

CITY OF WILDOMAR PLANNING COMMISSION

REGULAR MEETING OF MARCH 5, 2014

AT 6:30 P.M.

Council Chambers
23873 Clinton Keith Road, Suite #111



Stan Smith, Chairman
Veronica Langworthy, Vice-Chair
Bobby L. Swann III, Planning Commissioner
Gary Brown, Planning Commissioner
Vacant Planning Commission Seat

Matthew C. Bassi
Planning Director

Erica L. Vega
Assistant City Attorney

WILDOMAR PLANNING COMMISSION REGULAR MEETING AGENDA FOR MARCH 5, 2014

ORDER OF BUSINESS: Public sessions of the March 5, 2014 regular meeting of the Planning Commission begins at 6:30 p.m.

REPORTS: The Planning Commission agenda packet/reports are available for review at Wildomar City Hall, Planning Department located at 23873 Clinton Keith Road, Suite #201 and on the City's website, <http://www.cityofwildomar.org/planning-commission-minutes.asp>. Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda (other than writings legally exempt from public disclosure) will be made available for public inspection at City Hall during regular business hours.

PUBLIC COMMENTS: Prior to the business portion of the agenda, the Planning Commission will receive public comments regarding any items or matters within the jurisdiction of the governing body. The Chairman will separately call for testimony at the time of each public hearing. If you wish to speak, please complete a "Public Comment Card" available at the Chamber door. The completed form is to be submitted to the Planning Commission Clerk prior to an individual being heard. Lengthy testimony should be presented to the Commission in writing (15 copies) and only pertinent points presented orally. The time limit established for public comments is three minutes per speaker.

CONSENT CALENDAR: Consent Calendar items will be acted on by one roll call vote unless Council members, staff, or the public request the item be discussed and/or removed from the Consent Calendar for separate action.

PLEASE TURN ALL DEVICES TO VIBRATE/MUTE/OFF FOR THE DURATION OF THE MEETING. YOUR COOPERATION IS APPRECIATED.

CALL TO ORDER – REGULAR MEETING - 6:30 P.M.

ROLL CALL

FLAG SALUTE

PUBLIC COMMENTS

This is the time when the Planning Commission receives general public comments regarding any items or matters within the jurisdiction of the Planning Commission that do not appear on the agenda. Each speaker is asked to fill out a “Public Comments Card” available at the Chamber door and submit the card to the Planning Commission Secretary. Lengthy testimony should be presented to the Commission in writing (15 copies) and only pertinent points presented orally. The time limit established for public comments is three minutes per speaker. Prior to taking action on any open session agenda item, the public will be permitted to comment at the time it is considered by the Planning Commission.

APPROVAL OF THE AGENDA AS PRESENTED

The Planning Commission to approve the agenda as it is herein presented, or, if it the desire of the Planning Commission, the agenda can be reordered at this time.

PRESENTATIONS

This is reserved for special presentations to the Planning Commission.

1.0 CONSENT CALENDAR

All matters listed under the Consent Calendar are considered routine and will be enacted by one roll call vote. There will be no separate discussion of these items unless members of the Commission, the Public, or Staff request that specific items are removed from the Consent Calendar for separate discussion and/or action.

1.1 Minutes – January 15, 2014 – Special Meeting

Recommendation – Staff Recommends that the Planning Commission approve the Minutes as submitted.

2.0 PUBLIC HEARINGS

- There are no public hearing items for this agenda.

3.0 GENERAL BUSINESS

3.1 2014 City of Wildomar General Plan Update Project – Workshop #2:

Planning Commission workshop/discussion regarding the 2014 General Plan Update Project.

RECOMMENDATION:

That the Planning Commission hold a workshop/discussion to receive public comments/input regarding the 2014 General Plan Update Project.

3.2 Murrieta Creek Trail Project Update:

A presentation by the Public Works Department regarding the status of the Murrieta Creek Trails Project.

RECOMMENDATION:

Staff recommends the Planning Commission receive and file this report.

3.3 WRCOG Special Presentation – Subregional Climate Action Plan Project:

A presentation by WRCOG Staff regarding the Subregional Climate Action Plan Project (staff report provided).

PLANNING DIRECTOR REPORT

This item is reserved for the Planning Director to report on items not on the agenda. No action by the Planning Commission is needed.

ASSISTANT CITY ATTORNEY REPORT

This item is reserved for the Assistant City Attorney to report on items not on the agenda. No action by the Planning Commission is needed.

PLANNING COMMISSION COMMUNICATIONS

This item is reserved for the Planning Commission to make comments on items not on the agenda, request information and/or provide direction to the Planning Department staff.

FUTURE AGENDA ITEMS

ADJOURNMENT

The City of Wildomar Regular Planning Commission meeting of March 5, 2014 is hereby adjourned.

RIGHT TO APPEAL:

Any decision of the Planning Commission may be appealed to the Planning Commission provided the required appeal application and the \$964 filing fee is submitted to the City Clerk within ten (10) calendar days preceding the Planning Commission's action on any given project.

REPORTS:

All agenda items and reports are available for review at Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar, California 92595. Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda (other than writings legally exempt from public disclosure) will be made available for public inspection at City Hall during regular business hours. If you wish to be added to the regular mailing list to receive a copy of the agenda, a request must be made through the Planning Department in writing or by e-mail.

ADDITIONS/DELETIONS:

Items of business may be added to the agenda upon a motion adopted by a minimum 2/3 vote finding that there is a need to take immediate action and that the need for action came to the attention of the City subsequent to the agenda being posted. Items may be deleted from the agenda upon request of staff or upon action of the Planning Commission.

ADA COMPLIANCE:

If requested, the agenda and backup materials will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans With Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the Planning Department either in person or by telephone at (951) 667-7751, no later than 10:00 A.M. on the day preceding the scheduled meeting.

POSTING STATEMENT:

On or before Friday, February 28, 2014, a true and correct copy of this agenda was posted at the three (3) designated places: 1) Wildomar City Hall, 23873 Clinton Keith Road; 2) United States Post Office, 21392 Palomar Street; and 3) Mission Trail Library, 34303 Mission Trail Road.



Matthew C. Bassi
Planning Director



AGENDA SECTION 1.0

CONSENT CALENDAR ITEMS



**CITY OF WILDOMAR
OFFICIAL SPECIAL PLANNING COMMISSION MEETING MINUTES
OF JANUARY 15, 2014**

CALL TO ORDER

The special meeting of the Wildomar Planning Commission was called to order by Planning Commission Chairman Smith at 6:30 P.M. at Wildomar City Hall, Council Chambers.

ROLL CALL

Present: Stan Smith, Chairman, Veronica Langworthy Vice-Chair, Bobby L. Swann III, Commissioner (2 Commission vacancies).

Absent: Matthew Bassi, Planning Director

Staff Present Mark Teague, Planning Manager
Alfredo Garcia, Assistant Planner
Erica Vega, Assistant City Attorney
Dan York, Public Works Director / City Engineer

FLAG SALUTE

Chairman Smith led the flag salute.

PUBLIC COMMENT:

Mr. Ken Mayes, resident, provided public comment.

APPROVAL OF AGENDA AS SUBMITTED

Chairman Smith asked the Commission for a motion to approve the agenda as submitted. Commissioner Swann III motioned to approve the agenda as submitted. The motion was seconded by Vice-Chair Langworthy. Motion carried 3-0-2, with the following vote resulting:

AYES: LANGWORTHY, SMITH, SWANN III
NOES: NONE
ABSENT: 2 VACANT COMMISSION SEATS
ABSTAIN: NONE

1.0 CONSENT CALENDAR

1.1 Approval of the December 4, 2013 Planning Commission minutes.

Commissioner Swann III motioned to approve the December 4, 2013 Planning Commission minutes with amendments. The motion was seconded by Vice-Chair Langworthy. Motioned carried 3-0-2 with the following vote resulting:

AYES: SMITH, LANGWORTHY, SWANN III
NOES: NONE
ABSENT: 2 VACANT COMMISSION SEATS
ABSTAIN: NONE

1.2 Approval of the December 18, 2013 Planning Commission minutes.

Commissioner Swann motioned to approve the December 18, 2013 Planning Commission minutes as submitted. The motion was seconded by Vice-Chair Langworthy. Motioned carried 3-0-2 with the following vote resulting:

AYES: SMITH, LANGWORTHY, SWANN III
NOES: NONE
ABSENT: 2 VACANT COMMISSION SEATS
ABSTAIN: NONE

2.0 PUBLIC HEARINGS

2.1 Tentative Tract Map 25122 Minor Change (Planning Application No. 13-0120):

Planning Commission consideration of a minor change to Tentative Tract Map No. 25122 located at the southwest corner of Palomar Street and McVicar Street (APN's: 380-080-004; 380-080-12; 380-080-013; 380-080-014; & 380-140-015).

Planning Manager Mark Teague made a presentation to the Planning Commission.

Chairman Smith opened the public hearing.

Gina Castanon resident, with donation time from Ruben Castanon and George Taylor commented on the agenda item.

Martha Bridges resident commented on the agenda item.

With no further comments, Chairman Smith closed the public hearing.

Upon conclusion of Commission comments/questions to staff, Chairman Smith asked for a motion to approve PC Resolution No. 14-01 as submitted. A motion was made by Vice-Chair Langworthy, and was seconded by Commissioner Swann III. The Motion carried 3-0-2, with the following vote resulting:

AYES: SWANN III, SMITH, LANGWORTHY
NOES: NONE
ABSENT: 2 VACANT COMMISSION SEATS
RECUSED: NONE

2.2 Tentative Tract Map 32078 Minor Change (Planning Application No. 13-0121):

Planning Commission consideration of a minor change to Tentative Tract Map No. 32078 located on the west side of Palomar Street approximately 1,520 feet south of McVicar Street (APN's: 380-080-008, 380-080-009, 380-140-001).

Planning Manager Mark Teague, made a presentation to the Planning Commission.

Chairman Smith opened the public hearing.

No comments were received from the public on the agenda item.

Chairman Smith closed the public hearing.

With no further discussion from the Commission, Chairman Smith asked for a motion to approve PC Resolution No. 14-02 as submitted. A motion was made by Vice-Chair Langworthy, and was seconded by Commissioner Swann III. Motion carried 3-0-2, with the following vote resulting:

AYES: SMITH, LANGWORTHY, SWANN III.
NOES: NONE
ABSENT: 2 VACANT COMMISSION SEATS
ABSTAIN: NONE

3.0 GENERAL BUSINESS ITEMS:

3.1 Capital Improvement Program for 2013/14 – 2017/18:

Planning Commission review of the amended Public Works Department Capital Improvement Program for Fiscal Years 2013 – 2018 to determine consistency with the City of Wildomar General Plan.

City Engineer Dan York, made a presentation to the Planning Commission.

Chairman Smith asked for public comments.

Ken Mayes resident, commented on the agenda item.

Chairman Smith closed the public meeting.

With no further discussion from the Commission, Chairman Smith asked for a motion to approve the amended 2013-2018 Capital Improvement Program (CIP) as submitted. A motion was made by Chairman Smith, and was seconded by Commissioner Swann III. Motion carried 3-0-2, with the following vote resulting:

AYES:	SMITH, LANGWORTHY, SWANN III
NOES:	NONE
ABSENT:	2 VACANT COMMISSION SEATS
ABSTAIN:	NONE

3.2 Strata/Clinton Keith GPA Initiation Request (PA No. 13-0041):

The applicant (Strata Equity Group) is requesting Planning Commission recommendation to the City Council, in accordance with Section 17.08.040.B of the Zoning Ordinance, to initiate a General Plan Amendment (GPA) to change the land use from Business Park (BP) to Commercial retail (CR) for a 10-acre portion of a 20 acre site located at the southwest corner of Yamas Drive and Clinton Keith Road (APN: 380-250-003).

Planning Manager Mark Teague, made a presentation to the Planning Commission.

Chairman Smith opened the public meeting.

No comments were received from the public on the agenda item.

Chairman Smith closed the public meeting.

With no further discussion from the Commission, Chairman Smith asked for a motion to approve the recommendation to the City Council as presented. A motion was made by Commissioner Swann III, and was seconded by Vice-Chair Langworthy. Motion carried 3-0-2, with the following vote resulting:

AYES: SMITH, LANGWORTHY, SWANN III
NOES: NONE
ABSENT: 2 VACANT COMMISSION SEATS
ABSTAIN: NONE

Planning Directors Report

Planning Manager Teague, informed the Commission that a new Planning Commissioner will be selected and will be introduced at the next City Council meeting. Also, the scheduled February 5th Planning Commission meeting will be cancelled.

In addition, Planning Manager Teague commented that the Commission will see the updated General Plan for their review at the March 5th workshops. Also, Mr. Teague was pleased to announce that the City of Wildomar's Housing Element was certified by the State of California.

Assistant City Attorney's Report

None.

Planning Commission Communications

Chairman Smith wanted to take the opportunity to thank Mr. Robert Devine for all of his years as a Wildomar Planning Commissioner.

Chairman Smith wanted to propose a change in the Commission agenda by adding public comment at the end of the agenda to provide an additional opportunity for the public to provide comments.

Vice-Chair Langworthy announced that there are still vacancies for the Planning Commission.

Commissioner Swann III announced that he is working diligently with the Public Works Department on the Safe Routes to School Program and will be attending a meeting with the City of Lake Elsinore in regards to the program and homes that he will much to report upon the next Commission Meeting.

With no other communications, Chairman Smith adjourned the Special Planning Commission meeting of January 15, 2014 at 8:10 P.M.

Matthew C. Bassi
Planning Director/Minutes Secretary



AGENDA SECTION 2.0

PUBLIC HEARING ITEMS



**There are no Public Hearing Items for the
March 5, 2014
Planning Commission meeting**



AGENDA SECTION 3.0

GENERAL BUSINESS ITEMS



CITY OF WILDOMAR – PLANNING COMMISSION
Agenda Item No. 3.1
GENERAL BUSINESS
Meeting Date: March 5, 2014

TO: Chairman and Members of the Planning Commission

FROM: Matthew C. Bassi, Planning Director
Mark Teague, Senior Project Manager

SUBJECT: General Plan Update (GPA 14-01) Workshop:
Workshop #2 to review the administrative draft of the General Plan and provide staff direction on changes to the policies and narrative of the plan.

STAFF RECOMMENDATION

The Planning Department recommends that the Planning Commission:

- 1) Conduct a workshop to receive public input to assist with the General Plan Update process, and
- 2) Provide direction and comment on the draft/proposed goals, policies and action programs.

