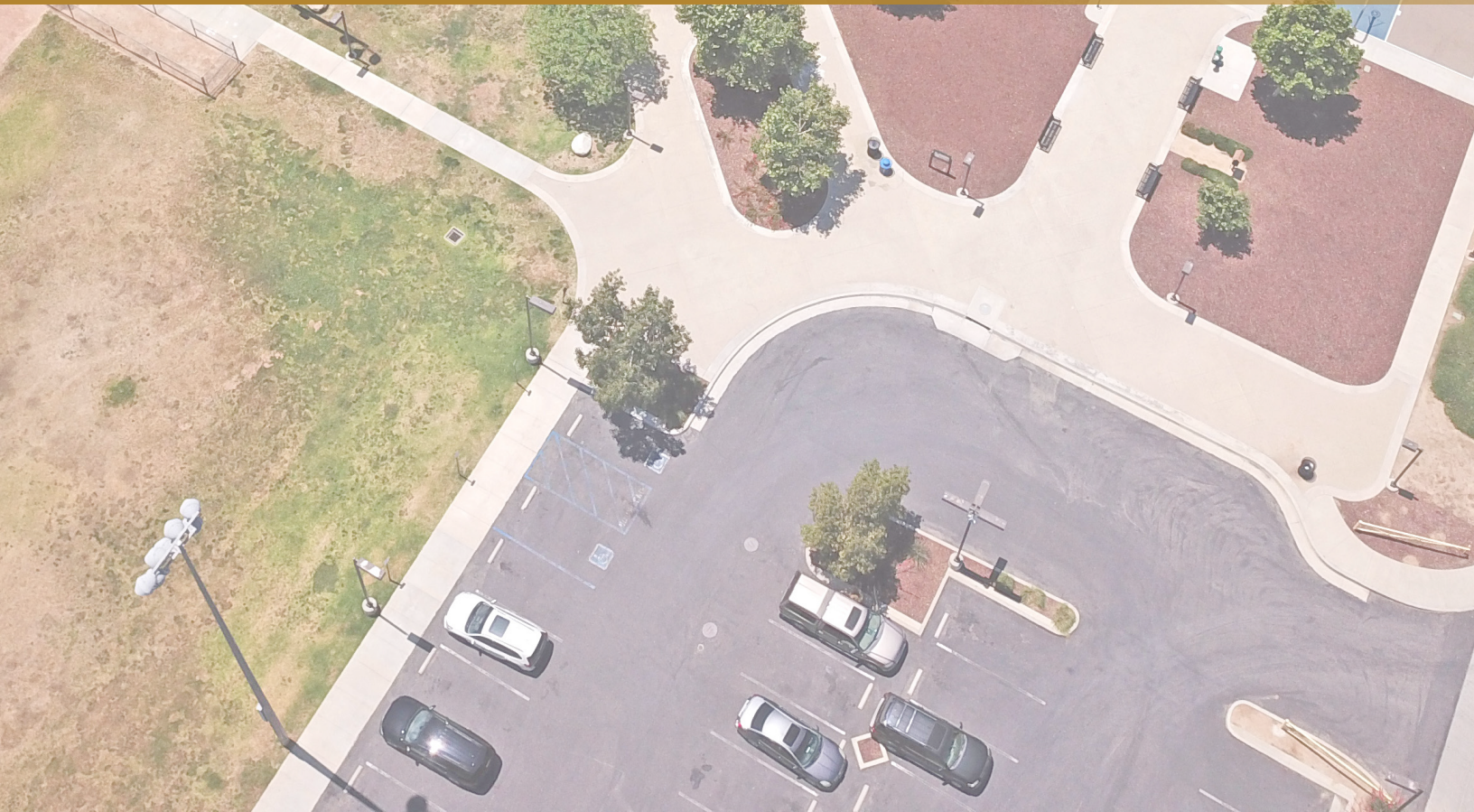
Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare. Environmental review is required for all General Plan amendments.

1.9 Environmental Impact Report

As required by the California Environmental Quality Act (CEQA), an environmental impact report (EIR) has been prepared for the General Plan (State Clearinghouse Number: 2023090064). The EIR describes environmental conditions in the City and planning area, assesses the possible effects on the environment of implementation of the General Plan, identifies actions that will be undertaken to reduce these impacts, and evaluates the comparative impacts of alternatives to the General Plan.



2. Land Use





2. Land Use Element

2.1 Vision

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

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 their lives. New commercial development will provide more goods and services and increase employment opportunities. This will decrease the need to travel to adjoining communities to meet daily needs and attract more local spending, increase prosperity, and improve the City's ability to provide services to its residents.

To maintain the aspects of Wildomar that people value, new developments will be designed 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 the special qualities most treasured by residents.

2.2 Purpose

The most fundamental decisions in planning begin with land use: what to put where. Land use planning envisions the future of a city and interacts with all other elements of planning. At its best, the land use element reflects Wildomar's vision; promotes thoughtful, equitable, and accessible distribution of different land uses, including residential, commercial, industrial, and open space; and is consistent with other general plan elements. The land use element is also a tool to improve public health, reduce infrastructure costs, enhance local economies, and address long-term environmental issues such as climate change and water resources.

Government Code § 65302(a) requires each city to adopt a land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways, and other categories of public and private uses of land.

2.3 Planning Context and Approach

Wildomar is in southwestern Riverside County, nestled in a valley between the Santa Ana Mountains to the west and rolling hills to the east. The surrounding mountains and hillsides feature large undeveloped areas of natural topography and habitat and are treasured for their scenic and ecological value.



Aerial view of Wildomar looking north; Inland Valley Medical Center in the foreground..

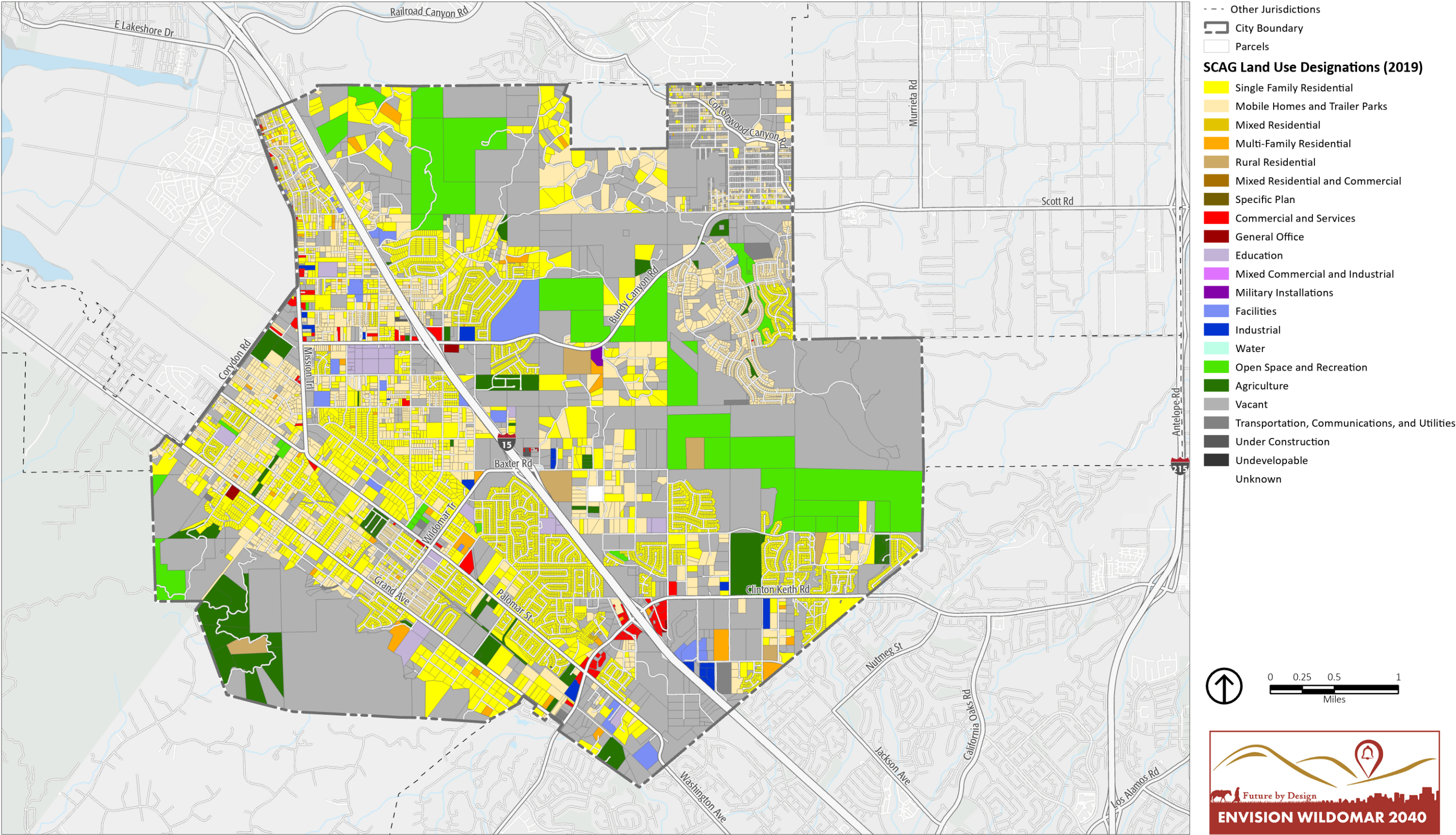
The flatlands of Wildomar are relatively developed, though portions of the City are vacant and undeveloped, allowing for natural forms of vegetation and wetlands. The built environment is primarily residential, with a mix of large-lot ranch homes reflecting the area's rural heritage, suburban/traditional housing tracts, and townhomes and multifamily homes clustered along major thoroughfares and in proximity to the Clinton Keith Road corridor. Centers of commercial activity extend east and west along Clinton Keith

Road from I-15 and are dispersed as stand-alone buildings or in small strip centers along major thoroughfares such as Corydon Road, Mission Trail, Palomar Street, and Bundy Canyon Road. Clusters of light industrial uses can be found in the northwestern portion of the City, adjacent to the City of Lake Elsinore, and along the eastern portion of the Clinton Keith corridor. Figure 2-1 depicts the City's existing uses, and Table 2-1 quantifies the amount of land associated with each use type.

Table 2-1: Existing Land Use

Existing Land Use Category	Acres	Percentage
Commercial		
Commercial and Services	88	1%
General Office	3	0%
Industrial		
Industrial	61	0%
Residential		
Rural Residential	64	0%
Single Family Residential	4,794	35%
Multi-Family Residential	93	1%
Mixed Residential	10	0%
Mixed Residential and Commercial	12	0%
Mobile Homes and Trailer Parks	2,319	17%
Other		
Education	147	1%
Transportation, Communications, and Utilities	40	0%
Facilities	93	1%
Military Installations	7	0%
Open Space and Recreation	930	7%
Agriculture	1,328	10%
Under Construction	10	0%
None	13	0%
Unknown	10	0%
Vacant	3,657	27%
Grand Total	13,677	100%

FIG 2-1: EXISTING LAND USE



Source: ESRI, 2024; City of Wildomar, 2020; PlaceWorks, 2024



Major themes that have driven the development of the Land Use diagram and Land Use goals and policies are described below.

1. **Managed Change.** New development is targeted to limited areas, balanced with the protection of open space and conserved lands and supported by the appropriate provision of services and infrastructure.
2. **Housing for All Residents.** To meet the variety of housing needs of Wildomar’s residents now and in the future:
 - We recognize the importance of the existing ranches and the role they play in Wildomar’s character.
 - The plan takes steps to protect these areas and provides meaningful policy and design to help transition the edges of these areas to more intensive housing/commercial development.
 - It is important to provide housing for residents in all stages of their lives, from young families just starting out to seniors who want to remain in the community even as they downsize.
 - Different housing types do not mean that one is prioritized over another, only that there are more choices, which benefits everyone.
3. **Thriving Commercial Areas.** The fiscal health of the City is directly linked to the success of the businesses in it. Thriving businesses, services, and shops provide revenue to the City and improve the quality of life for residents. To help existing businesses expand and attract new businesses in a changing retail landscape, opportunities are provided for both traditional commercial environments and mixed-use areas that combine retail, dining, entertainment, events, and places for socialization, with residents living within walking distance.
4. **Accommodate Mixed-Use Development.** Because land uses benefit from proximity to complementary uses, the Plan establishes two types of mixed-use designations:
 - Mixed-Use Low (MUL) is intended to provide a gradual transition between existing low-density neighborhoods to more intensive land uses located along major thoroughfares. A mix of residential and commercial uses can be accommodated side-by-side, or horizontally, within a single site or across adjacent parcels. This type of land use pattern is found today along Mission Trail.
- **Mixed-Use High (MUH)** recognizes that some areas have the potential for more intensive development while being flexible with land use types. This land use type allows for residences to be built above ground floor commercial uses (vertically) or side-by-side (horizontally) on larger sites. This category of land use will accommodate the development of walkable, experience-oriented commercial and residential districts, as well as light industrial and business park uses, as described further in this element and in the Economic Development Element.
5. **Support Employers and Increase Jobs.** The Plan supports the health of business districts by allowing for a mix of complementary uses and amenities that make them attractive for employees and employers alike and keep them active throughout the day.
6. **Expanding Parks and Open Spaces.** By expanding the amount of land dedicated to parks and conserved for native habitats, the Plan ensures that even as development is accommodated in Wildomar’s urbanized areas, its prized natural resources are protected in perpetuity and its residents are afforded more opportunities to recreate, relax, and congregate with their neighbors.
7. **Wildomar By Design.** Well-designed buildings and districts are important to the people of Wildomar. Since incorporation, the City has been proactive in establishing standards and guidelines for a variety of development types to ensure that Wildomar evolves in a way that enhances its unique character. The policies and actions of this element seek to enshrine that approach as a fundamental commitment for the City and ensure that the future is shaped, by design. Growth opportunities are directed to focus areas that both protect older

neighborhoods and encourage new growth in areas best suited for it. New mixed-use designations are designed to ensure elegant transitions between use types, protecting existing neighborhoods and enhancing the City's built environment.

8. **An Equitable Plan.** Development patterns that evolved prior to incorporation have resulted in an uneven distribution of infrastructure and services. This Plan tries to address that by outlining a path for the City to work in coordination with partners to provide equitable access to infrastructure and services in underserved areas of the City.
9. **A Healthier Wildomar.** Development patterns and circulation networks that support physical activity and design approaches that ensure compatibility among land uses are some of the ways that Land Use works in concert with the Plan's other elements to support the health and well-being of Wildomar's residents.
10. **Enhance Environmental Stewardship.** Being an environmental steward requires more than just protecting open spaces; it requires mitigating and diminishing the impact of human activities on the environment. In addition to protecting natural environments, the planning and distribution of land uses in more compact forms can help reduce contributors to climate change and air pollution by keeping trips for daily needs closer to home and making nonmotorized transportation choices possible.

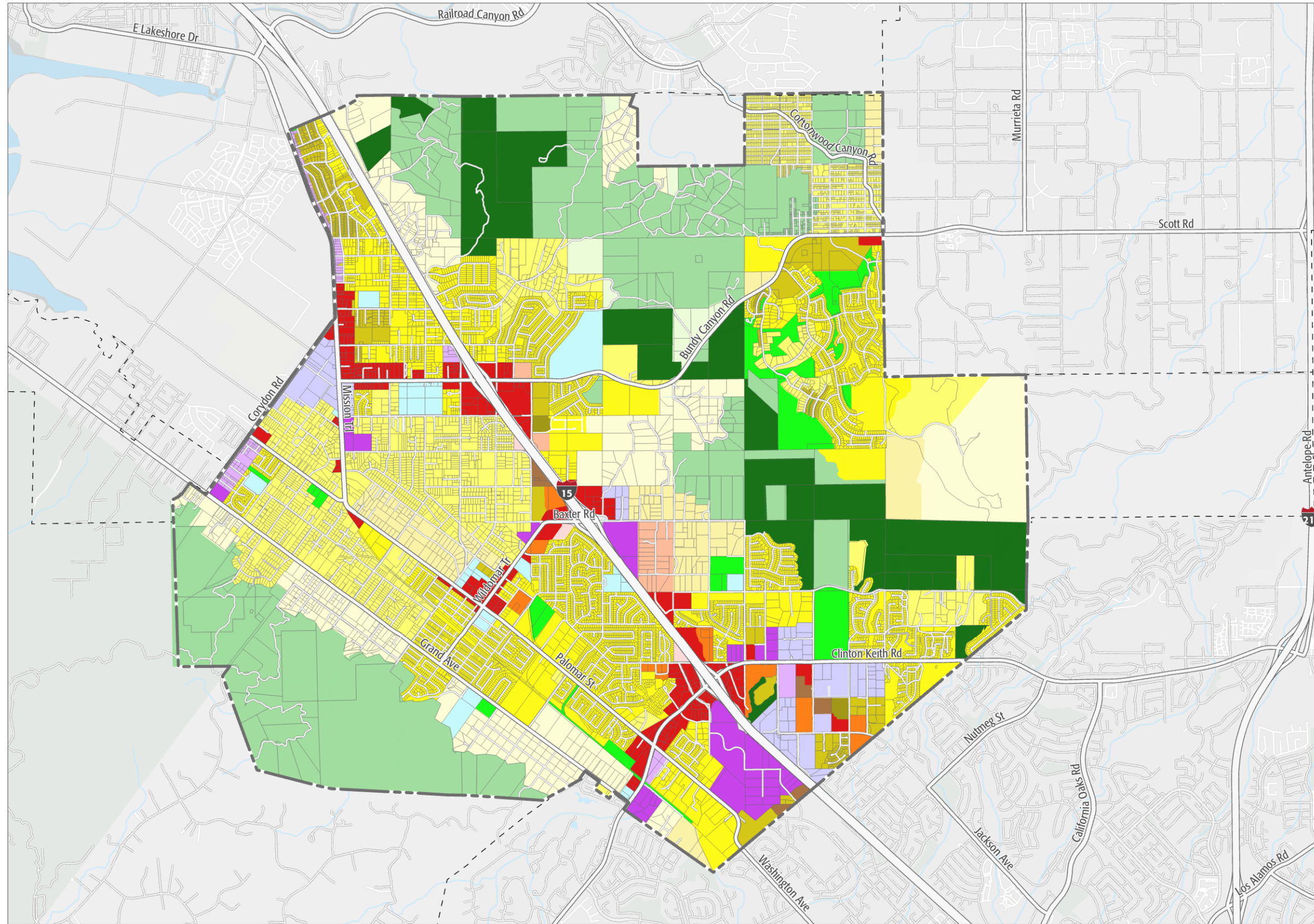
2.4 Land Use Diagram

Development in Wildomar will be guided by the Land Use diagram, which defines categories of use and standards of population density and building intensity for all lands within its jurisdictional boundaries, consistent with the requirements of the California Government Code (section 65302(a)). Figure 2-2 presents the Land Use diagram, and the text below describes the general uses and densities/intensities permitted for each land use category.

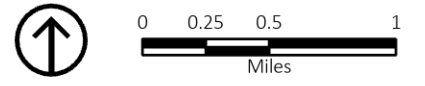
Focus Area Descriptions

The Land Use diagram provides for future growth in nine "Focus Areas" where the City endeavors to guide or encourage development, as shown in Figure 2-3 and described in Table 2-2.

FIG 2-2: LAND USE PLAN



- - - Other Jurisdictions
- City Boundary
- Parcels
- Residential**
- 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
- MUL: Mixed-Use Low
- MUH: Mixed-Use High
- PF: Public Facilities
- Open Space / Rural**
- OS-CH: Conservation Habitat
- OS-R: Open Space Recreation
- RM: Rural Mountainous



Source: ESRI, 2024; City of Wildomar, 2020; PlaceWorks, 2024

Figure 2-3: Focus Areas

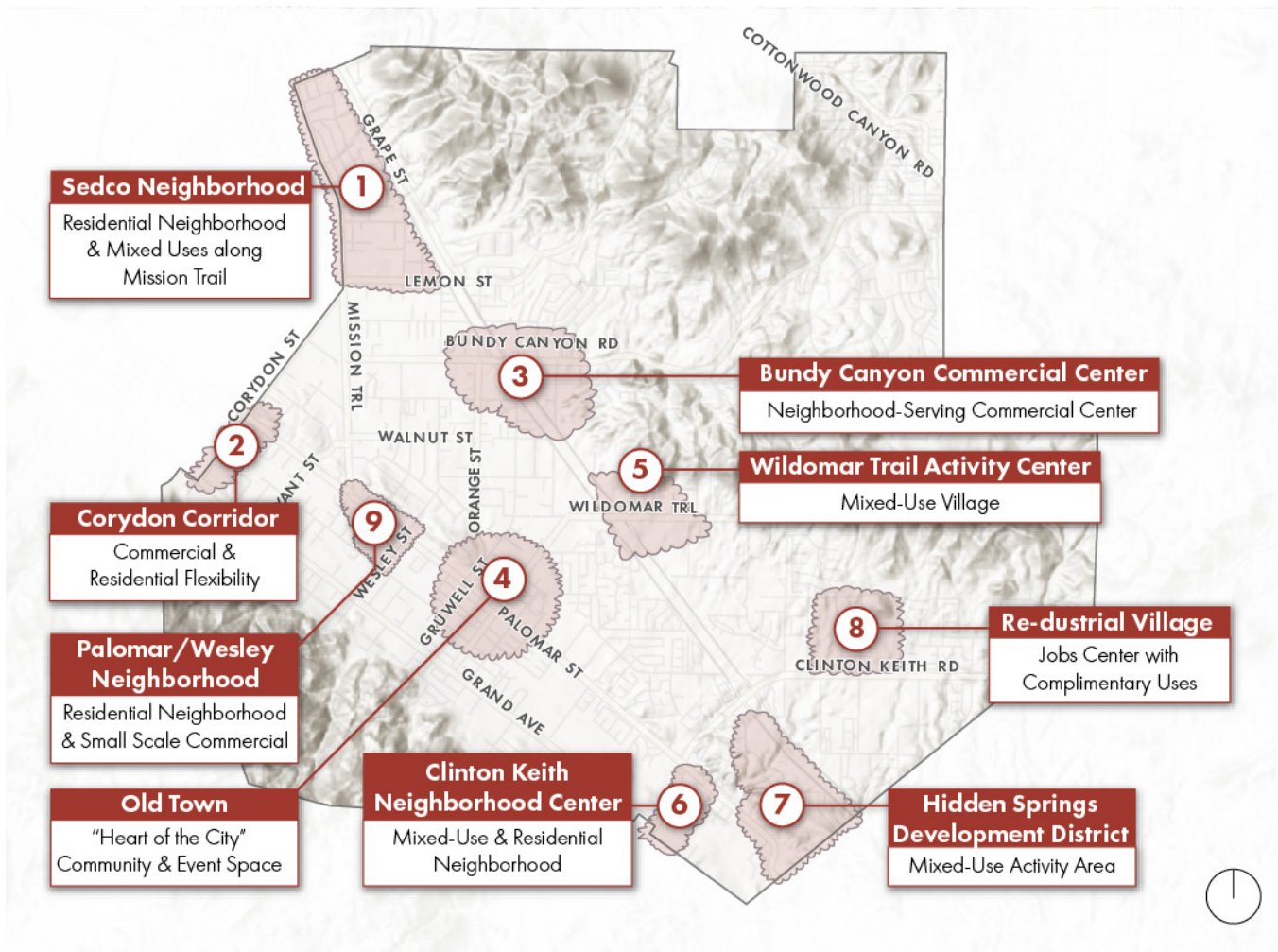


Table 2-2: Focus Area Description

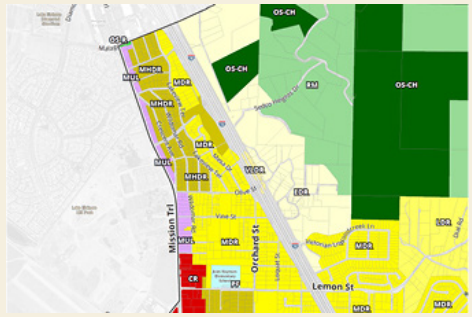
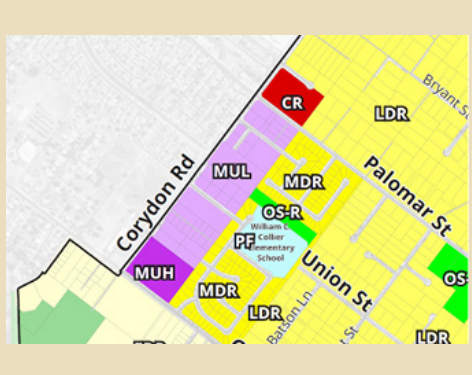
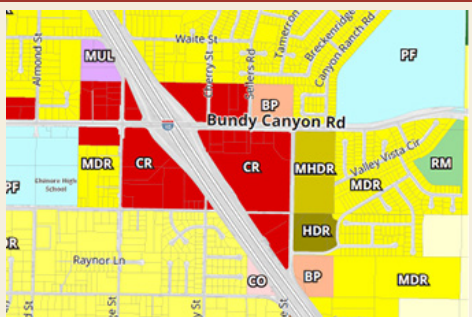
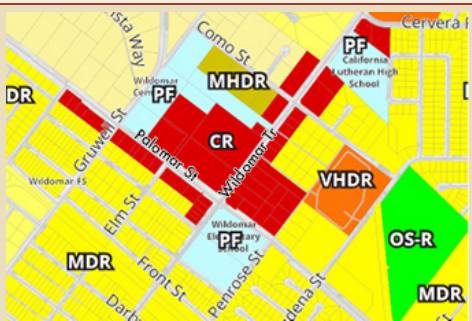
Area	Description
	<p>Focus Area 1: Sedco Neighborhood</p> <p>Maximum residential densities are reduced for hundreds of parcels to better align with current development patterns. The Mixed-Use Low (MUL) designation is applied to properties along Mission Trail to reflect the existing mixture of lower density residential and commercial uses, transition to the existing neighborhood, and allow for flexibility in future uses.</p>
	<p>Focus Area 2: Corydon Corridor</p> <p>At the south end of the corridor, the Mixed-Use High (MUH) designation allows for a catalytic project at the corner of Corydon Road and Grand Avenue, across from the existing commercial center. At the north end of the corridor, the Commercial Retail (CR) designation is applied to the parcel at the corner of Corydon Road and Palomar Street that is impacted by seismic hazards. The Mixed-Use Low (MUL) designation is applied to the rest of the area to provide flexibility in future uses at a scale that is sensitive to adjacent residential areas.</p>
	<p>Focus Area 3: Bundy Canyon Commercial Center</p> <p>Commercial Use is retained in this area to protect it as a future retail center. On the west side of the area, next to Elsinore High School and existing residential neighborhoods, low density residential and mixed-use designations are applied for more appropriate integration with adjacent uses.</p>
	<p>Focus Area 4: "Old Town"</p> <p>At the intersection of Palomar Street and Wildomar Trail, commercial use is envisioned at the southern end of a corridor of activity stretching from I-15. Community members would like to see event and community spaces in this area, with a unique character befitting what many consider to be the "heart" of the city.</p>

Table 2-2: Focus Area Description

Area	Description
	<p>Focus Area 5: Wildomar Trail Activity Center</p> <p>Across from the Baxter Village mixed-use project, the Mixed-Use High (MUH) designation maximizes the opportunity to create a center of commercial and residential activity oriented around prime freeway access and visibility.</p>
	<p>Focus Area 6: Clinton Keith Neighborhood Center</p> <p>At the western terminus of the primary commercial thoroughfare, a low density mix of uses is allowed along Clinton Keith Road to serve the surrounding neighborhood. To the south, residential designations are standardized at a density consistent with existing development to the east.</p>
	<p>Focus Area 7: Hidden Springs Development District</p> <p>Mixed-Use High (MUH) is applied to allow for maximum flexibility for this 160+/- acre vacant property adjacent to the City’s commercial heart, one of the City’s most prominent and opportune areas for growth. A future Specific Plan for this area around Hidden Springs Road and Wyman Road will allow for consideration of a more fine-grained distribution of uses.</p>
	<p>Focus Area 8: Re-dustrial Village</p> <p>The updated Light Industrial (LI) designation is applied to allow for small-scale manufacturing and complementary commercial services, like a micro-brewery or commercial kitchen facility, that could leverage the regenerative agricultural uses envisioned for the future college site and fulfill the area’s potential as an economic engine for the City.</p>

Table 2-2: Focus Area Description

Area	Description
	<p>Focus Area 9: Palomar/Wesley Neighborhood Existing commercial uses are preserved while allowing for medium density residential uses on vacant land.</p>

2.5 Land Use Designations

Development Standards Definitions

Residential Uses

Standards of building density for residential uses are described in allowable dwelling units per gross acre (du/ac). Standards of population density can be derived by multiplying the maximum number of dwelling units per net acre by the average number of persons per household, which the California Department of Finance E-5 data reports is 3.24 (January 2022).

Non-residential Uses

Standards for building intensity for non-residential uses such as commercial, industrial, and mixed-use development are described in floor-area ratios (FARs). FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total of a site excluding portions that cannot be developed (right-of-way, public parks, and so on). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.5 will allow 12,500 square feet of usable building floor area to be built regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two stories, or 12,500 square feet on one floor). On the same 25,000 square foot lot, a FAR of 0.8 would allow 20,000 square feet of usable floor area

and a FAR of 1.5 would allow 37,500 square feet of usable floor area.

Land Use Categories

Table 2-3 describes the categories of uses and their associated maximum densities/ intensities permitted on properties throughout the City. If the designation permits a range of density/intensities, the minimum and maximum are shown.

Table 2-3: Land Use Designations

Designation	Description	Density/Intensity
Residential		
Rural Mountainous (RM)	Single-family detached residential.	1 du/10 acres
Large Lot Residential (LLR)	Single-family detached residences.	1 du/5 acres
Estate Density Residential (EDR)	Single-family detached residences.	1 du/2–5 acres
Very Low Density Residential (VLDR)	Single-family detached residences.	1 du/1–2 acres
Low Density Residential (LDR)	Single-family detached residences.	1–2 du/ac
Medium Density Residential (MDR)	Attached and detached single-family residences.	2–5 du/ac
Medium High Density Residential (MHDR)	Attached and detached single-family residences.	5–8 du/ac
High Density Residential (HDR)	Attached and detached single- and multi-family residences.	8–14 du/ac
Very High Density Residential (VHDR)	Attached and detached single- and multi-family residences.	14–20 du/ac
Highest Density Residential (HHDR)	Multi-family attached residences.	20–40 du/ac
Commercial		
Commercial Office (CO)	Variety of office related uses.	0.35–1.0 FAR
Commercial Retail (CR)	Local and regional serving commercial/retail and service uses.	0.20–0.35 FAR
Mixed-Use		
Mixed-Use Low (MUL)	This designation provides for neighborhood-serving goods and services and residential uses in a mixed-use format (vertical or horizontal).	5 du/acre to 30 du/acre for residential portion; 1.0 max FAR for non-residential
Mixed-Use High (MUH)	The intent of this designation is to require a mixture of land uses, including multi-family residential (30–50% of developed acres) and non-residential uses, in a vertical or horizontal format on larger sites.	30 du/acre to 40 du/acre for multi-family portion; 2.0 max FAR for non-residential

Table 2-3: Land Use Designations

Designation	Description	Density/Intensity
Industrial		
Business Park (BP)	Provides for employee intensive uses and supporting retail uses.	0.25–0.60 FAR
Light Industrial (LI)	Provides for light industrial, manufacturing and complimentary uses.	0.25–0.60 FAR
Other		
Open Space Recreation (OS-R)	Recreational uses, including but not limited to, public/private parks, trails, athletic fields, and golf courses.	N/A
Open Space Conservation Habitat (OS-CH)	Applies to public and private lands conserved and managed in accordance with adopted Multiple Species Habitat and other Conservation Plans.	N/A
Public Facilities (PF)	Civic uses such as City administrative buildings and schools.	0.60 FAR

Land Use Descriptions

Residential

Rural Mountainous (RM). The Rural Mountainous land use designation allows single family detached residential uses within mountainous areas of the City, with a maximum residential density of 1 dwelling unit per 10 acres. Agriculture and animal keeping is allowed. Clustering of residential uses on smaller lots is allowed to minimize grading and alteration of natural landforms, including visually significant ridgelines, but the total number of units cannot exceed the 1 unit per 10-acre ratio. Clustering is also encouraged to avoid impacts to sensitive natural habitat areas and hazardous conditions such as landslides.

Large Lot Residential (LLR). The Rural Residential land use designation allows 1 single family detached residence per 5 acres, as well as animal-keeping and agricultural activities. Limited recreational uses, compatible resource development and associated uses (not including the commercial extraction of mineral resources), and governmental uses are also allowed within this designation.

Estate Density Residential (EDR). The Estate Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. Agriculture and animal keeping are allowed. The density range is from 1 dwelling unit per 2 acres to 1 dwelling unit per 5 acres.

Very Low Density Residential (VLDR). The Very Low Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. Agriculture and animal keeping are allowed. The density range is from 1 dwelling unit per acre to 1 dwelling unit per 2 acres.

Low Density Residential (LDR). The Low Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. Agriculture and animal keeping are allowed. The density range is from 1 to 2 dwelling units per acre.

Medium Density Residential (MDR). The Medium Density Residential land use designation provides for

the development of single family detached and attached residences. The density range is 2 to 5 dwelling units per acre.

Medium High Density Residential (MHDR). The Medium High Density Residential land use designation provides for the development of smaller lot, single family detached residences and attached residences. Typical allowable uses in this category include detached, small-lot single family homes, patio homes, and townhouses. The potential for clustered development is provided for in this category. The density range is 5 to 8 dwelling units per acre.

High Density Residential (HDR). The High Density Residential land use designation allows single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes. The potential for clustered development is provided for in this land use category. The density range is 8 to 14 dwelling units per acre.

Very High Density Residential (VHDR). The Very High Density Residential land use designation allows for the development of single-family and multi-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, triplexes, and zero lot line homes with a density range of 14 to 20 dwelling units per acre.

Highest Density Residential (HHDR). The Highest Density Residential land use designation allows for the development of multi-family attached residences, including stacked flats, with a density range of 20 to 40 dwelling units per acre.

Commercial

Commercial Office (CO). The Commercial Office land use designation allows for a variety of office uses, including financial institutions, legal services, insurance services, and other office and support services. FARs range from 0.35 to 1.0.

Commercial Retail (CR). The Commercial Retail land use designation allows for the development of

commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses. FARs range from 0.2 to 0.35.

Mixed-Use

Mixed-Use Low (MUL). This designation provides for neighborhood-serving goods and services and residential uses in a mixed-use format. A mix of residential and commercial uses can be accommodated side by side (horizontally) within a single site or across adjacent parcels. This designation allows for 100 percent residential or 100 percent non-residential uses on any individual parcel. Vertical mixed use with residences above ground-floor commercial uses are allowed but unlikely. A density range of 5 du/acre to 30 du/acre is allowed for residential uses and a maximum FAR of 1.0 is allowed for non-residential uses.

Mixed-Use High (MUH). The intent of this designation is to require a mixture of land uses, including multi-family residential and commercial/office/entertainment/educational/business park and/or recreational uses in a mixed-use format (i.e., master planned). This land use type allows for residences to be built above ground-floor commercial uses (vertically) or side by side with commercial uses (horizontally) on larger sites. On any single site, residential uses are required to occupy 30 to 50 percent of the developed acreage. A density range of 30 du/acre to 40 du/acre is allowed for residential uses, and a maximum FAR of 2.0 is allowed for non-residential uses.

Industrial

Business Park (BP). The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, “clean” industry (i.e., does not emit smoke, noise, offensive odors, or harmful industrial wastes) and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR.

Light Industrial (LI). The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light

manufacturing, repair and other service facilities, warehousing/distribution, and supporting retail uses. This designation also provides a suitable location for start-up businesses and “maker” spaces for breweries, arts and crafts, clothing, food, and similar small-scale industries. Building intensity ranges from 0.25 to 0.6 FAR.

Other

Open Space Recreation (OS-R). The Open Space-Recreation land use designation allows for active and passive recreational uses such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks. Ancillary structures may be permitted for recreational opportunities. Actual building or structure size, siting, and design will be determined by the zoning code.

Open Space Conservation Habitat (OS-CH). The Open Space-Conservation Habitat land use designation applies to public and private lands conserved and managed in accordance with adopted multispecies habitat conservation plans or other conservation plans. Ancillary structures or uses may be permitted for the purpose of preserving or enjoying open space. Actual building or structure size, siting, and design will be determined by the zoning code.

Public Facilities (PF). The Public Facilities area plan land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities; utility facilities including public and private electric-generating stations and corridors; landfills; airports; educational facilities; and maintenance yards. Privately held uses with public facility characteristics are not required to be designated as Public Facilities but are eligible to be so designated based on site-specific reviews of the use in question. A maximum FAR of 0.60 applies to privately held uses.

2.6 Development Capacity

Table 2-4 represents the acreage and maximum number of housing units and building square feet that are assumed to occur by 2045. It is not a projection or mandate but represents what could occur under normal market conditions should lands be developed for the uses and densities/intensities defined by the Plan. Table 2-4 also does not represent full buildout of the entirety of the General Plan as this is not expected to occur by 2045.

Table 2-4: Development Assumption by 2045

Land Use Category	Acres	Dwelling Units	Non-residential Square Footage
Residential			
Rural Mountainous (RM)	3,906	107	11,999
Large Lot Residential (LLR)	213	10	-
Estate Density Residential (EDR)	1,629	1,453	-
Very Low Density Residential (VLDR)	564	699	-
Low Density Residential (LDR)	1,884	2,149	15,122
Medium Density Residential (MDR)	2,725	8,782	245,736
Medium High Density Residential (MHDR)	410	2,208	-
High Density Residential (HDR)	19	138	-
Very High Density Residential (VHDR)	90	1,303	231,963
Highest Density Residential (HHDR)	30	823	-
SUBTOTAL	11,470	17,697¹	504,820
Commercial			
Commercial Retail (CR)	465	96	1,596,373
Commercial Office (CO)	11	3	-
SUBTOTAL	476	99	1,596,373
Mixed-Use			
Mixed-Use Low (MUL)	90	379	64,155
Mixed-Use High (MUH)	331	2,602	1,395,944
SUBTOTAL	421	2,981	1,460,098
Industrial			
Business Park (BP)	87	14	11,368
Light Industrial (LI)	322	7	2,001,528
SUBTOTAL	409	21	2,012,896
Other			
Open Space Recreation (OS-R)	427	133	5,451
Open Space Conservation Habitat (OS-CH)	235	5	-
Public Facilities (PF)	235	44	378,277
Freeway (FWY)	4	-	-
SUBTOTAL	902	182	383,728
Grand Total	13,677	20,980	5,957,915

¹ Includes twenty-five (25) Accessory Dwelling Units (ADUs), which can be developed in any residential designation.

2.7 Goals and Policies

Guided by the Vision and Guiding Principles, the following goals and policies provide for strategic growth and change while protecting the important assets and characteristics that contribute to Wildomar's identity and quality of life.

GOAL LU 1

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

Policy LU 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 LU 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 LU 1.3

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

Policy LU 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.

Policy LU 1.5

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

GOAL LU 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 LU 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 LU 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 LU 3

Focus Areas. Unique areas of the City are enhanced to meet residents' needs.