PROJECT DESCRIPTION

As discussed at the December 4, 2013 workshop, the General Plan Update will accomplish the following:

1. Result in a General Plan that focuses entirely on the City of Wildomar, and eliminate those parts of the Plan that address the larger geographic area and needs of Riverside County.
2. Ensure that the General Plan reflects and incorporates the results of the City's 2008 visioning effort.
3. Craft policies that encourage good design and help meet the City's address sustainability.
4. Provide a clear set of Wildomar-specific goals and policies that will support existing ordinances and future plans for the community.

Administrative Draft General Plan

Much of the editing process has involved removing policies from the current General Plan that simply don't apply to the City, and modifying others so that they meet the City's specific needs. Staff has also added new policies that update the plan and reflect the expectations of the City. In each Element we have included the existing General Plan policy number in parenthesis at the end of each policy, and added the word "new" where the policy is new with this update. For this draft, it does not contain the maps/exhibits that will be in the final version as staff would like the Commission to focus on the draft goals, policies and action programs.

The EIR will include a table that shows which policies are proposed to be deleted or modified as part of this general plan update process. The following is a summary of changes made to each Element to help begin the process of review and refinement.

The first change is one of organization. The current General Plan is a lengthy document that can be difficult to navigate. The updated plan includes the following sections/chapters:

- 1 Introduction
- 2 Visioning
- 3 Land Use Element
- 4 Circulation and Infrastructure Element
- 5 Housing Element (adopted by Council on 12/11/13 & certified by HCD on 1/6/14)
- 6 Open Space and Conservation Element
- 7 Community Design Element
- 8 Economic Development Element
- 9 Noise Element
- 10 Safety Element

Each of the Elements are written in compliance with statutory requirements for a General Plan and to make the document easy to use.

1 Introduction

This section of the General Plan advises the reader on how to interpret the policies in the document and sets the stage for the remainder of the General Plan.

2 Visioning

This section summarizes the 2008 visioning process and the results of the first workshop held on December 4, 2013 to discuss the priorities contained in the 2008 visioning report. At the December workshop we learned that some of the items suggested in the 2008 visioning effort might have different priorities given the budget conditions and changes that have occurred since then. The visioning

chapter of the General Plan incorporates the results of the workshop and of course can be modified further during this and subsequent meetings.

During the workshop we also learned that the style for Wildomar is difficult to describe. Comments included rural themes, open space, low density, approachable, walkable (or equestrian friendly). The intensity of use was also discussed with an eye toward keeping Wildomar a unique and rural community rather than becoming an urban core area. The Design Element attempts to discuss some of these themes, but will obviously need additional refinement.

3 Land Use Element

- **Removed the Foundation Discussion.** This portion of the General Plan pertained to rural areas of Riverside County that needed a more urban approach as they were developing into communities and eventually cities. As the City is incorporated, this concept does not work well in the City, this, it is staff position that it be removed from the General Plan.
- **Removed the General Plan Amendment Initiation Process.** Currently a land owner is required to petition the City to allow an application to amend the General Plan. The process is time consuming and cumbersome and requires the Commission and Council to review a project without all of the project level information normally provided as part of development review. Staff is recommending that this process be eliminated from the General Plan, and that any property owner or applicant be allowed to request a General Plan Amendment in accordance with current state law.
- **Removed the Rural Village Overlay and Rural Village Overlay Study Area.** This portion of the General Plan pertained to development in rural areas of Riverside County and does not work well in the City, this, it is staff position that it be removed from the General Plan.
- **Removed the Community Development and Community Center Overlay.** The overlay was intended to provide the opportunity for commercial and mixed-use development areas in several locations. Once a land owner applies for development, the General Plan requires adoption of a specific plan to govern the development of the overlay area, and then a general plan amendment to remove the other Community Center areas from the General Plan. As these community center areas contain the majority of the commercial and other non-residential (job creating) land use designations in the City, it is unlikely that the City would want to remove three of them if one

of them was proposed for development. Further, the Community Center Overlay adds another level of complexity to the already lengthy process of obtaining entitlement. The City needs retail sales and job growth to have a sustainable budget and to expand public services, making it more difficult to consider this type of development is counter intuitive. It is staff position that it be removed from the General Plan.

- **Removed the Community Development Designation Overlay.** This overlay resulted in the Elsinore Area Plan and is no longer necessary. it is staff position that it be removed from the General Plan.
- **Update the Mixed Use Planning Area.** This text reflects the recently adopted changes to the existing MUPA (approved as part of the Housing Element update). The City amended Table LU-4 of the Land Use Element to state that the MUPA had a minimum residential density requirement of 30 units per acre and that at least 30%, but no more than 50%, of the site may be developed for multi-family residential uses.

4 Circulation Element

- **Included the Trails Map.** The only addition to the Circulation Element is that of the trails map and policies to encourage the extension of trails throughout the City. The trails map will be included on the Circulation diagram.

5 Housing Element

- **No Changes.** As this Element was adopted by the City Council on December 11, 2013 and certified by the Housing and Community Development Department on January 6, 2014, no changes are being proposed. As the Commission has already received and recommended adoption of this Element, it is not part of this staff report or workshop. Note that the Element may have minor style/format changes as needed to incorporate it into the rest of the General Plan.

6 Open Space and Conservation Element

- **Air Quality and Greenhouse Gas Emissions.** Included discussion and policies designed to improve air quality and reduce greenhouse gas emissions. This element also includes policies to support the adoption and

implementation of the sub-regional climate action plan currently being prepared by the Western Riverside Council of Governments.

7 Community Design (New)

This new Element will include policies addressing community design, including the following specific topics:

- Hillside Development
- Development Plans
- Streetscape
- Lighting
- Signage
- Building Massing/intensity

8 Economic Development Element (New)

- **Establish Process for Rapid Review of Commercial Projects.** This would enable an expanding or new business to discuss the potential with the development services department very quickly. The intent is to welcome the expansion of existing businesses, and the location of new business, by making the development process as efficient as possible. This would not take the place of a preliminary application review.
- **Focus on Infrastructure.** The City should be able to direct business to areas in the City that are best suited for their needs. This will require coordination with Elsinore Valley Municipal Water District (EVMWD) as well as other service providers.
- **Encourage Higher Education and Training.** One of the visioning points, and discussion at the workshop, was that of encouraging the location of a college extension, training facilities, etc., in the community.
- **Regular Review of Regulations.** This involves a periodic review of the codes, policies and regulations that govern development in the City and the removal of regulations that either serve no purpose or are duplicates of other requirements.

9 Noise

- **Clarify How Noise is Considered.** The Element includes policies for both construction and operational noise impacts.

10 Safety

- **Focus on Wildomar.** Included Wildomar specific flooding, seismic and fire related policies.

CEQA COMPLIANCE

The Draft General Plan is essential to completion of the EIR as the EIR will use policies from the General Plan to address environmental impacts likely to arise from development. The EIR will provide the City with a base document that will make future environmental analysis more efficient. The EIR will also show the linkage between existing ordinances and policies, including those of other agencies, and the mitigation of environmental impacts.

PUBLIC COMMUNICATION/NOTICING

The workshop is not a public hearing so no special noticing is required. However, in an effort to have as much public participation as possible, the Planning Department published a notice in the Press Enterprise on February 22, 2014 inviting the general public to attend the March 5, 2014, Planning Commission workshop. In addition, staff emailed a notice through our “stay connected” email blast program on February 21, 2014 notifying general public of the date and time of the Commission workshop. Finally, the agenda packet was posted on the General Plan website at <http://portals.pmcworld.com/wildomargp/> on Friday, February 21, 2014, and a copy of the complete agenda packet was posted on the City’s webpage at <http://www.cityofwildomar.org/>.

NEXT STEPS

The public comment period for the Notice of Preparation (NOP) of the EIR ended on February 27, 2014. The comments will be included in the DEIR as it is prepared. The City Council has scheduled a special meeting on April 23, 2014 to hold a community workshop to discuss the draft goals, policies and action programs being presented tonight to the Commission. It is staff’s intent to complete the DEIR (including the Public Review Draft of the General Plan) in May 2014. Following completion of the DEIR, staff will release the document for its required 45-day review period.

Respectfully Submitted,
Matthew C. Bassi
Planning Director

Prepared by,
Mark Teague, AICP
Planning Manager

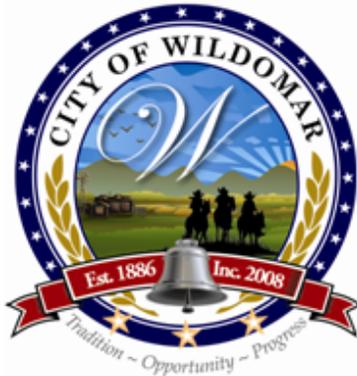
Reviewed by,
Erica L. Vega
Assistant City Attorney

ATTACHMENT

A. Administrative Draft General Plan/Elements (without maps/exhibits)

ATTACHMENT A

Administrative Draft General Plan Elements



ADMINISTRATIVE DRAFT
2014 WILDOMAR GENERAL PLAN
WORKSHOP #2

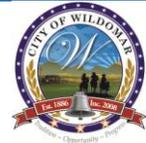
March 5, 2014

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INTRODUCTION

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INTRODUCTION

This Wildomar General Plan expresses our community’s vision of its long-term physical form and development. The General Plan is comprehensive in scope and represents the City’s expression of quality of life and community values; it should include social and economic concerns as well.

General plans are mandated by the State of California, which requires that each city and county prepare and adopt a comprehensive, long-term plan for its jurisdiction and any adjacent related lands.¹ This General Plan serves as a basis for decision-making. It directs decision-makers, who must often balance competing community objectives and make decisions about trade-offs inherent in many proposed developments.

This Introduction provides a brief overview of the Wildomar General Plan, the key ideas which are addressed in the City’s policies, and how the General Plan will be implemented over time.

BACKGROUND

The City of Wildomar was incorporated on July 1, 2008. At that time, the City adopted the County of Riverside General Plan (including the Elsinore Area Plan) and began using that document as the Wildomar General Plan. That General Plan served the City well until 2013, when it was decided to create an updated General Plan which was tailored to Wildomar and better addresses local issues.²

Funding for the preparation of an updated, Wildomar-centric General Plan was seriously affected by the passage of Senate Bill 89 in 2011. This bill, which canceled the State of California’s payment of Vehicle License Fees to local cities, affected Wildomar and other newly incorporated cities particularly hard; Wildomar lost \$1.8 million dollars in annual revenue.

The preparation of this updated General Plan was delayed as a result of the loss of revenues, and its implementation will likely take longer than would have been the case. However, the City’s commitment to good planning is shown in the adoption of this General Plan, a guiding document that addresses local needs and concerns and reflects our goals for Wildomar.

¹ *This General Plan addresses Wildomar’s city limits only (i.e., no sphere of influence).*

² *The General Plan in use from 2008 to 2014, for instance, retained all of the County’s policies, including those dealing with other geographic areas.*



CHAPTER 1: INTRODUCTION

This General Plan addresses all of the state-required elements, including Land Use, Circulation and Infrastructure, Housing, Open Space and Conservation, Noise, and Safety, as well as the following additional topics:

- Community Design
- Economic Development

This General Plan sets out a number of future planning goals. Due to the loss of revenues mentioned previously, the City lacks the resources to complete these tasks at this time.

A key issue to be addressed in the future is changes to the Land Use Map and Circulation/Roadway Map. The creation of this General Plan does not include any changes to the Land Use Map (in the Land Use Element) or the Circulation Map (In the Circulation and Infrastructure Element). The intent of keeping the map unchanged is to reduce the environmental impact associated with the General Plan by keeping the development potential in its existing condition and to eliminate the controversy and cost that often arises from changing land use patterns as part of the General Plan. The existing land use pattern was adopted as a result of community meetings prior to city incorporation and included in the County's General Plan update that was subsequently adopted by the City upon incorporation on July 1, 2008. Although the City will not be changing any circulation routes as part of this process, it is likely that pedestrian, cycling, and equestrian trails will be added to the circulation system. The Land Use and Circulation and Infrastructure Elements outline several future planning efforts—including the selection and planning of a community center for Wildomar—that will occur at a future date when funding is available. *Please see the Land Use Element for additional information.*

GUIDING PRINCIPLES

Although growth may be inevitable, the City of Wildomar strives to respect its rural origins through design and approach to new development in the rural areas. As the City needs revenue to provide essential services to its residents, all development must strike a balance between the revenue they created and the cost of providing services to them. The City will look to make an efficient and appropriate use of land that is developed. While the intensity of development may increase in certain areas, the City intends to ensure that the rural edge of the City is preserved.

ROLE OF THE GENERAL PLAN

This General Plan is a broad framework for planning in Wildomar. The Wildomar General Plan is the official policy statement of the City for use by the Council to guide private and public development in the city, as well as the City's own operations and decisions.

CHAPTER 1: INTRODUCTION



State law requires that the City's ordinances regulating land use be consistent with the General Plan. The Zoning Ordinance, individual project proposals, and other related plans and City ordinances must be consistent with the goals and policies in this General Plan. In addition, all capital improvements and public works projects must also be consistent with the General Plan.

Periodic review and possible amendment of the General Plan to adjust to changing conditions and priorities is required. This General Plan, while prepared with a time horizon of at least 20 years, is not unchangeable. As circumstances or the City's desires change, this General Plan may be amended by the City Council following review by the Planning Commission. Under state law, no more than four amendments to any mandatory element the General Plan are allowed each year, though each amendment may include multiple changes to the General Plan.

As noted earlier, this General Plan sets the direction for future planning efforts, which will be completed as the City's resources allow.

ELEMENTS OF THIS GENERAL PLAN

State law requires that General Plans address seven topics: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. This General Plan covers all of these topics plus a few additional topics, which are organized in the following elements:

- **City of Wildomar Visioning** – Outlines the community's aspirations for the future, and how these are addressed in the General Plan.
- **Land Use** – Ensures a balance of land uses through allocation of lands for housing, commercial development, industry, and community uses.
- **Circulation and Infrastructure** – Addresses transportation and travel-related issues for residents, including vehicles, public transit, and non-motorized transportation.
- **Housing** – Addresses housing needs for all economic groups in the community.
- **Open Space and Conservation** – Addresses issues related to open space, the conservation of areas for habitat and other nondeveloped uses, park and recreation facilities, and air quality.
- **Community Design** – Establishes a basic level of design quality for new public and private development, including the design of buildings and landforms (grading).



CHAPTER 1: INTRODUCTION

- **Economic Development** – Establishes long-term economic policies for the City.
- **Noise** – Establishes standards for noise in the community and ways of addressing noise sources.
- **Safety** – Ensures the City is equipped to maintain public safety and handle potential natural disasters.

Together, these elements provide the City’s goals and policies on a broad range of issues related to the future of Wildomar.

PLANNING AREA

Wildomar is located in southwestern Riverside County, within the Inland Empire region of Southern California. Wildomar is generally bounded on the north by the City of Lake Elsinore, on the east by the City of Menifee, and on the south by the City of Murrieta. The western edge of Wildomar extends to the lower slopes of the Santa Ana Mountains. This “Planning Area” includes all land within the city limits (as shown in Figure 1-1).

On regional and local issues, the City of Wildomar will continue to work cooperatively with the Cities of Lake Elsinore, Murrieta, and Menifee, and other cities in southwestern Riverside County where appropriate, as well as the County of Riverside.



FIGURE 1-1: PLANNING AREA

To be inserted with Final Draft



CHAPTER 1: INTRODUCTION

USE AND INTERPRETATION OF THE GENERAL PLAN

The General Plan is intended to be used by:

- The City Council and Planning Commission in decision-making.
- City staff in developing programs and projects.
- The development community in preparing development proposals.
- Residents and citizens interested in the future of Wildomar.

When using this General Plan, the following basic rules should be kept in mind:

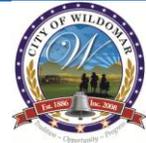
- Only those statements specifically listed as “Goal” are to be interpreted as stating the City’s goals.
- Only those statements specifically listed as “Policy” are statements of City policy. Narrative descriptions and discussions not preceded by a Policy designation are provided for information and background only and to assist decision-makers with the interpretation of policies.
- This General Plan’s focus is on identifying issues important to Wildomar, and the goals and policies the City will follow to address them. For this reason, this General Plan does not contain the type of extensive and detailed background information contained in some general plans. This information, while helpful, can change over time, making the General Plan out of date; for this reason, this Plan points the reader in the direction of resources that are more up to date and accurate.

GOALS, POLICIES, AND ACTIONS

This General Plan uses the following basic conventions for goals, policies, and actions:

- **Goals** are a statement of a target, an ambition, or an end state toward which the City is working. Goals do not say how their target will be achieved—that is the purpose of policies and actions.
- **Policies** provide guidance on the City’s approach to an issue and help define how the City will respond to various issues. Policies may be used to express the City’s preference on an issue (e.g., “The City discourages...” or “The City encourages...”). Policies can also include standards, such as those included

CHAPTER 1: INTRODUCTION



in this General Plan for roadway congestion, parkland, noise, and other issues. In some cases, policies may be hard-and-fast rules (e.g., “The City shall..”); in others, they may provide more general guidance.

- **Actions** are specific things that the City will do to implement the goals and policies in this General Plan. In some cases, actions refer to a one-time plan or project (such as the adoption of a change to the Zoning Ordinance); in others, the action is ongoing and will occur over a period of years (or longer).

AMENDMENTS TO THIS GENERAL PLAN

Recognizing the need for the General Plan to remain up to date and reflective of local issues and policies, state law allows the City to amend the General Plan to ensure it is consistent with the conditions, values, expectations, and needs of the community. The State’s General Plan Guidelines note:

The general plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the general plan.

Periodic revision of the Housing Element is required by state law, but there is no required regular update for any other portion of the General Plan. Amendments to this General Plan may be initiated by the City, property owners, developers (with the concurrence of property owners), and residents.

IMPLEMENTING THIS GENERAL PLAN

While this General Plan seeks to guide Wildomar’s growth and decision-making, it is not intended to answer every question that will be faced by the City over the lifetime of the Plan. This General Plan is not a step-by-step guidebook for its own implementation; instead, it will rely on the diligence, ingenuity, and hard work of Wildomar’s elected officials, residents, and staff to find ways to apply its policies to situations which could be unpredictable and new.

ZONING ORDINANCE

The City of Wildomar Zoning Ordinance is a key implementation tool for the General Plan. Many of the goals, policies, and actions in this General Plan are achieved through zoning, which regulates public and private development. The City is responsible for ensuring that the Zoning Ordinance and this General Plan are in conformity. In most instances, this consistency will mean that land is designated in the General Plan and zoned for similar uses with similar development standards (i.e., similar densities and minimum parcel sizes). Where zoning and



CHAPTER 1: INTRODUCTION

General Plan land use designations are not identical, policies of this General Plan should be consulted carefully for guidance in amending the Zoning Ordinance to be consistent with the General Plan.

While the Zoning Ordinance tends to be the most useful implementation tool, other documents are also used, including the Municipal Code, Specific Plans for existing and future planning areas, City ordinances, and citywide programs.

OTHER REGULATORY PERMITS AND PROCESSES

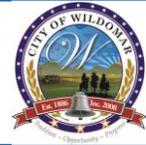
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CITY OF WILDOMAR VISIONING

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2: CITY OF WILDOMAR VISIONING



A VISION FOR WILDOMAR

This General Plan update represents a modest first step toward the vision of the City articulated first in 2008 and then again in December of 2013. During the review of each project, the City seeks to maintain its identity and to impart to new residents the sense of the historic community. The City's overarching goal is to grow without changing the essence of Wildomar.

VISIONING 2008

The City of Wildomar conducted its first-ever strategic visioning session on October 25, 2008. The community-driven event was divided into strategic sessions touching on important concerns, shared dreams, and possible steps needed for achievement of goals. The event resulted in 57 different topics worthy of discussion, and the participants narrowed the topics down to the following top ten initiatives: Business Foundation, Traffic Enforcement, Community Center/Social Services, No New Taxes, Performing and Creative Arts, Higher Education, Parks and Recreation, Infrastructure, Maintain Rural Open Space, and Design Guidelines. Of prime importance to many attendees at the meeting was successfully identifying City funding for projects. As projects develop, expenditures will need to be carefully considered and balanced with the other needs of the community. The following top ten, in no particular order, are from the 2008 visioning effort.

Performing and Creative Arts: A focal point of a dynamic city is a vibrant and thriving performing and creative arts center. The center may place on exhibit all aspects of the creative process, ranging from plays to music to singing and to dance available for all age groups, from the city's youth to its seniors, and represent the diversity of the community. While the City would play an important role and would be needed to assist in items such as site planning, permitting, and road improvement, it was thought the center could be self-supporting with grants and by users.

The City of Wildomar is a very special place. Known for its long and rich history of families, ranches, growth, entrepreneurs, and independents, the pioneer spirit that drew those hardy souls here so many years ago is still alive and thriving in modern day Wildomar. Wildomar is a place where generations of families have been born and raised and where home will always be. That sense of place is also what attracts so many new families to locate here and become part of the community. As our families grow, so too, does our diversity of ideas and visions.

– Visioning Plan, 2008



2: CITY OF WILDOMAR VISIONING

Infrastructure: The ability to easily navigate throughout the city and region was discussed as an important need, especially as the city grows and develops. A collective concern was expressed, however, that current modes of transportation were not as available as they should be. There needs to be better coordination of local transportation, especially as it pertains to bus services that frequent the city but are not readily accessible. It was felt that the City should encourage Metrolink to assign a stop in Wildomar. The widening of roads to provide ease of use and address traffic issues was thought to be an imperative as new development is considered. Coordination between water districts and the ongoing improvement of existing sewer collection and water distribution systems is important, as is developing a proactive method of addressing local flood control.

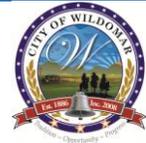
Design Guidelines: The 2008 visioning process supports a design master plan for all of Wildomar that reflects the existing topography and connects to adjacent cities. Within the master plan will likely be many specific plans—plans unique to specifically identified areas in the master plan for Wildomar. Guidelines in specific plans will identify design for unique applications such as commercial, industrial, institutional, schools, and hospitals. Flexibility of the design guidelines should be built into the master plan so that they may be applied to each case based on thoughtful consideration. Diversity within the design guidelines should allow enough latitude so that it does not become “cookie cutter.”

Also important to the design guidelines is the notion of creating “people places.” No tract of homes should be allowed to be built in the community without having some consideration of the design features that will help to enhance the concept of livability. Benches, trees, trails, and people places should be considered for inclusion in every project. Obviously, minimum lot size should also be considered in a community that has a strong sense of its equestrian roots. Muted colors are an important consideration. The City of Wildomar should consider providing incentives for developers to include Leadership in Energy Efficiency and Design (LEED certification).

Community Center/Social Services: A community center for the City of Wildomar could serve as a focal point of the community and should strive to provide necessary municipal services. The center would benefit from a name that describes the purpose of the facility, which the team felt was best described as “Community Village.” The team emphasized the need to begin researching where the Community Village should best be located so that issues of zoning and purchase could be addressed. A central location was suggested possibly somewhere in the vicinity of the Post Office.

The Community Village should consider having a “one-stop shopping” kind of an atmosphere. City Hall, law enforcement, the Fire Department, and other local agencies and services could all be located under one roof. Additionally, the Community Village might contain other amenities such as sports and recreational activities, a career center, day care, youth services, senior services, a volunteer service center, special-needs programs, public meeting rooms, adult and youth services, arts and crafts, recreational offerings, and potentially a variety of nonprofit agencies and organizations that provide services to the community. All of this should be located in a safe and secure environment adjacent to plentiful parking.

2: CITY OF WILDOMAR VISIONING



Parks and Recreation: The vision notes that parks should be themed and that there is a need to better utilize and improve existing parks, e.g., adding restroom facilities and barbecue grills to encourage family use. The City should consider a parks coordinator to keep track of activities and to make them known to the community as a means to encourage frequent usage. Parks should be developed for all age groups, from youth to teens to seniors. The parks, in the longer term, would benefit from modeling after parks where there are multiple uses such as museums, amphitheatres, ball parks, etc., offering variety to all who use them. The development of a parks master plan was deemed as an imperative to ensure the proper development of the parks as envisioned.

Higher Education: The visioning plan suggests that there are many opportunities for collaboration with institutes of higher learning and trade schools. For example a joint relationship between government and business could include the opportunity for advanced degrees, technical training, theater programs, lecture series, awareness of issues, community interaction, and the sciences including astronomy, medical science, and business to be taught in Wildomar. Further training opportunities and entrepreneurial programs could significantly contribute to economic development and community enrichment.

Business Foundation: The City will find it difficult to prosper and provide necessary services, in the long-term, without a solid business foundation. The City needs both small and large retail, with the ultimate goal of shopping and working locally. Businesses should attract others from the area to visit and shop in Wildomar. Tax incentives should be considered as a means to encourage new businesses to relocate and to build in the area. New development should be close to the freeway to limit traffic congestion in developed areas. Training centers should be considered that will ultimately offer a trained workforce from which new and existing businesses can select talent. In addition, business parks are needed with strong anchors to support those smaller businesses that exist to supply the larger anchors.

Traffic Enforcement: The City will need to continually keep in mind the safety of its citizens. The City, to do so, will need to install signs that are easily visible and clearly identify and reinforce the city's identity with street signs labeled as "Wildomar." Road naming should be consistent, as the city currently has roads that have several names. Speeding is an issue in some areas, and the use of speed bumps may be required. Red-light cameras could also be installed at selected sites to catch those in violation. Street racing is another area where enforcement will need to be monitored to ensure citizen safety.

No New Taxes: Funding for new projects, infrastructure, employees, etc., is an issue for the City to carefully consider. A vibrant economy that creates a healthy city budget is far more preferable than raising taxes. The visioning plan suggests that public and private partnerships need to be formed as a means to limit the need for new taxes to pay for expanding social services and other programs important to Wildomar. New commercial development should be encouraged and fee schedules should be created that clearly articulate an affordable cost to encourage development. In addition, design guidelines should make it easy to enact new development while ensuring a clear vision of the community architectural standards. The City should actively pursue community development block grants and other grants to help defray cost.



2: CITY OF WILDOMAR VISIONING

Maintain Rural Open Space: The community is justifiably proud of its rural nature and its commitment that this nature must be preserved. Trails, open space, and parks should have as much connectivity as possible. The often-mentioned Temecula to the Ocean trails system should also have connectivity with Wildomar. The city trail system should have the goal of trail users never having to set foot on a surface street. The visioning noted that Wildomar would like to be known as a healthy, green living, walking community where it is not necessary to own a car to go shopping or to promote historically important areas such as the one around Palomar and Central. Slogans were mentioned such as “Take a Hike” and “Trail Potatoes, Not Couch Potatoes.” To encourage the preservation of open space, the City should consider the possible implementation of a ridgeline ordinance that would serve to preserve the beauty and nature of a neighborly and walking-friendly city like Wildomar.

OLD TOWN VISIONING 2012

In September 2012, the City conducted another visioning session focused on the historic Old Town core along Highway 395. The results of this process were remarkably similar to the initial 2008 effort and resulted in the following three key objectives for Old Town Wildomar:

Creating a walkable town center with gathering places: The Old Town core can help nurture Wildomar’s community spirit by creating gathering places for events, performances, and community meetings. As in the 2008 visioning process, this visioning effort also expressed a strong interest in having civic facilities and a walkable town center reflective of Wildomar’s unique qualities and history. Making the place appealing for pedestrians is crucially important to encourage people to gather and stay for a while. There must also be provisions for access by equestrians and bicyclists, while also accommodating vehicles and transit.

Providing economic opportunities: The vision for Old Town should balance space for plazas and public facilities with street-adjacent commercial spaces. Opportunities for business development are important to Wildomar to grow its fiscal base and serve resident needs. Private investment will be key in the development of the Old Town core.

Strengthening a sense of history and community identity: Wildomar seeks to create a community focal point that uniquely embodies the spirit of the community. The Old Town core is both a real, functional place and a symbol of Wildomar itself.

GENERAL PLAN WORKSHOP 2013

During the December 4, 2013, General Plan update workshop, the attendees and the Planning Commission reviewed the top ten initiatives from 2008 with the perspective of nearly five years of recession, limited budgets, and lack of economic growth. While many of the initiatives were found to remain worthy, the prioritization as reflected in the top ten was different from those discussed in 2008. Paramount to the attendees was for the City to seek out and be

2: CITY OF WILDOMAR VISIONING



successful in attracting economic growth to the area. The expansion of the tax base and receipt of sales tax dollars is essential for the City to provide and expand public services. Of particular interest is the ability to expand public safety and security services provided by the sheriff's office.

GENERAL PLAN VISION....TO BE DISCUSSED

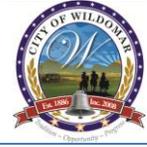
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LAND USE ELEMENT

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3: *LAND USE ELEMENT*



INTRODUCTION

The Land Use Element is what is typically considered the “plan” for the City. It establishes the land use pattern for the community, defining areas of the city for housing, business, industry, open space, recreation, public, and other uses.