Policy LU 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 LU 3.2

Sedco Neighborhood. 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 that current residents, including renters, benefit from investments in infrastructure improvements.

Policy LU 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 LU 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 percent of the area and are located and designed to be compatible with other uses.

Policy LU 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 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 LU 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 LU 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 LU 4

Urban Form. A City of distinct centers and corridors surrounded by neighborhoods and connected to a network of parks and open spaces.

Policy LU 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 LU-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 LU 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 LU 4

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

GOAL LU 5

Design. Well-designed communities contributing to the City’s distinct identity and quality of life of residents.

Policy LU 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 LU5.2

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 LU 5.3

Maintain Design Standards. Enhance Wildomar’s unique character and raise the quality of design in the City by maintaining and implementing the City’s design standards.

Policy LU 5.4

Entryways and Branding. Encourage the development of identifiable entryways for the overall community and develop 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 LU 6

Maintenance and Compatibility With Other Uses. Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

Policy LU 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 LU 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 LU 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 LU 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, incorporate natural drainage systems, allow development clustering to maintain slopes, restrict grading of steep slopes, and encourage the preservation of significant hillsides, canyon edges, and hilltops as prominent visual features.

GOAL LU 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 LU 8.1

Variety of Housing Types. Policy 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 LU 8.2

Connections and Linkages. Integrate networks of parks, plazas, public squares, bicycle trails, and pedestrian paths into new residential development to provide internal connections in neighborhoods as well as linkages with surrounding features and neighborhoods.

Policy LU 8

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

GOAL LU 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 LU 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 LU 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 LU 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 PLU 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 LU 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 LU 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 LU 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 LU 10.3

Enhance Economic Activity. Support mixed-use development projects as a strategy to enhance the economic vitality of adjoining commercial districts by increasing population in proximity to these uses.

Policy LU 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 LU 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 LU 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 LU 11.2

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

Policy LU 11.3

Integration of Complimentary Uses. Support the integration of complementary uses in areas designated “Light Industrial” supporting local employees and that may attract active uses, such as “maker” spaces, arts and 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 LU 11.4

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

GOAL LU 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 LU 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 LU 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 LU 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 its fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

Policy LU 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 LU 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 LU 12.6

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

GOAL LU 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 LU 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 LU 13.2

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



3. Circulation





3. Circulation Element

3.1 Vision

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 are 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 pe-

This Plan envisions a city in which residents and visitors have choices about how they can travel to and from their activities...These improvements will make for a more welcoming environment where residents engage more with each other and their surroundings.

destrian, 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.

3.2 Purpose

Per California Government Code § 65302(b), the Circulation Element addresses Wildomar’s multi-modal transportation networks and public utilities. It works concurrently with several other plan elements, including Land Use and Recreation and Community Services, to meet the City’s infrastructure needs as its land uses and physical form evolve.

Relationship to Other Planning Efforts

In addition to working in concert with other elements of the General Plan, the goals and policies in this element support and align with several existing local and regional planning efforts that pertain to the circulation network in the City.

Wildomar Active Transportation Plan

The Wildomar Active Transportation Plan (ATP) serves as a foundation for bicycle and pedestrian improvements in the City. The ATP, which was adopted in 2021, supports a Complete Streets approach that balances the needs of all roadway users, with or without vehicles.

Wildomar Local Roadway Safety Plan

The Wildomar Local Roadway Safety Plan (LRSP), which was adopted in 2022, provides a framework for traffic safety improvements on the City’s circulation network. The LRSP contains recommendations to address traffic safety through engineering, enforcement, education, and emergency services.

Western Riverside Active Transportation Plan

The Western Riverside Active Transportation Plan (WRATP), which was adopted by the Western Riverside Council of Governments in 2018, focuses on enhancing non-motorized infrastructure throughout

western Riverside County. The WRATP presents an overview of the proposed active transportation regional network, and it has proposed routes running through the City.

Connect SoCal

In September 2020, the Southern California Association of Governments (SCAG) adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal is SCAG's long-range transportation plan and sustainable communities' strategy for the six-county region of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. It establishes a long-term cohesive vision for the buildout of the transportation network in the SCAG region.

3.3 Planning Context and Approach

Pedestrian Mobility

Every trip begins and ends on foot, regardless of the primary travel mode. We walk from our origins to our destinations, to our bicycles, to transit stops, or to vehicles, underscoring the importance of safe and comfortable walking environments.

Many roadways and older neighborhoods in Wildomar currently lack pedestrian infrastructure and could benefit from additional amenities such as sidewalks, crosswalks, street lighting, and curb ramps. This element seeks to address that shortfall by providing pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities. This is achieved through the implementation of a pedestrian network based on three route types—connectors, corridors, and districts, as shown on Figure 3-1.



Pedestrian infrastructure on Illinois Street.

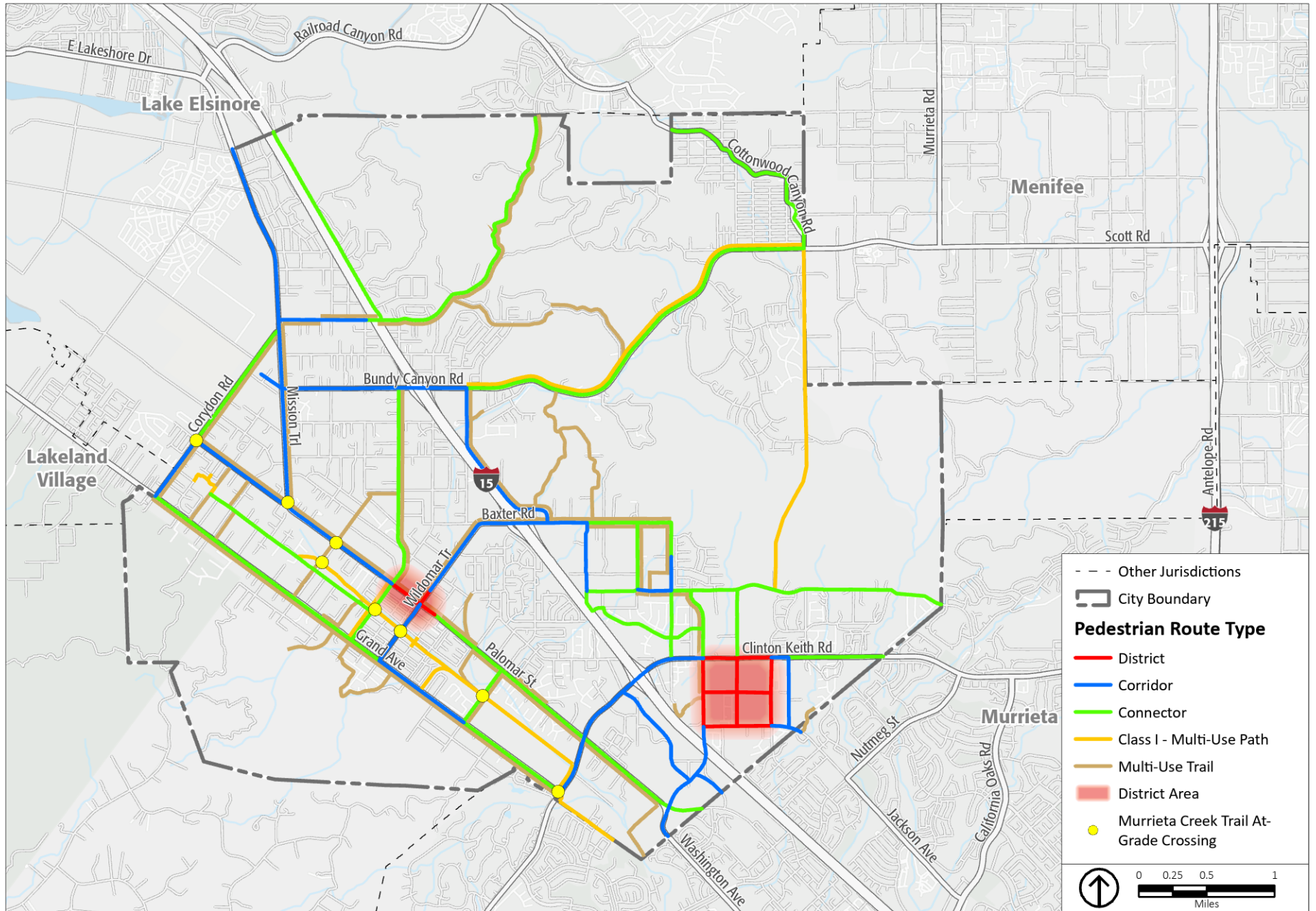
Connectors

Connectors are designated for roadways with low pedestrian activity and moderate to high levels of vehicular traffic. Connectors help bridge the gap between residential neighborhoods, Corridor routes, and final destinations. This designation makes up the greatest portion of the pedestrian route typology. The Connector route type consists of standard sidewalks with accessible curb ramps and marked crosswalks with advanced stop bars at signalized intersections.

Corridors

Corridors are assigned along roadways that support commercial businesses, shopping districts, schools, parks, and high-ridership transit stops. Moderate pedestrian activity is anticipated in these areas, necessitating more enhanced features to support pedestrians. Corridor features are the same as for the Connector route type but may include wider sidewalks (>5 feet), pedestrian countdown signal heads with lead pedestrian intervals at signalized intersections, and high-visibility crosswalks with advanced stop bars at marked crossing locations. Pedestrian-scaled lighting may also be appropriate in some areas.

FIG 3-1: PLANNED PEDESTRIAN ROUTE TYPES



Source: ESRI, 2024; Chen Ryan Associates, 2023; PlaceWorks, 2024

Districts

Districts are reserved for the areas with the greatest anticipated pedestrian activity. Examples of such locations include proximity to existing or planned commercial/retail, high ridership transit stops, and higher density residential uses. Areas designated as Districts receive the greatest level of pedestrian enhancements. In addition to the Connector and Corridor route type features, Districts features may also include wide sidewalks (>8 feet), increased landscaping and buffers from the roadway, decorative crosswalks, pedestrian street furnishings, and curb extensions at crossing locations.

Bicycle Mobility

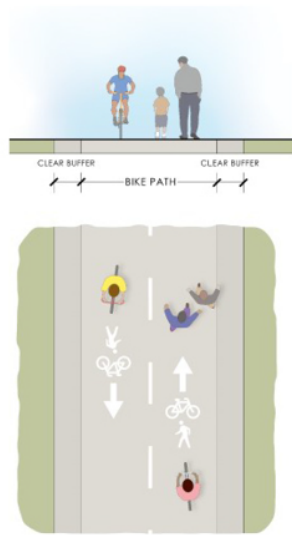
Bicycling offers a variety of transportation and recreational benefits. Bicycles can be used for local trips, potentially replacing vehicular trips while also reducing greenhouse gas emissions and congestion. They can be used by school-age children for commute trips to and from school. Bicycles can also help people access transit stops and reach their final destinations—commonly referred to as “first/last mile.” It is an accessible mode of transportation given the comparatively low entry and operational costs. As a form of recreation, bicycling can improve public health.



Bicycle infrastructure at the intersection of Clinton Keith Road and Hidden Springs Road.

To provide a safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities for bicyclists of all ages and abilities, this Plan augments Wildomar’s existing bicycle routes with a network based on four classifications of facilities, as shown on Figure 3-2 and described in the following illustrations.

Class I Bike Path



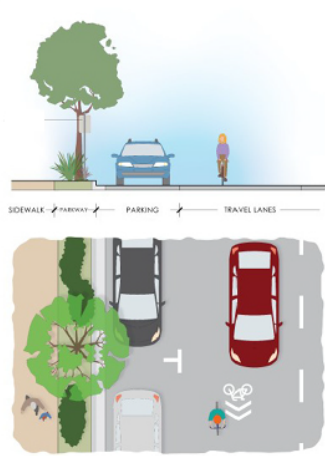
Class I bike paths, also known as multi-use paths or shared-use paths, provide bicyclists and pedestrians with a space (right-of-way) that is completely separated from vehicles. The high level of separation contributes to a safer and more comfortable environment for walking and biking.

Class II Bike Lane



Class II bike lanes are striped lanes on the roadway that are designated exclusively for biking. They may have additional enhancements such as painted buffers and signage to further delineate the space for bicyclists.

Class III Bike Routes



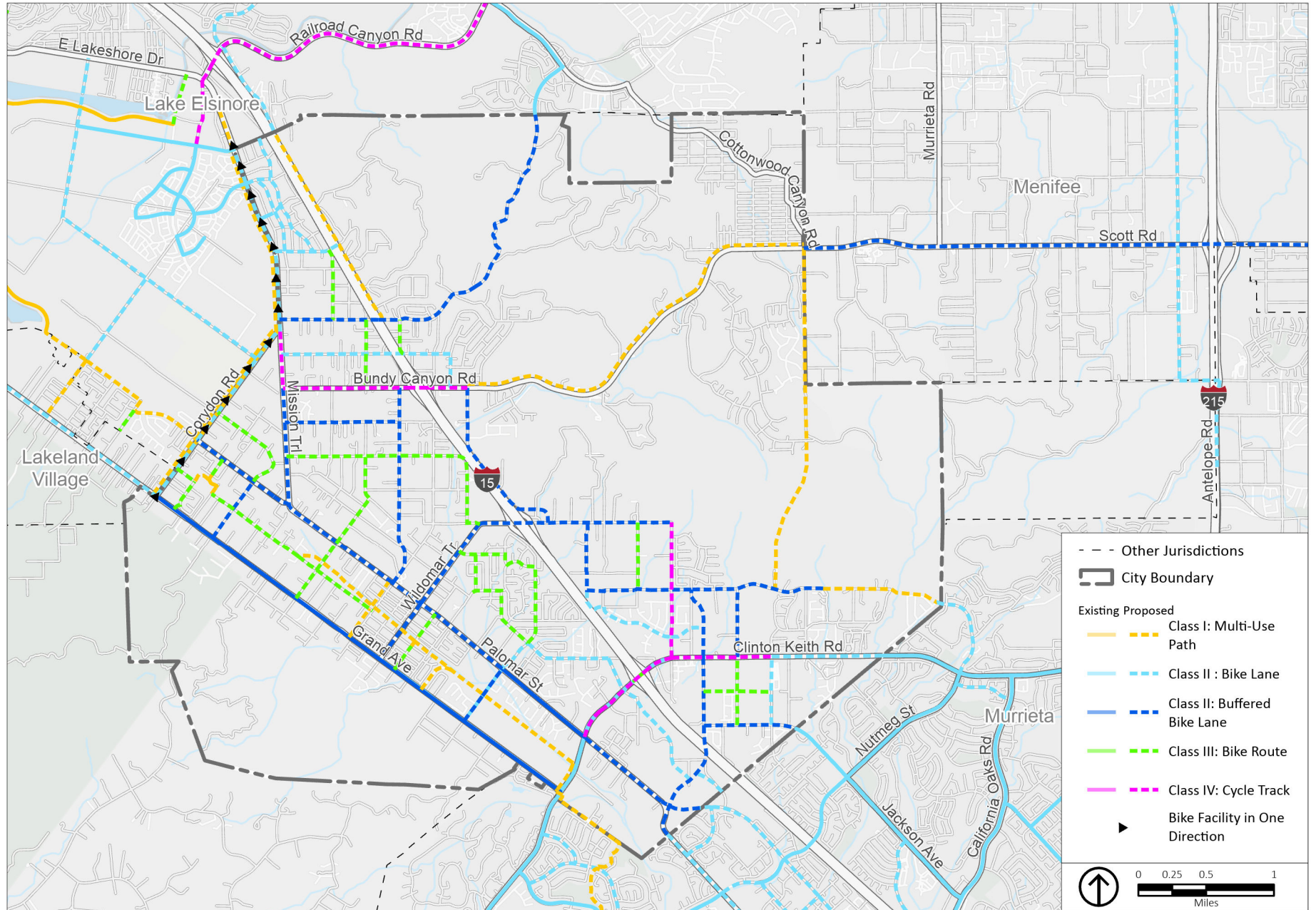
Class III bike routes share the roadway with vehicles. They are identified with signage and/or street markings known as "sharrows". Bike routes are best suited for low-speed, low-volume roadways as they do not provide a dedicated space for bicyclists. Bike routes help provide network continuity or designate preferred routes where other bikeways may be infeasible.

Class IV Separated Bikeways/Cycle Tracks



Class IV separated bikeways/cycle tracks are bikeways that are located on the roadway. They are designated exclusively for bicycle travel and are physically protected from vehicles using grade separation, flexible posts, on-street parking, or other vertical/physical elements.

FIG 3-2: PLANNED BICYCLE NETWORK



Source: ESRI, 2024; Chen Ryan Associates, 2023; PlaceWorks, 2024

Public Transit

Public transit is an energy- and space-efficient travel mode. Riverside Transit Authority (RTA) provides public transit services in Wildomar and plans service routes at a regional level. RTA collaborates with local jurisdictions on transit amenities such as benches, shelters, trash cans, and route information.



RTA bus stop at northwest corner of Palomar Street and Wildomar Trail.

The City is served by bus Routes 8 and 23 with no additional routes anticipated at the time of writing. This Plan envisions continuing to work with RTA to provide efficient service that connects residential communities, employment centers, commercial areas, schools, and other public resources while improving first/last mile connections. Existing transit routes and stops, as well as potential future service areas, are identified on Figure 3-3.

Vehicular Mobility

Vehicular mobility is the most common travel mode in Wildomar. Personal vehicles, bus transit, and movers of commercial goods all utilize the same roadway system. To provide for convenient and efficient vehicle circulation that does not degrade the safety and mobility of all other roadway users, the Plan's roadway network classification system—as

shown on Figure 3-4 and described below—was based on the City's existing functional classifications and future travel demand, with a horizon or buildout year of 2045.



Vehicular, bicycle and pedestrian infrastructure at the intersection of Clinton Keith Road and Arya Road.

The roadway classifications are intended to balance the needs of all roadway users while taking the existing built environment limitations into consideration. The classification cross-sections included in this element illustrate ideal dimensions, which may be adjusted as necessary to address conditions on the ground as approved by the City Engineer.

Primary Arterial

Primary arterials are 6-lane roads divided by a raised median. They are intended to carry the greatest volumes of vehicular traffic in the City, providing connections to the regional freeway system, major commercial centers, and some neighboring jurisdictions. Figure 3-5 depicts cross-sections of designated primary arterial roadways.

Major Arterial

Major arterials are 4-lane roads divided by a raised or striped median, or a center left-turn lane to maximize access where needed. These roadways supplement primary arterials, also providing access to the

freeway and major community resources. Major arterial roadway cross-sections are shown on Figure 3-6.

Minor Arterial

Minor arterials are undivided 4-lane roadways that provide left-turn pockets where needed for access. They carry moderate volumes of vehicular traffic and generally consist of less active frontages than major arterials. Figure 3-7 depicts cross-sections of designated minor arterial roadways.

Collector

Collectors are undivided 2-lane roadways that provide left-turn pockets where needed for access. These roadways are intended to carry lower volumes of vehicular traffic with lower posted speed limits. Figure 3-8 displays collector roadway cross-sections.

Goods Movement

Goods movement routes play a pivotal role in maintaining economic vitality, ensuring efficient transportation, preserving infrastructure, enhancing safety, minimizing environmental impact, improving quality of life, and supporting emergency response efforts.



Goods movement at the intersection of Palomar Street and Wildomar Trail.

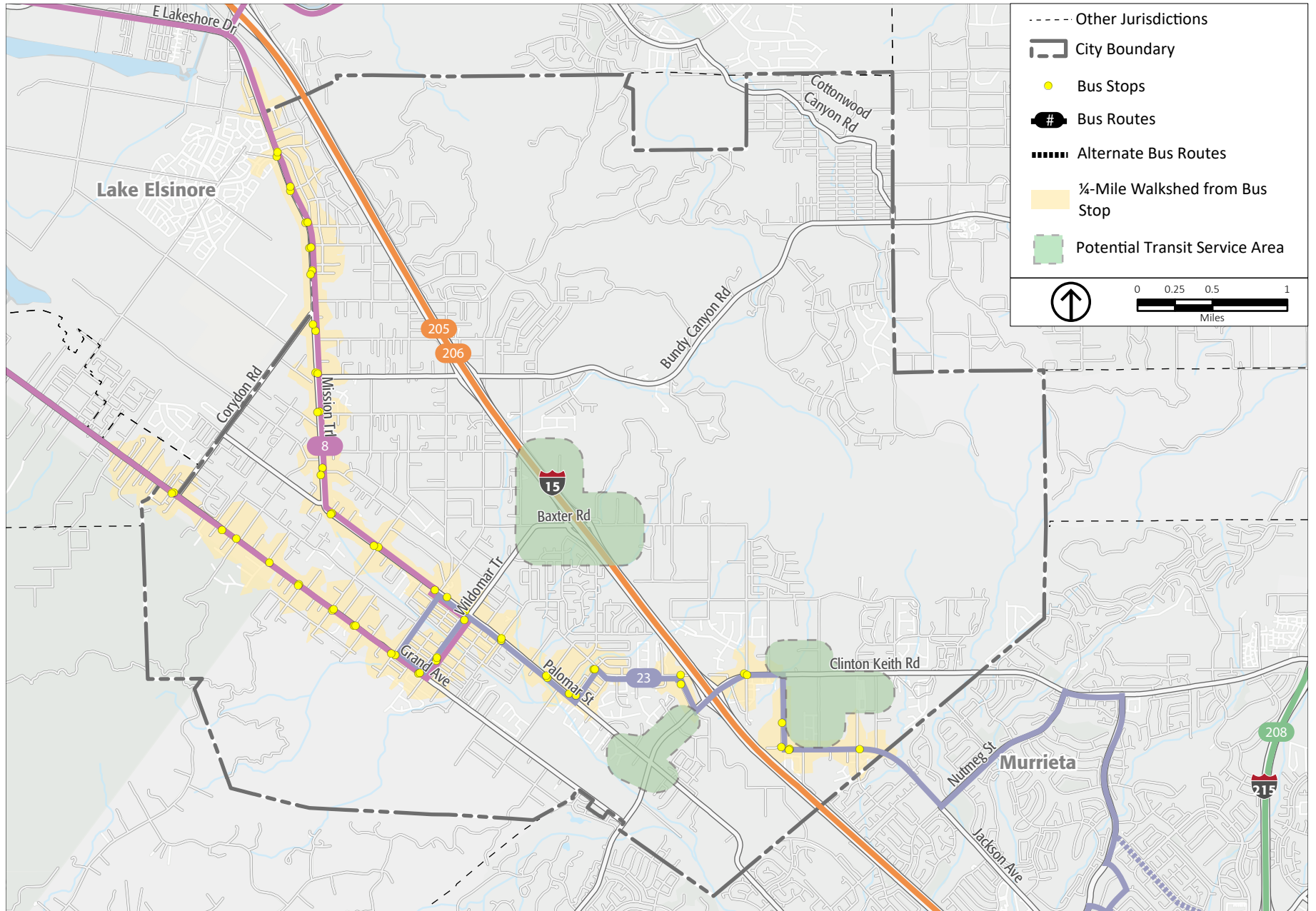
Proper planning and management of these routes contribute to the City's overall functionality and well-being. The City of Wildomar does not have designated goods movement routes. As part of this planning effort, a review of goods movement patterns in Wildomar was conducted, and based on the findings, a network of goods movement routes has been recommended, as shown on Figure 3-9.

Infrastructure and Utilities

The California Government Code stipulates that in addition to transportation routes, the circulation element must identify the location and necessity of public utilities and facilities. The Elsinore Valley Municipal Water District (EVMWD) provides wastewater collection and treatment services, and both EVMWD and the Farm Mutual Water Company supply potable water to city residents and businesses. CR&R Environmental Services collects solid and recycled waste, Southern California Edison (SCE) provides electricity, and Southern California Gas Company (SoCalGas) provides natural gas.

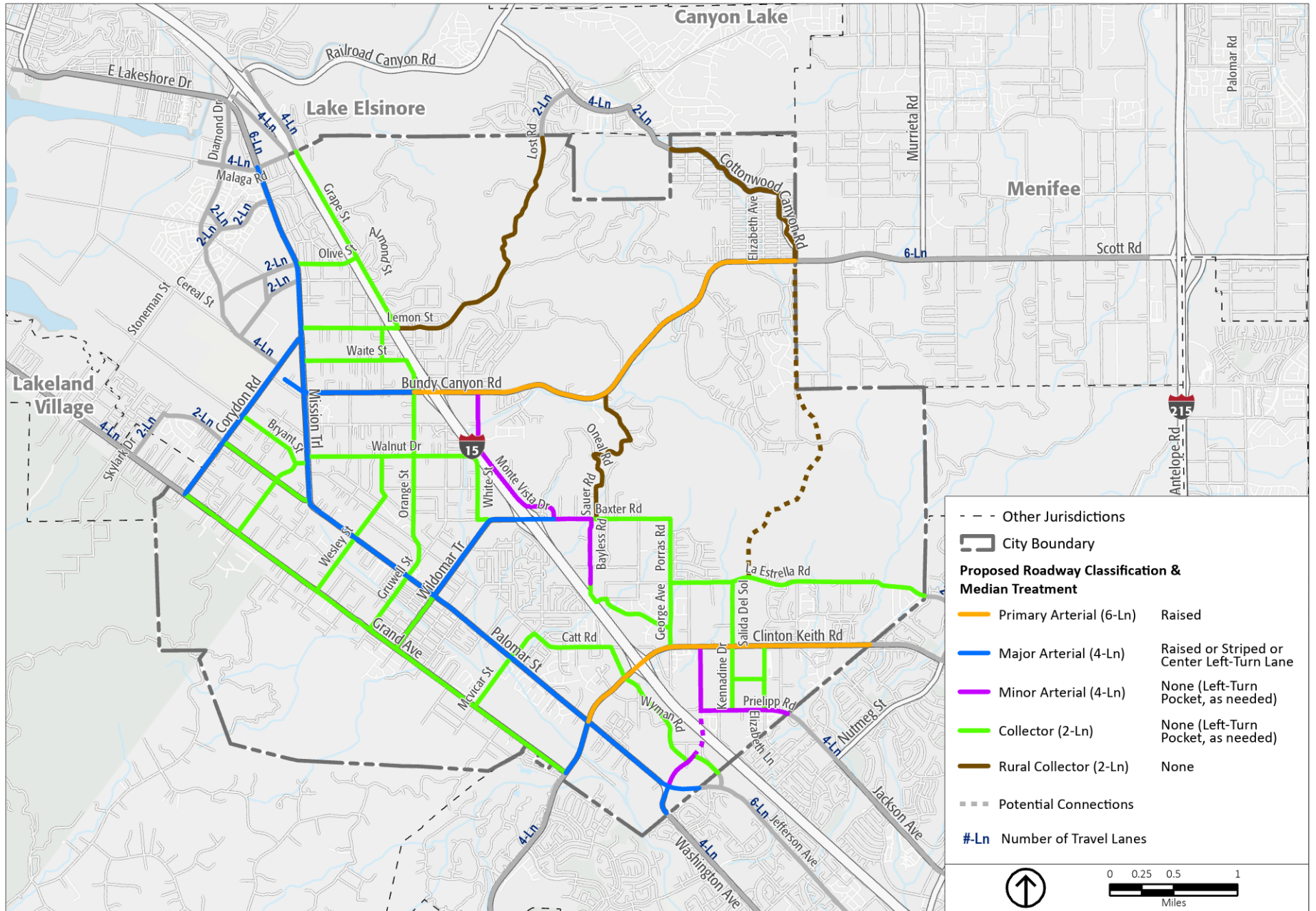
The Plan recognizes that a robust infrastructure and utility network is paramount to accommodate the growth and development that could occur from buildout of the Land Use Plan. Systems that provide for efficient management of water, wastewater, stormwater drainage, solid waste, energy, and telecommunications will continue to be expanded concurrently with new development, population, and employment growth.

FIG 3-3: PUBLIC TRANSIT NETWORK



Source: ESRI, 2024; Chen Ryan Associates, 2023; PlaceWorks, 2024

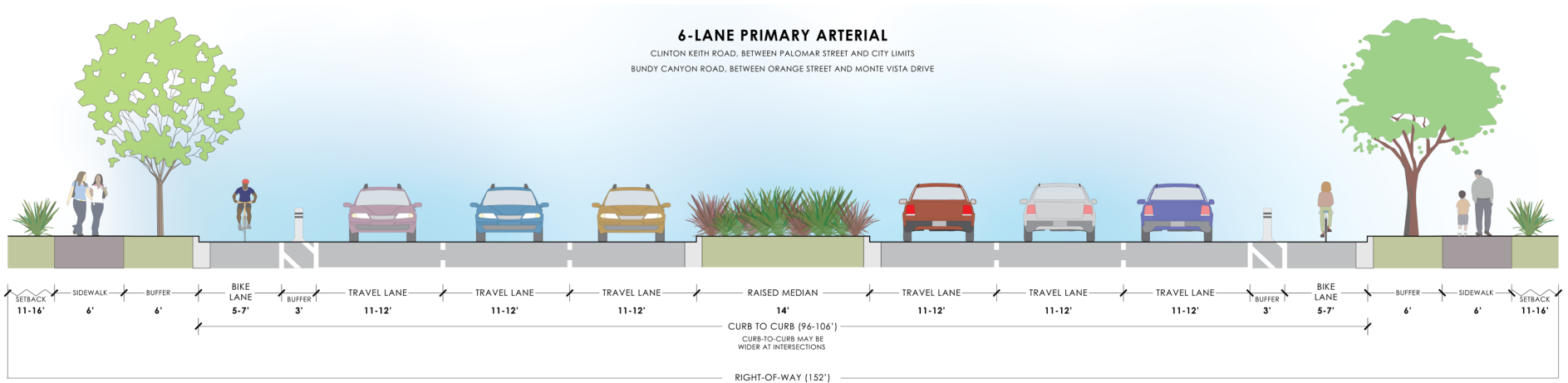
FIG 3-4: PLANNED ROADWAY NETWORK CLASSIFICATIONS



Source: ESRI, 2024; Chen Ryan Associates, 2023; PlaceWorks, 2024

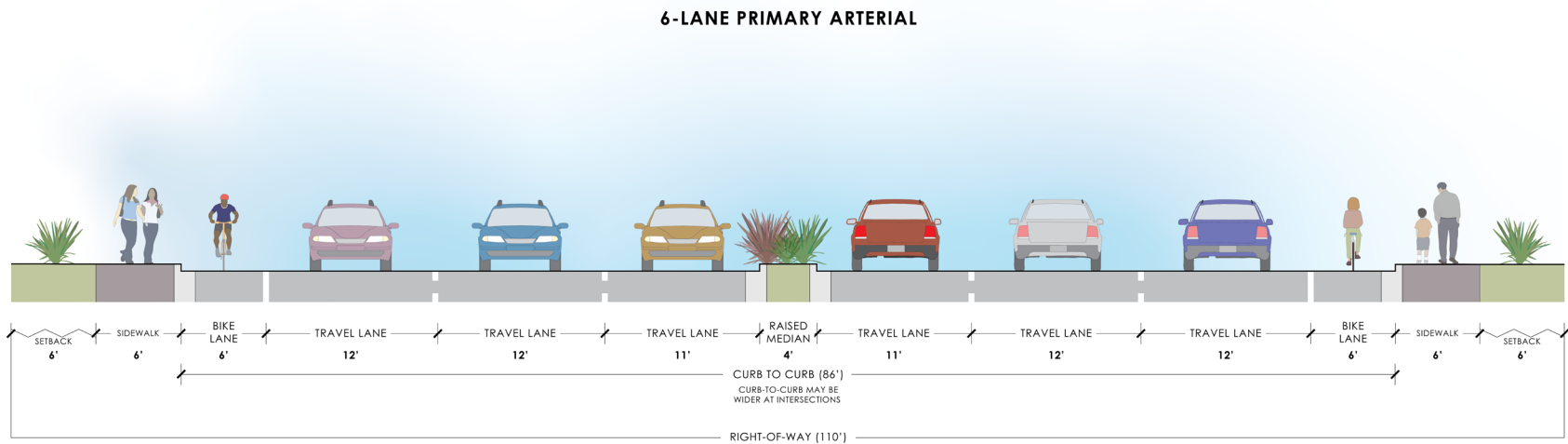
Figure 3-5 Typical Cross-Sections of Designated 6-Lane Primary Arterial Roadways, Part 1

(a)



Clinton Keith Road, between Palomar Street and Elizabeth Lane
Bundy Canyon Road, between Orange Street and Monte Vista Drive

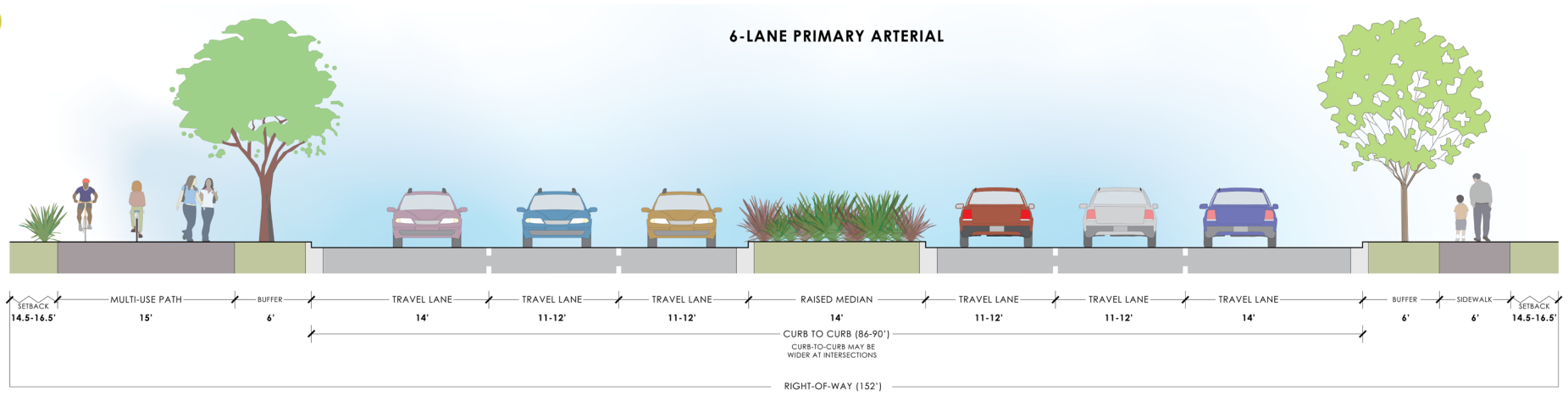
(b)



Clinton Keith Road, between Elizabeth Lane and City Limits

Figure 3-5 Typical Cross-Sections of Designated 6-Lane Primary Arterial Roadways, Part 2

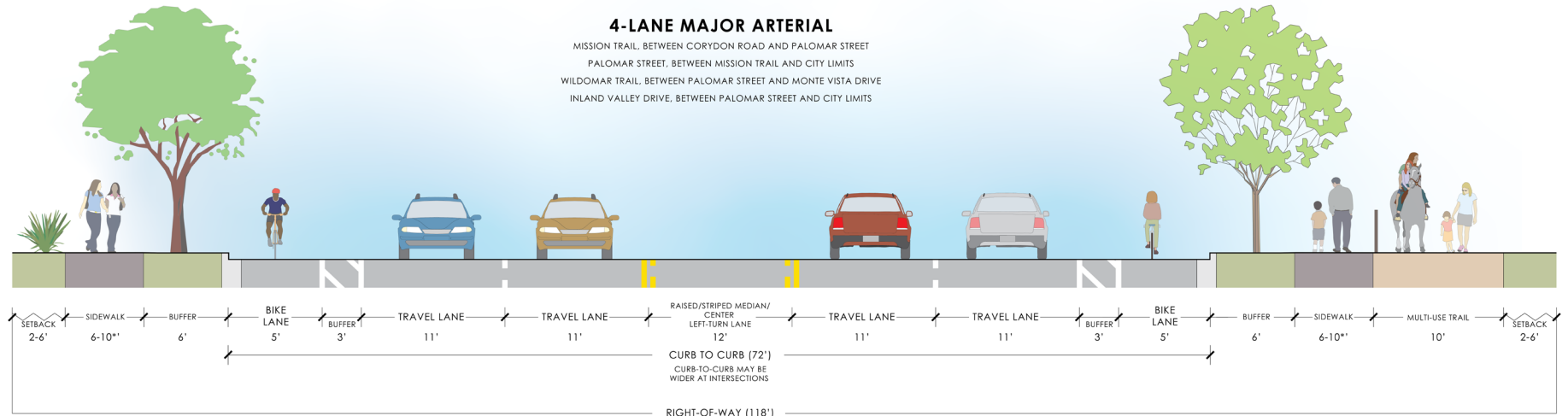
(c)



Bundy Canyon Road, between Monte Vista Drive and Sunset Avenue

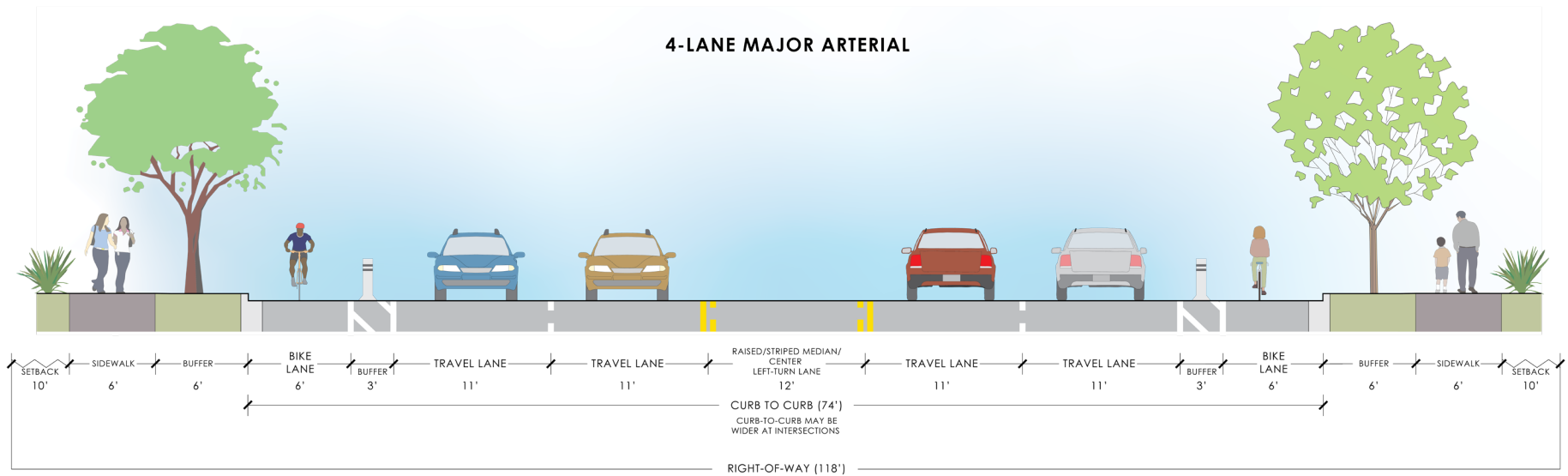
Figure 3-6 Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 1

(a)