HISTORICAL DEVELOPMENT

Wildomar is a community of old and new, with more mature homes and acreages with horses and other animals mixed with more modern housing tracts. Nestled between the cities of Murrieta and Lake Elsinore, Wildomar officially became a city on July 1, 2008, at that time home to about 28,000 residents.

EARLY HISTORY

The development of Wildomar began in the late 1800s, with the construction (starting in 1880) of a rail line linking San Diego and Barstow. For a time in about 1884, a box car from the railway was parked near the main rail line, becoming the first building in Wildomar.

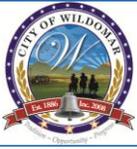
Wildomar became an official community in December 1885, when the townsite was recorded with the County of San Diego (Riverside County was created eight years later, in 1893, when the state legislature carved off portions of San Bernardino and San Diego counties to create the new county). The name “Wildomar” was derived by combining the names of the new town’s founders, “WIL” for William Collier, “DO” for Donald Graham, and “MAR” for Margaret Collier Graham, wife of Donald Graham and sister of William Collier.

“MEET ME AT THE BELL”

One of the first items of business at the new town site of Wildomar in 1886 was to build a grammar school. The founders donated the land, and Wildomar Elementary School was built in the downtown area. The present-day school is still at this original location. A bell (pictured at right) was installed in the tower to call the students to class.

As was typical of school bells in the 1880s, the bell, clapper, and frame are made of cast iron. Legend has it that the bell was brought to Wildomar along the newly laid railroad tracks that passed by on Front Street a few blocks away. Once mounted in the





3: *LAND USE ELEMENT*

tower, the bell was rung by a rope that passed inside the school room. Occasionally, the bell would hang up when pulled too vigorously. This happened often enough that a ladder was permanently nailed on the outside of the building along the slope of the roof.¹

When the old two-room schoolhouse was torn down, the bell was removed from the tower. Contributions from the community and school helped fund a monument to house the bell. Several pioneer families, among them representatives of the Howell, Turner, Wilks, Freeman, Brown, and Hazard families, were present at the dedication. The structure was more than a replica of the old school tower; it was a shrine for the bell and an image of the community spirit and ideals that it represented.

The bell, tower, and monument were lovingly restored by community volunteers in 2006, and the bell was able to be rung again. Businesses, community organizations, and residents donated the materials and labor.

The bell is located at the corner of Palomar and Central on the grounds of Wildomar Elementary School. It remains a landmark for Wildomar. Next time you hear someone say, “Meet you at the bell,” you can be assured that it is this bell they are talking about.

MODERN DEVELOPMENT

The community’s rail heyday did not last. In the early twentieth century, the tracks washed out and growth in the area slowed. Wildomar for years remained a farming and ranching area, including a large number of horse ranches.

Construction of Interstate 15 brought urban-type growth to Wildomar, which led to a mixture of urban and rural uses. By 2000, the US Census reported that just over 14,000 persons lived in Wildomar; ten years later, the 2010 Census counted more than 32,000 residents.

INCORPORATION

Wildomar Incorporation Now, commonly known as WIN, led the effort to incorporate. The citizens of Wildomar voted on February 5, 2008, to incorporate. The vote on Ballot Measure C was overwhelmingly positive—more than 61 percent of voters cast their ballots in support of incorporation (3,593 yes to 2,220 no).

Wildomar became the twenty-fifth city in Riverside County on July 1, 2008.

¹ Source: City of Wildomar website.

3: LAND USE ELEMENT



EXISTING LAND USES

Note: The following table is only a place holder for discussion during the workshop. The final version of this table is likely to appear in the EIR rather than the General Plan, although the Plan will have a pie chart summary of the figures.

Wildomar General Plan Update Workshop Vacant Land Building & Population Calculations					
Land Use Designation		Acres	Units Acre	Housing Units	Population 3.28
Residential					
RM	Rural Mountainous	3177.6	0.10	318	1,043
RR	Rural Residential	200.4	0.20	40	131
LDR	Low Density Residential	449.7	0.50	225	738
LDR-RC	Low Density Residential - Recreation	202.6	1.00	203	666
VLDR	Very Low Density Residential	232.8	1.00	233	764
VLDR-RC	Very Low Density Residential - Recreation	9.2	1.00	9	30
EDR	Estate Density Residential	130.2	2.00	260	853
EDR-RC	Estate Density Residential - Recreation	649.9	2.00	1,300	4,264
MDR	Medium Density Residential	798.5	3.50	2,795	9,168
MHDR	Medium High Density Residential	216.1	6.50	1,405	4,608
VHDR	Very High Density Residential	24.9	17.00	424	1,391
MUPA	Mixed Use Planning Area	119.6	30.00	1,076	3,529
Totals +/- the MUPA Acreage		6211.7		8,288	27,185
Non Residential					
Commercial/Office			FAR		Sq. Feet.
MUPA	Mixed Use Planning Area non-res	119.6	0.275		1,432,688
CO	Commercial Office	58.8	0.675		1,728,049
CR	Commercial Retail	393.0	0.275		4,707,959
BP	Business Park	188.0	0.425		3,481,030
Industrial					
LI	Light Industrial	71.5	0.425		1,323,310
Open Space					
OS-R	Open Space - Recreation	183.1	n/a		
OS-CH	Open Space - Conservation Habitat	232.2	n/a		
Public Facilities					
PF	Public Facilities	84.3	≤ 0.6		
Totals +/- the MUPA Acreage		1330.5			12,673,036



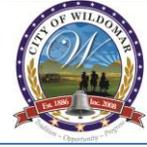
3: *LAND USE ELEMENT*

FUTURE PLANNING EFFORTS

The planning of Wildomar will not end with this General Plan. Although the adoption of this General Plan was a carefully considered decision, it is expected that this document will change over time to respond to changing circumstances, community needs, etc.

One example of future planning is the selection of a location for the Wildomar Community Center (described in more detail in the Community Center Policies below). The County of Riverside, prior to incorporation, identified several candidate sites for the community center; the citizens of Wildomar will ultimately decide where the community's heart will be and how it should develop.

3: *LAND USE ELEMENT*



LAND USE GOALS AND POLICIES

GOAL LU-1: Design a well-planned community in which growth is balanced with resources and infrastructure to create high-quality development.

GOAL LU-2: Encourage a balance of land uses that maintains and enhances the City's fiscal viability, economic diversity, and environmental integrity and meets the needs of Wildomar's residents.

GOAL LU-3: Ensure that Wildomar includes variety of ownership and rental housing choices that respond to changes in demographics and homebuyer preferences.

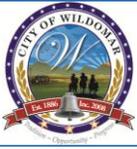
GOAL LU-4: Maintain and improve the quality of the community's residential, commercial, and industrial areas over the lifetime of this General Plan.

GOAL LU-5: Promote land use patterns and transportation systems that encourage physical activity, promote healthy living, and reduce chronic illnesses.

POLICIES

Policies are provided below in the following topical areas:

- General and Administrative Policies (page 3-7)
- Basic Land Use Policies (page 3-14)
- Community Center Policies (3-14)
- Mixed Use Planning Area Policies (3-15)
- Commercial Land Use Policies (3-19)
- Industrial Land Use Policies (page 3-19)
- Public Facilities Land Use Policies (page 3-19)



3: *LAND USE ELEMENT*

- Open Space Policies (page 3-20)
- Policies Related to Maintaining a Quality Living Environment (page 3-17)
- Policies Related to Coordination of Land Use and Infrastructure Planning (page 3-18)

GENERAL AND ADMINISTRATIVE POLICIES

POLICY LU-1: Figure LU-2, Land Use Map, depicts the land use policy of the City of Wildomar. The Land Use Map is an illustration of the City's land use policy for all of the lands in the city. *Please see also Policy LU-4. (New)*

POLICY LU-2: Zoning in the city limits shall be consistent with the General Plan Land Use Map. Where multiple zoning districts may be compatible, the City may apply the most-compatible district that best achieves the goals and policies of this General Plan. *(New)*

POLICY LU-3: The following shall apply to the use and interpretation of the Land Use Map:

- a. The official Land Use Map shall be the printed, signed copy on file in the office of the City Clerk, including any adopted amendments.
- b. Electronic files used to create the map are not the official map.
- c. The official Land Use Map shall be printed for viewing and interpretation at a scale of 1 inch = 1,000 feet.

Questions regarding the location of land use designations shall be resolved by the City using the official Land Use Map or a printed copy at the scale specified above. *(New)*

POLICY LU-4: The Land Use Map does not constitute a guarantee that any particular property can be developed as shown on the map. A variety of constraints, including regulatory requirements, General Plan policies, and other factors, will affect a site's development potential. The actual intensity of development approved for a site or project may be less than the potential maximum due to physical constraints and other requirements, and will be determined through the project approval process. *(New)*

3: *LAND USE ELEMENT*



- POLICY LU-5:** Calculations of the potential intensity of development on any site shall be based on gross acreage. As noted in Policy LU-5, a variety of constraints may affect a site’s development potential, including land required for right-of-way for collector and arterial streets shown on the Circulation Map; public parks (as defined in the Open Space and Conservation Element); public facilities such as schools, fire stations, and police facilities; floodways or floodplains; protected biological habitats; location within an Airport Compatibility Zone; and other unique constraints applicable to the property as determined by the City. (New)
- POLICY LU-6:** Where a density range is specified for residential development, developments shall provide at least the minimum density. Maximum density may be exceeded pursuant to an applicable density bonus provision. (New)
- POLICY LU-7:** The following are the City’s land use designations. All references to acreage or acres, unless otherwise specified, pertain to gross acreage. The designations below do not all necessarily appear on the Land Use Map.

Please see the Housing Element of this General Plan for information on density bonus provisions that may be applied.



3: *LAND USE ELEMENT*

FIGURE LU-1: LAND USE MAP

To be inserted with final draft

3: LAND USE ELEMENT



Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2}	Description
Overlay Categories		
Community Center	N/A	Shows the potential location for a future community center. <i>Please see Policy ## for a more detailed description of the Community Center Overlay.</i>
Mixed Use Planning Area	N/A	<i>Please see Policies ## through ## for descriptions of the mixed use policy areas.</i>
Residential Land Use Categories		
Rural Residential	5-acre minimum parcel size	Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses, and governmental uses.
Rural Mountainous	10-acre minimum parcel size	Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a Surface Mining Permit) and associated uses, and governmental uses.
Estate Residential	2-acre minimum parcel size	Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted; however, intensive animal keeping is discouraged.
Estate Density Residential/ Rural Community	2-acre minimum parcel size	Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian, and animal keeping uses are expected and encouraged.
Very Low Density Residential	1-acre minimum parcel size	Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted; however, intensive animal keeping is discouraged.
Very Low Density Residential/ Rural Community	1-acre minimum parcel size	Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian, and animal keeping uses are expected and encouraged.



3: LAND USE ELEMENT

Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2}	Description
Low Density Residential (LDR)	1.1–2 du/ac	Single-family detached residences on large parcels of 1/2 to 1 acre. Limited agriculture and animal keeping is permitted; however, intensive animal keeping is discouraged.
Low Density Residential/Rural Community	½-acre minimum parcel size	Single-family detached residences on large parcels of 1/2 to 1 acre. Limited agriculture, intensive equestrian, and animal keeping uses are expected and encouraged.
Medium Density Residential (MDR)	2.1–5 du/ac	Provides for the development of conventional single-family detached and attached houses and suburban subdivisions. The density range is 2.1 to 5.0 dwelling units per acre, which allows for a lot size that typically ranges from 5,500 to 20,000 square feet. Typical 7,200-square-foot lots allowed. Other uses, such as community centers, may also be permitted. Limited agriculture and animal keeping is permitted; however, intensive animal keeping is discouraged.
Medium High Density Residential (MHDR)	5.1–8 du/ac	Provides for the development of small-lot, single-family residences. Typical allowable uses in this category include detached, small-lot single-family homes, patio homes, and townhouses. Clustered development is allowed in this category. The density range is 5.1 to 8.0 dwelling units per acre, with lot sizes typically ranging from 4,000 to 6,500 square feet.
High Density Residential (HDR)	8.1–14 du/ac	Allows for a variety of detached and attached housing types. Clustered development is allowed in this land use category. The density range is 8.1 to 14.0 dwelling units per acre. Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.
Very High Density Residential (VHDR)	14.1–20 du/ac	Allows for the development of a variety of housing types, with a density range of 14.1 to 20.0 dwelling units per acre. General uses include multi-family apartments, duplexes, and condominiums.
Highest Density Residential (HHDR)	20.1–40 du/ac	Allows for the development of multiple-family apartments, including multi-story (3+) structures, with a density range of 20.1 to 40.0 dwelling units per acre. General uses include multi-family dwellings, including apartments and condominiums.
Commercial Land Use Categories		
Commercial Retail (CR)	0.20–0.35 FAR	Allows for the development of commercial retail uses at the neighborhood, community, and regional levels, as well as for professional office and visitor-

3: LAND USE ELEMENT



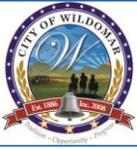
Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2}	Description
		oriented commercial uses.
Visitor-Serving Commercial (VC)	0.20–0.35 FAR	Allows for commercial uses typically intended for visitors to Wildomar, including hotels, golf courses, and recreation/amusement facilities.
Commercial Office (CO)	0.35–1.0 FAR	Allows for a variety of office uses, including financial institutions, legal services, insurance services, and other office and support services.
Industrial and Business Park Land Use Categories		
Light Industrial (LI)	0.25–0.60 FAR	Allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Accessory uses also include day-care, public meeting rooms, and other community-oriented facilities.
Business Park (BP)	0.25–0.60 FAR	Allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, “clean” industry, and supporting retail uses. Accessory uses also include day-care, public meeting rooms, and other community-oriented facilities.
Public/Quasi Public Land Use Categories		
Public Facilities (PF)	0–0.60 FAR* *For civic uses. FAR will vary for other uses.	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, educational facilities, and maintenance yards.
Open Space-Recreation (OS-R)	N/A	Allows for active and passive recreational uses such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks.
Conservation Habitat (CH)	N/A	Calls for the protection of open space for natural hazard protection and natural and scenic resource preservation. Existing (2014) agriculture uses are allowed to remain.

Notes:

1. FAR = Floor Area Ratio, which is the measurement of the amount of nonresidential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre. See Policy LU-6 for guidance on calculation of development potential.

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

Note: Pursuant to state law, each land use designation that provides for residential development (other than caretakers dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for 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.



3: *LAND USE ELEMENT*

Overlays

Community Center - The purpose of these community centers is multi-faceted; accommodating future growth, establishing a new growth pattern for the County, defining and enhancing communities, improved mobility and the protection/provision of open spaces. In essence, community centers are intended to accommodate increased densities and a more focused growth pattern in order to accommodate future growth and reduce sprawl. This in turn will help protect the City's rural communities, character, and open spaces. Community centers are purposefully designed to function differently from the typical patterns of individual, segregated land uses. Uses and activities are designed together in an integrated fashion to create a dynamic urban environment that acts as the center of activity for the surrounding area. The design and activity found in community centers helps in creating a strong "a sense of place." community centers accommodate a variety of residential densities, nonresidential intensities and public spaces that are integrated in a manner that promotes pedestrian activity and minimizes the dominance of the automobile. Public and quasi-public uses such as civic buildings, schools, open space, recreational and cultural facilities are also integral parts of community centers. Because of their more intense, compact nature of development, community centers accommodate and enhance the feasibility of providing transit service and other forms of transportation, including pedestrian and bicycle travel. Community centers typically consist of two levels of development; a centralized "core" area that accommodates the highest intensity of use, and an adjacent "core support" area where development intensity lessens as it radiates away from the core. This designation allows a horizontal and/or vertical mixture of uses on one or more parcels, and may be either a series of free-standing structures or combined in a single building. Community centers should be designed to encourage a safe, lively pedestrian environment and focus retail or service uses on the ground floor with professional offices and/or residential uses on the upper floors.

Mixed Use Planning Area (MUPA) The Mixed Use Planning Area land use designation is intended to reflect mixed use areas. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. Many of the Mixed Use Planning Areas are located in specific plans. In the future, these areas may be appropriate candidates for the Community Center designation. In order for the Community Center designation to be considered, the project proponent is required to file a specific plan or a specific plan amendment, wherein issues relating to density, traffic, provision of transit services, compatibility with other nearby land uses, fiscal impacts, and other issues relating to the viability of the Community Center proposal are addressed and resolved.

Residential

Rural Residential (RR) - The Rural Residential land use designation allows one single family residence per five acres, as well as limited animal-keeping and agricultural activities. For multi-lot developments, the minimum lot size per residential unit is 2.5 acres, though the overall density of the development must not exceed 0.2 dwelling units per acre. Limited recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses, and governmental uses are also allowed within this designation.

3: *LAND USE ELEMENT*



Rural Mountainous (RM) - The Rural Mountainous land use designation allows single family residential uses, limited animal-keeping and agricultural uses, with a maximum residential density of 1 dwelling unit per 10 acres. This designation applies to areas of at least 10 acres where a minimum 70% of the area has slopes of 25% or greater. It also applies to remote areas that are completely or partially surrounded by slopes greater than 25%, and that do not have both county-maintained access and access to community sewer and water systems. Limited recreational uses, compatible resource development (which may include the extraction of mineral resources with approval of a surface mining permit) and associated uses, and governmental uses are also allowed within this designation.

Estate Residential (ER) – The Estate Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.

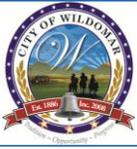
Estate Density Residential (EDR) – Much like the Estate Residential land use designation, the Estate Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. Agriculture is permitted in this designation and equestrian and other animal-keeping uses are expected and encouraged. 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 is permitted in this designation and equestrian and other animal-keeping uses are expected and encouraged. The density range is from 1 dwelling unit per acre to 1 dwelling unit per two 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. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. The density range is from 2 dwelling units per acre to 1 dwelling unit per acre.

Low Density Residential (LDR)/Rural Community – Similar to the Low Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. In the LDR/Rural Community, equestrian and other animal - keeping uses are expected and encouraged. Agriculture is permitted in this designation.

Medium Density Residential (MDR) - The Medium Density Residential land use designation provides for the development of conventional single family detached houses and suburban subdivisions. Limited agriculture and animal keeping uses, such as horses, are also allowed within this category. The density range is 2.0 to 5.0 dwelling units per acre, which allows for a lot size that typically ranges from 5,500 to 20,000 square feet.



3: *LAND USE ELEMENT*

Medium High Density Residential (MHDR) - The Medium High Density Residential land use designation provides for the development of smaller lot, single family 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 5.0 to 8.0 dwelling units per acre, with lot sizes typically ranging from 4,000 to 6,500 square feet.

High Density Residential (HDR) - The High Density Residential land use designation allows detached, small lot single family and attached single family homes, patio homes, zero lot line homes, multi-family apartments, duplexes, and townhouses. The potential for clustered development is provided for in this land use category. The density range is 8.0 to 14.0 dwelling units per acre.

Very High Density Residential (VHDR) - The Very High Density Residential land use designation allows for the development of multi-family apartments, duplexes, and condominiums, with a density range of 14.0 to 20.0 dwelling units per acre.

Highest Density Residential (HHDR) - The Highest Density Residential land use designation allows for the development of multiple family apartments, including multi-story (3+) structures, with a density range of 20.0 to 40.0 dwelling units per acre.

Commercial

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. Commercial Retail uses will be permitted based on their compatibility with surrounding land uses, and based on the amount of Commercial Retail acreage already developed within County unincorporated territory. The amount of land designated for Commercial Retail development within the County's land use plan exceeds that amount which is anticipated to be necessary to serve the County's population at build out. This oversupply will ensure that flexibility is preserved in site selection opportunities for future retail development within the County. Floor area ratios range from 0.2 to 0.35. (In order to more accurately project the actual potential for retail development within the County unincorporated areas, and the traffic and environmental impacts that would result from it, the statistical build out projections for the General Plan EIR assumed that 40% of the area designated Commercial Retail might ultimately develop as commercial uses. It was further assumed that the remaining 60% of the area designated CR would likely develop as residential uses within the Medium Density Residential range.)

Visitor-Service Commercial (VC) - The Commercial Tourist land use designation allows for tourist-related commercial uses such as hotels, golf courses, recreation, and amusement facilities. Commercial Tourist uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.2 to 0.35.

3: *LAND USE ELEMENT*



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. Commercial Office uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.35 to 1.0.

Industrial and Business Park

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 centers, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR.

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 and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR.

Public/Quasi Public Land Use

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 characteristics of the use in question. Due to the varied nature of this category, building intensity and design criteria for uses with January 5, 2004 in this designation shall generally comply with those standards and policies most similar to the intended use. Airports, utility facilities, other than electric generating stations, and landfills generally have low FARs. Building intensities for civic uses such as County administrative buildings and schools, however, are comparable to other employment generating land use designations. The maximum intensity allowed for civic uses within the Public Facilities designation is 0.60 FAR. Actual FAR will vary for other uses and the appropriate FAR will, therefore, be determined in the zoning ordinance.

Open Space-Recreation (OS-R) - The Open Space-Recreation land use designation allows for active and passive recreational uses such as parks, trails, camp grounds, 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 on a case by case basis.

Conservation Habitat (CH) - The Conservation Habitat land use designation applies to public and private lands conserved and managed in accordance with adopted MSHCP’s. 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 on a case by case basis.



3: *LAND USE ELEMENT*

BASIC LAND USE POLICIES

- POLICY LU-8:** Participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions. (LU 1.5)
- POLICY LU-9:** The Land Use Map should designate land for a broad range of uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses. (New)
- POLICY LU-10:** Where possible, locate development to capitalize on public transit opportunities, designing it to reduce reliance on the automobile. (New)
- POLICY LU-11:** Seek to prevent incompatible development in areas that are environmentally sensitive or subject to severe natural hazards. (New)
- POLICY LU-12:** Clustering can be applied in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the total ratio of dwelling units per acre on the entire site remains within the allowable density range associated with the designation for the site. (New)
- POLICY LU-13:** Encourage parcel consolidation or coordinated planning of adjacent parcels, through incentive programs and planning assistance. (New)

COMMUNITY CENTER POLICIES

The following policies describe the Community Center areas shown on the Land Use Map.

- POLICY LU-14:** The Community Center designation shows potential locations for a future community focal point which will:
- a. Create a recognized “center” for the community containing a mix of commercial, residential, civic, and other uses.
 - b. Promote economic development.

3: LAND USE ELEMENT



- c. Create a transit friendly and walkable environment.
- d. Offer a broad mix of housing choices

POLICY LU-15: As of 2014, the Land Use Map shows four potential community center locations in Wildomar. The City will choose one location from these alternative sites and develop a comprehensive plan for the development of the community center, including an overall theme and vision for the community center, land uses, circulation, infrastructure, etc.

POLICY LU-16: Initiate a planning process to determine the desired location for the community center. Once this process is complete, the Community Center designation will be removed from the sites that are not selected.

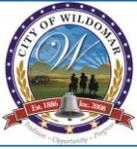
POLICY LU-17: Once the community center location has been selected, initiate the preparation of a comprehensive plan (specific plan, master plan, etc.) to provide guidance on land use, design, infrastructure, finance, and other issues to ensure the implementation of the community center concept.

MIXED USE PLANNING AREA POLICIES

The following policies describe the Mixed Use Planning Area (MUPA) areas shown on the Land Use Map.

POLICY LU-18: Mission Trail/I-15 Mixed-Use Planning Area (MUPA). This overlay applies to approximately 348 acres of land located between I-15 on the east and Mission Trail on the west, and between Malaga Road on the north and Lemon Street on the south. The Mission Trail/I-15 Mixed Use Planning Area is mostly an older, developed area containing predominantly single-family residences on small lots, with small retail commercial uses scattered along Mission Trail. The area has minimal and generally inadequate road improvements and other infrastructure.

POLICY LU-19: The purpose of the Mission Trail/I-15 MUPAO is to encourage the assembly of small parcels into larger project areas that can be developed for mixed residential/commercial development without the requirement for General Plan amendments, helping to revitalize the area and improving local infrastructure. All proposed commercial areas must be contiguous to Mission Trail or other commercial parcels contiguous with Mission Trail and have direct access to streets intersecting with Mission Trail, or to Mission Trail itself if access to such intersecting streets is not feasible, in order to minimize potential future traffic impacts on the area's residential uses. (EAP)



3: *LAND USE ELEMENT*

POLICY LU-20: The following statements apply to projects proposing to utilize commercial development pursuant to this policy:

- a. A maximum of 5 percent additional retail commercial development may be allowed in the Mission Trail/I-15 MUPAO beyond the area already designated for commercial uses on the Land Use Map.
- b. Projects proposing development using this policy shall be processed pursuant to the same processes as specified in the Wildomar Zoning Code.
- c. Findings that demonstrate consistency with this policy shall be made by the approving authority prior to approving any such project.

POLICY LU-21: Central Gateway Mixed-Use Planning Area. This designation covers an area of approximately 78 acres along the southwest side of I-15 and along both sides of Baxter Road/Central Avenue. This area, strategically located at the interchange of I-15 and Baxter Road/Central Avenue, is a gateway into the heart of Wildomar. The Central Gateway Mixed-Use Planning Area is appropriate for mixed-use, residential/commercial developments that are internally integrated and walkable and that exhibit a high quality of design, with landscaping, varied building setbacks and heights, wall articulations, and other features that provide for a highly attractive, inviting face for Wildomar along I-15 and along Central Avenue. Although the actual mixture of uses will be permitted to vary moderately, it is anticipated that no more than 50 percent will be developed with residential land use with the remainder developed with non residential land uses land for the planning area as a whole. (EAP)

POLICY LU-22: The following statements apply to the Central Gateway Mixed-Use Planning Area:

- a. A maximum of 80 percent of the area may be developed with residential land use. While higher and lower densities may be proposed within a single project, the overall density shall be the density equivalent to Medium High Density Residential.
- b. At least 20 percent of the area shall be devoted to commercial uses, with at least 15 percent of the Central Gateway Mixed-Use Planning Area as a whole devoted to Commercial Retail, with the balance devoted to Commercial Office or Visitor Serving Commercial.
- c. All projects in the Central Gateway Mixed-Use Planning Area shall be processed pursuant to the same processes as specified in the Wildomar Zoning Code.

3: *LAND USE ELEMENT*



- d. Findings that demonstrate consistency with this policy shall be made by the approving authority prior to approving all projects in the planning area.

POLICY LU-23: Clinton Keith Road/Iodine Springs Road Mixed-Use Planning Area. This designation covers an approximately 42-acre area at the northwest corner of Porras Road (George Drive) and Clinton Keith Road and the northeast and northwest corners of Iodine Springs Road and Clinton Keith Road. This area, located near I-15 and adjacent to commercial development, is appropriate for mixed-use residential/commercial/business park development. This area shall be designed to accommodate the proposed Circulation Element Roads, including the realigned Iodine Springs Road to connect with Inland Valley Drive and the connection of Bayless (DePasquale Drive) to the realigned Iodine Springs Road. Further, this area shall exhibit high quality design, with landscaping, varied building setbacks and heights, wall articulations, and other features that provide for a highly attractive, inviting face for Wildomar along abutting roads. Although the actual mixture of uses will be permitted to vary, the allowed uses shall be limited to the extent that they do not cause any decrease in level of service of Clinton Keith Road and Inland Valley Drive below Level of Service D. Any proposed development shall also provide adequate buffering of adjoining residential properties. (EAP)

POLICY LU-24: The following statements apply to all projects proposed in the Clinton Keith/Iodine Springs Road Mixed-Use Planning Area:

- a. Any proposed development shall also provide adequate buffering of adjoining residential properties.
- b. All projects in the Clinton Keith Road/Iodine Springs Road Mixed-Use Planning Area shall be processed pursuant to the same processes as specified in the Wildomar Zoning Code.
- c. Findings that demonstrate consistency with this policy shall be made by the approving authority prior to approving all projects in the planning area.

POLICY LU-25: Mission Trail/Walnut Street Mixed-Use Planning Area. This designation covers approximately 29 acres along the east side of Mission Trail between Walnut Street and Canyon Drive. This area, located at the northeast intersection of Mission Trail and Walnut Street, and adjacent undeveloped land and single-family residential, is appropriate for mixed-use residential/commercial developments that are internally integrated and walkable and are oriented toward and provide linkage to other adjacent and nearby land uses, to the maximum degree possible. Further, this area shall exhibit a high quality of



3: *LAND USE ELEMENT*

design, with landscaping, varied building setbacks and heights, wall articulations, and other features that provide for a highly attractive, inviting face for Wildomar along Mission Trail and along Walnut Street. Although the actual mixture of uses will be permitted to vary moderately, it is anticipated that up to 50 percent will be developed with residential land uses with the remainder developed with non-residential land uses for this planning area as a whole. (EAP)

POLICY LU-26: The following statements apply to development in the Mission Trail/Walnut Street Mixed-Use Planning Area:

- a. A maximum of 80 percent of the area may be developed with residential land use. While higher and lower densities may be proposed within a single project, the overall density shall be the density equivalent to Medium High Density Residential.
- b. At least 20 percent of the area shall be devoted to commercial uses, with at least 15 percent of the Mission Trail/Walnut Street Mixed-Use Planning Area as a whole devoted to Commercial Retail, with the balance devoted to Commercial Office or Visitor Serving Commercial.
- c. All projects in the Mission Trail/Walnut Street Mixed-Use Planning Area shall be processed pursuant to the same processes as specified in the Wildomar Zoning Code.
- d. Findings that demonstrate consistency with this policy shall be made by the approving authority prior to approving all projects in the planning area.