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

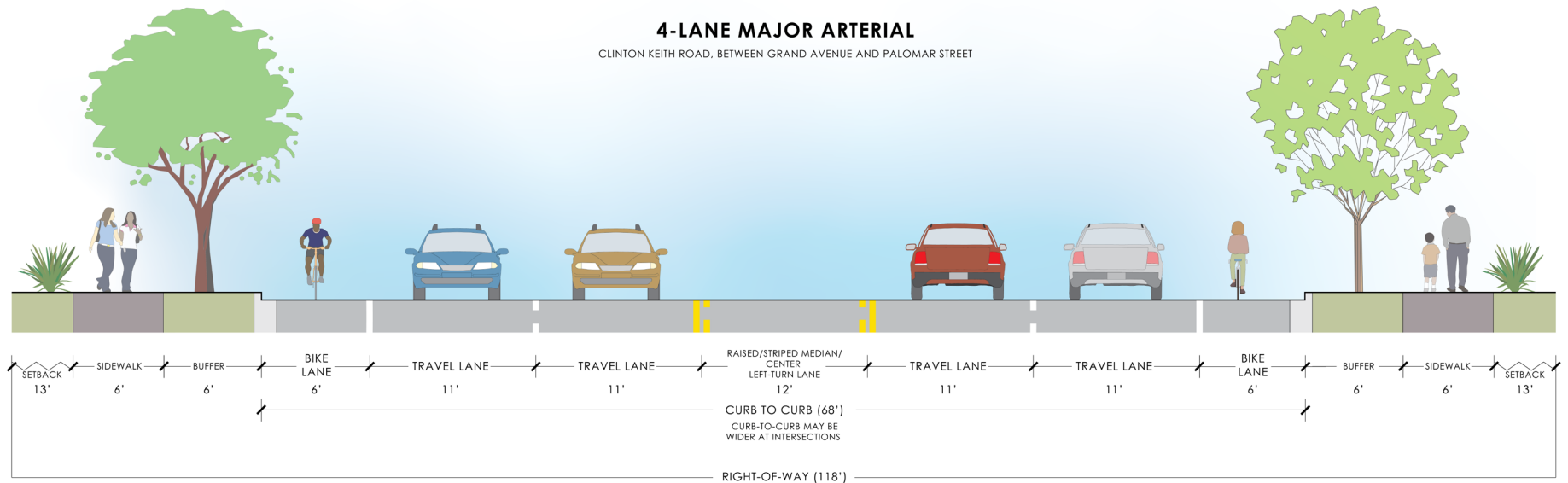
(b)



Bundy Canyon Road, between Mission Trail and Orange Street

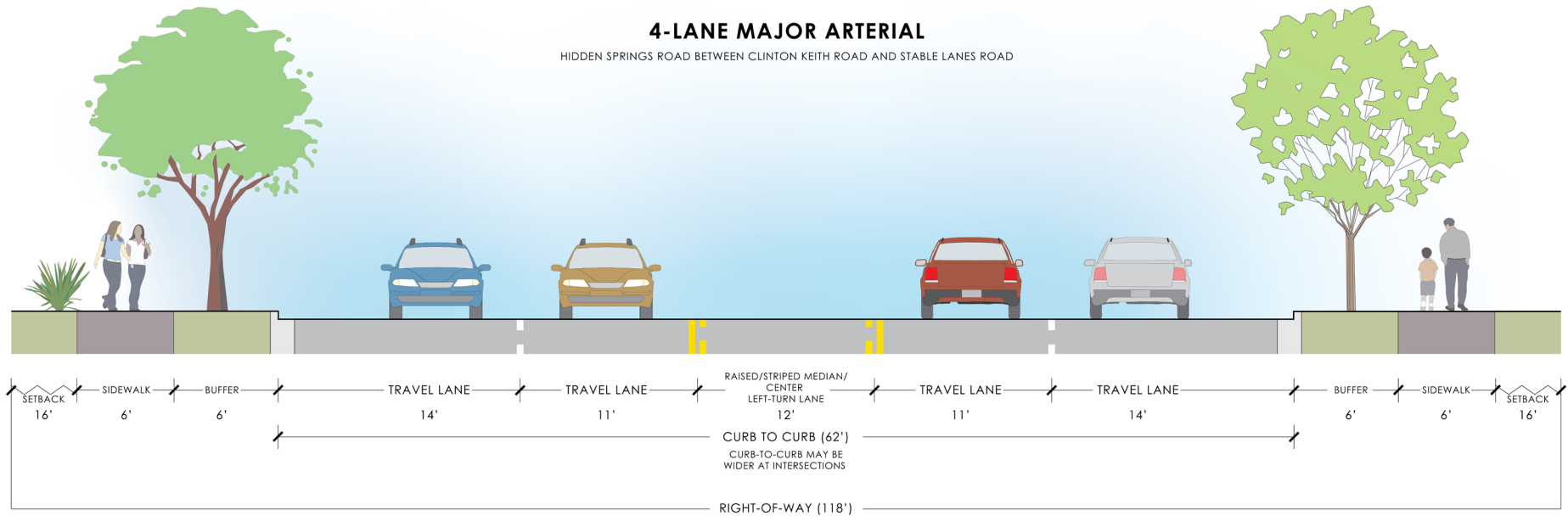
Figure 3-6 Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 3

(e)



Clinton Keith Road, between Grand Avenue and Palomar Street

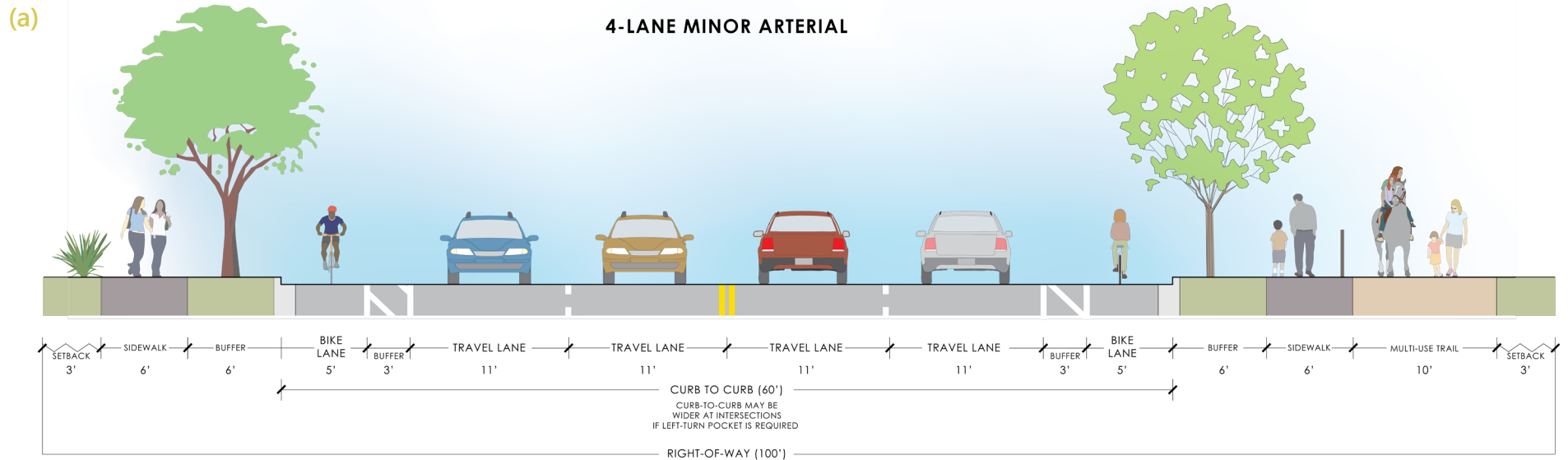
(f)



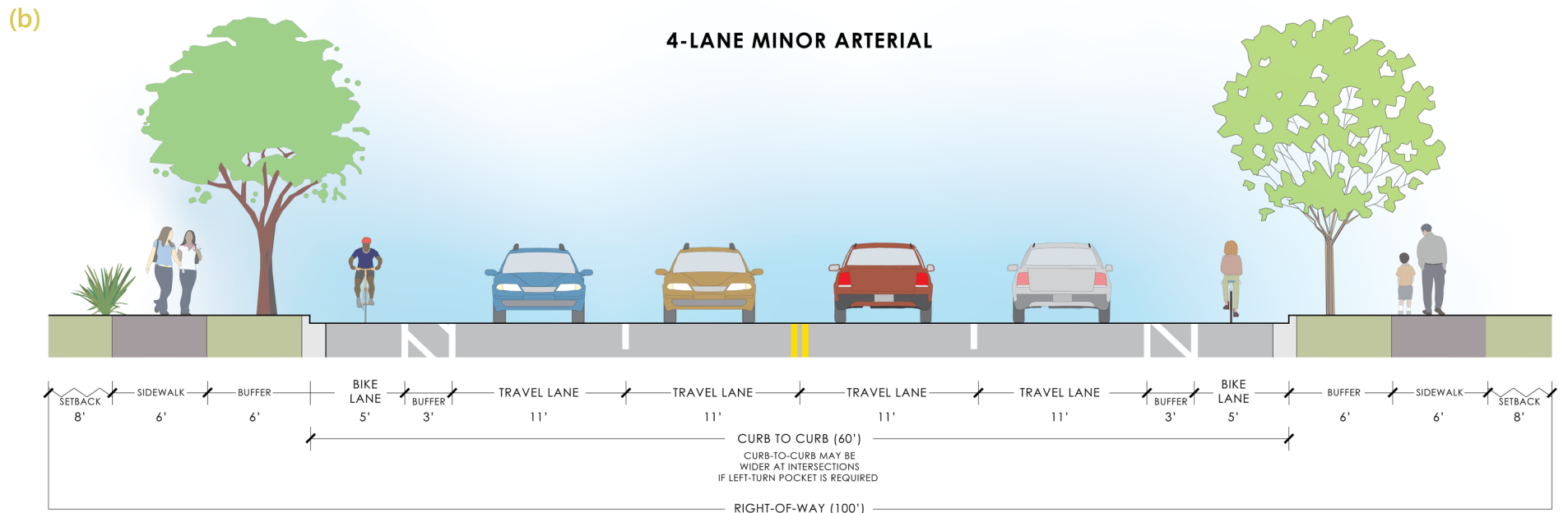
Hidden Springs Road, between Clinton Keith Road and Stable Lanes Road

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

Figure 3-7 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

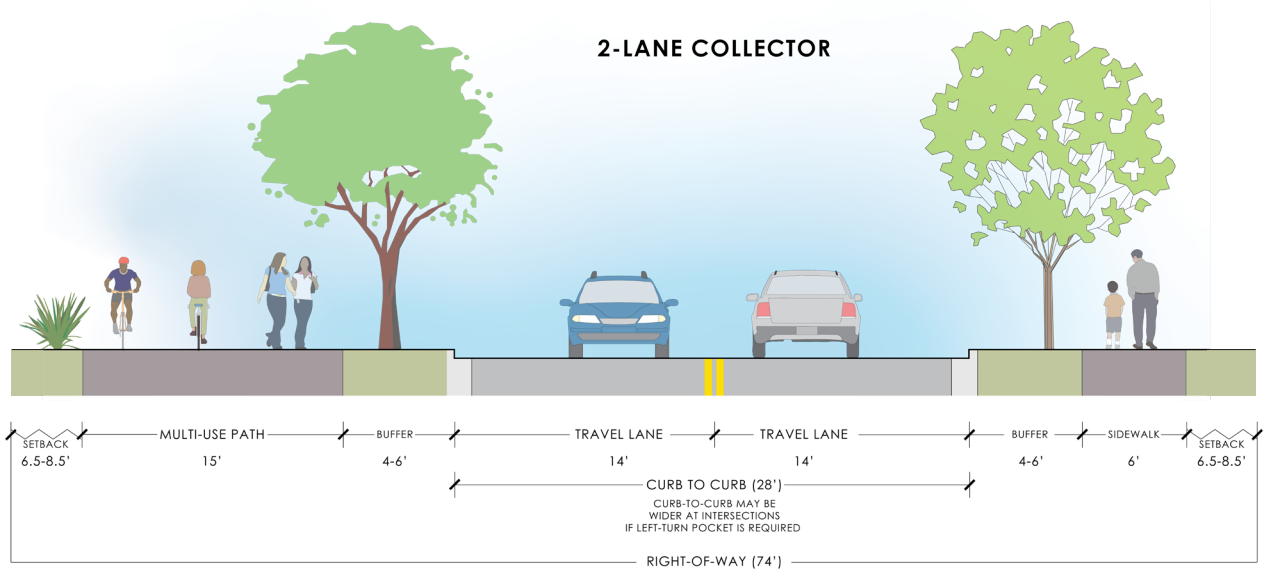


Bayless Road, between Wildomar Trail and La Estrella Street
Inland Valley Drive, between Bunny Trail and Palomar Street
Prielipp Road, between Inland Valley Drive and City Limits

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

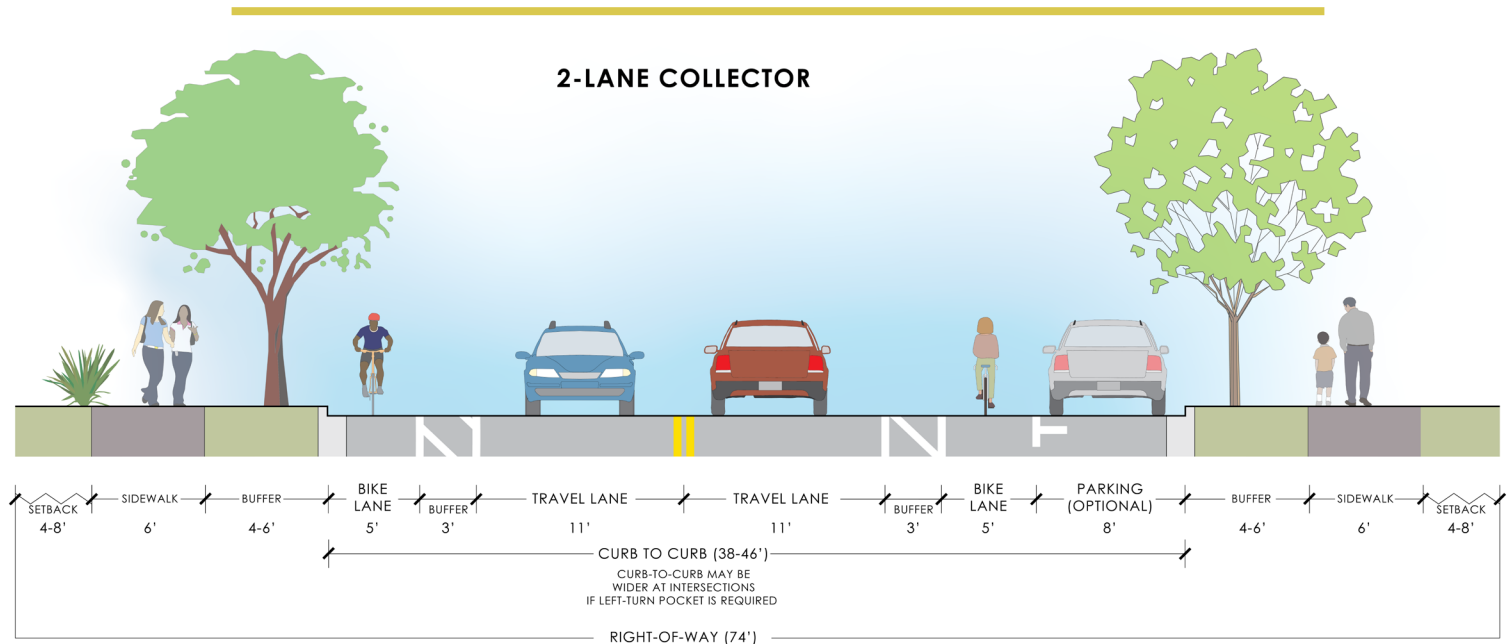
Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 1

(a)



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

(b)



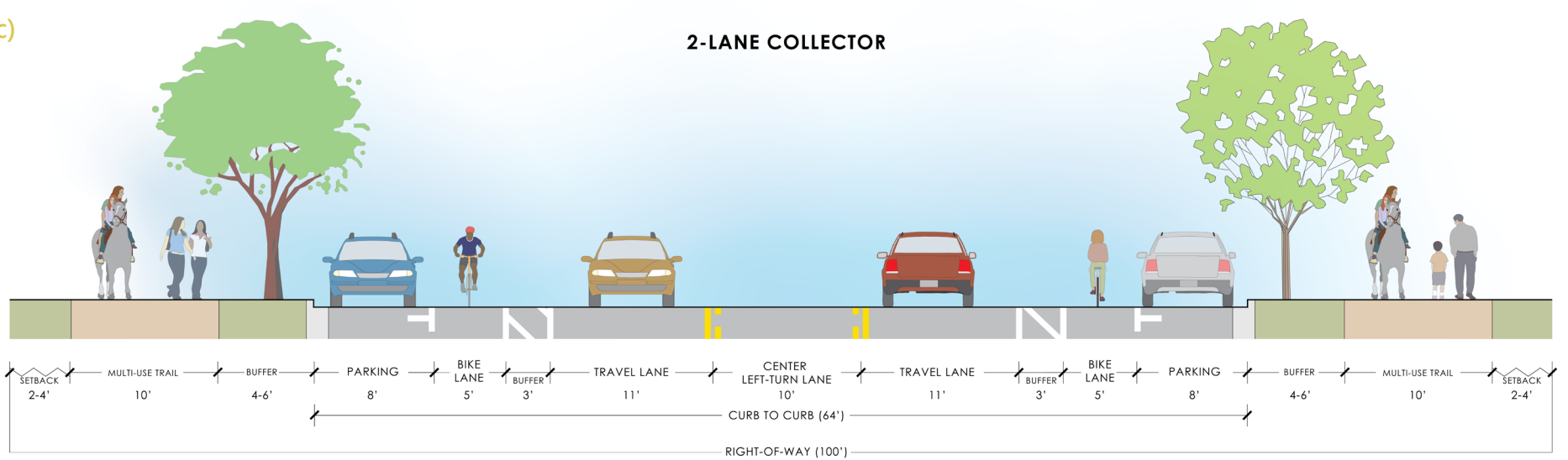
Lemon Street, between Mission Trail and Grape Street
 Wildomar Trail, between Palomar Street and Grand Avenue

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 Public Works Director/City Engineer.

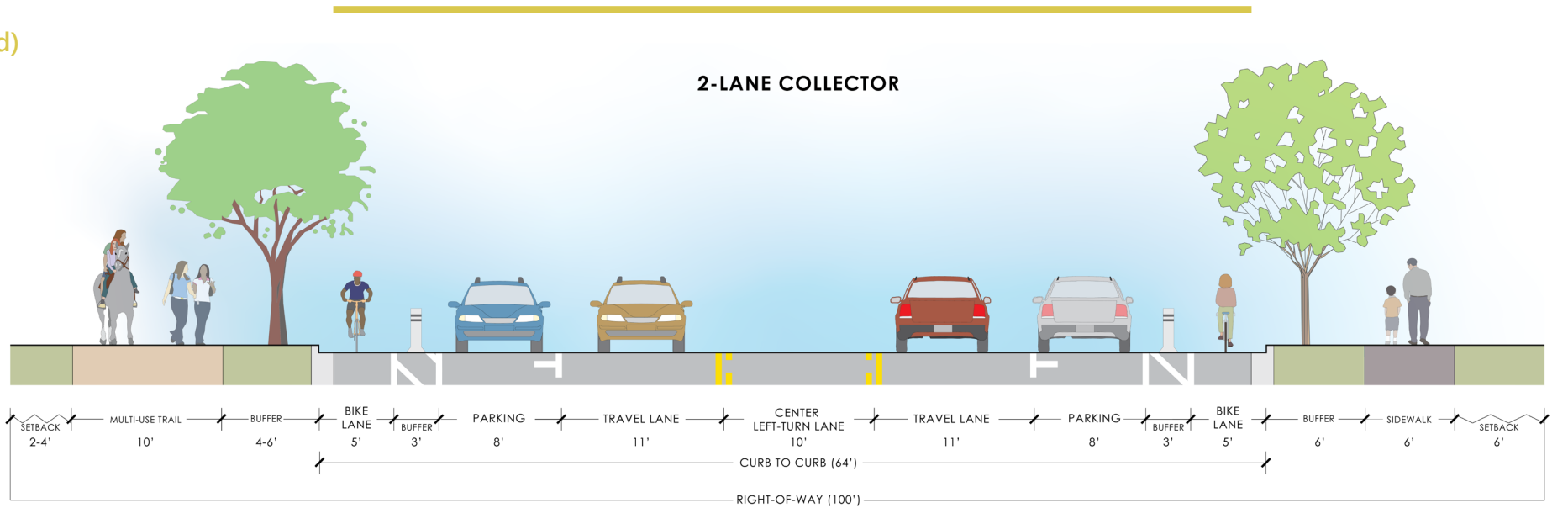
Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 2

(c)



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

(d)

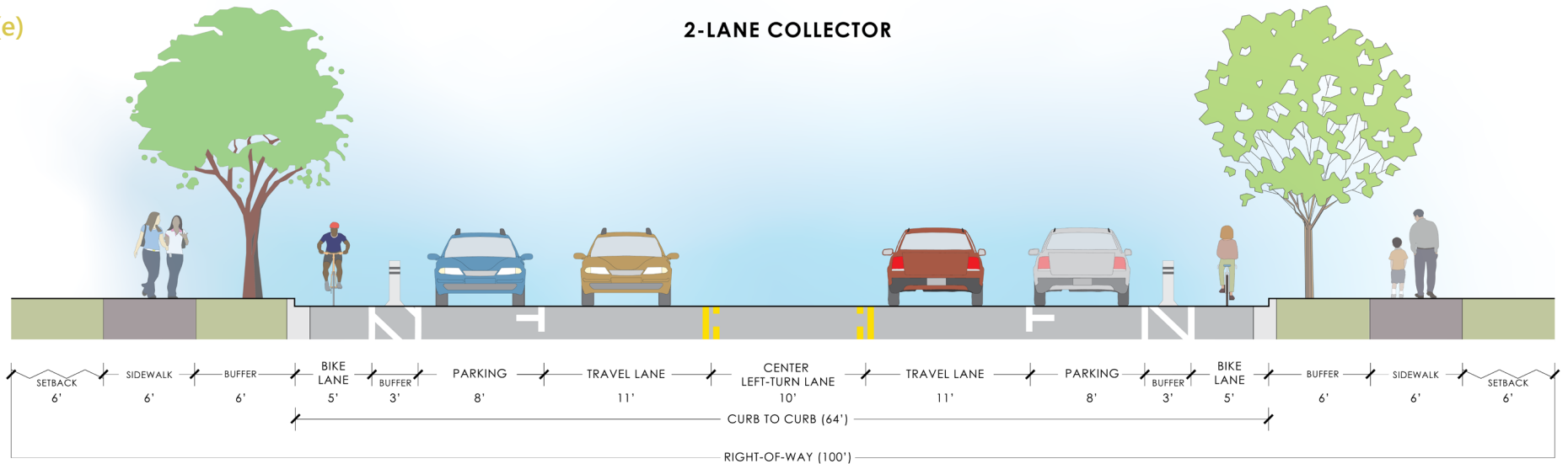


Wildomar Trail (N/S), between Wildomar Trail (E/W) and Brillante Drive

Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 3

(e)

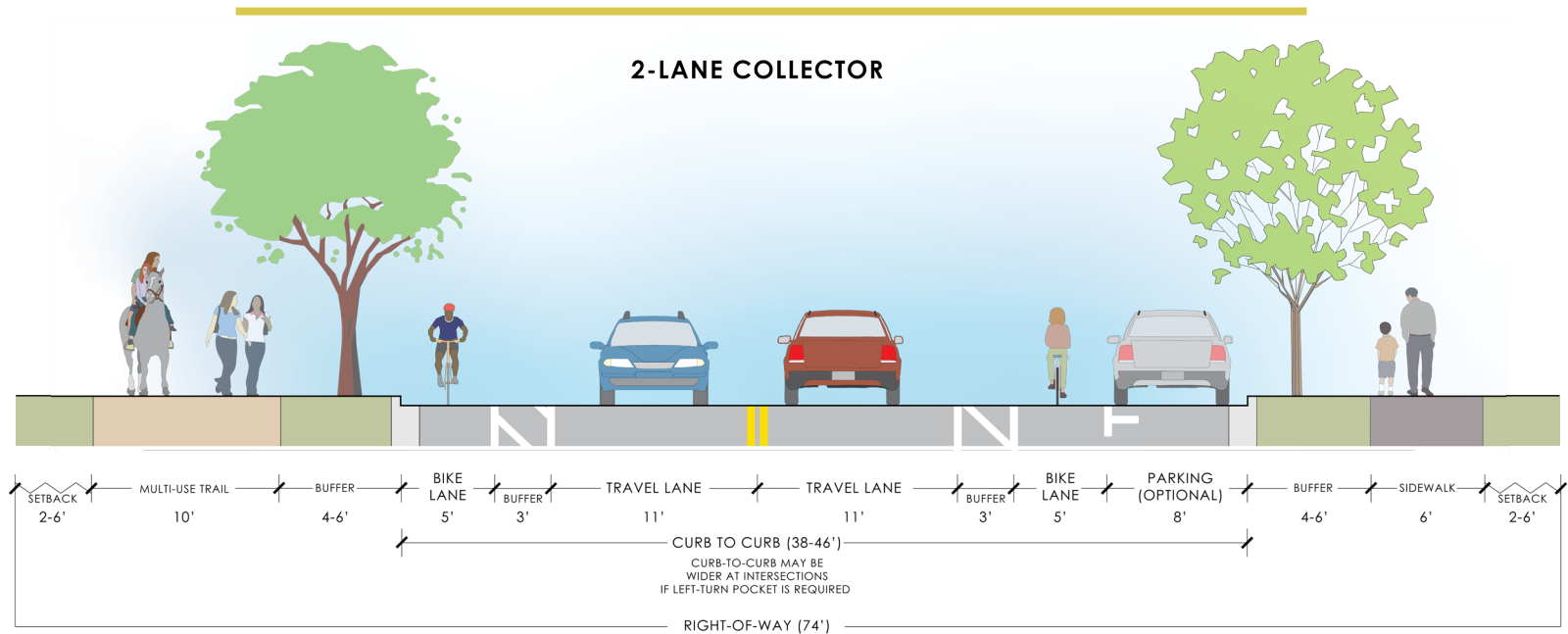
2-LANE COLLECTOR



Windward Trail (14.5'), between Diamond Drive and Clinton Keith Road

(f)

2-LANE COLLECTOR



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

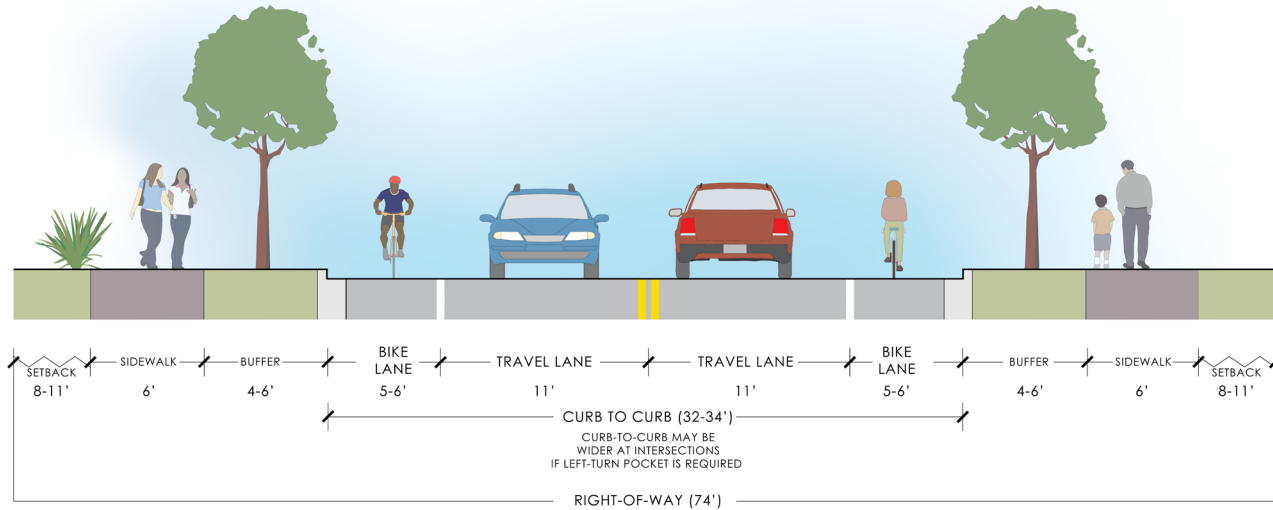
Gruwell Street, between Orange Street and Palomar Street
 McVicar Street, between Palomar Street and Grand Avenue
 Lemon Street, between Grape Street and Citrus Grove Lane

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

Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 4

(g)

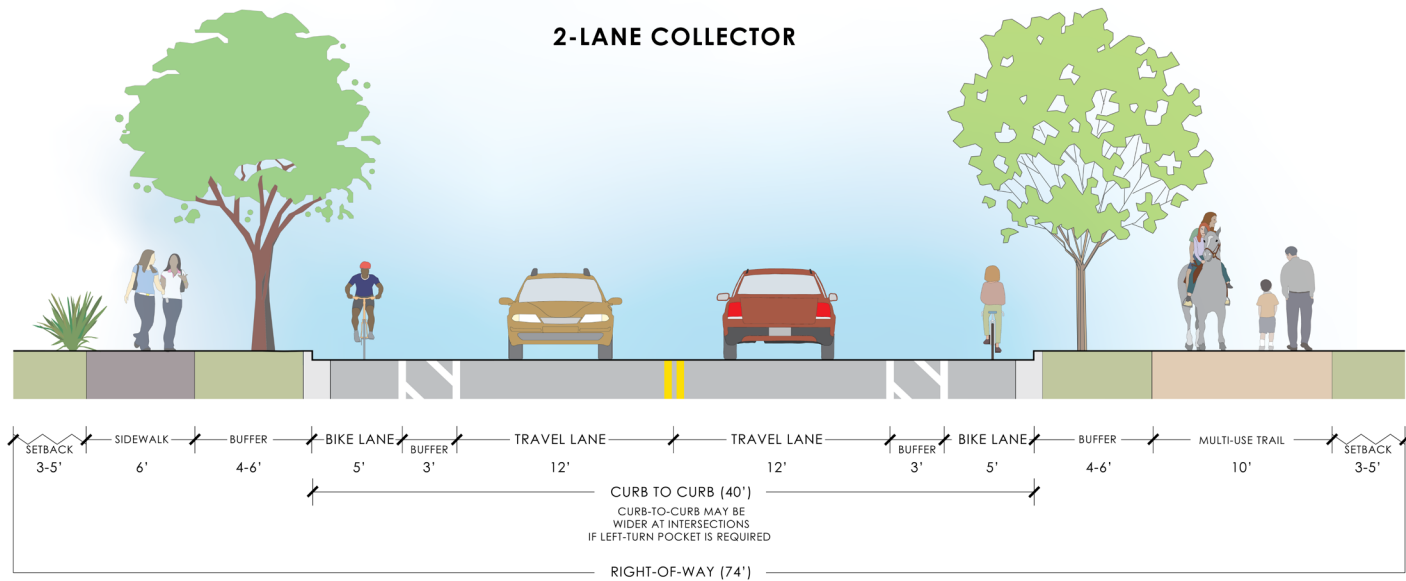
2-LANE COLLECTOR



Depasquale Road, between Bayless Road and Wildomar Trail
 Hidden Springs Road, between Clinton Keith Road and Inland Valley Drive
 Gateway Drive, between Inland Valley Drive and City Limits

(h)

2-LANE COLLECTOR

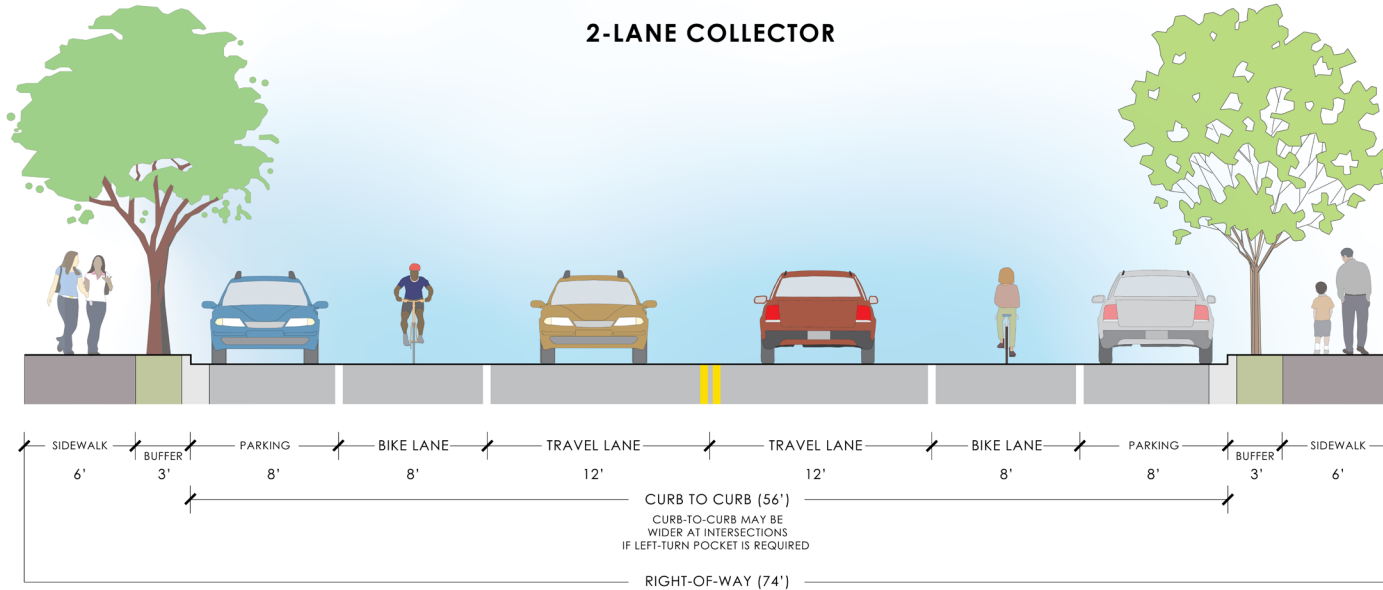


Bryant Street, between Palomar Street and Grand Avenue

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

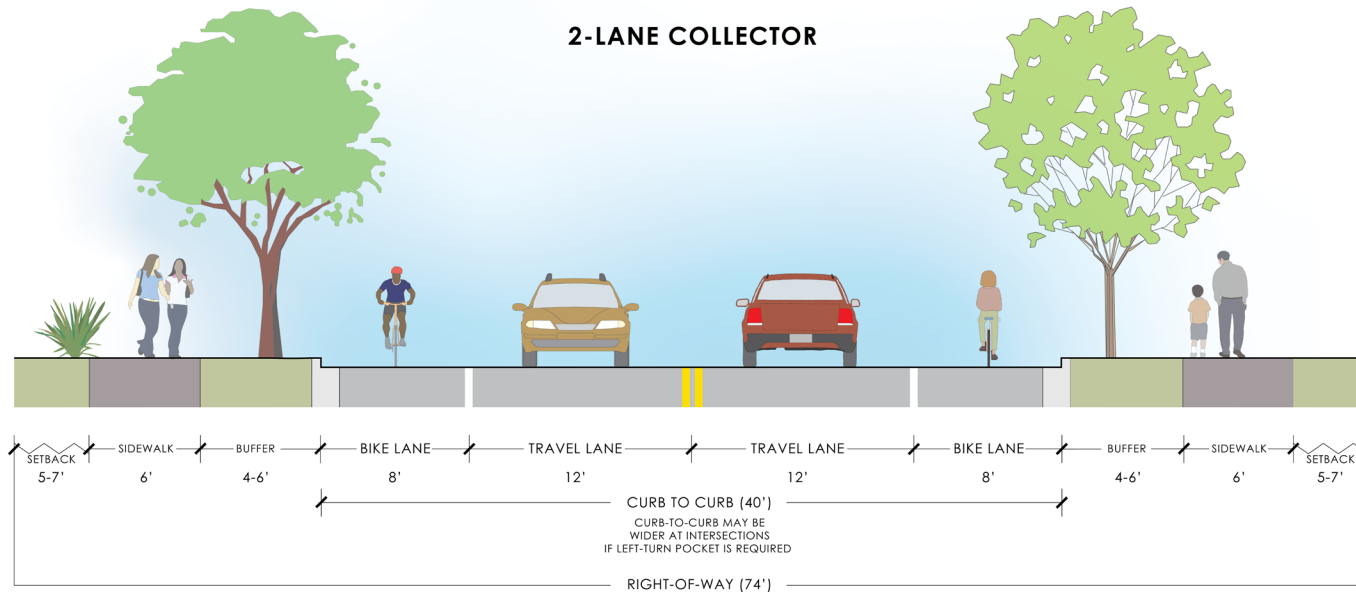
Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 5

(i)



Elizabeth Lane, between Clinton Keith Road and Prielipp Road

(j)

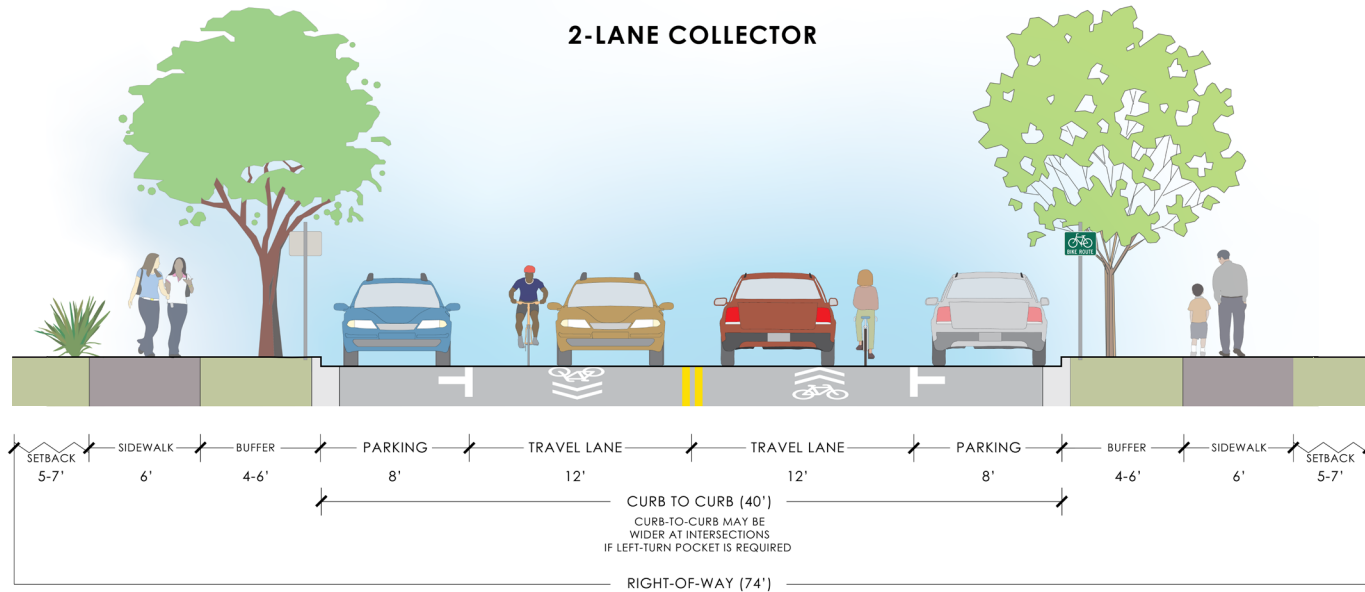


Olive Street, between Mission Trail and Grape Street

Waite Street, between Mission Trail and Bundy Canyon Road (optional parking)

Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 6

(k)



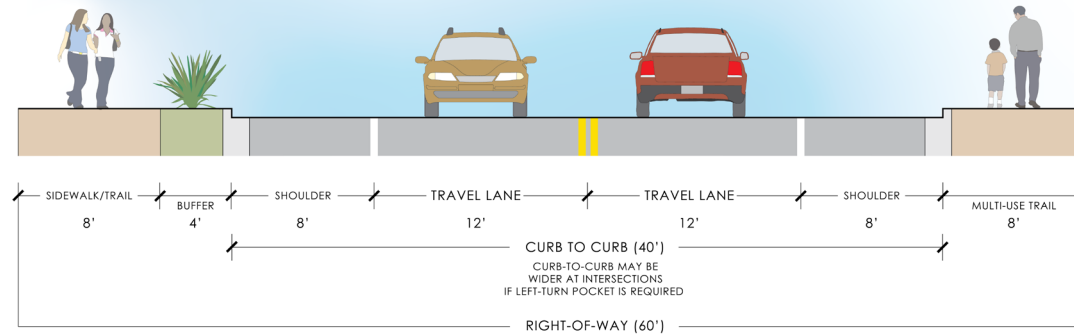
Walnut Street, between Mission Trail and Wildomar Trail
 Bunny Trail, between Yamas Drive and Elizabeth Lane
 Yamas Drive, between Clinton Keith Road and Prielipp Road
 Bryant Street, between Corydon Road and Palomar Street

Wesley Street, between Walnut Street and Grand Avenue
 Almond Street, between Lemon Street and Bundy Canyon Road
 Frederick Street/Catt Road, between Palomar Street and Hidden Springs Road

Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 7

(l)

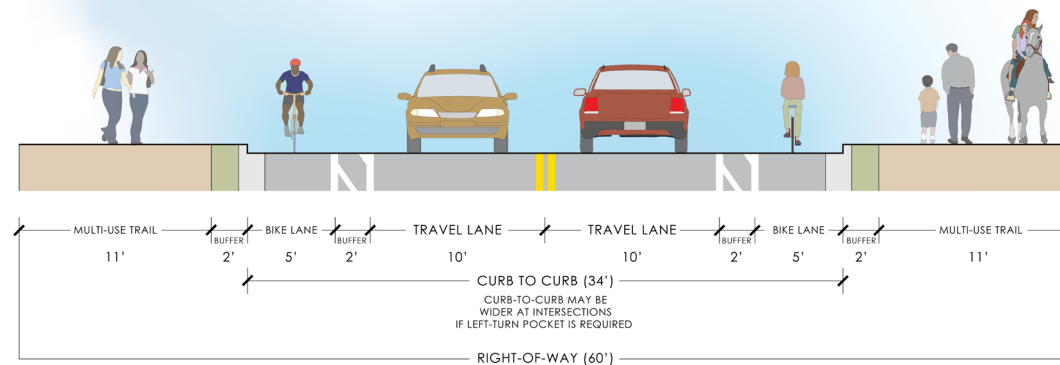
2-LANE RURAL COLLECTOR



Cottonwood Canyon Road, between North City Boundary and Bundy Canyon Road
Oak Circle Drive/Sauer Road, between Bundy Canyon Road and Wildomar Trail

(m)

2-LANE RURAL COLLECTOR

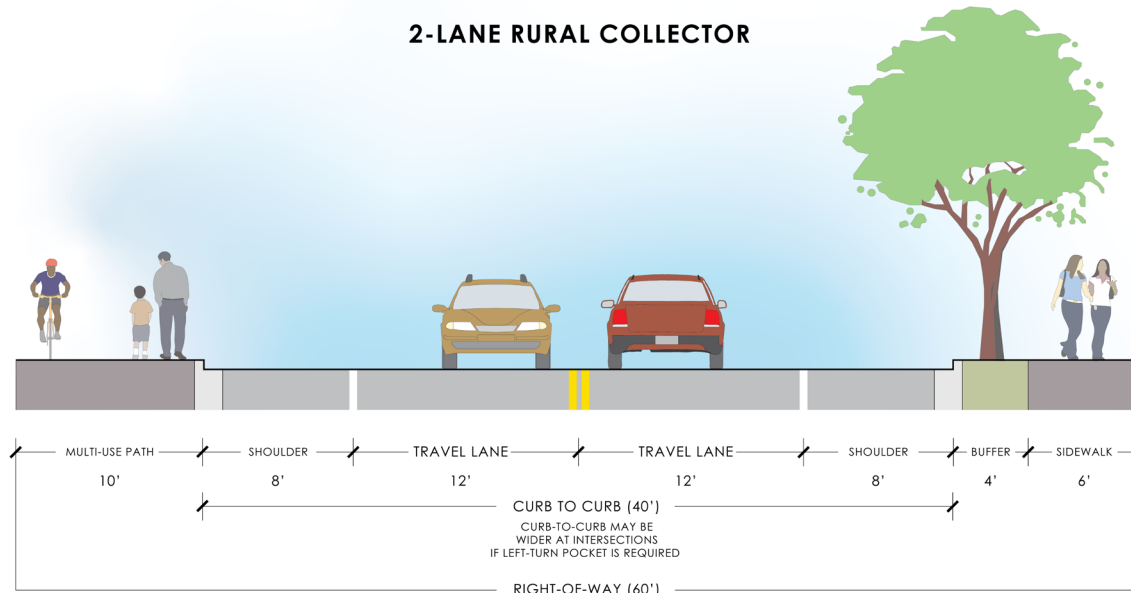


Lemon Street/Lost Road, between Citrus Grove Lane and North City Boundary

Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 8

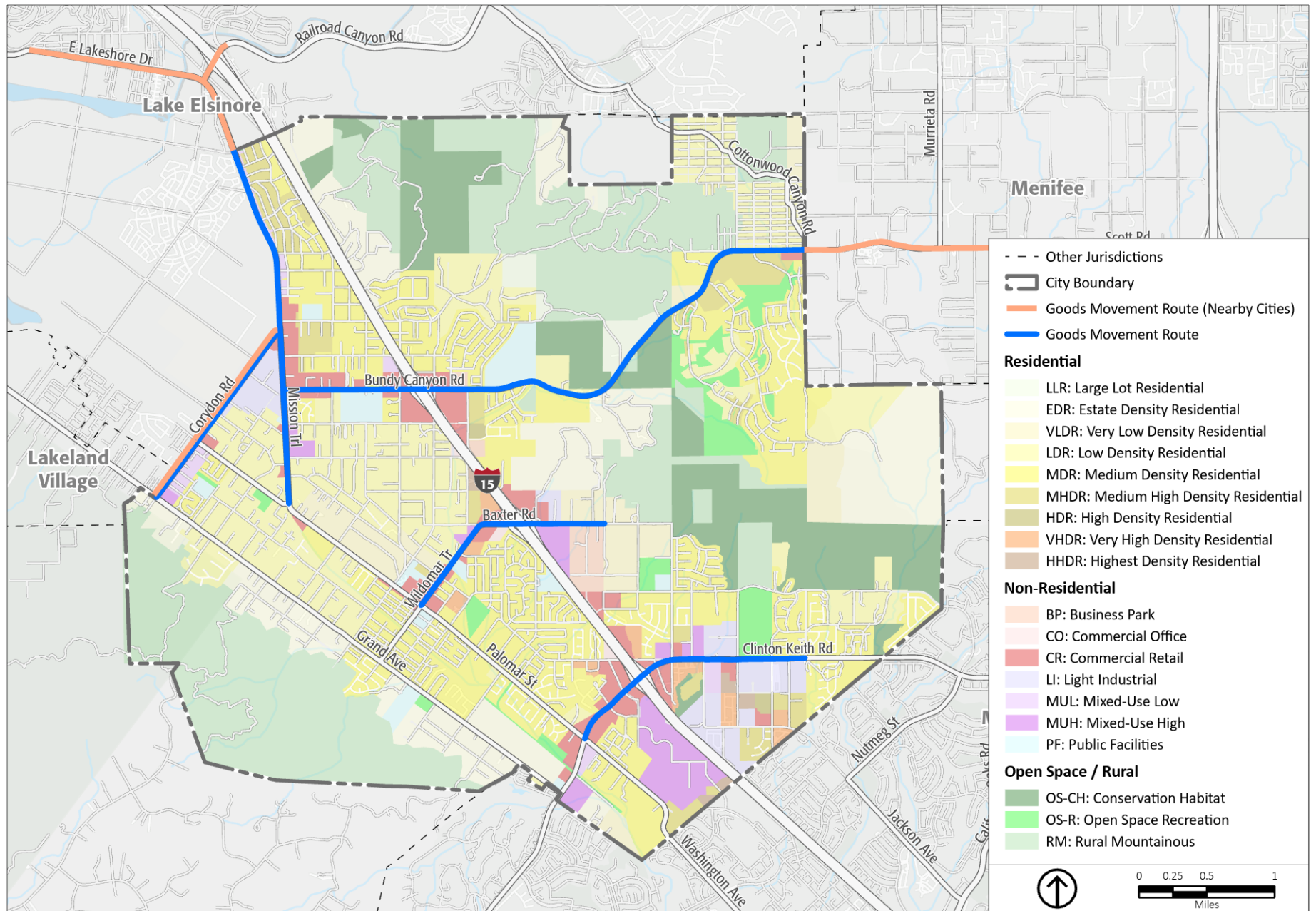
(n)

2-LANE RURAL COLLECTOR



Sunset Avenue. between Bundy Canyon Road and La Estrella Street

FIG 3-9: GOODS MOVEMENT ROUTES



Source: ESRI, 2024; Chen Ryan Associates, 2023; PlaceWorks, 2024

3.4 Goals and Policies

GOAL CI 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, equestrians, transit users, and movers of commercial goods.

Policy CI 1.1

Complete Streets. Plan, design, operate, and maintain City streets using Complete Streets principles for all types of transportation projects in 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 CI 1.2

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

Policy CI 1.3

Local Context. Integrate Complete Streets in a manner that is sensitive to the local context, recognizing that needs vary between neighborhoods and communities.

Policy CI 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.

Policy CI 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 not be limited to curb extensions, speed cushions, chokers/neck-downs, 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 CI 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 CI 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 CI 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 CI 1.9

Funding. Pursue funding for multimodal infrastructure projects that promote safety and Complete Streets, such as impact fees and local, regional, State, and federal grants.

Policy CI 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.

Policy CI 1.11

Vision Zero. Explore adoption of a Vision Zero initiative with a target date to achieve its goals. The initiative aims at eliminating all traffic-related fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all modes of transportation.

GOAL CI 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 CI 2.1

Pedestrian Network. Improve pedestrian safety, comfort, and connectivity throughout the city, with an emphasis on implementing the various pedestrian route types (shown on Figure 3-1), and connections serving schools, parks, and commercial/retail centers.

Policy CI 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 consider may include, but are not limited to, the proposed project's land use, destinations created by the project, destinations that could be reached by occupants of the new development, the length of the gap, etc.

Policy CI 2.3

Local Roadway Safety Plan. Implement recommended projects of the Local Roadway Safety Plan

(as adopted and amended from time to time) 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 CI 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 CI 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 CI 2.6

Pedestrian Visibility. Enhance pedestrian visibility by limiting parking at intersections, improving lighting at street crossings, and minimizing sidewalk obstructions.

Policy CI 2.7

Connections to Trailheads. Provide pedestrian connections to recreational trailheads, where feasible.

Policy CI 2.8

Funding. Pursue funding to implement programs that promote bicycle and pedestrian education, safety and use in schools.

Policy CI 2.9

Walking to School. Encourage walking as a preferred transportation mode for trips to and from elementary, middle, and high schools and nearby destinations.

Policy CI 2.10

Pedestrian Collision Monitoring. Regularly review and monitor reports of pedestrian-involved collisions to identify potential safety issues and appropriate improvements.



Example of an existing Class II bike lane in Wildomar.

GOAL CI 3

A safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities that serve the needs of recreational and utilitarian bicyclists of all ages and abilities.

Policy CI 3.1

Bicycle Network. Improve bicycle safety, comfort, and connectivity throughout the city, with an emphasis on implementing the planned bicycle network (shown on Figure 3-2).

Policy CI 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 consider may include, but are not limited to, the proposed project's land use(s), destinations created by the project, destinations that could be reached by occupants of the new development, the length of the gap, etc.

Policy CI 3.3

Implement Local Roadway Safety Plan. Implementation of recommended projects in the Local Roadway Safety Plan (as adopted and amended from time to time) 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 CI 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 CI 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 CI 3.6

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

Policy CI 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 CI 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 CI 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 CI 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 CI 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 CI 3.12

Bicycle Safety. Regularly review and monitor reports of bicycle-involved collisions to identify potential safety issues and appropriate improvements. Explore opportunities to improve bicycle safety through educational and/or training programs for cyclists and other roadway users.

Policy CI 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.



Bus stop along Mission Trail, adjacent to the Wildomar Library.

GOAL CI 4

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

Policy CI 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 on Figure 3-3).

Policy CI 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 CI 4.3

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

GOAL CI 5

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

Policy CI 5.1

Roadway Network. Implement the planned roadway network and classification designations (as shown on Figure 3-4) 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 at Inland Valley Drive between Prielipp Road and Hidden Springs Road, if feasibility is demonstrated and appropriate funding is identified.

Policy CI 5.2

Connect with Adjacent Jurisdictions. Work with adjacent jurisdictions to provide continuous vehicular connections to and from neighboring communities.

Policy CI 5.3

Roadway Cross-Sections. Ensure the implementation of the updated typical roadway cross-sections displayed in this Circulation Element (as shown on

Figures 3-5 through 3-8), including the new “Rural Collector” classification.

Policy CI 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 CI 5.5

Vehicle Miles Traveled 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; instead, in coordination with city staff, off-site projects can be identified that would offset the VMT increase caused by a particular project. 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 CI 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 right to request the proposed development to amend existing roadway designations to ensure roadways and intersections can adequately handle volumes of traffic generated by the development.

Policy CI 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 CI 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.

Policy CI 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 CI 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 CI 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 are warranted to proposed or potential north-south connections, as shown on the Proposed Network exhibit (as shown on Figure 3-4).

Policy CI 5.12

Utilize Transportation Demand Management. Regularly update the Transportation Demand Management (TDM) ordinance to include best

management practices for reducing VMT. Updates to the ordinance should include consideration of private shuttle bus services, work from home programs, vanpool programs, and parking strategies that would incentivize use of public or private transportation for key development projects.

Policy CI 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 CI 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 CI 5.14

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 CI 6

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

Policy CI 6.1

Goods Movement Network. Maintain a designated goods movement route network (as shown on Figure 3-9) in the City to ensure safe and adequate infrastructure support for the travel of commercial vehicles. Goods movement routes shall comply with the requirements in the City's municipal code.

Policy CI 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 CI 7

A comprehensive trail network that provides for equestrian mobility and alternate recreational options.

Policy CI 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 CI 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 CI 7.3

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

Policy CI 7.4

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

Policy CI 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, as part of a Trails Master Plan.

GOAL CI 8

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

Policy CI 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 CI 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 CI 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 encouraging retrofit and expansion of existing high speed internet systems and inclusion in all new housing.



4. Economic Development





4. Economic Development Element

4.1 Vision

This Element supports the economic health and resilience of Wildomar’s businesses, residents, and City finances in myriad ways. Wildomar will continue to support the growth of existing businesses and new start-ups by improving access to business management, financing, and marketing training and assistance. Economic development efforts will focus on businesses that bring new dollars into the local Wildomar economy and that capitalize on unique assets in and near Wildomar. The City will collaborate with schools and colleges to encourage training and jobs for residents. It will also support access to resources and education for entrepreneurs.

The City will embrace innovative and creative approaches to nurturing a vibrant local economy while remaining fiscally responsible. Existing commercial areas will be transformed and new commercial areas developed, with a focus on experience-oriented shopping. Emerging creative and artisan fabricator economies and ancillary retail sales and services will be accommodated in light industrial districts. The City will also leverage the benefits from commuting residents working from home and spending more money locally.

4.2 Purpose

Because an economic development element is optional under California planning requirements, there are no legal standards for what the element should contain. Although economic growth is essential to a fiscally sustainable city, there are limitations on what a city can do to promote and support economic development.

In addition to identifying goals, policies and implementation actions the City will undertake to advance

economic development, this element also outlines the structure of how Wildomar will pursue and invest in economic development. There are two key reasons for this. First, much of the work of economic development is conducted by local and regional partners, with the city playing a coordinating and supporting role. And second, most of the economic development programs and projects in which the City will invest will be formulated, implemented, and evaluated through an economic development strategic plan, which the City will adopt and periodically update. The Economic Development Element provides policy guidance for economic development partnerships and for economic development strategic planning.

4.3 Planning Context and Approach

A market study was conducted to support the preparation of the General Plan. Rather than discussing the market conditions at that time—market conditions that will change often over the life of the Plan—there are three (3) broad trends that will influence growth and land development over the long term.

Smaller Households and Fewer Children

From 2010 to 2020, the number of households in Wildomar with children at home declined—for both married couples and single parents. This is a trend throughout most of Western Riverside County, reflecting declining birth rates since 2007 and the lowest fertility rates ever in the US. The California Department of Finance (DOF) projects continuing declines in the number of Riverside County residents aged 18 and under and those aged 18 to 24. Reflecting these changes, the Southern California Association of Governments (SCAG) is projecting a long-term decline in the average household size.

Wildomar 2040 General Plan

This shift in household size and type has implications for housing development. With cities accommodating fewer and fewer families with children, the regional market will shift towards producing a variety of housing types instead of predominantly large single-family detached houses, such as smaller houses, multigenerational housing, and more attached and multifamily housing. This shift also has implications for the types of businesses—retail, dining, entertainment, and recreation—that will fill commercial buildings and be successful in Wildomar. Finally, this shift will have implications for the types of public facilities and services the City will be expected to provide.

Changing Retail Environment

The 20+ year trend of retail spending shifting from bricks-and-mortar stores to online purchasing accelerated with the COVID-19 pandemic (beginning in 2020). At the time this General Plan is being pre-

To be competitive in the regional market and in the changing retail environment, the City will need to facilitate the transformation of existing commercial areas and the development of new ones, with a focus on experience-oriented shopping (shopping where socializing, entertainment, activities, and the overall experience are as important, if not more so, as the purchase of goods).

pared, most chain retailers are highly focused on omni-channel retailing—creating multiple pathways to retail sales, including in-store shopping and online sales with store pickup, delivery, and shipping from centralized warehouses—which will reduce the need for more physical stores. Even though Wildomar is underserved by retail businesses (and so residents

often go to other cities to purchase goods), the proximity of competing shopping centers close to Wildomar will further diminish future demand for more commercial development in the City.



The Barn business plaza (top) and Montague Brothers Coffee (bottom).

To be competitive in the regional market and in the changing retail environment, the City will need to facilitate the transformation of existing commercial areas and the development of new ones, with a focus on experience-oriented shopping (shopping where socializing, entertainment, activities, and the overall experience are as important, if not more so, as the purchase of goods). Promoting the creation of new local businesses will help expand offerings for shopping, dining, entertainment, and recreation in Wildomar.

Changing Office Use

The COVID-19 pandemic forced the development of technology and changes in common business

4. Economic Development Element

practices to deal with employees forced to work from home. Although businesses are still adjusting to the new realities, it appears that some office workers may continue to work at home with a limited amount of in-office work. However, some office-based sectors of the economy will continue to operate primarily in offices. This includes medical services, which are forecast to account for the largest share of job growth.



City Hall is co-located with other offices in the Oak Creek shopping center.

Because Wildomar has a limited amount of office space, it is unlikely to be impacted by a regional lack of demand for offices as businesses decrease their office footprints when current leases expire. The City will benefit from commuting residents working from home and consequently spending more money locally. And the demand for medical office space can support mixed-use development in areas this Plan designates for such development.

Industrial Land Use

Even though there is strong regional demand for warehousing development, there is little land area suitable for large warehouses in Wildomar, and

significant growth in warehousing is not consistent with the community's character and vision. Instead, this General Plan focuses on supporting and facilitating light industrial/flex space, which offers smaller tenant spaces, and small- to medium-sized manufacturing facilities. This Plan also proposes to expand what "light industrial use" encompasses to include the creative and artisan fabricator economies and ancillary retail sales and services. Implementation of the Economic Development Element should focus on attracting relevant businesses, supporting entrepreneurs wanting to start new businesses, and maintaining the affordability of light industrial building space. Economic development efforts will focus on businesses that bring new dollars into the local Wildomar economy and that capitalize on unique assets in and near Wildomar.

This Plan also proposes to expand what "light industrial use" encompasses to include the creative and artisan fabricator economies and ancillary retail sales and services.

4.4 Economic Development Strategic Planning

This Economic Development Element is predicated on the City adopting, implementing, and periodically updating an economic development strategic plan. The strategic plan will identify specific projects, programs, and other investments that are realistic for the City to complete in three to five years. The strategic plan will also establish an evaluation framework and metrics to measure the effectiveness of the plan. And with the information from implementation, the City will adjust and amend the strategic plan.

4.5 Economic Development Partners

The City may partner with stakeholders that include but are not limited to, existing businesses, property owners, real estate brokers and developers, and other community organizations. Other stakeholders are key assets that economic development efforts will capitalize on, such as Inland Valley Hospital. Other stakeholders who do not necessarily have economic development as a primary function will still likely be engaged because they have a vested interest in growth and diversification of the local economy and are committed to the future of Wildomar. The City will engage stakeholders through the strategic planning process, and the economic development strategic plan will reflect the specific projects and programs to which these stakeholders are committed.

In addition, the City will need to collaborate with a wide variety of economic development organizations and service providers to leverage their expertise and federal, state, and non-profit funding. Through these partnerships, the City will seek to connect existing businesses, firms interested in locating in Wildomar, and local entrepreneurs starting new businesses, with training and assistance. A partial list of partners includes the Economic Development Coalition, Riverside County Office of Economic Development, Riverside County Workforce Development (RCWD), Inland Empire Small Business Development Center, Inland Empire Center for Entrepreneurship, Murrieta/Wildomar Chamber of Commerce, Lake Elsinore Unified School District, and Mt. San Jacinto Community College District. The list is expected to change over the lifetime of the General Plan.



4.6 Goals and Policies

GOAL ED 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 ED 1.1

Business Retention and Expansion. Retain existing businesses and support their profitability and expansion by collaborating with the local 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 ED 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 ED 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 ED 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 ED 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 ED 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 ED 2

Economic Development Program. A robust program that supports residents and entrepreneurs and that attracts private investment.

Policy ED 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 ED 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 ED 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 ED 2.4

Economic Development Partners. Leverage investments by the federal and state governments 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 ED 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 ED 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 ED 3.1

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

Policy ED 3.2

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

Policy ED 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 ED 3.4

Hidden Springs/Wyman Road Specific Plan

Area. Recommend 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 ED 3.5

Re-dustrial 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 ED 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 ED 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 ED 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

4. Economic Development Element

districts, landscaping and lighting maintenance districts, and enhanced infrastructure finance districts.

Policy ED 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.

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5. Open Space and Conservation





5. Open Space and Conservation Element

5.1 Vision

The open space and conservation element 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 seek to minimize impacts on them from the daily activities of its human inhabitants...

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

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

5.2 Purpose

This element responds to the requirements in the California Government Code §65560 et seq. and §65302(d). It overlaps with several other elements,

most notably the Land Use Element when determining the suitability of sites for future development; the Recreation and Community Services Element when considering access to open spaces for recreation, parkland, and trails; and the Safety Element to address open space for health and safety.



Residents value Wildomar’s open spaces and natural features.

Relationship to Other Planning Efforts

The policies in the Open Space and Conservation Element support the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and Stephens’ Kangaroo Rat Habitat Conservation Plan (SKRHCP), which seeks to protect habitat for the Stephens’ kangaroo rat, an important keystone species.

Western Riverside County Multiple Species Habitat Conservation Plan

The MSHCP focuses on conserving species and their habitats in western Riverside County. In conjunction with other habitat conservation plans in Southern California, the goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region. MSHCP-conserved lands in the City are shown on Figure 5-1.

5.3 Planning Context and Approach

Open Spaces and Natural Resources

The City of Wildomar is nestled in a valley bordered by rolling hills to the east and the Cleveland National Forest and Santa Ana and Elsinore mountains to the west. Murrieta Creek and its important riparian corridor runs north-south through the City. The surrounding natural topography and environment afford views of natural open spaces, a rich biodiversity, and miles of mountain ridgelines, which this Plan endeavors to protect as scenic resources.

As shown on Figure 5-1, 1,122 acres of wildlife conservation areas are scattered throughout the north-eastern part of the City. These conserved open spaces serve multiple functions, including the protection of natural open areas, watersheds, environmentally sensitive areas such as creeks and riparian areas, wildlife habitats, hillsides, and visual resources.

The City's distinct vegetation communities are shown on Figures 5-2a through 5-2d. A total of 36 special-status plant species and 42 special-status wildlife species have been documented to occur in the City or may be potentially affected by activities in the City. Critical habitats for the City's sensitive species are shown on Figure 5-3. Aquatic resources are shown on Figure 5-4. These features have the potential to provide corridors that encourage the movement of wildlife and provide habitat for sensitive wildlife and plant species. Because these sensitive habitats are generally limited to the natural drainages and conserved areas where development is limited, they are deserving of continued protection.



Wild poppies color the City's open spaces in spring.

Mineral Resources

The City is designated as Mineral Resources Zone 3 (MRZ-3), which indicates that significance of mineral deposits cannot be determined from the available data. A mining pit, Bundy Canyon Pit, is currently operational. Additionally, a federal lode mining claim, the Baxty Queen, conducts small-scale prospecting and mining for mineral resources, including rare earth elements (REEs) and precious gem materials. These facilities are depicted on Figure 5-5.

Air Quality

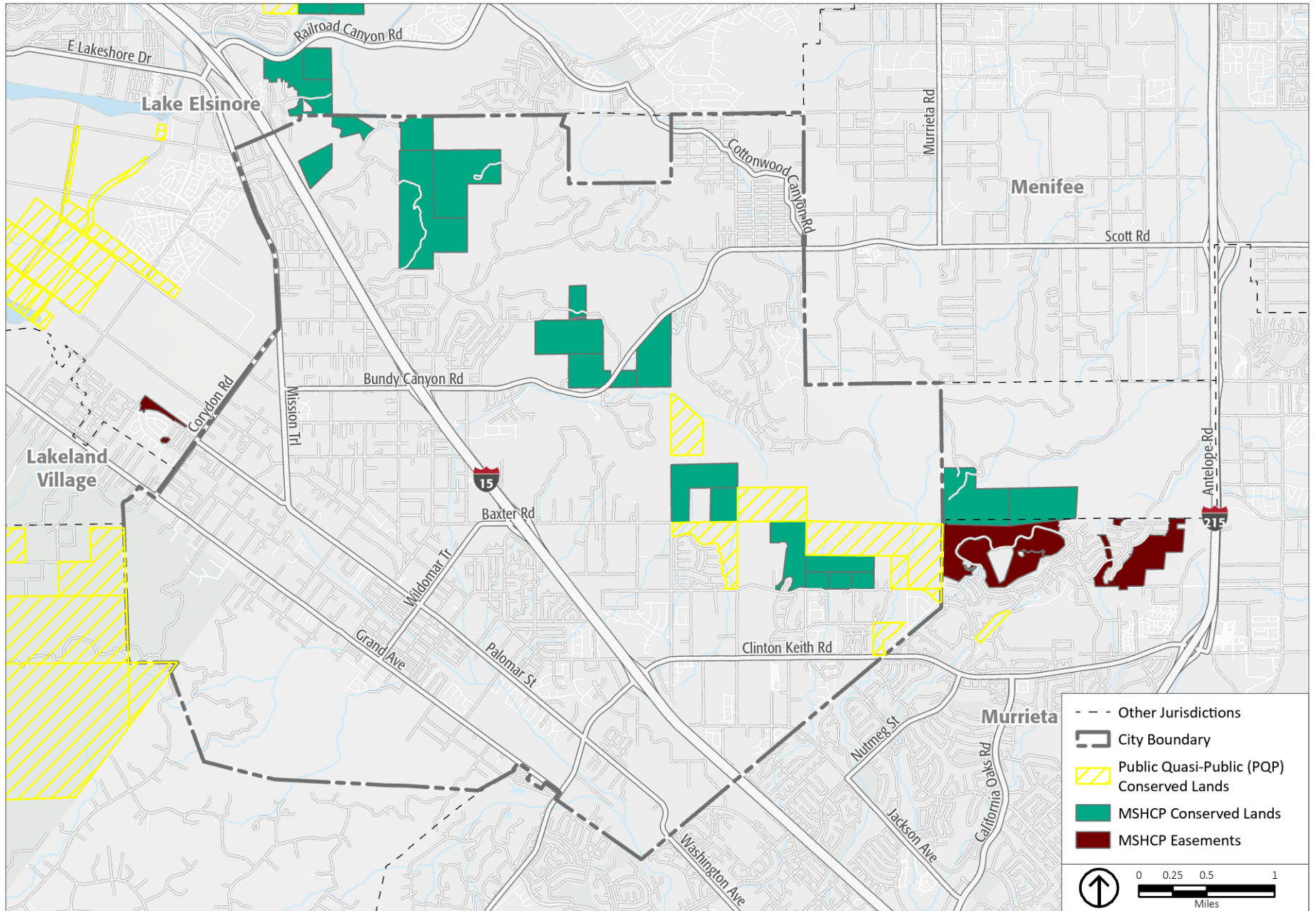
Clean air is a critical component for everyday living. Wildomar is under the jurisdiction of the South Coast Air Quality Management District (AQMD), which includes Los Angeles, Orange, Riverside, and San Bernardino Counties. South Coast AQMD is responsible for controlling emissions from stationary sources of air pollution.



Wildomar is under the jurisdiction of the South Coast Air Quality Management District (AQMD).

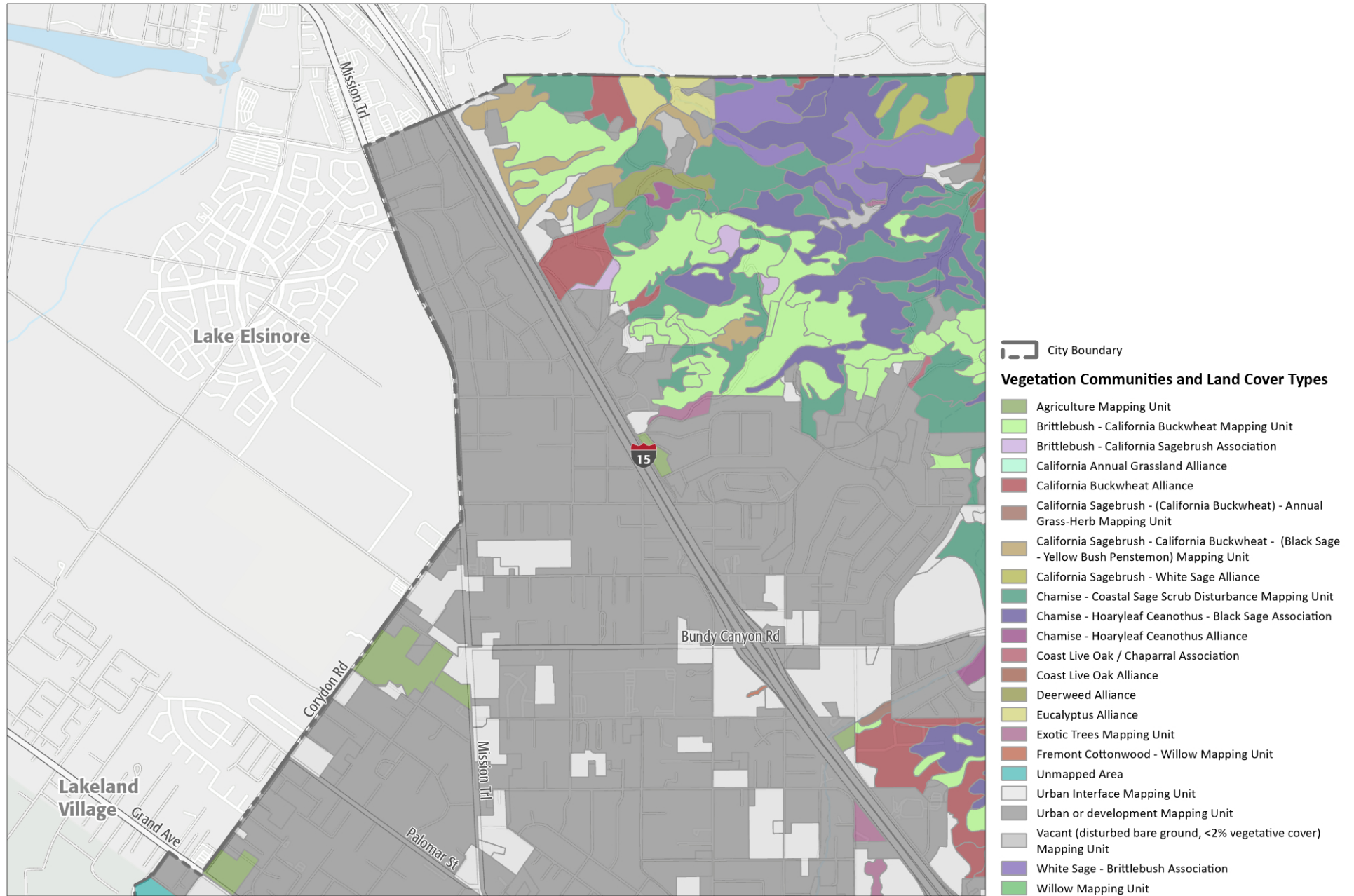
The South Coast AQMD region has among the highest levels of ozone (smog) in the nation, despite great strides in cleaning the air over the past several decades. The sources of pollution include both stationary and mobile sources.