POLICY LU-27: Grand Avenue/Clinton Keith Road Mixed-Use Planning Area. This small approximately 20-acre site is located in the southern portion of Wildomar. This mixed-use area is crossed by a tree-lined creek and is affected by flooding from nearby Murrieta Creek, which will likely limit future uses. The following statements apply to development in the Grand Avenue/Clinton Keith Road Mixed-Use Planning Area:

- a. The small size of the property and the biological constraints suggest that clustering of development will be essential to any development on the site.
- b. Development will need to integrate the biological features into the design.

3: LAND USE ELEMENT



COMMERCIAL LAND USE POLICIES

- POLICY LU-28: Support a mix of small- and large-scale retail and office opportunities to allow residents to work and shop locally. (New)
- POLICY LU-29: Support the concept of “training centers,” which would help train workers to meet the needs of employers in Wildomar and elsewhere. (New)
- POLICY LU-30: Consider the use of tax incentives to encourage the development of training centers. (New)

INDUSTRIAL LAND USE POLICIES

- POLICY LU-31: Protect lands designated for industrial development from encroachment of incompatible or sensitive uses, such as residences or schools, that could be adversely impacted by industrial activity. (New)
- POLICY LU-32: Carefully review proposed industrial uses that use, store, produce, or transport hazardous materials or wastes, generate unacceptable levels of noise or air pollution, or result in other impacts. (New)
- POLICY LU-33: Please see the Safety Element of this General Plan for additional policies related to ensuring the safety of residents with regard to hazardous materials and other issues.

PUBLIC FACILITIES LAND USE POLICIES

- POLICY LU-34: Require that new public facilities protect sensitive uses, such as schools and residences, from the impacts of noise, light spillover, fumes, odors, vehicular traffic, parking, and operational hazards. (New)

Note: Utility easements and linear rights-of-way are not depicted on the Land Use Map. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation. See Policy LU-6 for guidance on determining development potential.



3: *LAND USE ELEMENT*

OPEN SPACE POLICIES

Please see the Open Space and Conservation Element of this General Plan for policies related to the preservation of important open space areas, ridges, and other important features.

POLICIES RELATED TO MAINTAINING A QUALITY LIVING ENVIRONMENT

- POLICY LU-35: Encourage property owners to maintain their property to a high standard of design, health, and safety. (LU-4.2)
- POLICY LU-36: Provide proactive code enforcement activities.
- POLICY LU-37: Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance regulations and standards.
- POLICY LU-38: Promote and support community- and neighborhood-based efforts for the maintenance, upkeep, and renovation of buildings and property.
- POLICY LU-39: 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 land use conflicts due to noise, noxious fumes, glare, and traffic. (New)
- POLICY LU-40: Require that commercial projects abutting residential properties protect the residential use from the nuisance impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards. (New)
- POLICY LU-41: Provide job-producing commercial and industrial development opportunities in order to increase local employment levels and reduce vehicle trips. (New)
- POLICY LU-42: Support the placement of community-oriented facilities, such as telecommuting centers, public meeting rooms, day-care facilities, and cultural uses, in locations compatible with surrounding uses. (New)
- POLICY LU-43: Ensure adequate separation between pollution-producing activities and sensitive emission receptors, such as hospitals, residences, senior care facilities, and schools. (New)

3: *LAND USE ELEMENT*



POLICY LU-44: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses. (New)

POLICY LU-45: Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process. (New)

POLICIES RELATED TO COORDINATION OF LAND USE AND INFRASTRUCTURE PLANNING

POLICY LU-46: Work with other agencies to coordinate development with supporting infrastructure and services, such as water and sewer service, libraries, parks and recreational facilities, transportation systems, and fire/police/medical services. (LU-5.1)

POLICY LU-47: Monitor the capacities of infrastructure systems and public services in coordination with service providers, utilities, and outside agencies. (LU-5.2)

POLICY LU-48: Ensure that adequate and available circulation facilities, water supplies, and sewer facilities are available to meet service demands as development occurs. (New)

POLICY LU-49: Review all projects for consistency with individual urban water management plans (LU 5.3)

Please see the Circulation and Infrastructure Element of this General Plan for additional policies related to the coordination of infrastructure with new development.

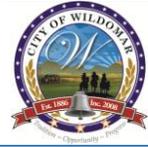
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CIRCULATION AND INFRASTRUCTURE ELEMENT

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4: CIRCULATION AND INFRASTRUCTURE ELEMENT



INTRODUCTION

The circulation system not only provides vehicle and pedestrian access to homes and businesses but also serves as a conduit for utilities essential for modern life. Wildomar’s quality of life is directly affected by the effectiveness of the roads, trails, and paths that frame each land use. Economic development is only possible if utilities can be economically extended to the new business. Whether it’s a recreational trail, a route to a school, or simply a sidewalk leading to shopping or entertainment, people remember the experience of traveling on the facility. This element supports a complete circulation system designed for everyone.

COMPLETE STREETS

The concept of Complete Streets makes active transportation such as walking and bicycling convenient; provides increased access to employment centers, commerce, and educational institutions; and allows greater choice in traveling so that transportation does not drain a family’s finances. The concept behind a Complete Streets policy is to ensure that projects are planned and designed to meet the needs of every community member, regardless of their age, ability, or mode of travel.

CIRCULATION PLAN

The Circulation Plan shown in Figure C-1 illustrates the various roadway “designations” for the City of Wildomar. Roadway designations are based on the amount of vehicle traffic anticipated on each road. Generally, more travel lanes would handle more traffic. Planning for future roadways and intersections is important, as the City needs to obtain the necessary rights-of-way for roadway and intersection improvements during the development process. It is also important to inform adjacent landowners of the needed roadway and expected traffic so that they can make decisions about future land development.

Wildomar’s roadways generally consist of local roads, secondary and major collectors, arterials, and urban arterials as shown in Table C-1 and Figure C-1. An arterial roadway would be expected to have 4–6 travel lanes, a raised center median, dedicated turn lanes, and parking lanes on both sides. Arterial roadways are used to provide access to employment and retail centers, although they may also serve residential areas. Collector roads typically have between 1 and 3 travel lanes in each direction, and while roads may have center medians and parking lanes, the design may vary depending on circumstances. Collector roadways lead local traffic to arterial roadways. Local roadways provide direct access to homes and less intense development. Most of the roadways in the city are local roads, and while these roads can vary in design, they typically have only one travel lane in each direction, with parking and sidewalks. Table C-1 shows street classification, right-of-way width, and typical number of lanes for collectors and urban arterial roadways in Wildomar.



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

STREETSCAPE

While most urban roadways follow a recognizable design, there is a trend toward designing streets to be more pleasant for pedestrians, cyclists, and even horses. Although the City cannot ignore the need for efficient vehicle movement, in some cases the passenger vehicle may not be the primary factor in the design. In addition, some development styles may lend themselves to a more rural roadway with a design reminiscent of farm roads with narrower lanes and no other improvements. Modifying the roadway design can help preserve natural features and can establish or maintain a look and feel that is comfortable for Wildomar.

LEVEL OF SERVICE

The ratio of traffic volume to the design capability of a roadway during a peak hour is called the level of service (LOS). While it is customary to refer to a level of service using an alphabetic reference of A through F, the inevitable comparison to school grades is not accurate. From an efficiency standpoint, a roadway with a level of service of D is a roadway used to its design capacity. The method used to improve a level of service is to widen a roadway to add more travel or turning lanes for peak hour traffic. This usually means that for much of the day the roadway is underutilized and in effect larger than it needs to be. Construction of new roadways and maintenance on roadways that are larger than necessary can place an enormous drain on City resources.

The traditional level of service standard heavily favors the automobile over all other modes of travel, which may improve the quality of the experience for the lone driver but does not recognize other forms of transportation such as buses, rail, bicycles, horses, and walking. These alternatives are important because roadways cannot always be widened without removing existing businesses and homes, so other modes of travel must share the available right-of-way. There may also be instances where intersections operate at acceptable levels of service (for example, near a pedestrian-oriented downtown or civic center), yet the community wants to proceed with the development.

A **right-of-way** is the legal right, established by usage or grant, to pass along a specific route through grounds or on property belonging to someone else.

The **right-of-way** is the defined area, such as a roadway, utility easement, trail, etc., that is dedicated to the public with a right-of-way.

Peak Hour: Typically a peak hour is used to judge the ability of the roadway system to handle “rush hour” traffic (when the highest traffic volume occurs). In this element, peak hour is actually several hours: 7–9 AM and 4–6 PM on a normal weekday. Traffic studies will often use one or the other peak-hour period to evaluate the roadway system.

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



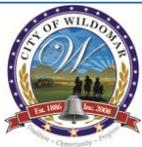
This General Plan sets a general standard of level of service C for roadways, but allows flexibility in the standard to accommodate different transportation methods and existing development in some areas. The Plan also allows the level of service to be adjusted based on project design and the need to balance different modes of transportation. Table C-1 shows the amount of vehicle traffic associated with roadway types at different levels of service.

TABLE C-1: ROADWAY DESIGNATIONS AND MAXIMUM AVERAGE DAILY TRAFFIC VOLUMES AT LEVELS OF SERVICE C THROUGH E¹

Roadway Classification	Number of Lanes	Minimum Right-of-Way Width Required*	Maximum Two-Way Traffic Volume (ADT)(2)		
			Service Level C	Service Level D	Service Level E
Local Road	2	56 feet	varies	varies	varies
Secondary Collector	2	74–100 feet	20,700	23,300	25,900
Major Collector	2	100–118 feet	27,300	30,700	34,100
Urban Arterial	4	128–152 feet	28,700	32,300	35,900
Urban Arterial	6	128–152 feet	43,100	48,500	53,900

Notes:

1. All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.
2. Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

Insert Figure C-1, Circulation Plan Map

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



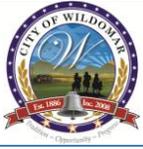
NON-MOTORIZED TRANSPORTATION

Non-motorized transportation planning includes provisions for bicycle paths, sidewalks, horse paths, trails, etc., as well as working to remove existing and prevent the construction of new impediments to these features. A well-planned and built trail system can provide for an improved quality of life for residents by providing a recreational amenity and by providing a viable alternative to the automobile. Ideally, this system would connect community centers, residential neighborhoods, recreational amenities, employment centers, shopping areas, and activity areas. Providing a safe user environment can encourage utilization of this system in commercial, office, and residential areas. Use of bike paths and trails in recreation and natural open-space areas can be encouraged through proper signage and publicity.

PEDESTRIAN

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other amenities. Pedestrian facilities provide a vital link between other modes of travel and can make up a considerable portion of short-range trips made in the community. Where adequate pedestrian facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as buses and park-and-ride lots. For the most part, sidewalks are installed by the developer as part of each project.

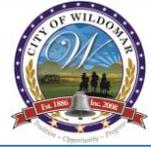
The City has an adopted trails map that will guide the development of trails throughout the city and connect to a regional trail system. As seen in Figure C-2, some of the trails are located along road rights-of-way, while road-separated trails provide a more peaceful walking experience. Because development occurs in stages, gaps can occur in the sidewalk and trail system. While these gaps will be filled, the process can take many years. Other gaps in the system can arise as development occurs that neglects to accommodate existing planned or ad hoc trail systems. The City may seek grant funding or use other resources to help connect pieces of the trail and sidewalk system as appropriate, taking the long view that the system will eventually be complete.



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Insert Figure C-2, Trails Map

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



EQUESTRIAN

The City embraces its rural heritage and accommodates equestrians in several areas of the community. Similarly, the trails system can be designed to enable equestrians to ride into the open space areas within and surrounding the city as well as to parks and some commercial facilities.

BIKEWAYS

Wildomar does not have an independent system of bike paths, but is included as part of the county's bikeway circulation system. While the County plan has a variety of bike path and trail designations, only bicycle paths (lanes painted adjacent to the existing roadways) currently exist within the city.

PUBLIC TRANSPORTATION SYSTEM

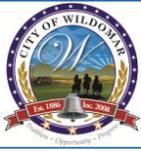
While the City of Wildomar does not operate a public transportation system, the Riverside Transit Agency provides transit service to the city. As new roadways are constructed and existing roadways renovated, it will be important to ensure that the system is designed to accommodate future transit services. It will also be important to ensure that employment and higher-density residential uses be located near or incorporated into the design of transit stops or stations.

INTER- AND INTRA-COUNTY/SUBREGIONAL SYSTEMS

The Riverside Transit Agency (RTA) operates fixed bus routes providing public transit service throughout a 2,500-square-mile area of western Riverside County. The RTA's fixed routes have been designed to establish transportation connections between all cities and unincorporated communities in western Riverside County, including Wildomar. The RTA currently operates full-size buses, mini-buses, vans, and trolleys. The system carries approximately 6.4 million passengers annually, which equates to approximately 18,000 passengers per day. The RTA also provides service to San Bernardino and Orange counties.

LOCAL AVIATION FACILITIES

The only airport that affects the city is Skylark Field Airport, a privately owned and operated facility in the City of Lake Elsinore. The airport is located west of Mission Trail and north of Bundy Canyon Road. The airport is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of Lake Elsinore. The airstrip is also used for gliding and other recreational uses.



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

MAJOR UTILITY CORRIDORS

The Circulation and Infrastructure Element not only addresses circulation issues related to transportation, it also ensures adequate rights-of-way or easements for existing and planned utilities. These include major conveyance lines for water, sewer, natural gas, and electricity transmission systems, which form a substantial network of corridors crossing the city and Riverside County.

Water and sewer service is provided by the Elsinore Valley Municipal Water District (EVMWD). The EVMWD develops its own plans for services based on the City's General Plan and other local and regional growth factors. The City works closely with the EVMWD on every project to ensure the proposal is consistent with long-range plans. In most instances, the location of the utility lines follows that of public streets. If placing the lines in a street is not possible, the utility would be placed in a separate location.

The City also relies on the Riverside County Flood Control District for regional stormwater system improvements. Storm drainage facilities are also located in streets or along drainages throughout the community. In some cases, the storm drainage facilities also include water treatment features such as bio-swales or settling ponds. Power, gas, phone, and other utilities are provided by private companies and largely located in the same utility easements that exist along roadways for public improvements.

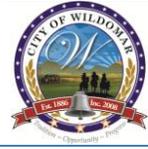
Most of the utility corridors in Wildomar are located along public roadway rights-of-way. When an easement is separated from the public right-of-way, the City is afforded an opportunity to incorporate a trail on top of the easement. Grade-separated trails can serve the dual purpose of ensuring visibility along the utility corridor and providing a pleasant walking experience for residents.

PAYING FOR NEW ROADWAYS

Building and maintaining roads is expensive. As oil, the primary ingredient in pavement, rises in price, so does the cost of paving. Adding new roadways into the City-maintained system means that the City takes on the responsibility for all future maintenance. This responsibility ultimately costs far more than the initial cost to construct the roadway. The City is pursuing a community-wide community facilities financing district to help pay for maintenance of facilities, however annexation to the district is gradual and it may be many years before the entire city is covered by the district.

As a matter of fairness and state law, the City cannot require a new development to build more than its share of improvements. Further, some of the projects approved by the City are too small to fund the cost of larger improvements and must participate in meeting their fair share through payment of impact fees. Development impact fees allow every developer to participate in construction of regional traffic improvements such as freeway interchanges or a new bridge. Development impact fees (DIF) are paid prior to building occupancy, which means that the project is

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



approved and buildings under construction before funds are collected. As the City must collect funds before it can construct the improvement, the improvement usually lags behind the development, which means that traffic impacts might get a little worse before they get better. In addition to the City DIF, regional development impact fees help fund improvements to regional highways and bridges.

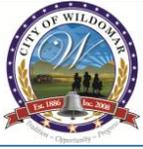
FUTURE PLANNING EFFORTS

Over the next several years, the City may examine adopting a new level of service standard for some roadways in order to balance pedestrian and bicycle usage with motor vehicles along existing or new roads. The revised level of service would reflect the anticipated changes to the Riverside County LOS and the Institute of Traffic Engineers (ITE) Complete Streets strategy.

In planning for road improvements and increased traffic, the City may need to consider traffic circles, roundabouts, or other traffic calming or innovative design concepts that can address traffic demands. While these features are already available in new project design, the City may consider locations in Wildomar where a new type of intersection would be appropriate.

With an increase in employment and population, transit systems will be important. This element encourages the coordination of new development with the expansion of transit opportunities. As the city grows, there may be a need for stations that link non-motorized and various forms of motorized transit at a single location.

The City may consider plans to incorporate undeveloped areas such as the floodplain along Murrieta Creek, natural and man-made drainage channels, biological setbacks, the toe or top of slope, and utility easements into the trails system. While some of the areas left undeveloped must remain so for environmental reasons, often management of these areas requires access that can be turned into a future trail opportunity.



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

CIRCULATION GOALS AND POLICIES

GOAL CE-1: Provide a transportation system with sufficient flexibility in design and operation to respond to changes in concentrations of population and employment activities over time.

GOAL CE-2: Design for Complete Streets supporting the development of a variety of transportation options for major employment and activity centers, including direct access to transit routes, urban arterial highways, bikeways, trails, park-and-ride facilities, and pedestrian facilities.

GOAL CE-3: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand and the development of alternative travel modes. (C 3.2)

GOAL CE-4: Implement and later expand an effective non-motorized transportation system. (C 15.1)

GOAL CE-5: Maximize the use of existing infrastructure and utilities to provide for the logical, timely, and economically efficient expansion and replacement of infrastructure and services.

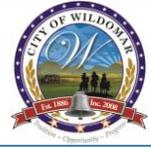
GOAL CE-6: Work with local, regional, state, and federal agencies to establish and maintain effective transportation and infrastructure systems.

POLICIES

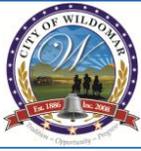
Policies are provided below in the following topical areas:

- Circulation Policies (page 04-11)
- System Design, Construction, and Maintenance (page 04-13)
- Pedestrian Facilities (page 04-14)
- Transportation System Landscaping (page 04-15)
- System Access (page 04-16)
- Local Agency and Property Owner Coordination (page 04-16)

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



- System Financing (page 04-17)
- Public Transportation System (page 04-17)
- Paratransit Service (page 04-17)
- Fixed-Route Transit Service (page 04-17)
- Transit Centers (page 04-18)
- Non-Motorized Transportation (page 04-19)
- Multipurpose Recreational Trails (page 04-19)
- Bikeways (page 04-20)
- Acquisition, Maintenance, and Funding of Multipurpose Trails (page 04-21)
- Scenic Corridors (page 04-22)
- Environmental Considerations (page 04-22)
- Transportation System Management (page 04-22)
- Good Movement/Designated Truck Routes (page 04-23)
- Major Utility Corridors (page 04-24)



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

CIRCULATION POLICIES

PLANNED CIRCULATION SYSTEMS

- POLICY CE-1:** Support the development of transit connections that link the community centers located throughout the county and as identified in the Land Use Element. (C 1.3)
- POLICY CE-2:** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services. (C 1.4)
- POLICY CE-3:** Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system. (C 1.6)
- POLICY CE-4:** Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers. (C 1.7)

LEVEL OF SERVICE

- POLICY CE-5:** Maintain the following target levels of service:
- a. LOS C along all City-maintained roads. As an exception, LOS D may be allowed, only at intersections of any combination of secondary highways, major highways, arterials, urban arterials, expressways, conventional state highways, or freeway ramp intersections.
 - b. LOS E may be allowed in mixed use planning areas to the extent that it would support transit-oriented development and walkable communities. (C 2.1)
- POLICY CE-6:** Apply level of service standards to new development via a program establishing traffic study guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (C 2.2)
- POLICY CE-7:** Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project-related traffic impacts and determine the “significance” of such impacts in compliance with CEQA. (C 2.3)

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



POLICY CE-8: The direct project-related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to address the traffic impacts created by the project. (C 2.4)

POLICY CE-9: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development. (C 2.5)

SYSTEM DESIGN, CONSTRUCTION, AND MAINTENANCE

FUNCTIONAL CLASSIFICATIONS

POLICY CE-10: Design, construct, and maintain roadways as specified in the adopted Road Improvement Standards and Specifications. (C 3.1)

POLICY CE-11: Implement design guidelines that identify intersection improvements consistent with Figure x.x. (C 3.3)

POLICY CE-12: Allow roundabouts or other innovative transportation design solutions when a thorough traffic impact assessment demonstrates that the design alternative would manage traffic flow, improve safety, or provide a more effective transportation system. (C 3.4)

POLICY CE-13: Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan–designated highways. (C 3.5)

POLICY CE-14: Require private developers to be primarily responsible for the improvement of streets and highways service access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities. Additionally, frontage improvements will be required of all proposed development (C 3.6)



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

- POLICY CE-15:** Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks. (C 3.7)
- POLICY CE-16:** Restrict heavy-duty truck through-traffic in residential and community center areas, and plan land uses so that trucks do not need to traverse these areas. (C 3.8)
- POLICY CE-17:** Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system. (C 3.9)
- POLICY CE-18:** Limit street intersections, driveways, or access as necessary to ensure the safe, efficient passage of traffic and the negotiation of turning movements. (C 3.13)
- POLICY CE-19:** Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area. (C 3.14)
- POLICY CE-20:** Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections. (C 3.15)
- POLICY CE-21:** Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road right-of-way that are needed to establish slope stability or drainage and drainage structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process. (C 3.17)
- POLICY CE-22:** Dedicate necessary rights-of-way as part of the land division and land use review processes, align right-of-way dedications with existing dedications along adjacent parcels, and maintain widths consistent with the ultimate design standard of the road, including required turning lanes. Additionally, frontage improvements will be required of all proposed development (C 3.18)
- POLICY CE-23:** Coordinate with Caltrans to identify and protect ultimate freeway rights-of-way, including those for exclusive use by transit and those necessary for interchange expansion. Ultimate right-of-way needs shall be based on build-out traffic forecasts, with facilities sized to provide the appropriate level of service per state highway planning criteria. The City, in consultation with Caltrans, will undertake a program to acquire such areas where additional right-of-way is required. (C 3.19)

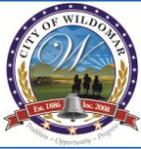
4: CIRCULATION AND INFRASTRUCTURE ELEMENT



- POLICY CE-24: Determine the location of General Plan road rights-of-way and levels of road improvements needed based primarily on land uses and travel demand. (C 3.20)
- POLICY CE-25: Limit through-traffic movements to General Plan–designated roads. Provisions shall be made for highways capable of carrying high volumes of through-traffic between major trip generators. (C 3.22)
- POLICY CE-26: Consider the utilization of traffic calming techniques in the design of new community local street and road systems and within existing communities where such techniques will improve safety and manage traffic flow through sensitive neighborhoods. (C 3.23)
- POLICY CE-27: Restrict on-street parking as appropriate to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways. (C 3.25)
- POLICY CE-28: Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities. (C 3.26)
- POLICY CE-29: Through the development review process, identify existing dirt roads serving residential areas which may be impacted by traffic from new developments, and design new developments such that new traffic is discouraged from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads. (C 3.31)
- POLICY CE-30: Support ongoing efforts to identify funding and improve existing dirt roads throughout the City. (C 3.32)
- POLICY CE-31: Ensure all-weather, paved access to all developing areas. (C 3.33)

PEDESTRIAN FACILITIES

- POLICY CE-32: Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis shall be placed on the needs of disabled persons, considering Americans with Disabilities Act (ADA) regulations. (C 4.2)
- POLICY CE-33: Ensure pedestrian access from developments to existing and future transit routes and terminal facilities through project design. (C 4.3)



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

- POLICY CE-34:** Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Include provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing. (C 4.4)
- POLICY CE-35:** Collaborate with schools to ensure that schoolchildren have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service. (C 4.5)

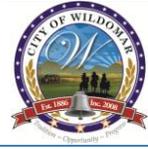
TRANSPORTATION SYSTEM LANDSCAPING

- POLICY CE-36:** Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise-sensitive uses. (C 5.1)
- POLICY CE-37:** Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping. (C 5.2)
- POLICY CE-38:** Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping. (C 5.3)

SYSTEM ACCESS

- POLICY CE-39:** Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California. (C 6.1)
- POLICY CE-40:** Require all-weather access to all new development. (C 6.2)
- POLICY CE-41:** Limit access points and intersections of streets and highways based on the road's General Plan classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation. (C 6.3)
- POLICY CE-42:** Discourage parcel access points taken directly off General Plan–designated highways. Access may be permitted off of General Plan–designated highways only if no local streets are present. (C 6.4)

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



LOCAL AGENCY AND PROPERTY OWNER COORDINATION

REGIONAL TRANSPORTATION PLANS

- POLICY CE-43:** Participate with WRCOG in developing and supporting mitigation for cumulative impacts of incorporated and unincorporated development on the countywide transportation system. (C 7.1)
- POLICY CE-44:** Incorporate the Regional Transportation Plan, the Riverside County Congestion Management Program, and the Riverside County Short- and Long-Range Transit Plans into the Circulation and Infrastructure Element. (C 7.3)
- POLICY CE-45:** Cooperate with transportation planning, programming, and implementation agencies such as Caltrans, the Riverside County Transportation Commission, and Western Riverside Council of Governments on various studies relating to freeway, high-occupancy vehicle/high-occupancy toll lanes, and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system. (C 7.4)

SYSTEM FINANCING

- POLICY CE-46:** Implement a circulation plan that is consistent with financing capabilities and that distributes the costs of transportation system improvements equitably among those who will benefit. (C 8.1 & C 8.2)
- POLICY CE-47:** Prepare and keep current a multi-year Capital Improvement Program (CIP) that establishes improvement priorities and scheduling for transportation project construction over a period of 5 years. (C 8.4)
- POLICY CE-48:** Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development in the unincorporated area. (C 8.5)



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

POLICY CE-49: Encourage the use of public improvement financing mechanisms, and equitably distribute the costs of road improvements among all those who benefit from the road improvements, including current roadway users. (C 8.6)

PUBLIC TRANSPORTATION SYSTEM

POLICY CE-50: Support all operator efforts to maximize revenue sources for short- and long-range transit needs that utilize all funding mechanisms available, including federal grants, state enabling legislation, and farebox revenue. (C 9.1)

POLICY CE-51: Support transit operators' programs to foster transit usage. (C 9.2)

POLICY CE-52: Encourage the development of quiet and efficient multimodal transit. (C 9.3)

PARATRANSIT SERVICE

POLICY CE-53: Support programs developed by transit agencies/operators to provide paratransit service. (C 10.1)

FIXED-ROUTE TRANSIT SERVICE

POLICY CE-54: Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances regulating the division of land. (C 11.2)

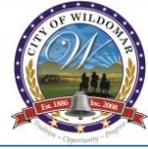
POLICY CE-55: Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turnouts and other design features should be part of the project design. (C 11.3)

POLICY CE-56: Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station. (C 11.4)

POLICY CE-57: Accommodate transit through higher densities, innovative design, and right-of-way dedication. (C 11.5)

POLICY CE-58: Encourage the designation of exclusive transit-only lanes on freeways. (C 11.6)

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



POLICY CE-59: Promote development of transit centers and park-and-ride lots for use by all transit operators, including development of multimodal facilities. (C 11.7)

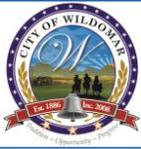
TRANSIT CENTERS

POLICY CE-60: Support the development and implementation of the transit centers in conjunction with the River County Transportation Commission and local transit operators. (C 12.1)

POLICY CE-61: Support the development of high-speed transit linkages, or express routes, between community centers and other major nodes of activity. (C 12.2)

POLICY CE-62: Support the development of a transit center by the Riverside County Transportation Commission utilizing the following guidelines:

- a. Locate transit centers in community centers, areas of concentrated development, and areas of high activity.
- b. Integrate the transit centers with the quality, design, and character of surrounding development.
- c. Provide transit stops within a 5-minute walk (approximately 0.2 miles) of major activity areas.
- d. Provide convenient and safe pedestrian access to and from transit stops.
- e. Provide adequate off-street parking in appropriate locations.
- f. Link each transit oasis with the available regional transportation system.
- g. Design the local transit center in such a manner that access to the regional transportation system is provided at approximately 10-minute intervals. (C 12.5)
- h. Require the dedication of land in support of transit centers in community centers.