FIG 5-1: CONSERVED LANDS



Source: ESRI, 2024; ECORP Consulting, 2024; PlaceWorks, 2024

FIG 5-2A: VEGETATION COMMUNITIES



Source: PlaceWorks, 2024

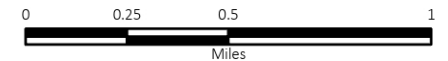
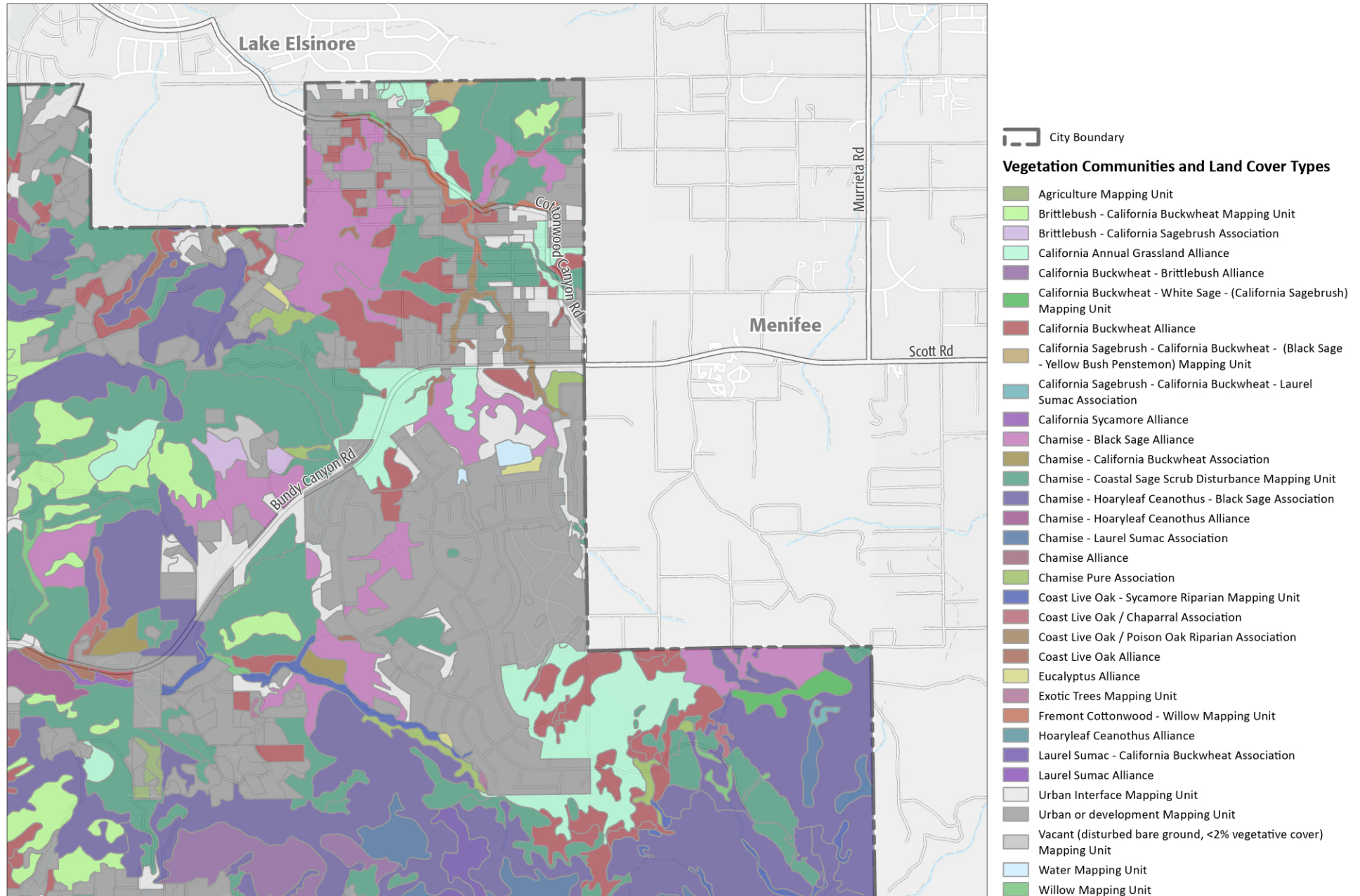


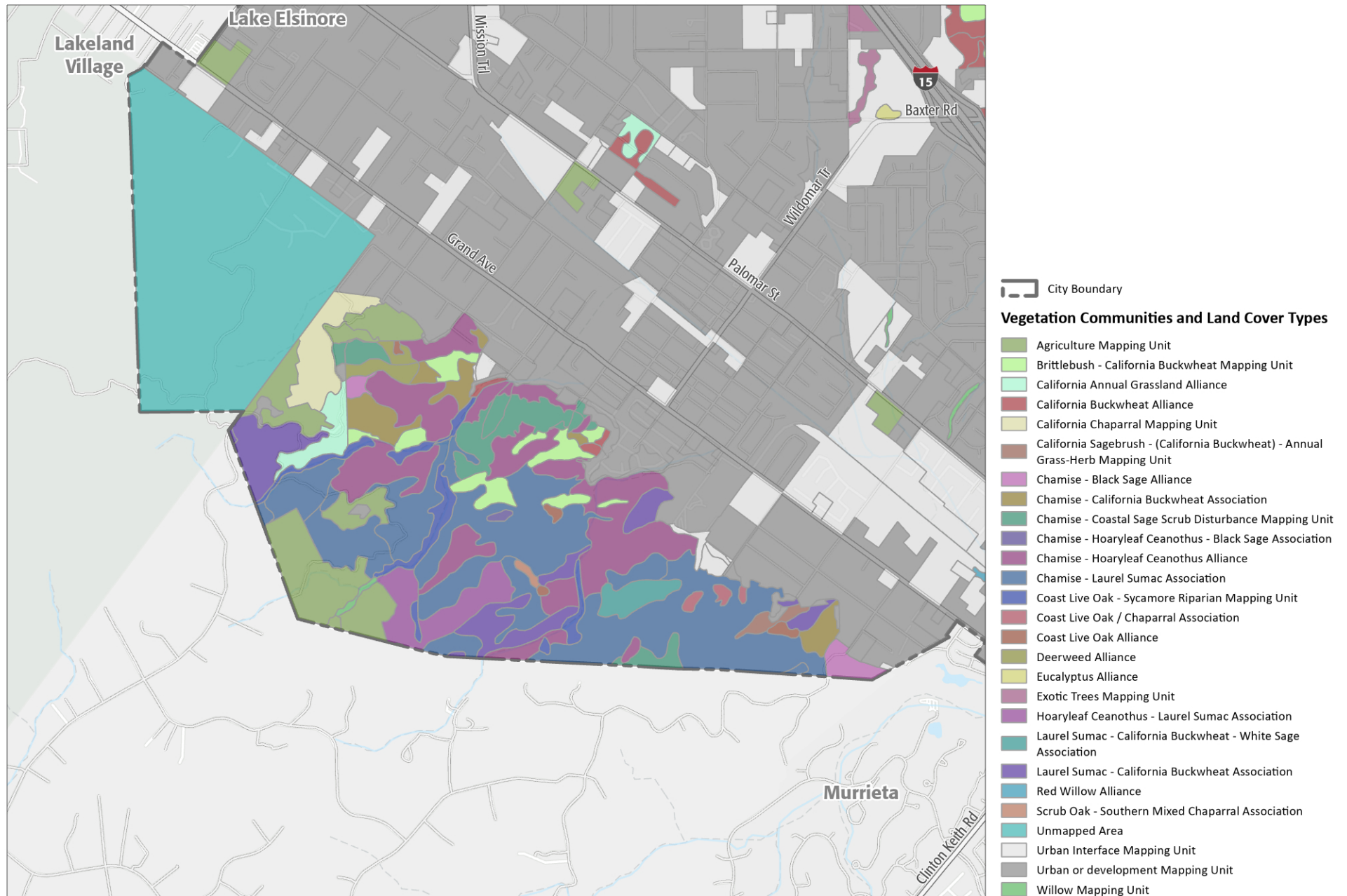
FIG 5-2B: VEGETATION COMMUNITIES



Source: PlaceWorks, 2024



FIG 5-2C: VEGETATION COMMUNITIES



Source: PlaceWorks, 2024

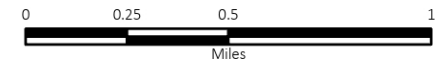
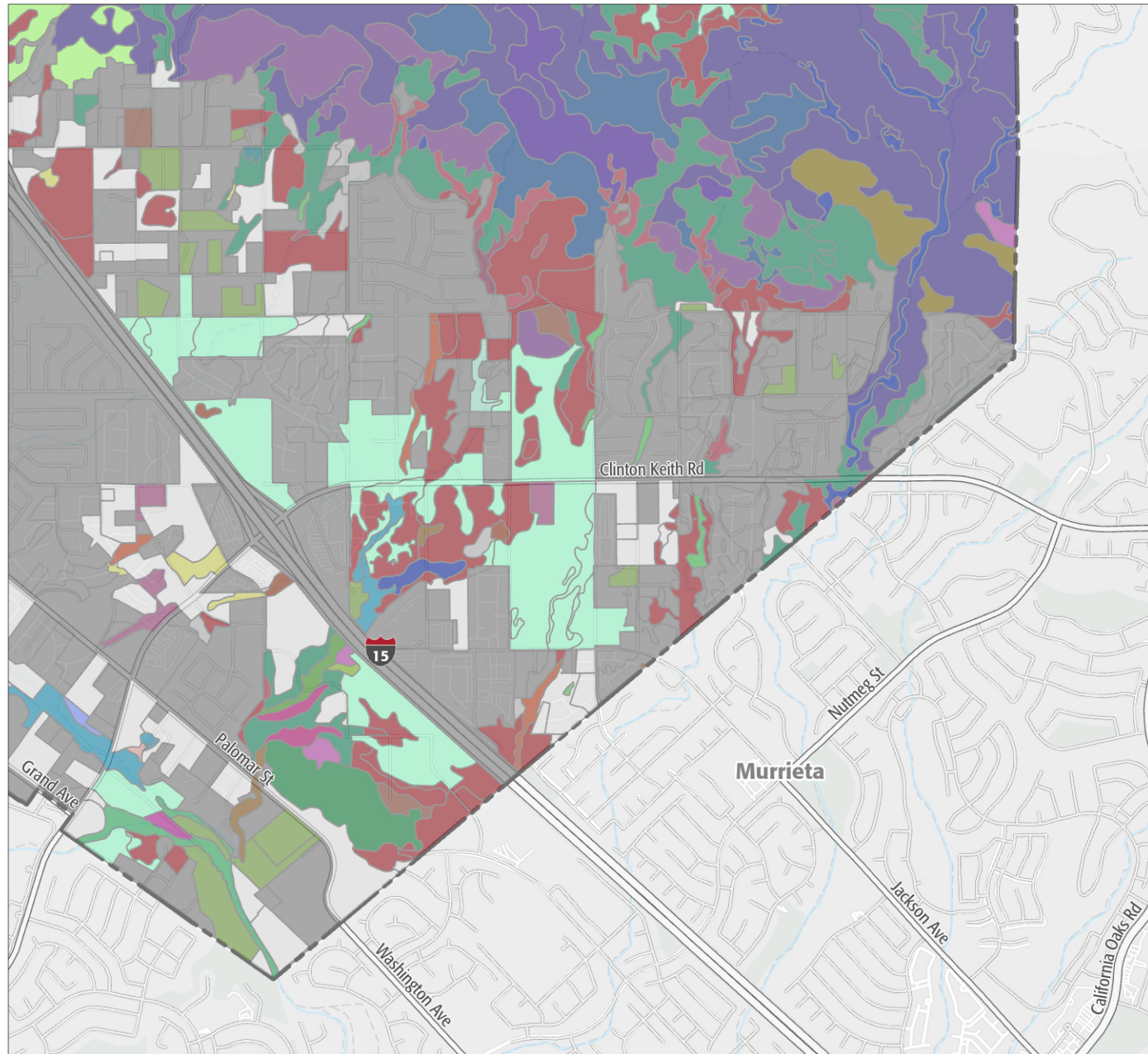


FIG 5-2D: VEGETATION COMMUNITIES



City Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- Annual Herbaceous Grasslands and Forbs Mapping Unit
- Blue Elderberry - (Mulefat) Mapping Unit
- Brittlebush - California Buckwheat Mapping Unit
- Bulrush - Cattail Mapping Unit
- California Annual Grassland Alliance
- California Buckwheat - Brittlebush Alliance
- California Buckwheat Alliance
- California Sagebrush - (California Buckwheat) - Annual Grass-Herb Mapping Unit
- California Sagebrush - California Buckwheat - White Sage Association
- Chamise - Black Sage Alliance
- Chamise - California Buckwheat Association
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus - Black Sage Association
- Chamise - Laurel Sumac Association
- Chamise Alliance
- Chamise Pure Association
- Coast Live Oak - California Sycamore - Red Willow Association
- Coast Live Oak - Sycamore Riparian Mapping Unit
- Coast Live Oak / Chaparral Association
- Coast Live Oak / Poison Oak Riparian Association
- Coast Live Oak Alliance
- Eucalyptus Alliance
- Exotic Trees Mapping Unit
- Fremont Cottonwood - Red Willow / Arroyo Willow / Mulefat Association
- Fremont Cottonwood - Willow Mapping Unit
- Fremont Cottonwood Dry Mapping Unit
- Hoaryleaf Ceanothus - Laurel Sumac Association
- Hoaryleaf Ceanothus Alliance
- Laurel Sumac - California Buckwheat Association
- Red Willow Alliance
- Scrub Oak - Chamise Alliance
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Vacant (disturbed bare ground, <2% vegetative cover) Mapping Unit
- Willow Mapping Unit

Source: PlaceWorks, 2024

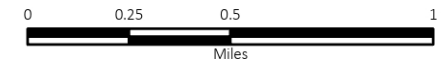
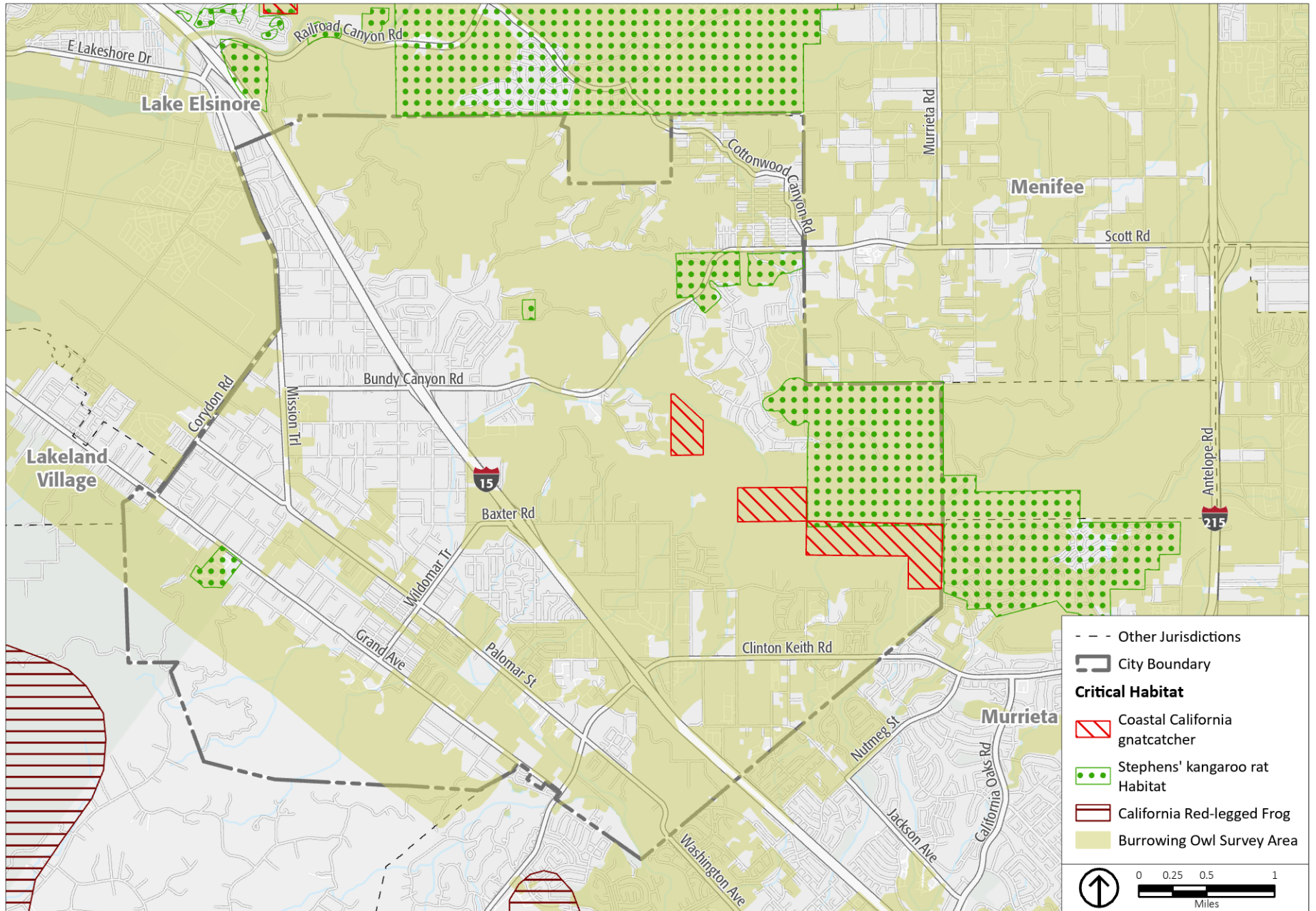
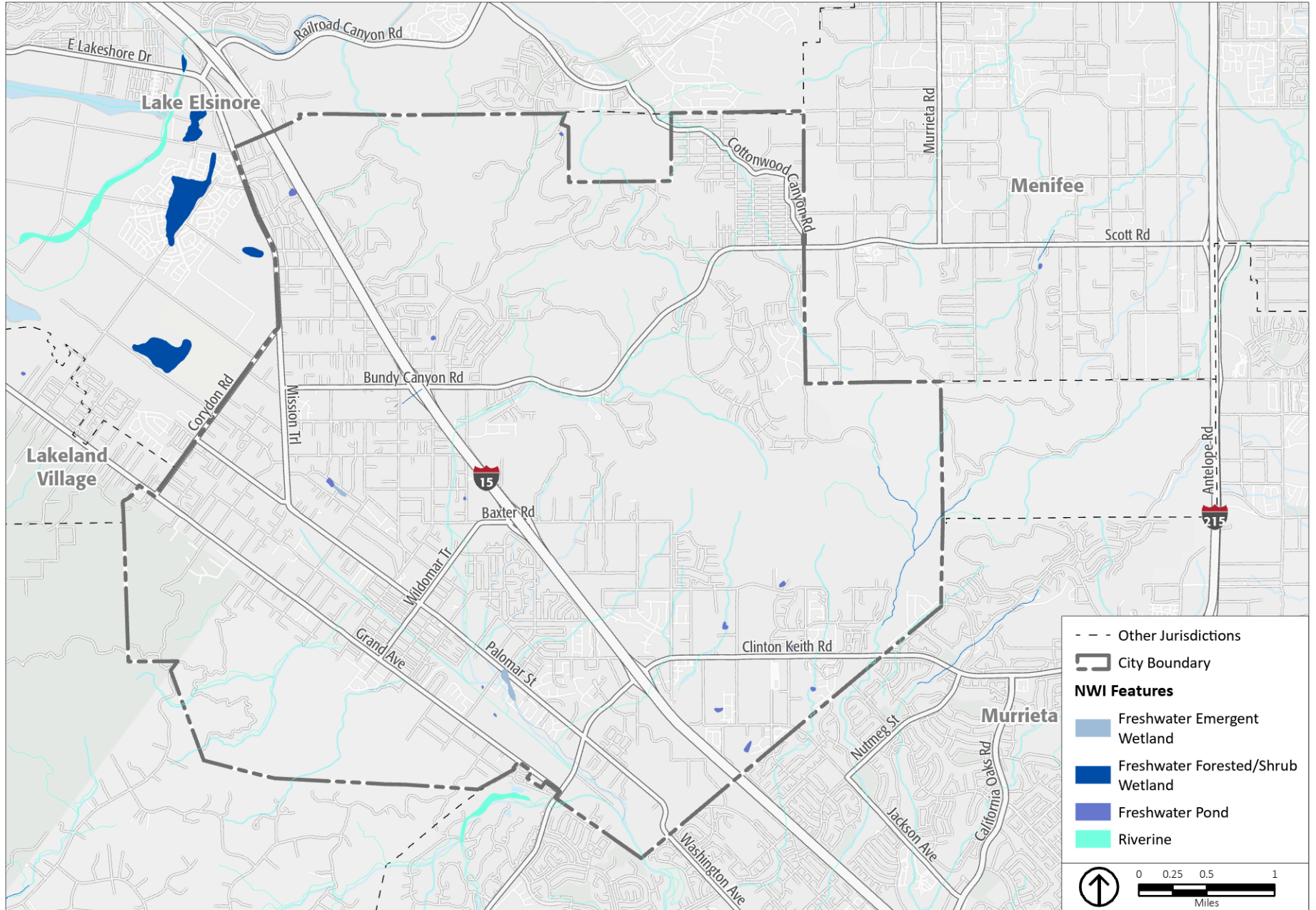


FIG 5-3: CRITICAL HABITAT



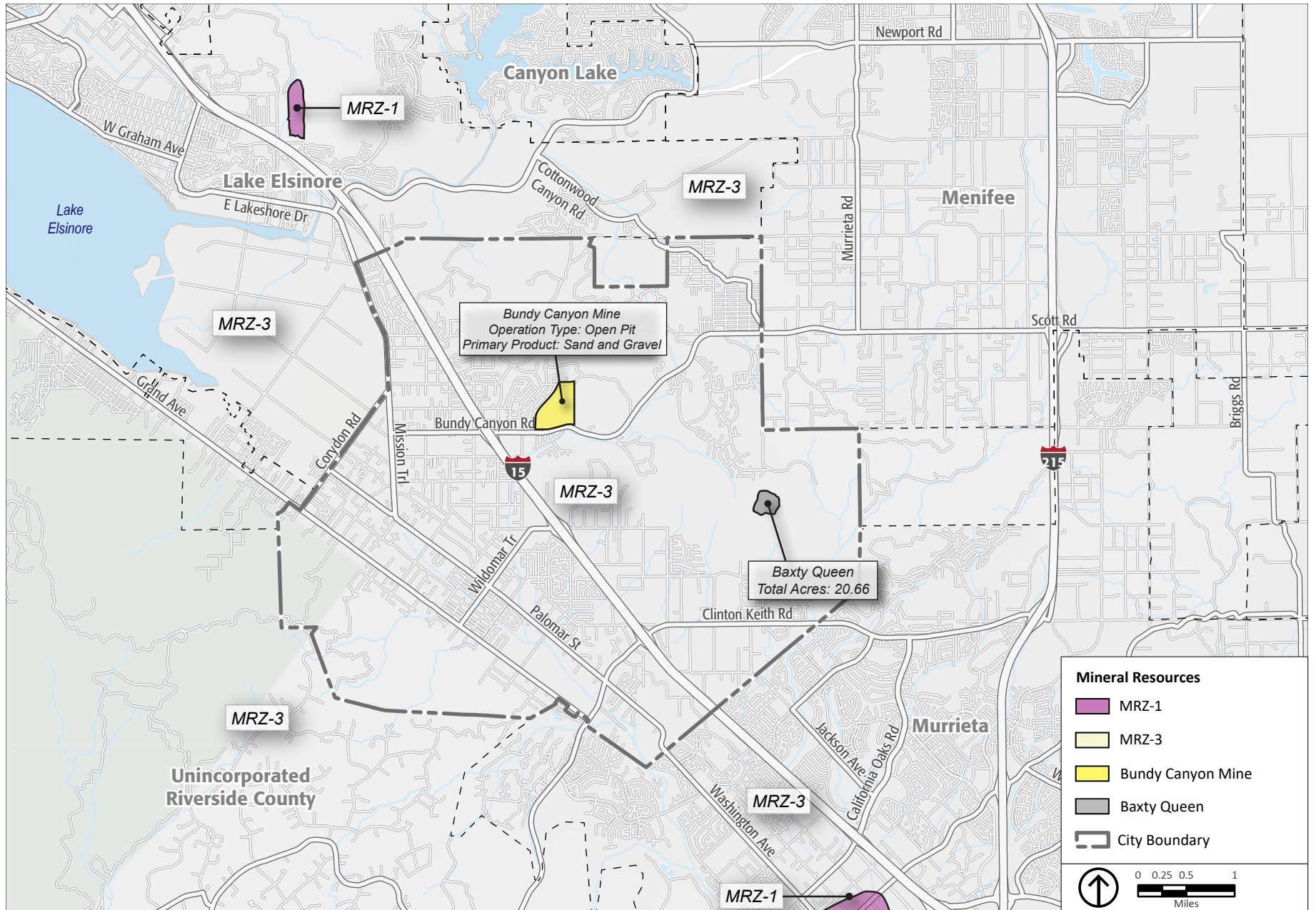
Source: ESRI, 2024; ECORP Consulting, 2024; PlaceWorks, 2024

FIG 5-4: POTENTIAL AQUATIC FEATURES



Source: ESRI, 2024; ECORP Consulting, 2024; PlaceWorks, 2024

FIG 5-5: AREAS OF MINERAL SIGNIFICANCE



Source: ESRI, 2024; PlaceWorks, 2024

Exposure to high levels of air pollution can result in severe health impacts, such as respiratory and cardiovascular disease, asthma, and premature death. Protecting the City's air is thus a vital part of promoting community health. However, air doesn't recognize municipal boundaries. So the policies and programs in this element encourage responsible air management through collaboration with local and state air quality agencies, imposing air pollution regulations on new construction, and paving the way to use less-polluting vehicles and outdoor equipment.

Water Supply and Quality

In addition to clean air, the City needs a clean and adequate supply of water. The Elsinore Valley Municipal Water District (EVMWD) provides water services to Wildomar. EVMWD's water supply is a blend of local groundwater, surface water from Lake Elsinore and Railroad Canyon Reservoirs (Canyon Lake), and imported water.

While EVMWD provides the water, the City is responsible for ensuring that water is used responsibly. This Plan ensures both the protection of water quality in the City and continued collaboration with EVMWD to reduce water use.

Energy

Energy resources provide the power to keep our electronics running and buildings operating, help us keep cool in the summer heat, and power our critical and emergency services. Most of the energy used in Wildomar's buildings is in the form of electricity, provided by Southern California Edison (SCE), and natural gas, supplied by Southern California Gas Company (SoCalGas).

Wildomar promotes energy efficiency and conservation through participation in the Western Riverside Energy Partnership, a Western Riverside Council of Governments (WRCOG) initiative that brings SCE and SoCalGas together with local jurisdictions to achieve energy savings, reduce energy bills, and improve building comfort.

The General Plan's energy policies and implementation programs support the development of affordable, reliable, and independent local power. Policies to promote energy conservation will help lower bills for energy customers, ensure that buildings remain comfortable during all weather conditions, and manage the transition to move diverse power sources.

Solid Waste

Proper solid waste treatment and disposal contribute to safer and healthier environments for people to live in. In Wildomar, CR&R Services collects and disposes of solid waste generated by households and businesses. CR&R provides trash collection, recycling, and organics processing services and employs anaerobic digestion techniques to produce natural gas from organic waste.

The solid-waste-related policies and implementation programs in this element aim to help reduce the amount of waste that Wildomar sends to landfills. This includes efforts to divert organic materials and other recyclables into composting or other recycling programs as well as overall waste reduction efforts.

Greenhouse Gas Emissions

The buildup of greenhouse gases (GHG) in the atmosphere is a factor in climate change. Climate change is responsible for an increase in severe storms and weather that can make some natural hazards, such as floods, droughts, and wildfires, occur more frequently and with greater intensity. Activities that produce GHGs include the use of gas-powered vehicles such as cars and trucks, electricity and natural gas use in local buildings, and the decomposition of materials in landfills. California is working toward a goal of carbon neutrality by 2045, and Wildomar has a role to play in meeting those targets by reducing GHG emissions.

As with other communities across California, Wildomar has a responsibility to reduce GHG emissions and improve climate resiliency. Policies and implementation programs in this element will help guide the reduction of GHG emissions and provide a path

5. Open Space and Conservation Element

to increased resiliency to climate hazards like drier summers, more intense flooding, and more frequent wildfires. Policies in other elements, such as Safety, work in concert to reduce vulnerability to climate hazards. Through these policies and implementation programs, along with the efforts in the Subregional Climate Action Plan, Wildomar can significantly reduce its GHG emissions and support progress toward California’s adopted GHG reduction targets.

Cultural and Historical Resources

Wildomar is part of the ancestral lands of the Pechanga and Soboba Tribes, both federally recognized tribes. For more than 10,000 years, the Pechanga People have called the Temecula Valley, which includes Wildomar, their home. The Soboba tribe has lived within the present-day San Jacinto Valley and surrounding areas for centuries.

The Built Environment Resources Database lists 14 properties in the City whose dates of occupancy or construction are between the years 1885 and 1940, and which range in type from single-family homes to health resorts, as shown in Table 5-1. Although none are currently listed on the California Register of Historical Resources (CRHR) or National Register of Historic Places (NRHP), four resources have been evaluated as potentially eligible for listing, with a status code of 3S.

Table 5-1: Previously Evaluated Built Environment Resources in the City

Address	Name	Date of Construction	CRHR/ NRHP Code
25025 Catt Road	--	1940	5S2
2525 Catt Road	Schwartz	1934	5S2
32785 Central Street	Judge William Collier Home, Lois Cook House		
21343 Dunn Street	Ben Taylor House	1934	3S
35880 Frederick Street	Heal Ranch, Robinson	1922	5S2
20619 Grand Avenue	--	1935	7N
21999 Grand Avenue	R.J. Brown	1886	3S
22060 Grand Avenue	Easterbrook	1886	3S
22180 Grand Avenue	--	1899	5S2
34860 Iodine Springs Road	Iodine Springs	1925	5S2
21680 Lime Street	--	1945	6Y

Table 5-1: Previously Evaluated Built Environment Resources in the City

Address	Name	Date of Construction	CRHR/NRHP Code
Palomar Street	Wildomar Bell	1887	5S2
21564 Palomar Street	--	1910	7N
21457 Pecan Street	Dr. O.S. Brown	1888	3S

Source: Cultural Resources Assessment for City of Wildomar General Plan Update, Riverside County, California, ECORP Consulting, Inc., October 27, 2023

Notes: CRHR = California Register of Historical Places, NRHP = National Register of Historic Places

3S: Appears eligible for NRHP individually through survey evaluation.

5S2: Individually eligible for local listing or designation.

6Y: Determined ineligible for NRHP by consensus through Section 106 process – Not evaluated for CR local listing.

7N: Needs to be reevaluated – formerly coded as may become NRHP eligible with specific conditions.

Wildomar’s unique cultural and historical resources, both known and undiscovered, tell the story of the City and the people that have occupied the land for thousands of years. The City will continue to consult with local tribes and other stakeholders to identify and protect these irreplaceable treasures.

5.4 Goals and Policies

GOAL OS 1

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

Policy OS 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 OS 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 OS 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 OS 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 OS 1.5

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

5. Open Space and Conservation Element

Policy OS 1.6

Natural Vegetation Conservation. Maintain and conserve mature and historic examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

Policy OS 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 OS 1.8

Protect Ridgelines. Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management.

Policy OS 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 OS 2

Air quality is protected from adverse environmental factors that contribute to poor air quality.

Policy OS 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 OS 2.2

New Construction. Require compliance with South Coast AQMD regulations and support appropriate future measures to reduce fugitive dust emanating from new project construction sites.

Policy OS 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 OS 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 OS 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 OS 2.6

City Vehicles. Purchase City vehicles consistent with the state's Advanced Clean Fleet regulations, as feasible.

GOAL OS 3

Reliable and safe water supply that supports Wildomar's current and future needs.

Policy OS 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 OS 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 OS 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 OS 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 OS 3.5

Recycled Water. Continue to coordinate with and support EVMWD on opportunities to expand the recycled water system in the City.



City of Wildomar's Historic Bell at Wildomar Elementary School.

GOAL OS 4

Cultural and historical resources that are protected, enhanced, and restored for the education, appreciation, and enjoyment of future generations.

Policy OS 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 OS 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. Ensure that any inadvertent discoveries of Native American cultural resources are treated with appropriate dignity.

Policy OS 4.3

Paleontological and Archeological Resources. Require new development to avoid paleontological and archeological resources if possible and to minimize impacts to them in accordance with the requirements of CEQA.

Policy OS 4.4

Historic and Cultural Resources Inventory. Maintain and periodically update an inventory of recognized historic and cultural resources of local, regional, or national significance and those that might be eligible for recognition, in consultation with interested parties such as the Wildomar Historical Society.

GOAL OS 5

A high-quality network of open spaces that support preservation of natural resources.

Policy OS 5.1

Open Space Access. Require new developments to provide access to open spaces.

Policy OS 5.2

Murrieta Creek. Enhance Murrieta Creek as a critical riparian area within the City.

GOAL OS 6

Energy is used efficiently and sourced from resilient, low carbon, and renewable energy supplies.

Policy OS 6.1

Energy Conservation. Encourage energy audits and energy-efficient retrofitting of existing buildings throughout the City.

Policy OS 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 OS 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 OS 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 OS 6.5

Energy Storage. Encourage new and existing buildings to include battery storage systems, especially buildings with solar energy installations and municipal buildings that provide essential community services.

Policy OS 6.6

Municipal Energy Transition. Transition municipal operations to renewable energy sources and electric building operations as feasible.

Policy OS 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 OS 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 OS 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 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 OS 6.10

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

GOAL OS 7

Waste generation is decreased through recycling and waste diversion programs.

Policy OS 7.1

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

Policy OS 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 OS 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 OS 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.



6. Recreation and Community Services





6. Recreation and Community Services Element

6.1 Vision

Parks, trails, recreation facilities and programs, and community services nurture the social, physical, and mental well-being of Wildomar’s residents. The Recreation and Community Services Element supports a vision of an expanded network of parks and trails, enhanced recreation activities, and robust community services that continue to support the healthy lifestyles of Wildomar’s current and future generations.

This Element supports a vision of an expanded network of parks and trails, enhanced recreation activities, and robust community services that continue to support the healthy lifestyles of Wildomar’s current and future generations.

The City will provide a network of parks and recreational facilities that contribute to individual health by supporting physical activity and access to the mentally restorative powers of nature. Public facilities and community services such as libraries, schools, and arts and cultural programs will enrich the mind and connect neighbors with each other. Wildomar will work with its partners to provide a backbone of public safety and medical services that maintain a high quality of life for the City’s residents.

6.2 Purpose

This element addresses California Government Code requirements (§ 65560 et. seq.) to assess open space for outdoor recreation and works in concert with the Land Use Element and Open Space and Conservation Element. Other topics addressed in the element are not required by government code but represent the City’s commitment to maintaining and improving recreational and community facilities and programs to support the social, physical, and mental well-being of its residents.

Relationship to Other Planning Efforts

This element is intended to set the overall policy framework for the growth and development of recreational and community services in Wildomar. However, it builds upon several other important planning and policy documents.

Wildomar Parks Master Plan

The City prepared the Wildomar Parks Master Plan (WPMP) in 2015. The plan offers a vision and specific actions that the City can undertake to acquire land and build a parkland system that meets residents’ recreational needs.

Wildomar Active Transportation Plan

The Active Transportation Plan (Wildomar ATP) contains strategies and recommendations for multi-use trails, including equestrian access, as well as bicycle and pedestrian networks for both recreation and mobility purposes.

Murrieta Creek Regional Trail Project

Wildomar is a partner in the regionwide Murrieta Creek Regional Trail Project. The project envisions a multi-use, non-motorized trail system along the creek that connects the cities of Temecula, Murrieta, Wildomar, and Lake Elsinore, and echoing the route of the historic Butterfield Overland Trail.

6.3 Planning Context and Approach

Parks and Recreation

The City’s current parkland system and recreational open spaces consist of four public parks, recreation facilities at the parks and on joint-use land, and trails that serve as recreational and transportation routes. The four parks in the city are Marna O’Brien Park, Regency-Heritage Park, Windsong Park, and Malaga Park, and they cover more than 15 acres of parkland.



Play structure at Marna O’Brien Park.

The City has three new parks in the planning stages. A 27-acre park is planned adjacent to Ronald Reagan Elementary School, and an 11-acre park is planned along Grand Avenue, adjacent to David A. Brown Middle School. Both parks are planned for a mix of active and passive elements. A 20-acre park is planned on the eastside of Palomar Street, generally south of Pasadena Street adjacent to Gierson Avenue. The park has been proposed as a passive nature park with trails and supporting amenities.

Existing and proposed parkland facilities are shown on Figure 6-1.

The City has several facilities for organized sports play or other recreational activities. Marna O’Brien Park has three (3) baseball fields with spectator and player benches, two (2) full basketball courts, two large multi-use soccer fields, and sports field lighting;

while Regency Heritage Park has two (2) basketball half courts and a dog park. Both parks have a tot-lot.

There are also recreational facilities owned by other entities that help to meet the community’s recreational needs. These include the ball fields at the Wildomar Cemetery and recreational amenities at public school grounds that may be made available to the public after school hours on weekdays and on the weekend.

The goals and policies in this Element supplement the Wildomar Parks Master Plan (WPMP) by providing an overall vision for the provision of parks and recreational facilities in the City and addressing topics not included in the WPMP. New parks will be designed to be safe, sustainable, and inclusive to accommodate residents of all ages, backgrounds, and abilities. While expanding access to such facilities, the City will strive to serve neighborhoods with the highest unmet needs. This expansion will be abetted by creative approaches to joint use opportunities and funding sources.

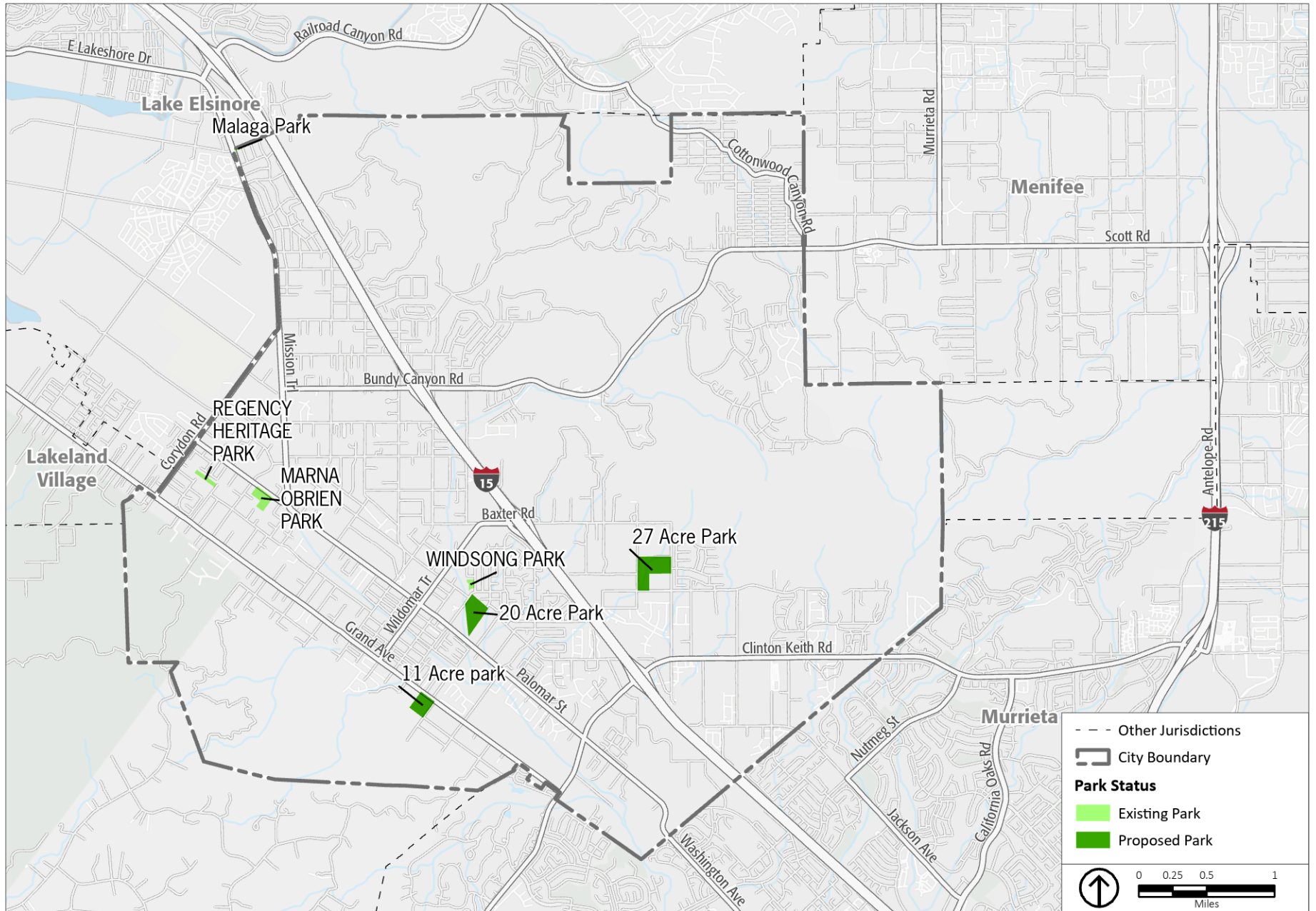
Trails

Wildomar has a network of multi-use and equestrian trails that serve as both recreational facilities and transportation routes for pedestrians, hikers, and cyclists. The trails connect to different parts of Wildomar and regional trail networks. Existing and proposed trails are shown on Figure 6-2.



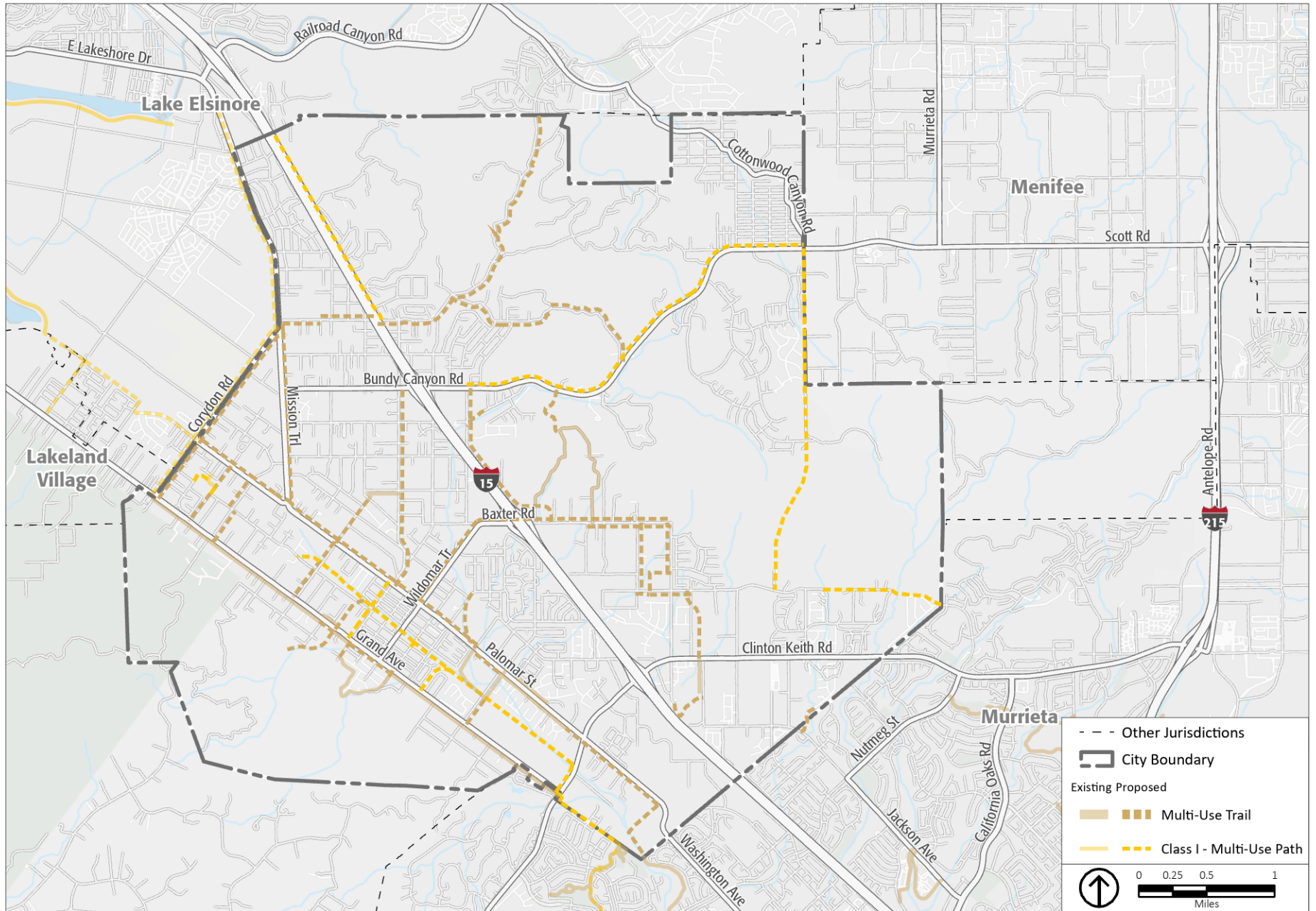
Multi-use trail along Grand Avenue.

FIG 6-1: PLANNED PARKS NETWORK



Source: ESRI, 2024; Chen Ryan Associates, 2023; PlaceWorks, 2024

FIG 6-2: PLANNED MULTI-USE TRAILS



Source: ESRI, 2024; Chen Ryan Associates, 2023; PlaceWorks, 2024

6. Recreation and Community Services Element

Murrieta Creek is a regional creek that runs through the cities of Temecula, Murrieta, Wildomar, and Lake Elsinore. The Murrieta Creek Regional Trail Project is an ongoing citywide priority and multi-agency collaboration to create a multi-use, non-motorized trail system along Murrieta Creek.

The General Plan recognizes that Wildomar's multi-use trails are highly valued by residents. In addition to implementing prior plans for adding to this network, a future Trails Master Plan will provide more detailed guidance on trail design, signage, and wayfinding.

Community Services

The City of Wildomar has a range of community services, from schools to police, fire, and emergency services, the locations of which are shown on Figure 6-3. The City partners with various departments in Riverside County to provide these services. To support the social, physical, and mental well-being of residents, the General Plan provides for facilities, programs and services that nurture the arts and culture, healthy diets, lifelong learning, and public safety.

School Services

The Lake Elsinore Unified School District operates the following seven schools in the City:

- Valley Adult School:
21440 Lemon Street
- Ronald Reagan Elementary School:
35445 Porras Road
- Donald Graham Elementary School:
35450 Frederick Street
- Wildomar Elementary School:
21575 Palomar Road
- William Collier Elementary School:
20150 Mayhall Drive
- David A. Brown Middle School:
21861 Grand Avenue
- Elsinore High School:
21800 Canyon Drive

Library Services

There is one library within the City limits. The Wildomar Library at 34303 Mission Trail is a part of the Riverside County Library System. It offers traditional services plus public computers and copying.

Fire Protection Services

CAL FIRE/Riverside County provides fire protection services for residents and businesses in the City. Wildomar Fire Station 61 is at 32637 Gruwell Street.

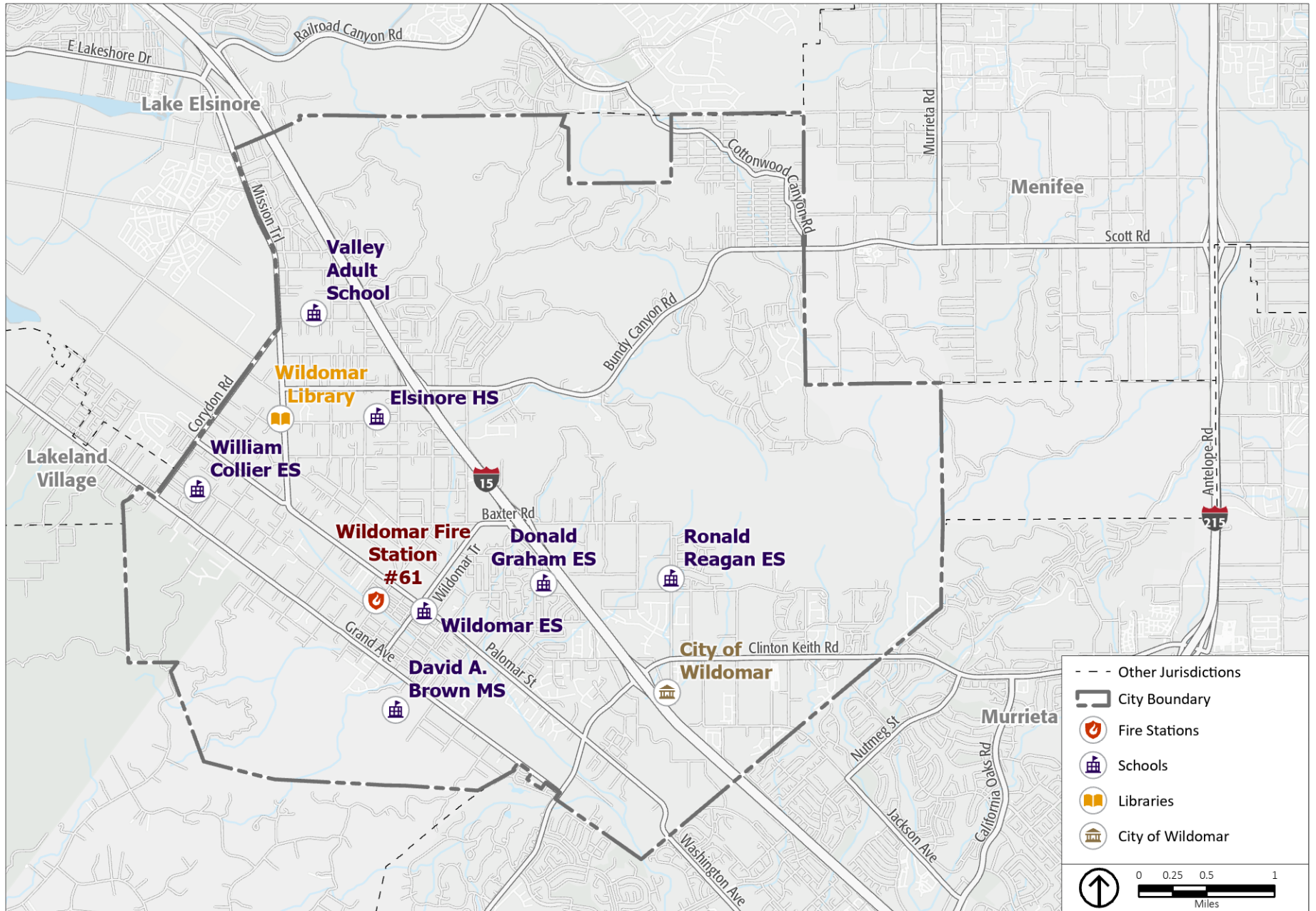


Wildomar Fire Station.

Police Protection Services

Law enforcement services are provided by the Riverside County Sheriff's Department with local policing directed from the Lake Elsinore Sheriff's station located at 333 Limited Avenue, Lake Elsinore.

FIG 6-3: COMMUNITY SERVICES



Source: City of Wildomar, 2023; PlaceWorks, 2024

6.4 Goals and Policies

GOAL RC 1

A system of parklands and recreational open spaces that meet the needs of Wildomar’s current and future residents.

Policy RC 1.1

Parks Master Plan. Implement the Parks Master Plan to achieve the City’s vision for parks facilities.

Policy RC 1.2

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

Policy RC 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 RC 1.4

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

Policy RC 1.5

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

Policy RC 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 RC 1.7

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

Policy RC 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.



Decorative landmark at Marna O'Brien Park.

GOAL RC 2

Parkland and recreational facilities that are safe, inclusive, and sustainable.

Policy RC 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 RC 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 RC 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 and offering play equipment to accommodate people with all abilities.

GOAL RC 3

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

Policy RC 3.1

Trails Master Plan. Implement a Trails Master Plan that builds on 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 RC 3.2

Murrieta Creek Trail. Seek funding to design and build the Murrieta Creek Trail as a recreational amenity with appropriate access and safety considerations.

Policy RC 3.3

Equestrian Trails. Ensure that the Trails Master Plan provides some trails that support equestrian usage.

Policy RC 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.

RC 3.5

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



Wildomar Elementary School.

GOAL RC 4

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

Policy RC 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 RC 4.2

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

RC 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 RC 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.

6. Recreation and Community Services Element

Policy RC 4.5

Healthy Food Options. Encourage and support community gardening and farmers markets to provide residents with healthy food options.

Policy RC 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.



Wildomar Library.

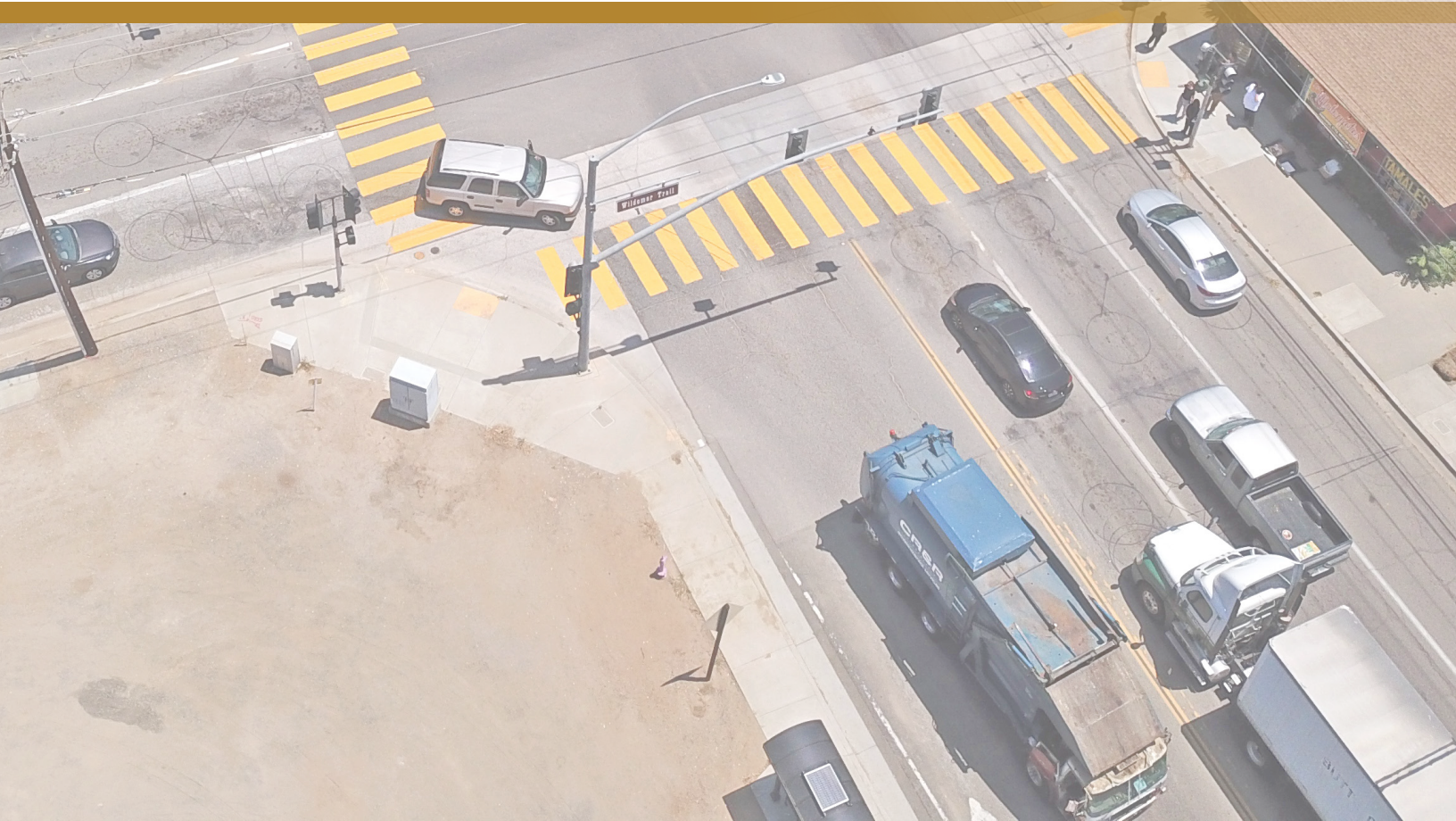
Policy RC 4.7

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.

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7. Noise





7. Noise Element

7.1 Vision

The vision for managing noise in Wildomar is to allow the "good noises" associated with a vibrant city full of life and limit the impact of the "bad noises" that occur infrequently as a part of that life so that there are still quiet places to sleep, relax, and recharge.

The vision for managing noise in Wildomar is to allow the "good noises" associated with a vibrant city full of life and limit the impact of the "bad noises"

People's relationship to noise can be complicated. Certainly, noise can be unwelcome at times, but places that are full of life are often noisy. People make noise going about their daily routines as they move about, use equipment, build things, talk, sing, shout, and laugh. People also play music, cheer for sports, have dogs, and generally make themselves known. These are sounds of life and are welcome in most instances. Anyone with children or experience near a school during recess understands. To most, these are good sounds and would not be considered noise in the right context.

Noise becomes a nuisance when it regularly disturbs sleep, discourages the enjoyment of the outdoors, and affects the daily routine of residents. When this occurs, it is essential to lower the level of noise.

7.2 Purpose

California Government Code § 65302(f) requires municipalities to prepare and adopt "a Noise Element that shall identify and appraise noise problems

in the community." The Noise Element supports development locations of planned noise-sensitive land uses and facilitates noise levels for sensitive noise receivers. For purposes of this Noise Element, "noise-sensitive areas and uses" include residential areas, parks, schools, churches, hospitals, and long-term care facilities. It is also important that noise generating uses such as industrial and commercial be protected from incursion of noise-sensitive uses to avoid noise complaints that may affect the operation of these fixed noise sources.

7.3 Noise

At the basic level, noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

Noise also uses specific terminology to describe levels of noise and how measurements are taken and compared. Noise also reacts to the environment and can be reduced through barriers such as walls, buildings, and topography. The most obvious noise source in the City is traffic from I-15 and major roadways such as Clinton Keith, Bundy Canyon, and Wildomar Trail.

7.4 Terminology

Like many technical fields, specific terms are used to explain different aspects of analysis. For noise, understanding the following terms will help when reading this element.

- **Decibel (dB)**

This is a unit for measuring the amplitude of a sound that is based on a logarithmic scale, which

compresses the wide range of sound pressure levels to a more usable range of numbers.

- **A-weighted decibels (dBA)**

This refers to the sound pressure level in decibels as measured on a sound level meter using the A-weighting network. This method de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on frequencies within the sensitivity range of the human ear.

- **Day-Night Average Sound Level (Ldn)**

This noise measurement describes the average noise level over a 24-hour period after the addition of 10 decibels to sound levels after 10 p.m. and before 7 a.m. The 10 dBA adjustment accounts for our greater sensitivity to nighttime noise and the fact that lower ambient levels at night tend to make noise events, such as aircraft flyovers, more intrusive.

- **Community Noise Equivalent Level (CNEL)**

Similar to Ldn, the CNEL is the 24-hour average noise level after the addition of 5 dB to sound levels from 7:00 p.m. to 10:00 p.m. and 10 dB to sound levels between 10:00 p.m. and 7:00 a.m.

- **Equivalent Continuous Noise Level (Leq)**

Leq is a noise descriptor that can be thought of as the average noise level during a period of time. The average noise level is based on the energy content (acoustic energy) of the sound. It is typically computed over 1-, 8-, and 24-hour sample periods.

- **Noise Contours**

Noise contours are a graphical representation of projected noise exposure levels associated with noise sources such as roadways, aircraft, and railroad operations. They are expressed as the physical distance from the noise source at which different noise levels can be heard.

7.5 Noise Environments & Measurements

All sound levels referred to in this element are A-weighted to de-emphasize the very low and very high frequencies in a manner similar to the human ear. A-weighting gives a better measurement for human annoyance and some health effects.

Ambient noise, which is the total noise in an environment, is usually measured with an A-weighted decibel scale (dBA). However, ambient noise varies over time; therefore, other metrics that give an average noise level over a specified period of time are used. Such metrics include the energy-equivalent noise level (Leq), the day-night average noise level (Ldn), and the community noise equivalent level (CNEL). Leq is an hourly average, and Ldn and CNEL are 24-hour weighted averages.

Ambient noise monitoring was conducted in October 2022 to determine a baseline noise level for different environments. The results of the noise measurements can be found in Appendix 5.13-1 of the General Plan Environmental Impact Report.

7.6 Planning Context

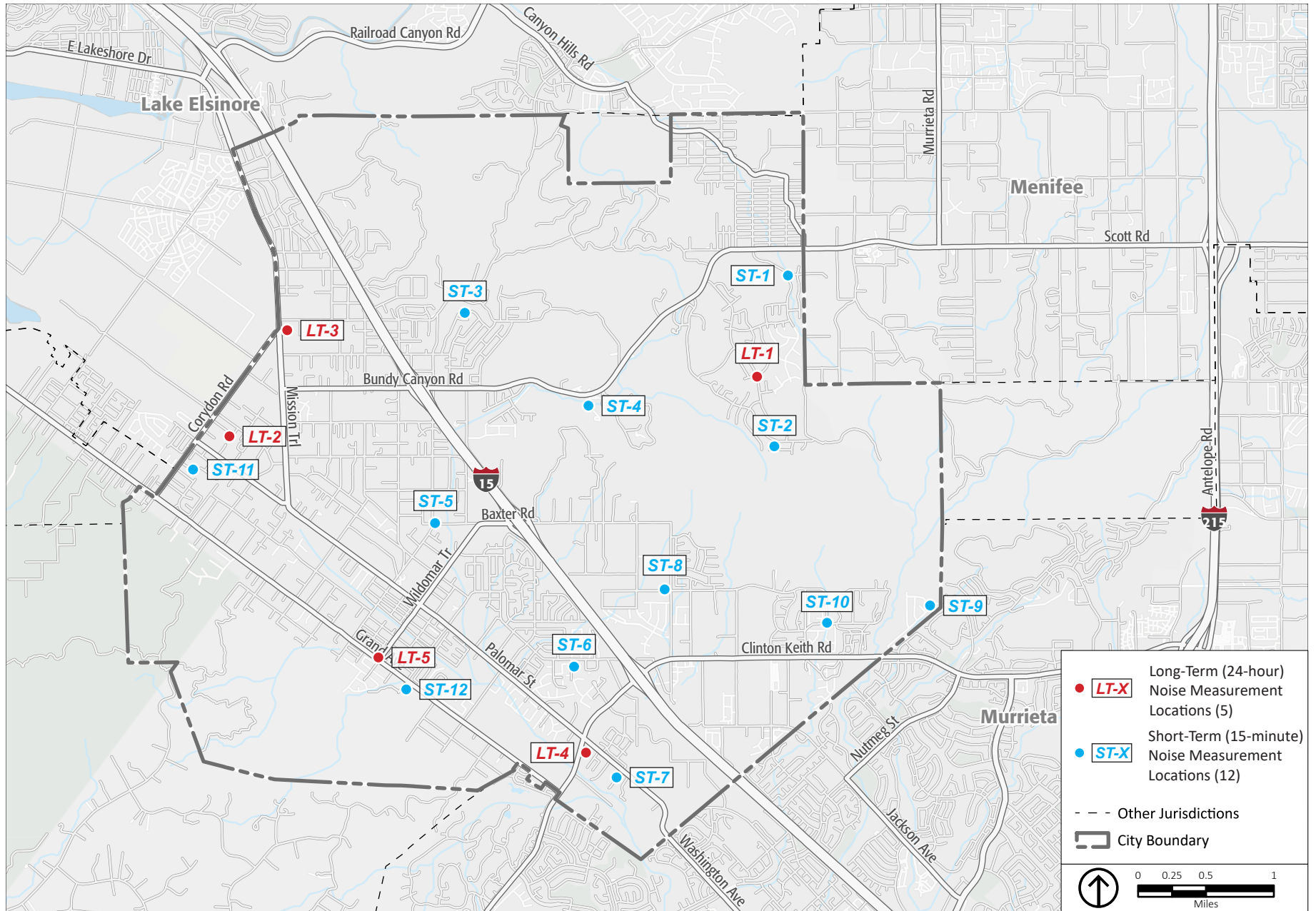
Generally, Wildomar is a quiet town, and most noise is associated with traffic. In a real sense, this means that noise levels are less during nights, weekends, and holidays when traffic is less than normal daily volumes. Tables 7-1 and 7-2 show the ambient noise measurements recorded during preparation of this element. Figure 7-1 shows the locations where measurements were recorded. Roadway noise and ambient noise are both important to understand because road noise helps guide land use decisions, and ambient noise provides a measurement against which future noise generating uses will be measured.

Table 7-1: Long-Term Measurement Summary

Monitoring Location	Description	24-Hour Noise Level, dBA		
		CNEL	Lowest L _{eq} (1hr)	Highest L _{eq} (1hr)
LT-1	Intersection of Harvest Way and Plowshare Road near 3392 Harvey Way (residence) 9/27/2023, 9:12 AM	67	30	84
LT-2	Corydon Road near 32885 Corydon Road (mixed-use area) 09/18/2023, 4:00 PM	74	56	70
LT-3	By Corydon Road and Mission Trail 09/18/2023, 3:35 PM	77	60	81
LT-4	Along Clinton Keith Road by 32450 Clinton Keith Road (commercial) 09/18/2023 2:40 PM	71	53	75
LT-5	Along Wildomar Trail by 32420 Wildomar Trail (commercial) 09/18/2023 3:04 PM	75	60	79

Source: General Plan EIR, Appendix 5.13-1.

FIG 7-1: SHORT AND LONG TERM NOISE MEASUREMENT LOCATIONS



Source: City of Wildomar, 2023; PlaceWorks, 2024

Table 7-2: Short-Term Noise Measurements Summary in A-weighted Sound Levels

Monitoring Location	Description	15-minute Noise Level, dBA						
		L _{eq}	L _{max}	L _{min}	L50	L25	L8	L2
ST-1	Intersection of Deep Wells Road and Hidden Hollow Road near 24960 Deep Well Road (Residence) 09/15/2023 12:38 PM	46.9	69.8	36.3	40.5	45.0	51.5	56.1
ST-2	Intersection of The Farm Road and Wheelbarrow Road near 34474 Wheelbarrow Lane (Residence) 09/15/2023 1:07 PM	40.9	54.2	35.4	38.7	41.4	44.3	47.5
ST-3	Intersection of Gafford Road and Great Falls Road, near 33514 Great Falls Road (Residence) 9/15/2023 2:03 PM	49.3	69.7	39.6	41.6	43.3	49.5	58.0
ST-4	Intersection of Oak Creek Road and Bundy Canyon Road, near 23541 Bundy Canyon Road (Church) 9/15/2023 1:33 PM.	63.6	74.3	42.2	62.4	65.0	67.3	69.7
ST-5	Intersection of Gruwell Street and Baxter Road near 22271 Baxter Road (Residence) 9/15/2023 3:00 PM	47.9	95.2	38.8	42.2	46.1	52.2	56.8
ST-6	Intersection of Avry Road and Catt Road near 35992 Avry Way (Residence) 9/15/2023 3:00 PM.	62.3	62.5	62.2	62.3	62.4	62.5	62.5
ST-7	Near Washington Avenue near Murrieta Springs Adventist Christian Academy near 32477 Starbucks Circle (Church) 9/15/23 3:25 PM	49.6	61.2	42.8	48.8	50.5	52.3	54.7
ST-8	Intersection of Brilliante Drive and El Diamante Drive near 5335 El Diamante Drive 9/18/23 12:02 PM	64.3	87.0	44.6	52.5	59.8	66.7	72.6
ST-9	Intersection of Seagrass Trail and Via Sarah, near 25934 Seagrass Trail (Residence) 9/18/2023 12:30 PM.	46.5	61.1	34.3	40.9	40.9	46.1	55.6

Table 7-2: Short-Term Noise Measurements Summary in A-weighted Sound Levels

Monitoring Location	Description	15-minute Noise Level, dBA						
		L _{eq}	L _{max}	L _{min}	L50	L25	L8	L2
ST-10	Intersection of Cassandra Street and Loring Road, near 25139 Loring Road (Residence) 9/18/2023 12:55 PM	51.9	70.0	38.1	42.1	45.0	52.7	63.1
ST-11	Intersection of Union Street and Trailwood Court, near 32755 Trailwood Court (Residence) 9/18/23 1:38 PM	64.0	64.2	64.0	64.0	64.1	64.1	64.2
ST-12	Intersection of Athea Way and Willow Road, near 21827 Athea Way (Residence) 9/18/23 2:09 PM	65.0	77.3	47.8	60.8	65.8	69.8	72.5

Source: General Plan EIR, Appendix 5.13-1.

7.7 Noise Standards

Interior Noise Standards

The State of California’s noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction for the purpose of providing suitable interior noise environments. Noise studies must be prepared when a project seeks to place people near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. A project must demonstrate that structures have been designed to limit interior noise in habitable rooms.

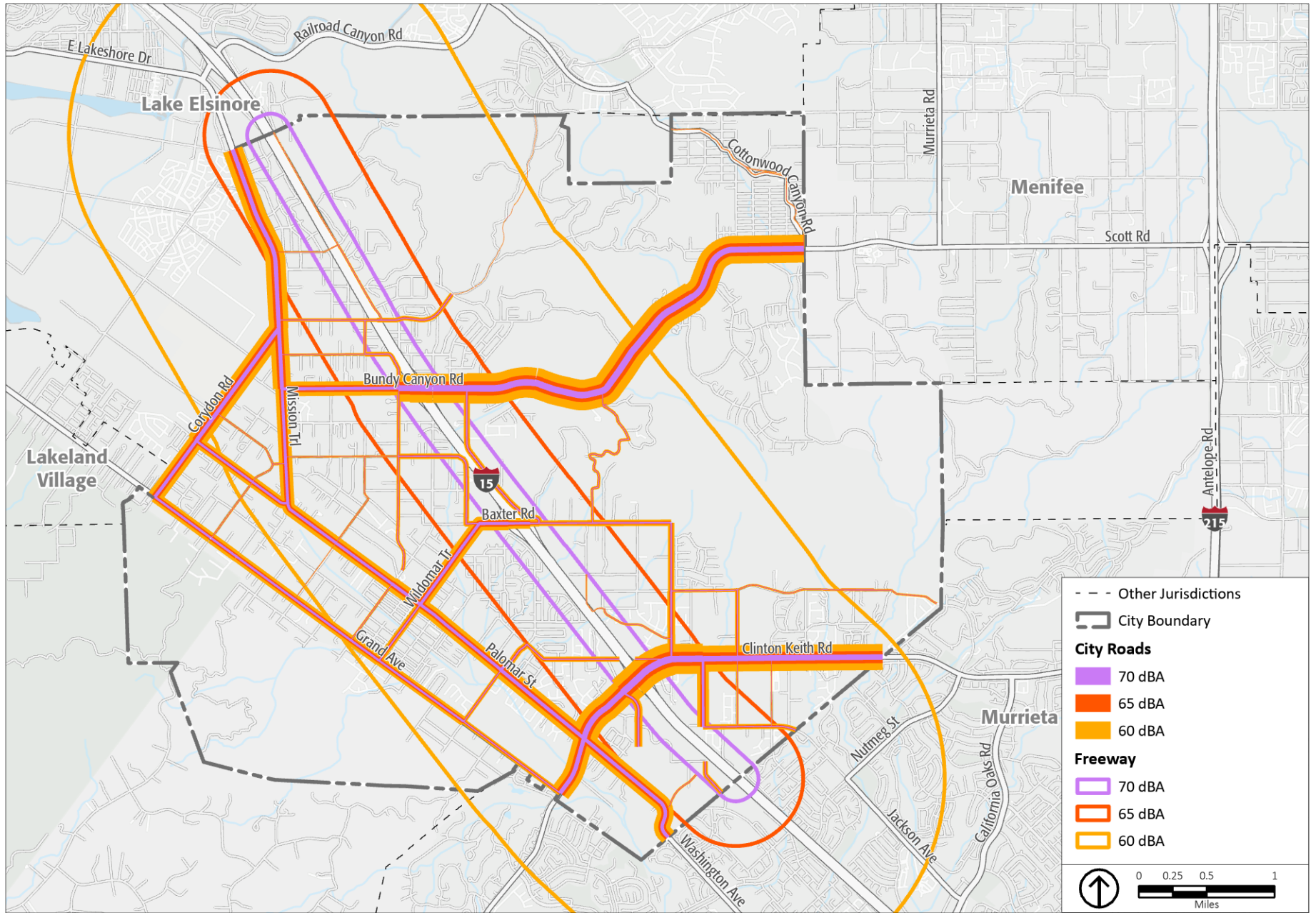
Exterior Noise Standards

Table 7-3 provides the City with a tool to gauge the compatibility of land uses relative to existing and future noise levels. The noise standards can be modified for areas that already have higher noise, and for activities like festivals, markets, and outdoor performances. Generally, there is more flexibility for outdoor noise than indoor, and design features such as berms, walls, windows, and setbacks will all be factored into review of the project.

7.8 Noise Contours

Figure 7-2 shows the projected noise following the roadways and potential segments of transportation based on the traffic analysis prepared for the land use diagram (Figure 2-2). The contours are calculated using predicted traffic data for the City roadways and do not factor in topography, other buildings, or noise attenuation. While the contours may not be able to precisely predict noise levels, they can be used as a general guide to consider noise levels for any future projects.

FIG 7-2: FUTURE NOISE CONTOURS



Source: City of Wildomar, 2023; PlaceWorks, 2024

Table 7-3: Noise Compatibility Standards for Land Uses

Land Use Category	Normally Acceptable (dBA CNEL)	Conditionally Acceptable (dBA CNEL)	Normally Unacceptable (dBA CNEL)	Conditionally Unacceptable (dBA CNEL)
Single Family Residential)	60	65	70	70+
Infill Single Family Residential	65	75	80	80+
Motels, Hotels, Transient Lodging	60	70	80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	60	70	80	80+
Amphitheater, Concert Hall, Auditorium, Meeting Hall	-	65	-	65+
Sports Arenas, Outdoor Spectator Sports	-	70	-	75+
Playgrounds, Neighborhood Parks	70	-	75	75+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	70	-	80	80+
Office Buildings, Business, Commercial, Professional	65	75	85+	-
Industrial, Manufacturing, and Utilities	70	80	85+	-
Freeway Adjacent Commercial Office, and Industrial Uses	65	80	85+	-

Aircraft Noise Levels

The closest airport to the City is the Skylark Airport (Skydive Elsinore), a private airstrip with minimal air traffic approximately 425 feet northwest of Wildomar’s western boundary. Air traffic is primarily from the 25 aircraft owned by Skydive Elsinore, which are used to provide skydiving and gliding services. The small aircraft and limited flight operations do not generate significant noise affecting the City. The nearest public airport is approximately 4.8 miles southeast of Wildomar and is known as the French Valley Airport.

Airport noise contours do not extend into the City’s sphere of influence, and airport noise does not significantly affect nearby sensitive receptors (i.e., all residences are outside of the 55 and 60 dBA Ldn noise contours. Therefore, while aircraft overflights will be heard, the noise generated does not result in the need to adjust land uses or activities in the City.

Roadway Noise Levels

Vehicular noise on roadways depends on speed, volume, and traffic conditions. Typically, vehicles moving slower in high traffic generate less noise than cars operating fast under low or no traffic conditions.

To establish the baseline noise conditions, traffic data representing annual average traffic volumes for existing conditions on major roadways were obtained from the regional traffic model to allow calculations for existing and projected traffic volumes. Distances from the centerlines of selected roadways to the 60, 65 and 70 dB CNEL contours are summa-

rized in Table 7-4. These distances should be treated as estimates; actual distances may vary due to factors such as road curvature, roadway grade, shielding by local topography or structures, and elevated roadway.

Table 7-4: Noise Contours from Centerline for Roadways

Roadway	Segment ¹	Existing CNEL			Buildout CNEL		
		70 dBA	65 dBA	60 dBA	70 dBA	65 dBA	60 dBA
Almond Street	Lemon Street to Waite Street	-	-	-	14	31	67
Bayless Road	Wildomar Trail to Depasquale Road	-	-	-	6	13	28
Bryant Street	Corydon Street to Lorena Lane	-	-	-	9	20	43
Bryant Street	Lorena Lane to Palomar Street	-	-	-	7	15	32
Bryant Street	Grand Avenue to Palomar Street	-	-	-	10	21	46
Bundy Canyon Road	Mission Trail to Orange Street	56	120	259	61	130	281
Bundy Canyon Road	Orange Street to I-15 SB Ramps	92	198	427	113	243	523
Bundy Canyon Road	I-15 SB Ramps to I-15 NB Ramps	92	198	426	121	260	560
Bundy Canyon Road	I-15 NB Ramps to Monte Vista Road	85	183	395	122	263	567
Bundy Canyon Road	Monte Vista Road to The Farm Road	82	177	382	128	275	593
Bundy Canyon Road	The Farm Road to City Limit	72	155	335	116	250	539
Catt Road	McVicar Street to Clinton Keith Rd	-	-	-	22	48	104
Clinton Keith Road	Grand Avenue to Palomar Street	65	139	299	84	181	391

Table 7-4: Noise Contours from Centerline for Roadways

Roadway	Segment ¹	Existing CNEL			Buildout CNEL		
		70 dBA	65 dBA	60 dBA	70 dBA	65 dBA	60 dBA
Clinton Keith Road	Palomar Street to Hidden Springs Road	93	201	434	111	238	513
Clinton Keith Road	Hidden Springs Road to I-15 SB Ramps	113	243	524	135	292	629
Clinton Keith Road	I-15 SB Ramps to I-15 NB Ramps	111	238	514	134	289	623
Clinton Keith Road	I-15 NB Ramps to Wildomar Trail	101	218	469	136	293	630
Clinton Keith Road	Wildomar Trail to Inland Valley Drive	97	209	451	126	272	586
Clinton Keith Road	Inland Valley Drive to City Limit	83	178	384	109	236	507
Corydon Road	Grand Avenue to Palomar Street	56	121	260	65	140	301
Corydon Road	Palomar Street to Mission Trail	61	131	282	80	172	370
Cottonwood Canyon Road	City Limit to Bundy Canyon Road	4	9	19	5	11	24
Depasquale Road	Bayless Road to Wildomar Trail	-	-	-	10	22	47
Elizabeth Lane	Clinton Keith Road to Preilipp Road	-	-	-	6	13	28
Gateway Drive	Inland Valley Drive to City Limit	-	-	-	16	34	72
Grand Avenue	Corydon Road to Sheila Lane	38	82	176	45	97	209
Grand Avenue	Sheila Lane to Gruwell Street	39	83	179	43	92	198
Grand Avenue	Gruwell Street to Wildomar Trail	38	83	178	45	97	209
Grand Avenue	Wildomar Trail to McVicar Street	27	58	124	40	87	186
Grand Avenue	McVicar Street to Clinton Keith Rd	23	51	109	24	52	111
Grape Street	City Limit to Olive Street	-	-	-	8	16	35

Table 7-4: Noise Contours from Centerline for Roadways

Roadway	Segment ¹	Existing CNEL			Buildout CNEL		
		70 dBA	65 dBA	60 dBA	70 dBA	65 dBA	60 dBA
Grape Street	Olive Street to Lemon Street	-	-	-	11	23	50
Gruwell Street	Grand Avenue to Palomar Street	10	21	46	11	24	52
Hidden Springs Road	Clinton Keith Rd to South of Clinton Keith Rd	46	99	214	33	72	154
Inland Valley Drive	Clinton Keith Road to Preilipp Road	42	91	195	49	107	230
Inland Valley Drive	Gateway Drive to Palomar Street	-	-	-	10	22	47
Jefferson Avenue	Inland Valley Drive to City Limit	-	-	-	22	47	101
La Estrella Street	Wildomar Trail to Salida Del Sol	6	13	28	15	31	68
La Estrella Street	Salida Del Sol to City Limit	-	-	-	9	20	44
Lemon Street	Mission Trail to I-15	12	25	54	15	33	71
Lemon Street	I-15 to Lost Road	12	27	58	20	44	94
Lorena Lane	Bryant Street to Mission Trail	-	-	-	13	27	59
Lost Road	Grape Street to City Limit	-	-	-	3	6	13
McVicar Street	Palomar Street to Catt Road	-	-	-	27	58	124
McVicar Street	Grand Avenue to Palomar Street	10	21	45	18	40	85
Mission Trail	City Limit to Lemon Street	73	156	337	84	181	391
Mission Trail	Lemon Street to Corydon Road	75	162	350	80	172	371
Mission Trail	Corydon Road to Bundy Canyon Road	59	127	273	76	164	354
Mission Trail	Bundy Canyon Road to Palomar Street	40	86	186	56	121	260
Monte Vista Drive	Bundy Canyon Road to Wildomar Trail	18	39	84	26	55	120
Olive Street	Mission Trail to Grape Street	-	-	-	6	14	29

Table 7-4: Noise Contours from Centerline for Roadways

Roadway	Segment ¹	Existing CNEL			Buildout CNEL		
		70 dBA	65 dBA	60 dBA	70 dBA	65 dBA	60 dBA
Orange Street	Bundy Canyon Road to Walnut Street	-	-	-	16	34	73
Orange Street	Walnut Street to Palomar Street	-	-	-	16	34	72
Palomar Street	Corydon Road to Mission Trail	23	50	108	45	96	207
Palomar Street	Mission Trail to Orange Street/Gruwell Street	42	89	193	55	118	255
Palomar Street	Orange Street/Gruwell Street to Wildomar Trail	51	110	237	62	134	289
Palomar Street	Wildomar Trail to McVicar Street	40	86	185	58	125	270
Palomar Street	McVicar Street to Clinton Keith Rd	44	95	205	68	147	317
Palomar Street	Clinton Keith Rd to Washington Ave	50	107	231	69	149	321
Prielipp Road	Inland Valley Drive to City Limit	19	42	90	22	48	104
Salida Del Sol	La Estrella Street to Clinton Keith Road	6	13	27	19	42	90
Sauer Road/Oak Circle Drive	Bundy Canyon Road to Wildomar Trail	-	-	-	14	29	63
Waite Street	Mission Trail to Almond Street	-	-	-	10	23	49
Waite Street	Almond Street to Bundy Canyon Road	-	-	-	20	42	91
Walnut Street	Mission Trail to Wesley Street	-	-	-	8	17	38
Walnut Street	Wesley Street to Orange Street	-	-	-	8	18	39
Walnut Street	Orange Street to Wildomar Trail	-	-	-	24	51	111
Washington Avenue	Inland Valley Drive to City Limit	-	-	-	27	58	126
Wesley Street	Walnut Street to Palomar Street	-	-	-	8	18	39
Wesley Street	Grand Avenue to Palomar Street	-	-	-	4	9	19

Table 7-4: Noise Contours from Centerline for Roadways

Roadway	Segment ¹	Existing CNEL			Buildout CNEL		
		70 dBA	65 dBA	60 dBA	70 dBA	65 dBA	60 dBA
Wildomar Trail	Grand Avenue to Palomar Street	30	64	138	30	65	140
Wildomar Trail	Palomar Street to I-15 SB Ramps	39	85	182	58	124	268
Wildomar Trail	I-15 SB Ramps to I-15 NB Ramps	33	72	154	46	99	212
Wildomar Trail	I-15 NB Ramps to Monte Vista Drive	16	34	72	28	59	128
Wildomar Trail	Bayless Road to Wildomar Trail	14	30	64	27	57	124
Wildomar Trail	Wildomar Trail to La Estrella Street	17	36	77	27	59	128
Wildomar Trail	La Estrella Street to Clinton Keith Road	30	64	138	33	71	153
Wildomar Trail	Monte Vista Drive to Bayless Road	39	85	182	24	52	112
Yamas Drive	Clinton Keith Road to Preilipp Road	-	-	-	9	20	43

Source: Chen Ryan Transportation 2023 in General Plan EIR Appendix 5.17-1.

Note: Distances are measured in feet from centerline.

1 Noise contours for I-15 used Caltrans 2021 data.

7.9 Stationary Noise

Primary stationary noise sources during operation in commercial and industrial zones could include loading docks, large mechanical equipment, and fabrication. Ideally these uses and activities are located away from sensitive receptors. Other noise sources that affect people include nightclubs, outdoor dining areas, gas stations, car washes, drive throughs, fire stations, air conditioning units, swimming pool pumps, school playgrounds, athletic and music events, and public parks.

While new noise should be minimized, placing new noise-sensitive land uses in areas subject to noise currently or in the future should also be discouraged. Noise-generating uses are often those that provide jobs, manufacture goods, and services. It is im-

portant to protect these types of land use because encroachment of people into existing noise environments often shortens the longevity of the noise-generating land use.

For future noise-generating uses, a project that cannot contain its noise within the property boundaries will need physical and operational features to address its noise. Ideally, these measures would be integrated with the overall project design and not added as an afterthought.

7.10 Construction Noise

Construction occurs as the City continues development and growth. Although beneficial to the City, the process generates temporary construction noise. Noise from construction depends on the size of the

project and how long it takes to build it, which could be several years. Methods to minimize the impacts of construction noise, such as setting reasonable construction times and ensuring that mufflers and noise suppression features of equipment are working, can help limit noise intrusion into adjacent areas. Engagement with the community is crucial for explaining noise and addressing noise concerns. Even though construction noise is considered temporary, it can still result in impacts to adjacent uses. The City's noise ordinance restricts certain activities to specific days and times, but construction noise may still disturb existing residents.

7.11 Vibration

Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., operating factory machinery) or transient (e.g., construction).

Usually vibration is a minor annoyance, but with fragile buildings or certain sensitive uses, vibration can cause damage or disrupt operations. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration, which shows the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used when monitoring transient and impact vibration and correlates well to the stresses experienced by buildings.

However, PPV is not always suitable for evaluating human response. It takes time for the human body to respond to vibration signals. The human body responds to average vibration amplitude. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB). The

typical background vibration velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

One of the impacts of construction is vibration that people can feel. Vibration can be a short-term sensation, like when a heavy truck passes, but if several trucks were to pass by or machinery nearby creates a constant vibration, the vibration can have negative effects on people. What starts as a minor irritation, over time turns into feelings of unease, disrupts sleep, and becomes a constant annoyance that reduces the enjoyment people have in their homes. Vibration can also disrupt delicate procedures such as surgery and manufacturing.

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations result from vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Table 7-5 describes the general human response to different ground vibration-velocity levels.

Table 7-5: Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Transit Administration (FTA). 2018, September. *Transit Noise and Vibration Impact Assessment Manual*. US Department of Transportation

Note: VdB = vibration decibels referenced to 1 micro inch per second and based on the RMS velocity amplitude.

7.12 Goals and Policies

GOAL N 1

A City with appropriate noise and vibration levels that supports a range of places to promote the health, safety, and general welfare of the public and protects from adverse noise impacts.

Policy N 1.1

Sound Design. Require the use of integrated design-related noise reduction measures for interior and exterior areas prior to using noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.

Policy N 1.2

Noise Compliance. Continue to require developments to comply with local, regional, and state

building code regulations and standards, including but not limited to the City's municipal code; Title 24 of the California Code of Regulations, including the California Green Building Code; Occupational Safety and Health Administration, Federal Transit Administration, and Federal Highway Administration regulations; and subdivision and development codes.

Policy N 1.3

Noise Boundaries. Coordinate with the County of Riverside and the cities of Lake Elsinore, Menifee, and Murietta to minimize noise impacts from adjacent land uses along the City's boundaries, especially its rural edges.

Policy N 1.4

Noise Barriers. Discourage use of noise barriers and walls constructed exclusively for noise-attenuation purposes where possible. In instances where noise barriers cannot be avoided, consider the use of site planning and building material/design features in conjunction with barriers to mitigate visual impacts and reduce the size of barriers.

Policy N 1.5

Temporary Noise. Regulate temporary noise, such as party noise, live events, playground noise, construction during the day and night (including concrete slab pouring), and barking dogs, through the City's municipal code.

Policy N 1.6

Construction Noise. Require development to minimize the exposure of neighboring properties to excessive noise levels from construction-related activity during all phases of construction.

Policy N 1.7

Vibration Assessment. Restrict the placement of sensitive land uses in proximity to vibration-producing land uses.

Policy N 1.8

Vibration Velocity Level. Require new development to generate operational and/or construction vibration levels no greater than 75 VdB at the property line of a sensitive receptor where feasible, as indicated in Table 7-4.

GOAL N 2

Promote existing and future land compatibility with current and projected local and regional noise conditions.

Policy N 2.1

Land Use Compatibility. Require future developments to adhere to the land use compatibility standards in Table 7-3.

Policy N 2.2

Protect Noise-Sensitive Land Uses. Discourage noise-sensitive uses in areas in excess of the listed noise levels in Table 7-3.

Policy N 2.3

Guide Noise-Tolerant Use. Plan and promote noise-tolerant land uses in noise-generating areas such as transportation corridors adjacent to I-15.

Policy N 2.4

Secure Noise-Producing Areas and Noise-Sensitive Land Uses. Minimize nonresidential noise impacts on residential use and preserve areas of noise-generating uses by limiting the incursion of residential and noise-sensitive uses.

Policy N 2.5

Development Near Transportation Corridors. For development in infill areas; near Riverside Transit Agency Bus Lines (RTA bus); or along highways, arterials, and collectors, allow an exemption from exterior noise standards for secondary open space areas (such as front yards, parking lots, stoops, porches, or balconies) if noise standards can be met for primary open space.

GOAL N 3

Promote reduction of noise from non-transportation-related sources on sensitive receptors.

Policy N 3.1

Noise Compliance. Ensure compliance with standards and procedures for mitigating construction-related activities that introduce excessive noise levels.

Policy N 3.2

Non-transportation Operation. Continue to require future developments involving the use of stationary equipment to comply with standards for regulating noise levels for operation of the project and thresholds for any noise-sensitive receivers.

GOAL N 4

Curb traffic level noise increases near sensitive receivers and areas exceeding noise level standards by promoting safe and reasonable truck traffic routes, alternative modes of transportation, and adherence to regulations for existing and future transportation noise sources.

Policy N 4.1

Transportation Compliance. Require that future transportation noise sources comply with the City's exterior noise levels.

Policy N 4.2

Truck Delivery Transport. Require that commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.



8. Housing





8. Housing Element

Wildomar's 6th Cycle Housing Element (2021-2029) was adopted on October 13, 2021. It will be incorporated into the final General Plan document.

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9. Safety





9. Safety Element

Wildomar's updated Safety Element was adopted on October 13, 2021. It will be incorporated into the final General Plan document.

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10. Implementation





10. Implementation

This section serves as a working checklist of implementation programs for city staff and local decision makers to ensure that the General Plan vision is realized. An implementation program is an action, procedure, program, or technique that carries out goals and policies. Implementation measures are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development of design standards; administration of city procedures and development review and approval processes; and interagency coordination.

The following tables describe the relevant actions and programs to implement the Plan’s goals and policies and identifies the corresponding policies, responsible city departments, and the time frame for application. The latter are expressed in four general time periods: 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, and ongoing to those actions that continue or are periodically implemented through the life of the General Plan.

The described programs and actions are intended to inform and guide the development of the city’s annual budget. During that time, city staff will review and prioritize the level of expenditure necessary to carry out the prescribed action and program. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability.

To enable Wildomar’s General Plan to serve its purpose effectively, the list of programs and actions need to be reviewed, maintained, and implemented in a systematic and consistent manner. At a minimum, the programs and timeframes described in this chapter should be comprehensively reviewed and updated at least once every five (5) years to reflect available fiscal resources, community needs, and priorities. Revisions to these shall not constitute an amendment of the General Plan, provided that they are consistent with the Vision Statement and carry out its goals and policies. As such, future revisions to this Implementation Plan will not necessitate environmental review to conform to California Environmental Quality Act (CEQA) requirements, as each item described in this Plan will require subsequent action and evaluation.

The table below provides guidance for reading and understanding the components of the implementation table.

Table 10-1: How to Read Implementation Actions

<p>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.</p>
<p>Relevant Policies list the General Plan policies for each Element that are implemented by this action.</p>
<p>Responsible Party 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.</p>
<p>Timing indicates whether the action is an effort that should happen on an ongoing basis, or as a short-, medium-, or long-range priority.</p>

Implementation actions for the Housing and Safety Elements are included in the Housing and Safety Element documents, which were adopted by the City on October 13, 2021.

Implementation Programs	Relevant Policies	Responsibility	Timing
Land Use			
<p>LU-I1 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>LU-1.1, 3.2, 12.2, 12.4, 12.6</p>	<p>All applicable City Departments</p>	<p>Ongoing</p>
<p>LU-I2 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>LU-1.3, 3.1</p>	<p>Planning Department</p>	<p>Short</p>
<p>LU-I3 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 objective design guidelines and</p>	<p>LU-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,</p>	<p>Planning, Building and Safety, and Public Works/Engineering Departments; Riverside County Fire Department</p>	<p>Ongoing</p>

Implementation Programs	Relevant Policies	Responsibility	Timing
standards. Development applicants will be required to submit pertinent studies and analyses to enable review for compliance.	12.5, 13.1, 13.2		
LU-14 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.	LU-2.1	Planning and Public Works/Engineering Departments; and EVMWD	Ongoing
LU-15 Development Fees. Periodically, review and update development impact 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.	LU-2.1, 12.3	Planning, Building & Safety, Public Works and Finance Departments	Ongoing
LU-16 Old Town Vision. Work with community members and property owners to update and implement the Wildomar Old Town Vision.	LU-3.3	Planning and Economic Development Departments	Long
LU-17 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.	LU-3.5	Planning, Economic Development and Public Works/Engineering Departments; City Manager’s Office	Medium
LU-18 Clinton Keith Corridor Planning. Undertake a coordinated advanced planning process to identify economic and community development objectives for the Clinton Keith Corridor, including the means and methods to discourage undesirable land uses and encourage land uses desired by the community.	LU-3.6, 4.4	Planning, Economic Development and Public Works/Engineering Departments; City Manager’s Office	Short
LU-19 Mission Trail Corridor Planning. Undertake a coordinated advanced planning process to identify economic and community development objectives for redevelopment of the Mission Trail Corridor.	LU-3.7	Planning, Economic Development and Public Works/Engineering	Long

Implementation Programs	Relevant Policies	Responsibility	Timing
		Departments; City Manager’s Office	
<p>LU-110 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 for in Title 24 of the California Administrative Code. 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. 	<p>LU-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>

Implementation Programs	Relevant Policies	Responsibility	Timing
<ul style="list-style-type: none"> 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. 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>LU-I11 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>	LU-5.3	Planning and Economic Development Departments	Short
<p>LU-I12 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. e) Provide wide sidewalks, plazas, and courtyards along building frontages for outdoor dining and gathering. 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. g) Include landscaping that is sustainable and contributes to the aesthetic and economic value of 	LU-10.1	Planning and Economic Development Departments	Medium

Implementation Programs	Relevant Policies	Responsibility	Timing
the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions.			
LU-I13 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.	LU-6.3	Code Enforcement and Building and Safety Departments	Ongoing
LU-I14 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.	LU-6.3	City Manager’s Office, Economic Development and Community Services Departments	Medium
LU-I15 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 residents and businesses including maintenance of existing projects and acquisition, construction, rehabilitation and replacement of public buildings, facilities and infrastructure.	LU-3.2, 12.1, 12.2, 12.6	Public Works Department	Ongoing
Circulation			
CI-I1 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.	CI-1.2	Public Works and Engineering Department	Short
CI-I2 Traffic Calming Guidelines. Update the City’s Neighborhood Traffic Calming Guidelines/Manual to guide the strategic implementation of traffic calming tools on local residential 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.	CI-1.5	Public Works and Engineering Department	Medium

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>CI-I3 Transportation Impact Analysis (TIA) Guidelines. Develop and adopt guidelines for assessing the traffic and circulation impacts of proposed projects.</p>	CI-5.4	Public Works and Engineering Department	Medium
<p>CI-I4 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.</p>	CI-5.13	Public Works and Engineering Department	Medium
<p>CI-I5 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.</p>	CI-7.5	Public Works and Engineering Department	Short
Economic Development			
<p>ED-I1 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>	ED-1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 2.3, 2.4, 2.5	Economic Development and Planning Departments	Short and Ongoing
<p>ED-I2 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>	ED-2.3	Economic Development Department	Ongoing
<p>ED-I3 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>	ED-1.1, 2.2, 2.4,	Economic Development Department	Ongoing

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>ED-I4 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 be interested in starting a new business and to improve access of residents to business training classes and services on an ongoing basis.</p>	<p>ED-1.2, 1.5, 2.3</p>	<p>Economic Development Department</p>	<p>Ongoing</p>
<p>ED-I5 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.</p>	<p>ED-1.3, 2.2, 2.5</p>	<p>Economic Development Department</p>	<p>Ongoing</p>
<p>ED-I6 Development Review. Review proposed development applications to ensure projects conform to the vision and policies for economic activity centers described in the General Plan.</p>	<p>ED-3.1, 3.2, 3.3, 3.4</p>	<p>Planning, Economic Development, Public Works/Engineering and Economic Development Departments; RCFD</p>	<p>Ongoing</p>
<p>ED-I7 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.</p>	<p>ED-4.2</p>	<p>City Manager, Public Works/Engineering and Administrative Services Departments</p>	<p>Short</p>
<p>ED-I8 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</p>	<p>ED-4.3</p>	<p>City Manager and Administrative Services Department</p>	<p>Short</p>

Implementation Programs	Relevant Policies	Responsibility	Timing
Open Space and Conservation			
<p>OS-I1 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>	OS-1.1, 1.3	Community Development Department	Short
<p>OS-I2 Development Review. Review proposed development applications to ensure that 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. <ul style="list-style-type: none"> - Do not degrade surface water or groundwater quality. - Preserve open spaces so that they continue to form landscape links, reduce vegetation in open spaces as a fuel management best practice, and provide easements to access open spaces where possible. <p>Protect and preserve paleontological and archaeological resources from destruction</p>	OS-1.2, 1.5, 1.6, 1.7, 2.1, 2.3, 3.2, 4.3, 5.1	Planning, Economic Development, Public Works/Engineering and Economic Development Departments; RCFD	Ongoing
<p>OS-I3 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>	OS-1.4	Community Development Department	Long
<p>OS-I4 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>	OS-1.5	Planning and Building and Safety Departments	Ongoing
<p>OS-I5 Wildlife Corridor Management Plan. Prepare a Wildlife Corridor Management Plan, including identification of existing corridors and methods to protect them.</p>	OS-1.5	Community Development Department, Public Works	Long

Implementation Programs	Relevant Policies	Responsibility	Timing
		Department, Western Riverside County Regional Conservation Authority	
<p>OS-I6 Tree Preservation Ordinance. Draft and adopt a tree preservation ordinance that provides protections for mature and historic examples of native trees.</p>	OS-1.6	Community Development Department, Public Works Department	Medium
<p>OS-I7 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>	OS-1.8, 1.9	Community Development Department	Medium
<p>OS-I8 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>	OS-2.1	Community Development Department	Ongoing
<p>OS-I9 Construction Site Evaluation. Conduct field visits of construction sites to check for compliance with measures and strategies to reduce fugitive dust during construction.</p>	OS-2.2	Public Works/Engineering Departments	Ongoing
<p>OS-I10 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>	OS-2.4	Public Works/Engineering Departments	Short
<p>OS-I11 Zero-emission Equipment Incentives. Work with the South Coast AQMD to provide education about available grants and loans to support the transition to zero-emission equipment.</p>	OS-2.4	Public Works/Engineering Departments	Short

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>OS-I12 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>	OS-3.1	Public Works/Engineering and Planning Departments	Ongoing
<p>OS-I13 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 water systems, and drought-tolerant landscape planting in existing and new developments.</p>	OS-3.3, 3.4, 3.5	Community Development Department	Short
<p>OS-I14 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>	OS-4.1	Community Development Department	Short
<p>OS-I15 Tribal Consultation Procedures. Educate new planning staff about the tribal consultation procedures as a part of the onboarding process.</p>	OS-4.2	Community Development Department	Ongoing
<p>OS-I16 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>	OS-5.2	Community Development and Public Works/Engineering Departments	Medium
<p>OS-I17 Energy Efficiency Partnerships. Collaborate with SCE and the Southern California Regional Energy Network (SoCalREN) to promote, conduct, and provide incentives for energy efficiency audits and retrofits.</p>	OS-6.1	Community Development and Public Works/Engineering Departments	Medium
<p>OS-I18 Electrification Partnerships. Collaborate with SCE and SoCalREN to promote, conduct, and provide incentives to electrify existing buildings.</p>	OS-6.2	Community Development Department	Medium
<p>OS-I19 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>	OS-6.2	Community Development Department	Medium

Implementation Programs	Relevant Policies	Responsibility	Timing
<p>OS-I20 Renewable Energy Partnerships. Collaborate with SCE and local solar energy installers to promote, conduct, and provide incentives and opportunities to expand renewable energy generation and storage.</p>	OS-6.4, 6.5	Community Development Department	Medium
<p>OS-I21 Tree Inventory. Conduct an inventory of Wildomar’s existing tree cover, identifying areas that are currently underserved and trees that should be replaced.</p>	OS-6.7	Public Works/Engineering and Planning Departments	Short
<p>OS-I22 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.</p>	OS-6.7, 6.8, 6.9	Community Development and Public Works Departments	Short
<p>OS-I23 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.</p>	OS-6.8, 6.9	Community Development and Economic Development Departments	Medium
<p>OS-I24 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.</p>	OS-7.1, 7.2	Public Works Department	Ongoing
<p>OS-I25 Design for Waste Collection. Modify the residential and commercial design standards to ensure that all new developments and renovations provide adequate space for required garbage, recycling, and organic waste bins.</p>	OS-7.1	Community Development Department	Short
<p>OS-I26 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.</p>	OS-8.1, 8.2	Community Development and Public Works/Engineering Departments	Medium

Implementation Programs	Relevant Policies	Responsibility	Timing
Recreation and Community Services			
<p>RC-I1 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>RC-1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 4.1, 4.2, 4.4</p>	<p>Community Development, Community Services and Public Works/Engineering Departments</p>	<p>Medium</p>
<p>RC-I2 Development Impact Fees. Periodically, review and update development fees to assure that costs for parkland development and maintenance are sufficient.</p>	<p>RC-1.5</p>	<p>Public Works/Engineering, Planning and Administrative Services Departments</p>	<p>Ongoing</p>
<p>RC-I3 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>RC-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>
<p>RC-I4 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</p>	<p>RC-3.1, 3.2, 3.3, 3.4, 3.5</p>	<p>Community Development Department, Community Services Department, Public</p>	<p>Medium</p>

Implementation Programs	Relevant Policies	Responsibility	Timing
Transportation Plan, as well as to adjoining communities.		Works Department.	
RC-I5 Trails Development and Funding. Implement the Trails Master Plan through the capital budgeting procedures and seek funding from federal, state, and regional funding opportunities.	RC-3.1, 3.2	City Manager’s Office, Administrative Services Department, Community Development Department, Public Works Department	Ongoing
RC-I6 Fire Protection and Emergency Medical Service Review. Work with Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE), which make up the Wildomar Fire Department (WFD), to periodically study service area coverage and population density to identify and address service gaps.	RC-4.7	Community Development, Community Services and Public Works/Engineering Departments	Ongoing
Noise			
<p>N-I1 Noise Ordinance Update. Update the noise ordinance to:</p> <ul style="list-style-type: none"> • Require that residential projects demonstrate they can meet both interior and exterior noise standards prior to issuance of a building permit. • Require acoustical analysis for noise-sensitive land uses proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table N-1 and N-2 to determine mitigation for inclusion in the project design. Single-family dwellings on existing lots are excluded from this review. 	N-1.2, 2.1	Community Development Department	Short



11. Appendix





Appendix A: POLICIES ADDRESSING ENVIRONMENTAL JUSTICE TOPICS

Wildomar does not include any disadvantaged community census tracts as identified by CalEPA via CalEnviroScreen 4.0, nor any Disadvantaged Unincorporated Communities (DUCs) inside or near its boundaries, and thus, is not required to produce a separate Environmental Justice Element or DUC analysis per Senate Bill 1000. However, Gov. Code § 65302(h)(1) requires that environmental justice goals, policies, and objectives integrated in other elements shall address the following:

- a. Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.
- b. Identify objectives and policies to promote civic engagement in the public decision-making process.
- c. Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.

The table below identifies policies in each element of Wildomar’s 2040 General Plan addressing the Environmental Justice topics identified in the Government Code referenced above. (Note: there are additional policies that address environmental justice in the previously adopted 2021-2029 Housing Element.)

Statutory Citation	Topic	Relevant Policies
Gov. Code § 65302(h)(1)(A)	Identify objectives and policies to reduce exposure to pollution including improving air quality in disadvantaged communities	Open Space and Conservation Element Policy OS-2.1: Air Quality Coordination. Policy OS-2.2: New Construction. Policy OS-2.3: Compatible Development Siting. Policy OS-2.4: Landscaping and Construction Equipment. Policy OS-2.5: Vehicle Charging Infrastructure. Policy OS-2.6: City Vehicles.
Gov. Code § 65302 (h)(1)(A)	Identify objectives and policies to promote public facilities in disadvantaged communities	Land Use Element Policy LU-12.1: Services Supporting Residents. Policy LU-12.6: Equitable Access. Circulation Element Policy CI-2.2, 3.2: Close Connectivity Gaps.

Statutory Citation	Topic	Relevant Policies
		<p>Policy CI-2.3, 3.3: Local Roadway Safety Plan.</p> <p>Recreation and Community Services Element</p> <p>Policy RC-1.1: Parks Master Plan.</p> <p>Policy RC-1.2: Service Level Goal.</p> <p>Policy RC-1.4: Park Equity.</p> <p>Policy RC-4.1: Diversity of Community Services.</p> <p>Policy RC-4.2: Inclusive Recreation.</p> <p>Policy RC-4.4: Library Resources.</p> <p>Policy RC-4.7: Police, Fire and Emergency Medical Services.</p>
Gov. Code § 65302(h)(1)(A)	Identify objectives and policies to promote food access in disadvantaged communities	<p>Recreation and Community Services Element</p> <p>Policy RC-4.5: Healthy Food Options.</p>
Gov. Code § 65302(h)(1)(A)	Identify objectives and policies to promote safe and sanitary homes in disadvantaged communities	<p>Land Use Element</p> <p>Policy LU-6.2: Design for Safety.</p> <p>Policy LU-8.1: Variety of Housing Types.</p> <p>Policy LU-11.1: Protect from Incompatible Uses.</p> <p>Policy LU-11.2: Concentrate Near Transportation and Utilities.</p> <p>Policy LU-11.3: Integration of Complimentary Uses.</p>
Gov. Code § 65302(h)(1)(A)	Identify objectives and policies to promote physical activity in disadvantaged communities	<p>Circulation Element</p> <p>Policy CI-2.2, 3.2: Close Connectivity Gaps.</p> <p>Policy CI-2.9: Walking to School.</p> <p>Policy CI-3.4: Include Bicycle Facilities in Projects.</p> <p>Policy CI-3.8: Biking to Schools.</p> <p>Policy CI-3.9: Bicycle Parking.</p> <p>Recreation and Community Services Element</p> <p>Policy RC-1.4: Park Equity.</p> <p>Policy RC-2.3: Design For Inclusiveness.</p> <p>Policy RC-4.2: Inclusive Recreation.</p>

Appendix: Policies Addressing Environmental Justice Topics

Statutory Citation	Topic	Relevant Policies
Gov. Code § 65302(h)(1)(A)	Identify objectives and policies to reduce any unique or compounded health risks in disadvantaged communities not otherwise addressed above	<p>Land Use Element Policy LU-11.4: Distribution Centers and Warehouses.</p>
Gov. Code § 65302(h)(1)(B)	Identify objectives and policies to promote civic engagement in the public decision-making process in disadvantaged communities	<p>Land Use Element Policy LU-3.1: Cottonwood Canyon. Policy LU-3.2: Sedco. Policy LU-3.3: Old Town. Policy LU-3.4: Hidden Springs/Wyman Road Specific Plan Area. Policy LU-3.5: Wildomar Trail/I-15 Project Area. Policy LU-3.6: Clinton Keith Corridor. Policy LU-3.7: Mission Trail Corridor.</p>
Gov. Code § 65302(h)(1)(C)	Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities	<p>Circulation Element Policy CI-1.1: Complete Streets. Policy CI-1.3: Local Context. Policy CI-1.5: Traffic Calming. Policy CI-2.2, 3.2: Close Connectivity Gaps. Policy CI-2.3, 3.3: Local Roadway Safety Plan. Policy CI-4.2: Station Amenities.</p> <p>Economic Development Element Policy ED-1.4: Workforce Housing Policy ED-1.5: Employment Opportunities for Residents Policy ED-1.6: Local Preferences Policy ED-4.2: Funding and Financing Districts.</p> <p>Recreation and Community Services Element Policy RC-1.5: Developer Fee Contribution.</p>

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TO: Jason Farag, PE; Director of Public Works, City of Wildomar
FROM: Jonathan Sanchez, PE, TE, PTOE; CR Associates
DATE: December 13, 2023
RE: Wildomar GPU – Goods Movement Memorandum

BACKGROUND

The goods movement sector plays a critical role in the local economy with 1 out of 7 jobs in Southern California involved in international trade. The Southern California Association of Governments (SCAG) region which encompasses the counties of: Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is highly competitive in goods movement with its extensive network of seaports, airports, roadways, railways and intermodal transfer facilities. One of the most prevalent ways to transport goods is in the form of freight trucks, which typically navigate the transportation network of cities and counties via goods movements routes.

Goods movement routes hold significant importance due to several key factors:

Economic Vitality: Truck routes ensure the smooth flow of goods and services, which is crucial for maintaining a thriving local economy. These routes facilitate the movement of products to and from businesses, industries, and distribution centers, supporting commerce, trade, and job creation.

Transportation Efficiency: Designated truck routes are strategically planned to accommodate the larger size and weight of commercial vehicles. By guiding trucks along specific routes, traffic congestion can be minimized, preventing bottlenecks and delays. This leads to more efficient and reliable transportation of goods, reducing the time and costs associated with shipping and delivery.

Infrastructure Preservation: Heavy trucks can exert significant wear and tear on roads and infrastructure. By directing trucks to designated routes, cities can better manage and maintain their roadways. This helps prevent premature deterioration of streets and reduces the need for frequent repairs, ultimately saving taxpayer money.

Safety: Truck routes are designed with safety considerations in mind. These routes often avoid densely populated residential areas and prioritize roads with wider lanes and suitable turning radii for larger vehicles. This reduces the risk of collisions, ensures safer road conditions for both truck drivers and other motorists, and minimizes the impact on local communities.

Environmental Impact: Properly planned truck routes can help mitigate the environmental effects of heavy vehicle traffic. By guiding trucks away from sensitive areas and residential neighborhoods, air quality can be preserved, noise pollution can be minimized, and the overall environmental impact of goods movement can be reduced.

Quality of Life: Effective truck route planning enhances the quality of life for residents by minimizing the negative impacts of commercial traffic. Reducing congestion, noise, and pollution improves the overall living conditions in cities, making it a more desirable place to live and work.

Emergency Response: Clearly designated truck routes assist emergency responders by providing them with reliable pathways during crises. Unobstructed truck routes enable quicker responses to accidents, natural disasters, and other emergencies, ensuring the safety and well-being of residents.

In summary, truck routes play a pivotal role in maintaining economic vitality, ensuring efficient transportation, preserving infrastructure, enhancing safety, minimizing environmental impact, improving quality of life, and supporting emergency response efforts. Proper planning and management of these routes contribute to the cities' overall functionality and well-being.

PURPOSE

Currently, the City of Wildomar does not have designated goods movement routes. Therefore, the purpose of this technical memorandum is to present a review of goods movement patterns for the City of Wildomar, to inform the technical analysis and planning process to identify and recommend goods movement routes.

LITERATURE REVIEW

The Literature Review discusses the following sources:

- *City of Wildomar, California Municipal Code*
- *City of Wildomar, California Pavement Management Plan*
- *City of Wildomar, California Pavement Management Report (2019)*
- *City of Wildomar, California Pavement Management Program Update (2021)*
- *California Vehicle Code (current)*
- *California Manual of Uniform Traffic Control Devices 2014 (revised March 30, 2021)*
- *Design and Access Management Guidelines for Truck Routes: Planning and Design (2020)*

City of Wildomar, California Municipal Code (as of 4/12/2023) – This document contains two sections relevant to trucking activities on City roads: Regulations of Oversize and Overweight Vehicles (Title 10), and regulations of noise in the City (Title 9). Oversize and Overweight Vehicles are a subset of the trucking population that would utilize truck routes. 10.08.010 establishes that oversize and overweight vehicles require permits to move a load “along or across any City road.” 10.08.080 establishes that the Road Commissioner shall prepare regulations for the purpose of protecting the public, road surfaces, and overhead utilities “within a City road or adjacent thereto,” as well as protecting private and public property, that repairs be made by the permittee for any damages, and that fees be collected. 10.08.110 requires permittee to protect road facilities to the satisfaction of their owners and at permittee’s expense.

Public Peace and Welfare Chapter 9.48 Noise Regulation establishes maximum decibel levels for the times 7:00am – 10:00pm (daytime), and 10:00pm – 7:00am (overnight). The City’s noise ordinance focuses on sounds coming from properties. Maximum daytime decibels depend on the General Plan foundation component (community developments of various densities, as well as rural settings), and range from 55 to 75 decibels. The community developments with the highest permitted decibel

levels are light and heavy industrial areas, while the lowest maximums are for residential areas. Typically, overnight decibels levels are between 10 and 20 decibels less than daytime levels. However, “Sound emanating from. . . motor vehicles” is exempt from the City’s noise ordinance (with the exceptions of off-highway vehicles and motor vehicle sound systems).

City of Wildomar, California Pavement Management Plan – This document establishes processes for the maintenance of the City’s transportation system. It is a multi-year work plan that contains methods for guiding the determination of maintenance priorities, and in relation to funding availabilities.

City of Wildomar, California Pavement Management Report (2019) – This document presents a “Pavement Condition Index” (PCI), which supplies the framework for evaluating the condition of road surfaces in the City (and is used throughout the state of California). A new road surface would score 100 on the PCI, while a failed road surface would score 15 or less. The City of Wildomar’s average PCI is 68, which is slightly higher than the State’s average of 65. The City and all of Riverside County share an average PCI score of 68. This scoring suggests an overall need for “preventative maintenance” that pavement surfaces are “in need of surface sealing or thin overlay.” This document also assesses the condition of particular streets throughout the City of Wildomar and presents that data graphically in the form of useful maps. The document also presents five-year budget scenario plans that identify the prioritization of street treatments.

City of Wildomar, California Pavement Management Program Update (2021) – This document presents an update to the 2019 Pavement Management Report and supplies new pavement condition assessments (as of November 2021), as well as five-year budget scenarios plans identifying the prioritization of street treatments.

California Vehicle Code (website accessed 4/15/2023 and 4/17/2023) – The California Vehicle Code (CVC) provides the following 3-Step Guide for determining routes a truck may legally use are:

Step 1: Determining the truck category -- “Green” Surface Transportation Assistance Act (STAA) trucks, and “Black” California Legal trucks. There are two categories of truck tractor-semitrailers in California: (1) “Green” trucks, which are Interstate “STAA” (Surface Transportation Assistance Act) trucks; and (2) “Black” California Legal trucks. Maximum lengths of the trucks and their trailers are specified.

Step 2: Determine the state routes one can use. The Guide states the “California Truck Network Map” for State highways is the official government source for truck route information.

Step 3: Determine the local roads one can use based on destination, local terminal access and truck route maps, local truck routes, local terminal access routes, local contacts, and signs. About Local Truck Routes, the CVC states “Most cities and counties allow only the “black” California Legal trucks, and only on certain “truck routes” which are posted with “truck route” signs.”

The CVC also presents California Truck Network Map and a District 8 Map. The CVC also specifies Special Route Restrictions. Two route restrictions are within District 8; both are in Upland, California.

Finally, the CVC discusses the legal basis for truck restrictions. The CVC notes that “most truck ban requests arise from noise complaints.” However, given the fact that “overland trucking is a primary means for moving goods in the United States” and that “commerce and trade have state and federal legal protection,” truck bans require “substantial supporting evidence such as accident data and a reasonable alternate route.” The same conclusion is presented in the CVC’s discussion of “Peak-hour Truck Restrictions.”

California Manual of Uniform Traffic Control Devices 2014 (revised March 10, 2023) – This document (hereafter CAMUTCD) contains seven sections (six specifying signage, one specifying a plaque) related to trucks. They are:

- Section 2b.61 Truck Route Signs (and related)
- Section 2c.49 Truck Crossing Warning Sign
- Section 2d.16 Alternative Route Signs including Truck Routes
 - Section 2d.16 Auxiliary Signs for Alternative Routes (M4 Series)
 - Section 2d.20 Truck Auxiliary Sign
- Section 2l.03 General Service Signs for Freeways and Expressways
- Section 6f.36 Motorized Traffic Signs
- Section 2B.13 Speed Limit Sign (R2-1)
- Section 2B.14 Truck Speed Limit Plaque (R2-2P)

Of these CAMUTCD regulations, the first, Truck Route Signs (and related), warrants specific mention. It states that Caltrans is not unilaterally authorized to prohibit truck travel on State highways, that local ordinances cannot apply to State highways, and that any local ordinance restricting or banning trucks must supply an unrestricted alternate route.

Design and Access Management Guidelines for Truck Routes: Planning and Design (2020) (National Cooperative Highway Research Program) – This guide (hereafter “Guide”) presents “a broad ranges of issues related to access management and design for truck routes and site layout” (Foreword). The Guide’s intended readers are planners and engineers in transportation agencies and consulting firms.

The Guide addresses truck route access and design through four chapters (plus an introduction). These chapters cover: Truck Operational Challenges and Needs, Truck Routes, Geometric Design and Access Management, and Balancing Truck Considerations with Other Modes. Issues addressed include land use and zoning impacts on truck movement, strategies for goods movement, assessment of benefit-cost differentials for accommodation of trucks, guidelines and strategies for truck routes and networks, and design and operations policies and practices.

The Guide provides guidelines on the following aspects of truck routes design and implementation:

- Defining a truck route as routes that carry ‘a substantial number of trucks’
- Design of roadways intended to serve as truck routes including storage lengths, bridge clearances, and truck turning movements.

- Limiting truck routes through residential areas whenever possible
- Other topics discussed in the Guide include enforcement, violations, weigh stations, roadway maintenance, permits, and routing considerations (such as bridges (and their weight limits), overhead structures, cross-section widths, overhead traffic signals, roundabouts, route continuity, intersection design, and truck parking (including loading zones).
- The final chapter of the Guide discusses the interaction between trucks and other modes, with the focus on pedestrians, bicyclists, and transit users.

Study Area

A total of 11 roadways were identified as the main truck traffic corridors within the City. This was based on a combination of historical vehicular traffic counts (year 2019), big data¹ from the Replica² platform, as well as coordination with City staff.

Functional Classifications

Bundy Canyon Road currently functions as a 2-Lane Collector with a speed limit of 45 miles per hour (mph) west of I-15 and as a 4-Lane Arterial with turn lanes and a speed limit of 40 mph from I-15 to Oak Canyon Drive. East of Oak Canyon Drive Bundy Canyon Road functions as a 2-Lane Collector with a speed limit of 40 to 50 mph. According to the Mobility Element, the ultimate classification for Bundy Canyon Road is a 4-Lane Major Arterial from Mission Trail to Orange Street and a 6-lane primary arterial east of Orange Street.

Clinton Keith Road currently functions primarily as a 4-Lane to 6-Lane Primary Arterial, with some 2-Lane segments throughout the study area with a speed limit of 35 mph. According to the Mobility Element, the ultimate classification for Clinton Keith Road is a 4-Lane Major Arterial from Grand Avenue to Palomar Street. East of Palomar Street, the ultimate classification for Clinton Keith Road is a 6-Lane Primary Arterial.

Corydon Road currently functions as a 2-Lane Collector with a speed limit of 45 mph along the study area. According to the Mobility Element, the ultimate classification for Corydon Road is a 4-Lane Major Arterial between Grand Avenue and Mission Trail.

Grand Avenue currently functions as a 2-Lane Collector with a speed limit of 50 mph along the studied area. According to the Mobility Element, the ultimate classification for Grand Avenue is a 2-Lane Collector between Corydon Road and Clinton Keith Road.

Mission Trail currently functions as a 4-Lane Arterial with a speed limit of 50 mph along the study area. According to the Mobility Element, the ultimate classification for Mission Trail is a 4-Lane Major Arterial between the city limits and Palomar Street.

¹ Big Data – Describes the collection of complex and large data sets that is difficult to capture, process, store, search, and analyze using conventional data base systems.

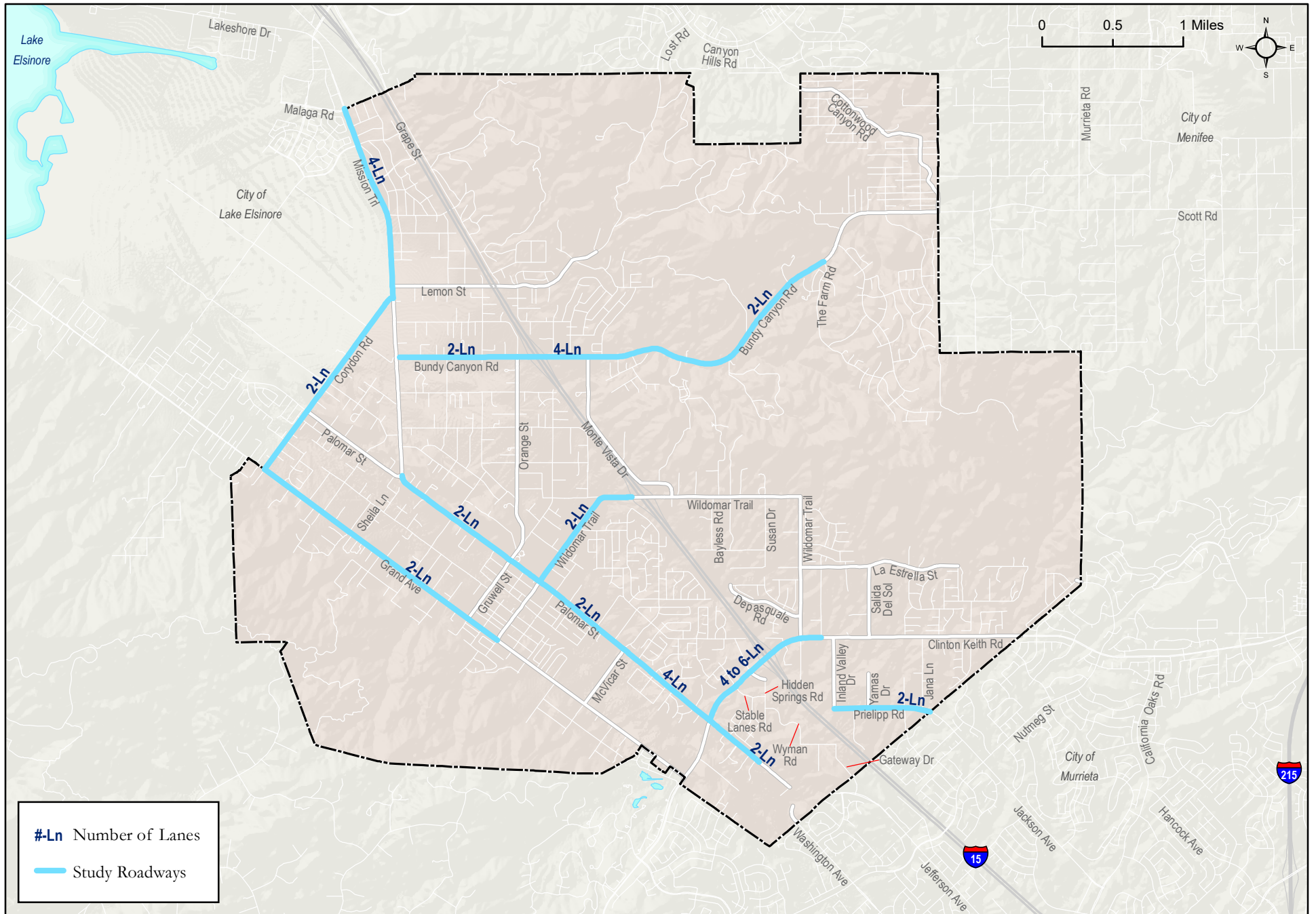
² Replica is a data provider that produces large-scale models to represent mobility throughout the United States. For more information, please visit the following: <https://replicahq.com/>.

Palomar Street currently functions as a 2-Lane Collector with a speed limit of 35 mph between Corydon Road and Mission Trail and 50 mph between Mission Trail and Clinton Keith Road. According to the Mobility Element, the ultimate classification for Palomar Street is a 2-Lane Collector between Corydon Road and Mission Trail and a 4-Lane Major Arterial east of Mission Trail.

Prielipp Road currently functions as a 2-Lane Arterial with a speed limit of 40 mph along the studied area. According to the Mobility Element, the ultimate classification for Prielipp Road is a 4-Lane Minor Arterial between Inland Valley Drive and the city limits.

Wildomar Trail currently functions as a 2-Lane Collector with a speed limit of 40 mph along the study area. According to the Mobility Element, the ultimate classification for Wildomar Trail is a 2-Lane Collector from Grand Avenue to Palomar Street and from Bayless Road to Clinton Keith Road. Between Palomar Street and Monte Vista Drive, the ultimate classification for Wildomar Trail is a 4-Lane Major Arterial and a 4-Lane Minor Arterial between Monte Vista Drive and Bayless Road.

Figure 1 shows the map of the studied segments.



#Ln Number of Lanes
 Study Roadways

Figure 1
 Studied Segment Locations

Data Collection

Vehicle classification traffic counts were conducted at the thirteen (13) locations throughout the City. Data was collected between May 19th and May 25th, 2023 except for Bundy Canyon Road between Monte Vista Drive and Oak Canyon Drive. Data for this segment was partially collected during the aforementioned dates and partially between July 22nd and July 25th due to rupture of the equipment³. The new data was analyzed and compared to the May 2023 data as well as 2019 data. The results of this validation effort concluded that the traffic counts were deemed appropriate as there was a difference of roughly 4 percent. Full traffic count data can be provided on request by City staff.

Classification counts were collected at the following locations:

- Bundy Canyon Road between Mission Trail and I-15 SB Ramps
- Bundy Canyon Road between I-15 NB Ramps and Monte Vista Drive
- Bundy Canyon Road between Monte Vista Drive and Oak Canyon Drive
- Bundy Canyon Road east of Oak Canyon Drive
- Clinton Keith Road between Palomar Street and I-15 SB Ramps
- Clinton Keith Road between I-15 NB Ramps and Wildomar Trail
- Corydon Road between Grand Avenue and Mission Trail
- Grand Avenue between Wildomar Trail and Corydon Road
- Mission Trail between Corydon Road and City Limits
- Palomar Street between Mission Trail and Clinton Keith Road
- Palomar Street south of Clinton Keith Road
- Prielipp Road between Inland Valley Drive and Jackson Avenue
- Wildomar Trail between Palomar Street and I-15 SB Ramps

³ This occurrence is not uncommon as the equipment used can be fragile (pneumatic tubes made of polyurethane).

Roadway Analysis

Based on the seven-day counts collected, an average daily traffic volume was calculated for each of the study roadway segments. A roadway segment analysis was conducted using level of service (LOS) thresholds and **Table 1** shows the LOS results for the studied roadway segments.

Table 1 – Existing Roadway Segment LOS

Roadway	Segment	Functional Classification	ADT	LOS Threshold (LOS E)	V/C	LOS
Bundy Canyon Road	Mission Trail to I-15 SB Ramps	2-Lane Collector	10,629	13,000	0.818	D
Bundy Canyon Road	I-15 NB Ramps to Monte Vista Drive	6-Lane Urban Arterial	15,462	53,900	0.287	A
Bundy Canyon Road	Monte Vista Drive to Oak Canyon Drive	4-Lane Major Arterial	15,462	35,900	0.431	B
Bundy Canyon Road	East of Oak Canyon Drive	2-Lane Collector	15,462	13,000	1.189	F
Clinton Keith Road	Palomar Street to I-15 SB Ramps	6-Lane Urban Arterial	37,786	53,900	0.701	C
Clinton Keith Road	I-15 NB Ramps to Wildomar Trail	6-Lane Urban Arterial	30,545	53,900	0.567	B
Corydon Road	Grand Avenue to Mission Trail	2-Lane Collector	17,084	13,000	1.314	F
Grand Avenue	Wildomar Trail to Corydon Road	2-Lane Arterial	9,582	18,000	0.532	B
Mission Trail	Corydon Road to City Limits	4-Lane Arterial	19,190	35,900	0.534	B
Palomar Street	Mission Trail to Clinton Keith Road	2-Lane Collector	8,282	13,000	0.637	C
Palomar Street	South of Clinton Keith Road	2-Lane Collector	10,453	13,000	0.804	D
Prielipp Road	Inland Valley Drive to Jackson Avenue	2-Lane Collector	6,066	13,000	0.467	A
Wildomar Trail	Palomar Street to I-15 SB Ramps	2-Lane Collector	15,058	13,000	1.158	F

Source: Counts Unlimited, CR Associates (November 2023)

As shown in Table 1, all roadway segments operate at LOS D or better except for the following:

- Bundy Canyon Road – East of Oak Canyon Drive
- Wildomar Trail – Palomar Street to I-15 SB Ramps
- Corydon Road – Grand Avenue to Mission Trail

Additionally, based on the data provided in the traffic counts a percentage of truck traffic along each roadway segment was calculated. **Table 2** shows the average truck percentage across the studied days. For the purposes of this analysis, “trucks” were only considered anything 3 axle and above.

Table 2 – Existing Truck Percentage

Roadway	Segment	ADT	Average Truck Volume	Average Truck Percentage ¹
Bundy Canyon Road	Mission Trail to I-15 SB Ramps	10,629	180	1.69%
Bundy Canyon Road	I-15 NB Ramps to Monte Vista Drive	15,462	296	1.49%
Bundy Canyon Road	Monte Vista Drive to Oak Canyon Drive	15,462	296	1.49%
Bundy Canyon Road	East of Oak Canyon Drive	15,462	296	1.49%
Clinton Keith Road	Palomar Street to I-15 SB Ramps	37,786	182	0.48%
Clinton Keith Road	I-15 NB Ramps to Wildomar Trail	30,545	253	0.83%
Corydon Road	Grand Avenue to Mission Trail	17,084	175	1.03%
Grand Avenue	Wildomar Trail to Corydon Road	9,582	126	1.32%
Mission Trail	Corydon Road to City Limits	19,190	351	1.83%
Palomar Street	Mission Trail to Clinton Keith Road	8,282	31	0.38%
Palomar Street	South of Clinton Keith Road	10,453	105	1.00%
Prielipp Road	Inland Valley Drive to Jackson Avenue	6,066	62	1.03%
Wildomar Trail	Palomar Street to I-15 SB Ramps	15,058	101	0.67%

Source: CR Associates (November 2023)

Notes:

¹ Truck Percentage was calculated by subtracting bikes, cars, 2 axle long vehicles, buses, and 2 axle 6 tire vehicles from the total ADT.

Figure 2 displays the study area roadway segments and their respective heavy truck utilization.

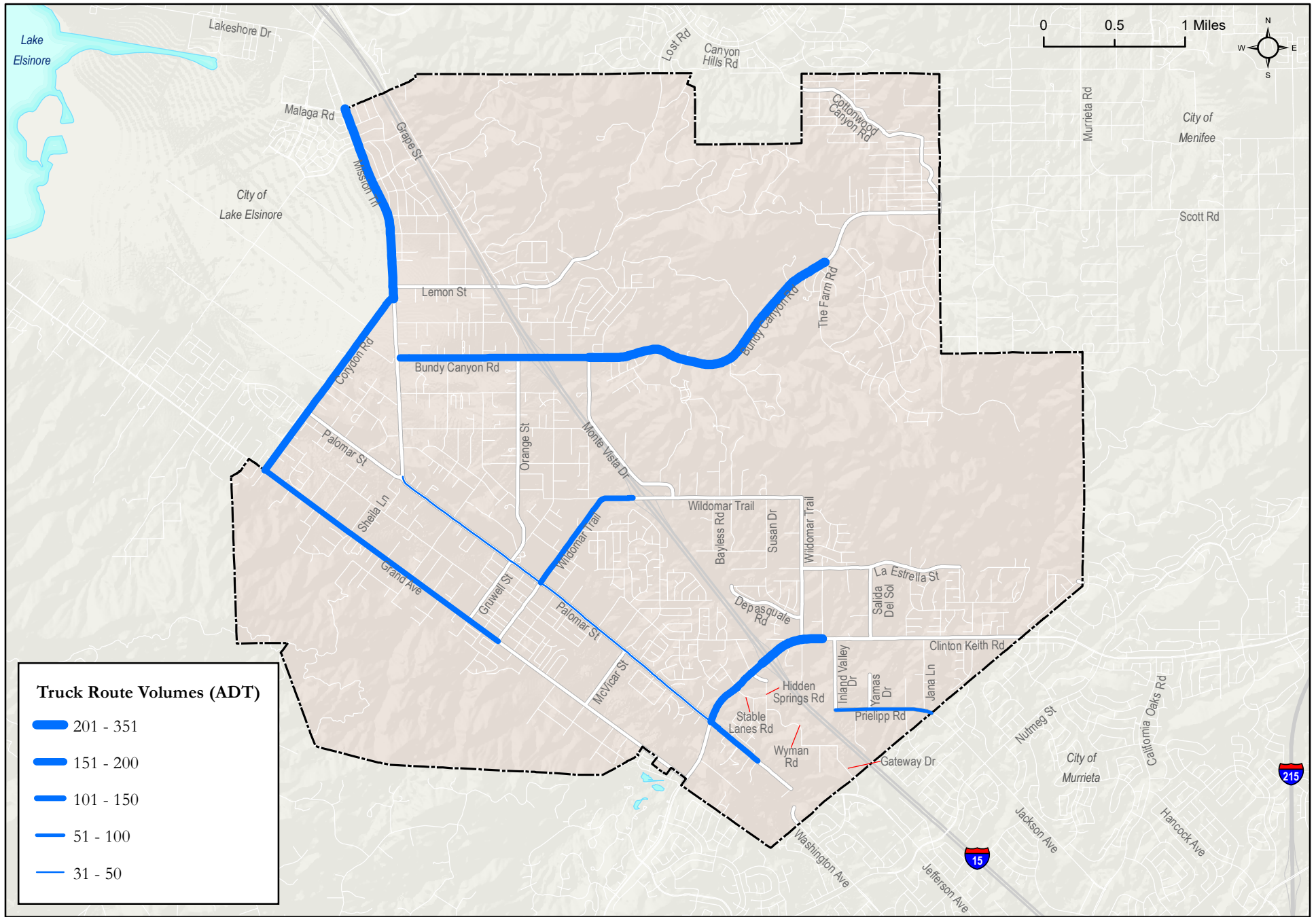


Figure 2
 Truck Volumes (ADT)

Safety

Collision data can be used to identify potential deficiencies or safety issues related to vehicular travel. The collision review draws from five years of data (2018-2023) obtained from the SWITRS. Additionally, data from the city’s Crossroads database was included in the analysis. For the purpose of determining goods movement routes, only collisions involving heavy vehicles were examined.

Figure 3 displays locations of collisions involving heavy vehicles. As shown, this type of collision has primarily occurred on Bundy Canyon Road and Mission Trail over the past five years.

Table 3 shows the top corridors in terms of number of heavy vehicle collisions.

Table 3 – Top Corridors – Heavy Vehicle Collisions

Locations	Number of Collisions
Bundy Canyon Road	12
Mission Trail	3
Clinton Keith Road	2
Corydon Road	1

Source: SWITRS, City of Wildomar (Crossroads database), CR Associates (November 2023)

Table 4 summarizes the heavy vehicular collisions by the type of collisions. As shown, “Rear End” (44.4%) and “Broadside” (22.2%) were reported as the most frequent collision types during the five-year period.

Table 4 – Heavy Vehicle Collision Type

Collision Type	Number of Collisions	Percent
Rear End	8	44.4%
Broadside	4	22.2%
Sideswipe	2	11.1%
Head On	2	11.1%
Hit Object	1	5.6%
Vehicle/Pedestrian	1	5.6%

Source: SWITRS, City of Wildomar (Crossroads database), CR Associates (November 2023)

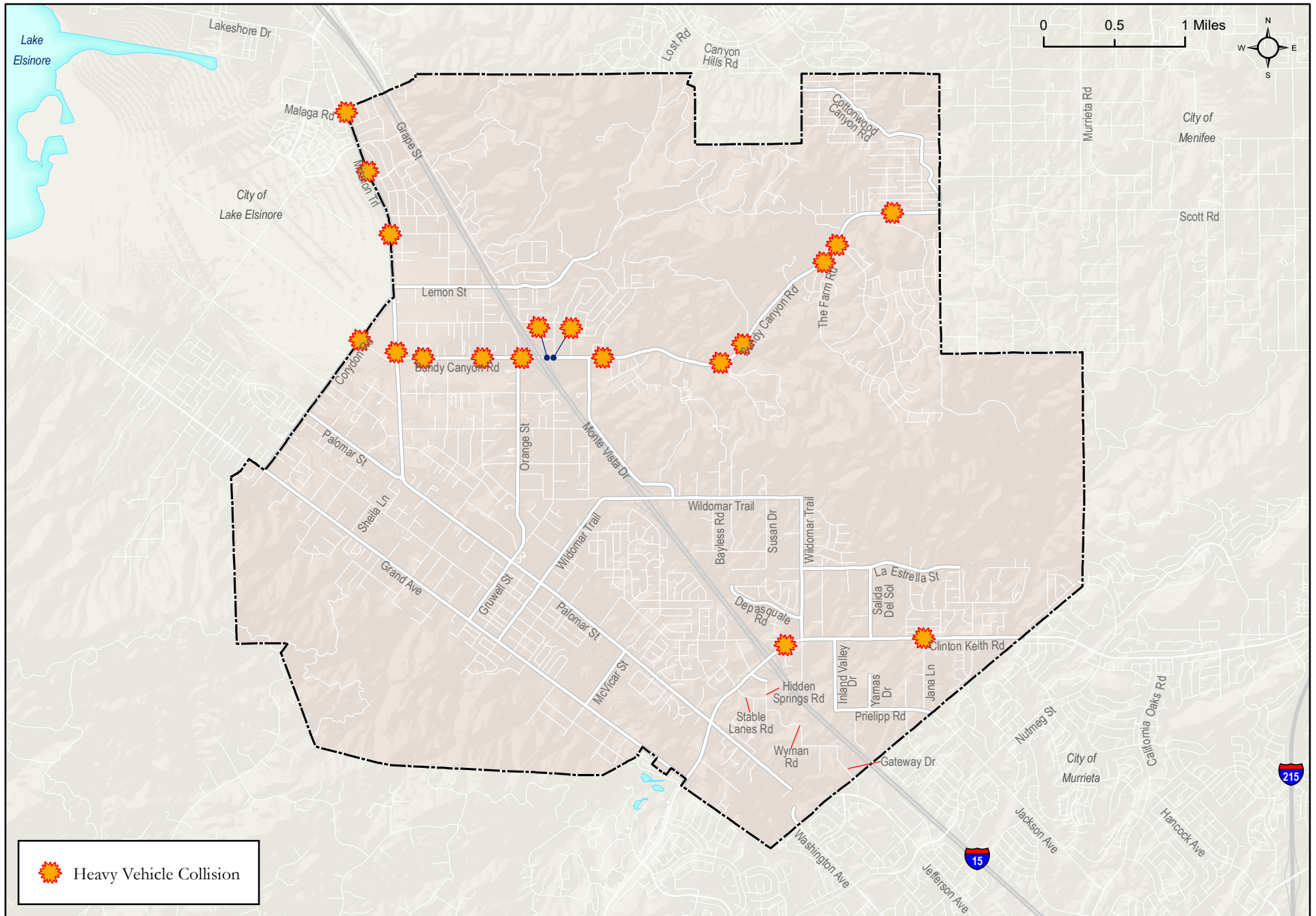


Table 5 summarizes the primary collision factor for heavy vehicle collisions reported in Wildomar in the past five years. As depicted, the most common primary collision factor violations were “Unsafe Speed” and DUI.

Table 5 – Primary Collision Factor

Primary Collision Factor	Number of Collisions	Heavy Vehicle was party at Fault?
Unsafe Speed	8	4
Improper Turning	2	2
Driving under the influence (DUI)	2	1
Following Too Closely	2	1
Unsafe Starting or Backing	1	1
Unsafe Lane Change	1	0
Automobile right of way	1	0
Pedestrian Violation	1	0

Source: SWITRS, City of Wildomar (Crossroads database), CR Associates (November 2023)

Based on the collected collision data, the largest percentage of collisions were caused by unsafe speeds and mostly along Bundy Canyon Road. This may be due to the lack of friction elements (i.e., sidewalks, bike lanes, medians, on-street parking, etc.) along the roadway which tends to give drivers an “open road” feeling, hence, creating an environment for speeding. Additionally, a significant portion of Bundy Canyon Road heading westbound is on a downgrade and could also contribute to unsafe speeds.

Bundy Canyon Road is identified as a 6-Lane Primary Arterial roadway with a Raised Median in the City of Wildomar Mobility Element (2021). Additionally, sidewalks and a Class I multi-use path are planned along Bundy Canyon Road which will add friction elements to the roadway and accompanied with appropriate signage and striping, should create an environment prone to less speeding occurrences.

Currently, Bundy Canyon Road has been widened and improved from Cherry St to approximately 1600’ east of Oak Canyon Drive from a 2-Lane roadway to a 4-Lane roadway with turn lanes where the bike lanes will be connected to a planned Class 1 pedestrian/bike trail, as part of the Bundy Canyon Road Improvement Project, Segment 1 (CIP 026-1).

Adjacent Cities

An important aspect of planning for goods movement routes is not only to ensure connectivity within Wildomar but also with other cities in the region. Therefore, the goods movement routes for the neighboring cities of Lake Elsinore, Murrieta and Menifee were also taken into consideration to ensure that any recommendations of potential Wildomar goods movement routes were consistent

with currently existing routes. Currently, Mission Trail is designated as a goods movement route by the City of Lake Elsinore and the same is true about Bundy Canyon Road in the City of Menifee (in the City of Menifee Bundy Canyon Road changes to Scott Road). Truck routes for the surrounding cities can be found in **Attachment A**.

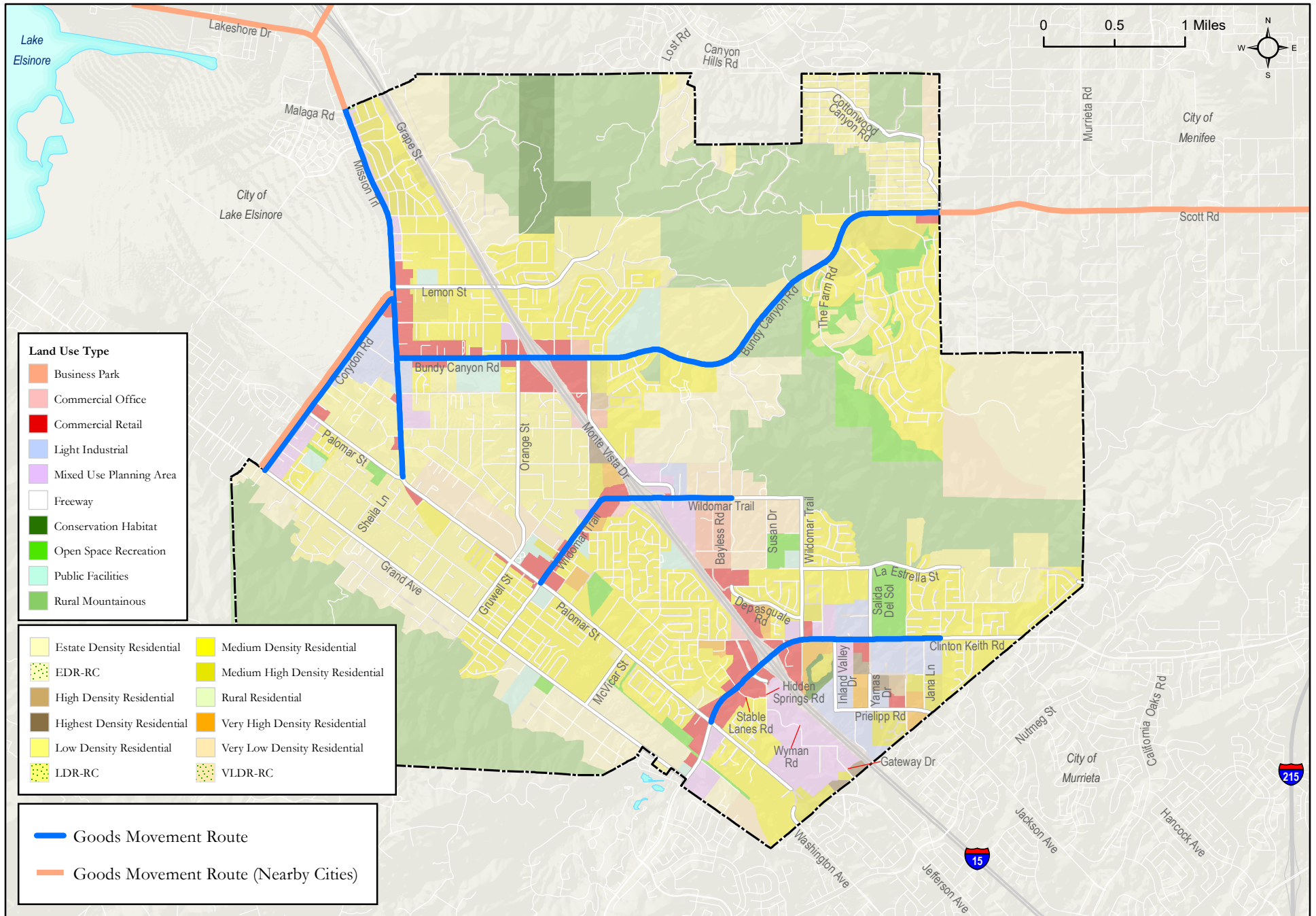
Summary

The proposed goods movement routes were developed based on a variety of factors including collected data, the calculated truck volume percentages, a desire for connectivity within the region, surrounding cities truck routes, and a desire to increase roadway safety. Once implemented, these routes will allow for the consolidation and increased efficiency of goods movement throughout the city.

Figure 4 displays the recommended goods movement routes within the City of Wildomar, proposed land uses, as well as truck routes from adjacent cities. While currently both Wildomar Trail and Clinton Keith Road do not currently have significant heavy vehicle traffic both were included in the recommendation because of their connectivity (both to nearby cities as well as regional networks) and their anticipated future cross sections. Based on preferred future land uses these roadways are also anticipated to be adjacent to industrial, retail, and construction land uses.

It is important to note that a roadway not being designated a goods movement route does not mean that trucks or other heavy vehicles making deliveries/pick-ups to specific locations on a roadway are prohibited as that would be in violation of the California Vehicle Code. However, cut-through or pass-through traffic from trucks or other heavy vehicles would be prohibited along the proposed routes.

These recommendations (Figure 4) are consistent with the City of Wildomar Municipal Code section 10.20.150 subsection C regarding commercial vehicles.



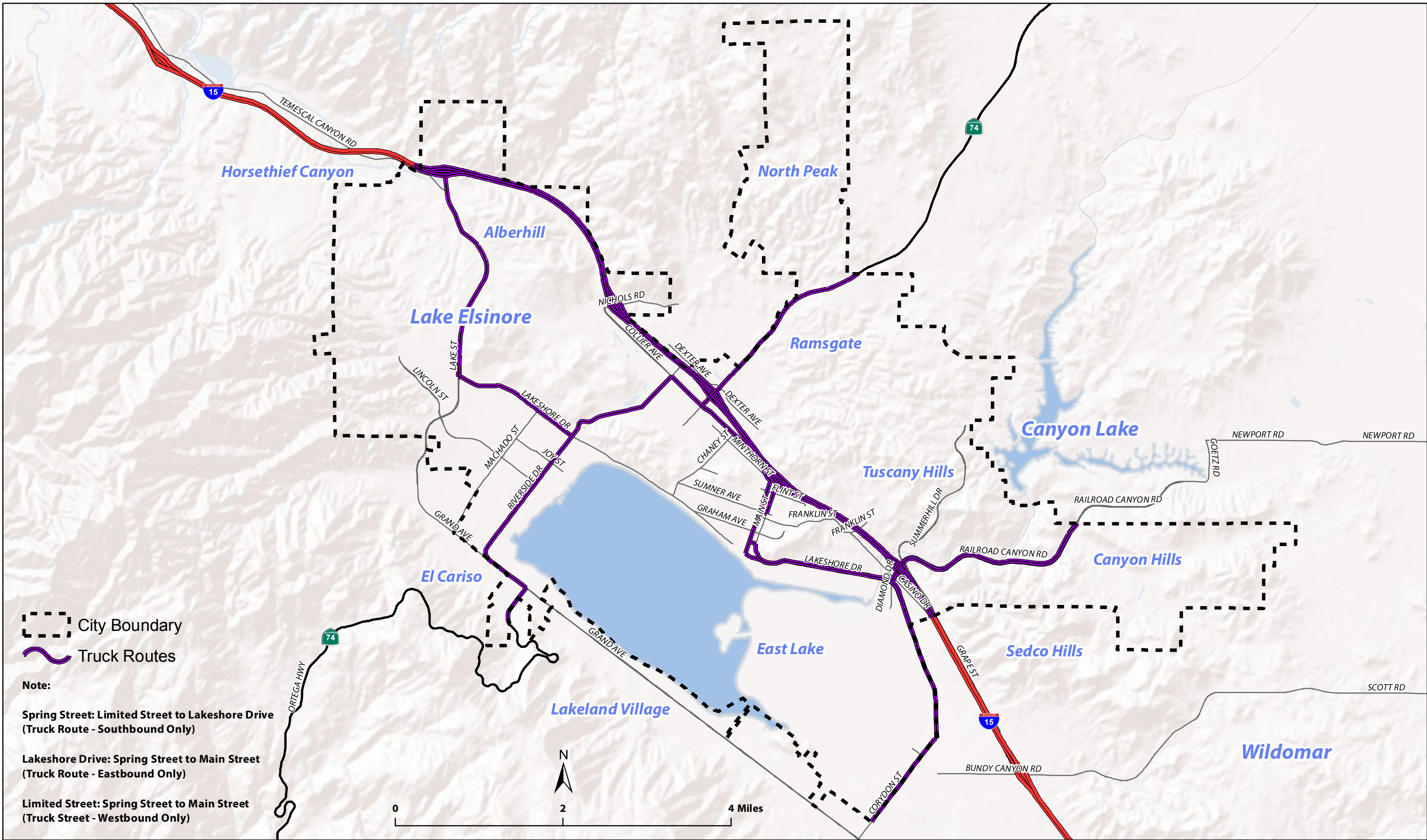
Recommendations/Next Steps



The following recommendations and next steps are consistent with Policy 6.1 of the city's Mobility Element.

1. Include the recommended Goods Movement Route as part of the city's Mobility Element for adoption by City Council.
2. Public Outreach and Education
 - Create a public information campaign to inform residents, businesses, and other stakeholders about the goods movement routes.
3. Adopt ordinance to establish the goods movement routes in the city's municipal code.
4. Design and Engineering
 - Goods movement routes shall be designed in conformance with the design guidelines identified in the Mobility Element and any applicable existing or future Roadway Standards and Design Guidelines and shall be subject to the approval of the City.
5. Signage
 - Installation of appropriate signage and roadway markings to guide commercial vehicles along the designated goods movement route network.
6. Enforcement and Compliance
 - Collaborate with local law enforcement agencies to ensure that commercial vehicles adhere to the designated goods movement route network.



Attachment A - Neighboring Cities (Lake Elsinore, Menifee, Murrieta) Truck Routes



-  City Boundary
-  Truck Routes

Note:

**Spring Street: Limited Street to Lakeshore Drive
(Truck Route - Southbound Only)**

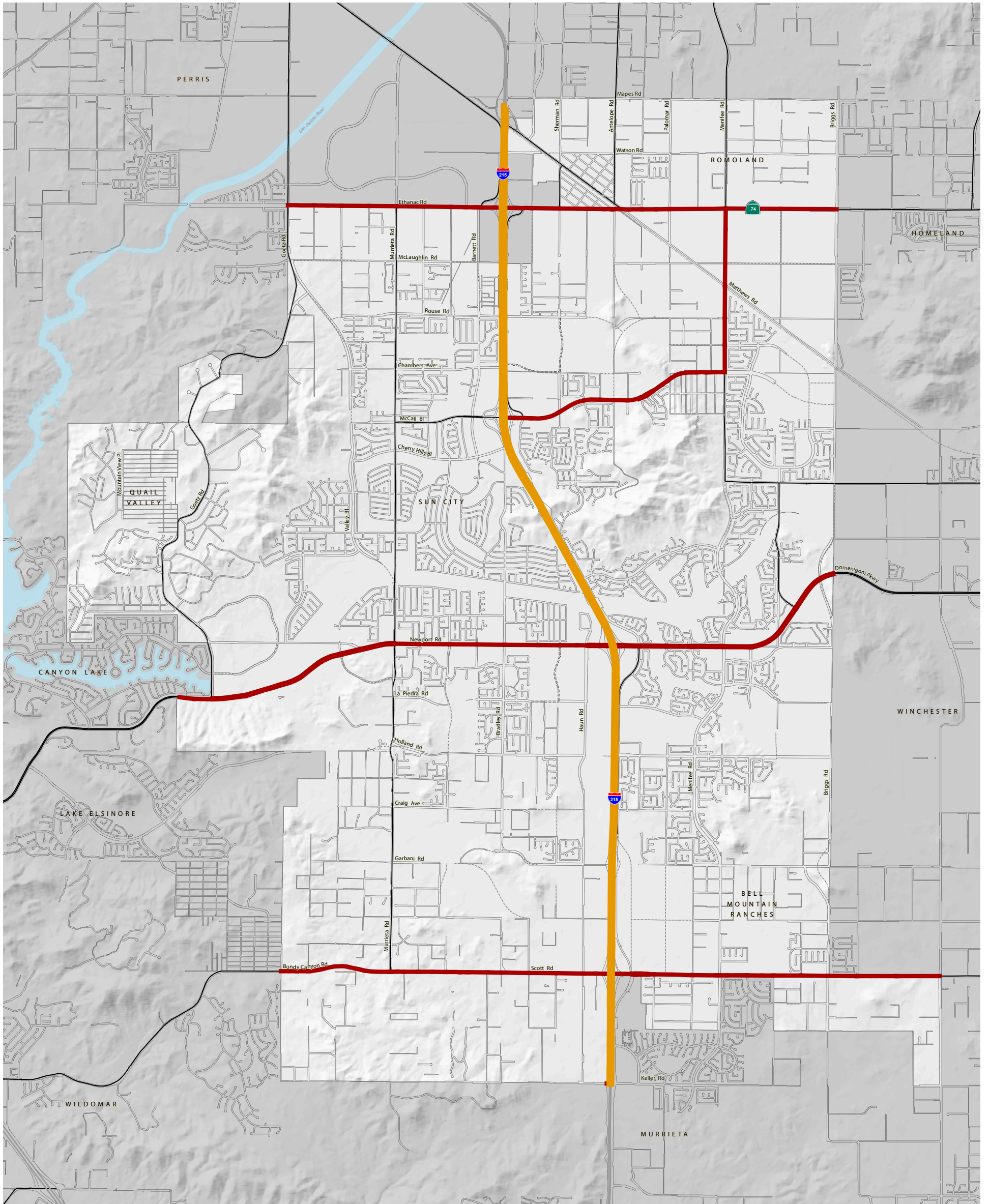
**Lakeshore Drive: Spring Street to Main Street
(Truck Route - Eastbound Only)**

**Limited Street: Spring Street to Main Street
(Truck Street - Westbound Only)**



TRUCK ROUTES

EXHIBIT C-7 POTENTIAL TRUCK ROUTES



Source: Urban Crossroads, 2012

- Truck Route
- I-215 Freeway Corridor

The designated truck routes within the City have been selected because of their accessibility to the freeway and key industrial/commercial areas. The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries to individual addresses, or for other reasons as defined in the State of California *Motor Vehicle Code*.



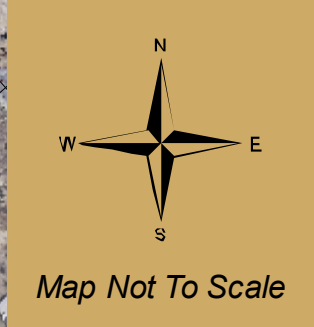
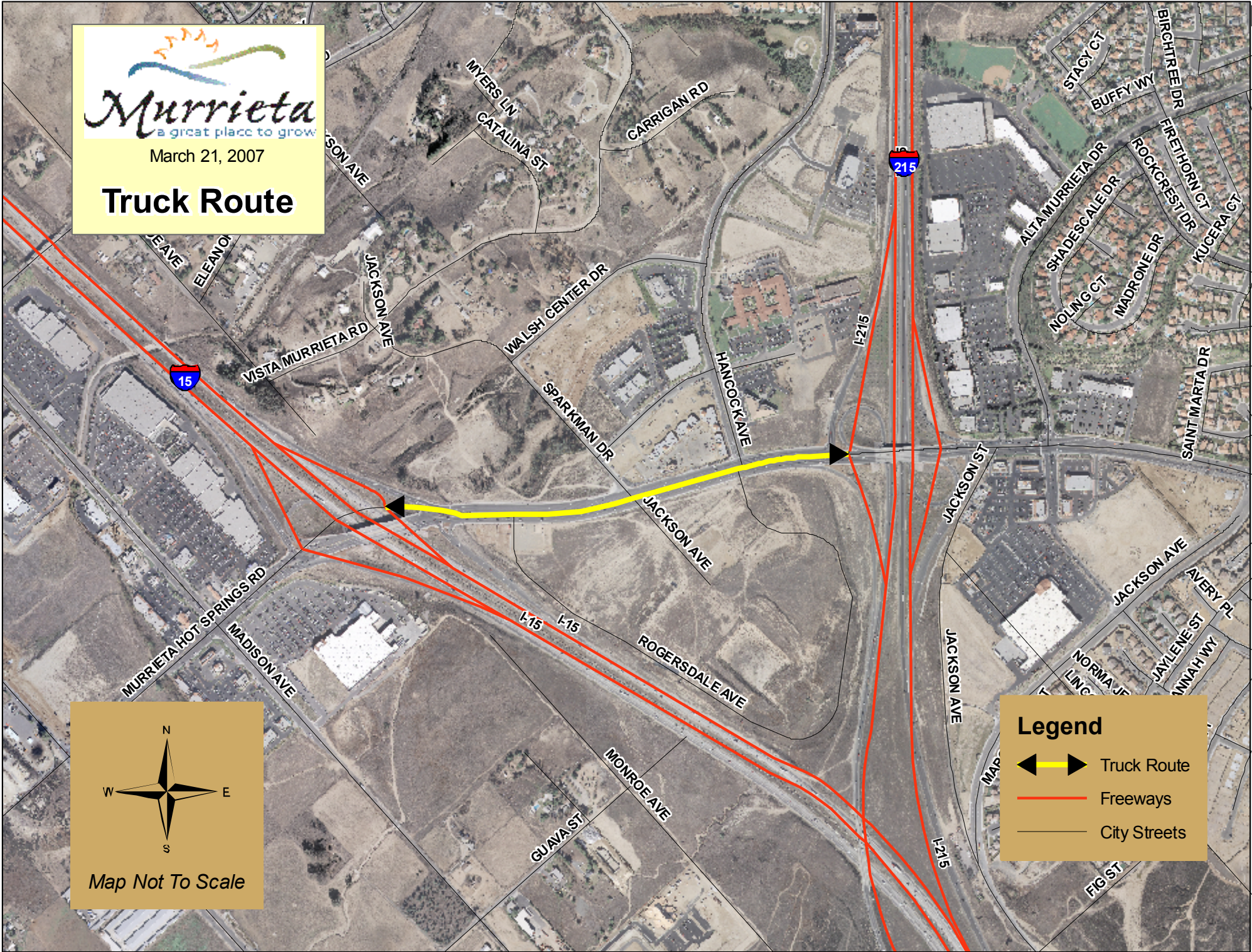
MENIFEE GENERAL PLAN





March 21, 2007

Truck Route



Map Not To Scale

Legend

- Truck Route
- Freeways
- City Streets





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