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

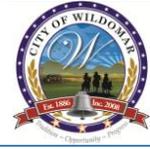
NON-MOTORIZED TRANSPORTATION

- POLICY CE-63:** Seek financing to implement an effective non-motorized transportation system. This funding can include such things as state and federal grants. (C 15.2)
- POLICY CE-64:** Develop a trail system that connects homes, employment, shopping, schools, parks, and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems). (C 15.3)
- POLICY CE-65:** Periodically review and update the City's Regional Trail Map. (C 15.4)

MULTIPURPOSE RECREATIONAL TRAILS

- POLICY CE-66:** Implement the County trail system as depicted in the Bikeways and Trails Plan, Figure C-7. (C 16.1)
- POLICY CE-67:** Require that all development proposals located along a planned trail or trails provide access to the trails system.
- POLICY CE-68:** Ensure that existing and new gated communities do not preclude trails from traversing their boundaries.
- POLICY CE-69:** Require that existing and proposed trails connect with those in other neighboring jurisdictions. (C 16.3)
- POLICY CE-70:** Identify all existing rights-of-way obtained for trail purposes through the land development process and then determine the most expedient method for connecting the parts. (C 16.4)
- POLICY CE-71:** Encourage and support the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas. These potential corridors include the rights-of-way for water mains, water storage project aqueducts, irrigation canals, flood control, sewer lines, and fiber optic cable lines. (C 16.5)
- POLICY CE-72:** Adhere to the following trail development guidelines when siting a trail:

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



- a. Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and irrigation and flood control waterways so as to mix uses, separate traffic and noise, and provide more services at less cost in one corridor.
- b. Secure separate rights-of-way for non-motorized trails when physically, financially, and legally feasible. Where a separate right-of-way is not feasible, maintain recreation trails within the City right-of-way.
- c. Use trail design standards that will minimize maintenance due to erosion or vandalism.
- d. When a trail is to be reserved through the development approval process, base the precise trail alignments on the physical characteristics of the property, ensuring connectivity through adjoining properties.
- e. Consider the use of abandoned rail lines as multipurpose “rail-trails” for multipurpose trails.
- f. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads.
- g. Take into consideration such issues as sensitive habitat areas, flood potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation when designing and constructing trails.
- h. Coordinate with other agencies and/or organizations (such as the US Fish and Wildlife Service and Caltrans) to encourage the development of multipurpose trails. Potential joint uses may include historic and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.
- i. Work with landowners to address concerns about privacy, liability, security, and trail maintenance. (AI 3, 35, 36, 38, 39, 40, 41, 42)

POLICY CE-73: Require the installation, where appropriate, of a simulated split rail fence with two to three rails constructed of white PVC material separating road rights-of-way from adjacent trail easements. (C 16.7)



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

BIKEWAYS

- POLICY CE-74:** Develop Class I bike paths, Class II bike lanes, and Class I bike paths/regional trails (combo trails) as shown in the Trails Plan (Figure C-7, C 17.1)
- POLICY CE-75:** Require bicycle access between proposed developments and other parts of the trail system through dedication of easements and construction of bicycle access ways. (C 17.2)
- POLICY CE-76:** Ensure that the bikeway system incorporates the following :
- a. Interconnection of cities and unincorporated communities.
 - b. Provision of lanes to specific destinations such as state or county parks.
 - c. Provision for bicycle touring.
 - d. Encouragement of bicycle commuting. (C 17.3)
- POLICY CE-77:** Support measures that ensure alternative modes of motorized transportation, such as buses, trains, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems. (C 17.4)

ACQUISITION, MAINTENANCE, AND FUNDING OF MULTIPURPOSE TRAILS

- POLICY CE-78:** The City will acquire resource land through dedication, purchase, donation, easement or other means for trails, resource and open space protection as part of development .
- a. Promote public/private partnerships for trail acquisition.
 - b. Determine which public and/or private agencies have easements or existing, unused rights-of-way, which potentially could be incorporated as trail linkages. Such agencies may include the Riverside County Flood Control District, various utility companies/districts, and railroad companies.

4: CIRCULATION AND INFRASTRUCTURE ELEMENT



- c. Evaluate the potential use of private-landowner tax credits for acquiring necessary trail easements and/or rights-of-way. A system such as this would allow a landowner to dedicate an easement for trail purposes in exchange for having that portion of the property assessed as open space instead of a higher land use category. (C 18.1)

POLICY CE-79: Prior to accepting new lands for maintenance the City shall identify or create a funding source for maintenance of the lands.

- a. Implement maintenance options such as the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups,
- b. Implement methods to discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by legitimate trail users. These methods may include installing gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails. (C 18.2)
- c. Solicit all possible sources of funding to plan, acquire, and construct recreational trails. Sources can include, but not be limited to, development mitigation fees, private foundation grants, and/or funds from local, regional, state, and federal government entities.
- d. Persuade neighborhoods and/or new development to finance their own community trail systems through the use of special tax districts. If applicable, these districts should also provide adequate regulation for the keeping of horses. (C 18.3)

SCENIC CORRIDORS

POLICY CE-80: Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan. (C 19.1)

ENVIRONMENTAL CONSIDERATIONS

POLICY CE-81: Work to ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through the development proposal review process. (C 20.1)



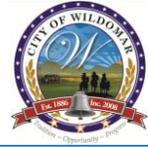
4: CIRCULATION AND INFRASTRUCTURE ELEMENT

- POLICY CE-82: Provide all roadways located in identified flood areas with adequate flood control measures. (C 20.2)
- POLICY CE-83: Locate roadways outside identified floodplains whenever possible. (C 20.3)
- POLICY CE-84: Control dust and mitigate other environmental impacts during all stages of roadway construction. (C 20.4)
- POLICY CE-85: Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan into transportation plans and development proposals. (C 20.7)
- POLICY CE-86: Avoid, where practical, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways or for improvements to existing roadways and other transportation system improvements. (C 20.8)
- POLICY CE-87: Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion. (C 20.10)

TRANSPORTATION SYSTEM MANAGEMENT

- POLICY CE-88: Encourage the installation and use of high-occupancy vehicle (HOV) lanes. Such lanes should be continuous, linking major population centers with employment centers. If HOV lanes are used, consider making them available for mixed-flow traffic during non-peak periods where warranted and feasible. (C 21.1)
- POLICY CE-89: Consider the use of HOV lanes when any widening project is undertaken on urban arterials and expressways. (C 21.2)
- POLICY CE-90: Consider creating HOV lanes by adding additional travel lanes instead of removing existing mixed-flow traffic lanes. (C 21.3)
- POLICY CE-91: Give priority to TSM strategies to improve level of service, particularly in areas that are fully developed. (C 21.4)

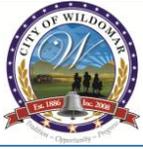
4: CIRCULATION AND INFRASTRUCTURE ELEMENT



- POLICY CE-92: Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation. (C 21.5)
- POLICY CE-93: Consider roadway expansion at public expense to relieve congestion only after the determination has been made that TSM measures will not be effective. (C 21.6)
- POLICY CE-94: Install special turning lanes whenever necessary to relieve congestion and improve safety. (C 21.7)
- POLICY CE-95: Install one-way streets and exclusive or reversible lanes where applicable. (C 21.8)
- POLICY CE-96: Encourage development of bus-only lanes and signal synchronization so that transit can help to alleviate congestion. (C 21.9)
- POLICY CE-97: Form and maintain a community facilities financing district to maintain city roadways and require new development to annex as part of entitlement processing.
- POLICY CE-98: Continue implementation of the County's TDM Design Guidelines. (C 22.1)
- POLICY CE-99: Coordinate with Caltrans, the Riverside County Transportation Commission, transit agencies, and other responsible agencies to identify the need for additional park-and-ride facilities along major commuter travel corridors and at major activity centers. (C 22.2)

GOODS MOVEMENT/DESIGNATED TRUCK ROUTES

- POLICY CE-100: Implement street and highway projects to provide convenient and economical goods movement in areas where large concentrations of truck traffic exist. (C 23.1)
- POLICY CE-101: Implement roadway standards, where practical, to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated. (C 23.2)
- POLICY CE-102: Identify street and highway improvement and maintenance projects that will improve goods movements, and implement projects that are economically feasible. (C 23.8)
- POLICY CE-103: Study commercial truck movements and establish truck routes away from noise-sensitive areas where feasible. (C 23.9)



4: CIRCULATION AND INFRASTRUCTURE ELEMENT

POLICY CE-104: Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through-traffic to designated routes; and distribute maps of approved truck routes. (C 23.10)

MAJOR UTILITY CORRIDORS

POLICY CE-105: Promote and encourage the efficient provision of utilities such as water, wastewater, and electricity that support the City's Land Use Element at buildout. (C 25.1)

POLICY CE-106: Locate new and relocated utilities underground when possible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public. (C 25.2)



HOUSING ELEMENT

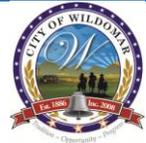
Housing Element will be inserted in final draft version

5: HOUSING ELEMENT



The Housing Element was adopted separately and is not part of this update process. The Housing Element will be included in the final production draft of the General Plan. Please visit the City's website: <http://www.cityofwildomar.org/planning.asp> if you wish to read the City's adopted Housing Element.

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OPEN SPACE AND CONSERVATION ELEMENT

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6: OPEN SPACE AND CONSERVATION ELEMENT



INTRODUCTION

Parks, open space, and conservation are important components of the quality of life desired by the residents of Wildomar. This element of the General Plan addresses the City's goals and policies related to these issues and the actions the City will take to ensure that the residents' needs and desires for parks, open space, and conservation are recognized and addressed as the development of the city continues.

PARKS

Wildomar is home to three parks that provide recreation opportunities for its residents on just over 15 acres of parkland. Upon the Ortega Parks District's demise in 2002, the parks were closed. The County assumed responsibility for the parks in 2006. In the fall of 2009, the three parks were granted to the City from Riverside County.

In November 2012, Wildomar residents approved Measure Z, which restored park maintenance and recreation services through an annual parcel tax. With the restoration of the funding, the City parks are on schedule to re-open in early 2014.

On October 26, 2013, the City hosted the "Great Day of Service" in which approximately 450 volunteers, including residents, city staff, contractors and service organizations spent the entire day working on the three city parks to revegetate and relandscape the parks with donated plants, trees, shrubs and materials. This community service project was a great success in getting the parks ready for public use.

The four parks currently owned operated by the City of Wildomar are **[ADD PICTURES]**:

Marna O'Brien Park – This park is located on Palomar Street and is nearly an acre in size. Amenities include a children's playground, a basketball court, restroom facilities, decomposed granite walkways, baseball fields, football-soccer fields, tot lots, arbor structures, a custom gazebo with view area seating, and picnic areas. The gazebos are available for use by private parties when reservations are made through the City.

Regency-Heritage Park – This park is located on Autumn Oaks Place and is slightly larger than 3 acres. The existing play area (as of 2014) includes an area for both 5- to 12-year-old children and for tots. The park also encompasses two basketball courts, a granite walkway, picnic shelters, and park benches. The park is designed with direct access so that its facilities can be shared with William Collier Elementary School. This park allows parents a safe place to walk and pick up their children from school. Regency-Heritage Park also includes a dog park with a fenced walkway for leashing and unleashing pets upon entering and exiting the main park.



6: OPEN SPACE AND CONSERVATION ELEMENT

Windsong Park – This park is located on Prairie Road and encompasses 2 acres. The park features a walkway around its perimeter, picnic tables, pavilions, and a tot lot for young children. There is also a full-size basketball court on the park grounds.

New Park Near Ronald Reagan Elementary School – This approximately 15 acre park is located north and west of Ronald Reagan Elementary school and is currently un-named and un-improved. However, the City plans to create recreational opportunities on the site as well as a joint facilities arrangement with Ronald Regan Elementary School.



TRAILS

Wildomar has a system of local community trails, regional trails, and historic trails. Wildomar recognizes that a series of multiuse trails is a key component in developing a linked park and open space system. The City of Wildomar Trails Map includes a comprehensive multiuse trail system providing a variety of options for activities and linkages.¹

Trails are designed to incorporate the historic trails throughout the city while preserving sensitive open space and wildlife corridors. A primary objective for the trail system is to provide connectivity between neighborhoods, open space and park areas, and regional trails beyond the city limits.

WILDOMAR OHV AREA

While not located in the City of Wildomar, the Wildomar Off-Highway Vehicle (OHV) area is a regional resource and consists of a 360-acre area that contains over 4 miles of trails in the Cleveland National Forest. It is the only area in the Trabuco Ranger District where off-highway motorcycle riding is permitted. Restrooms and well water are provided at the trailhead. The campground is 1/2 mile south of the trailhead parking area. There are 11 campsites available at the campground on a first-come, first-served basis. Restrooms, water, fire rings, tables, and parking spurs are provided. Fire may only be used within the fire rings provided in the campground. A trail is provided between the campground and the OHV riding area for non-highway legal vehicles.

¹ Available online at <http://www.cityofwildomarparcs.org/#/trail-maps/clf5>

6: OPEN SPACE AND CONSERVATION ELEMENT



OPEN SPACE

Open space preservation may serve multiple functions, including protection of natural open areas, watersheds, environmentally sensitive areas such as creeks and riparian areas, wildlife habitat, hillsides, and visual resources. The Cleveland National Forest forms the western boundary of the city and encompasses large portions of the Santa Ana and Elsinore mountains. This area is characterized by natural open space and outdoor recreational uses with pockets of rural residential and wilderness-oriented visitor-serving uses scattered along State Route 74.

CONSERVATION

Conservation addresses the protection of natural resources (such as air, water, and energy resources). By conserving resources, we prevent degradation of the environment through pollution or loss of productive capacity in our environment. Conservation plays a key role in the management of the natural resources that help define a city's identity, contribute to its economy, and improve its quality of life.

AIR QUALITY

Six criteria air pollutants (ozone, nitrogen dioxide, carbon monoxide, particulate matter, sulfur dioxide, and lead) have been established for every air basin in California. These are pollutants for which acceptable levels of exposure have been determined and for which ambient air quality standards have been set. Federal and state standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM₁₀. Federal primary standards for air pollutants have been established to protect the public health, while secondary standards protect the public welfare by preventing impairment of visibility and damage to vegetation and property. State standards have also been established, which are generally more stringent than federal standards.

Air quality in the South Coast Air Basin, which includes Wildomar, has historically been cleaner than what local, state, or federal standards require, except for particulates (very fine dust particles).

For up-to-date information on air quality in the Wildomar area, see the website of the South Coast Air Quality Management District (www.aqmd.gov).



6: OPEN SPACE AND CONSERVATION ELEMENT

MOBILE POLLUTION SOURCES

Mobile sources are divided into two categories:

1. On-road (generally motorized vehicles like automobiles, motorcycles, and trucks)
2. Non-road sources (trains, boats, jet skis, and all-terrain vehicles)

STATIONARY POLLUTION SOURCES

Stationary pollution sources are generally divided into two subcategories for analysis:

1. Point sources (such as power plants and refinery boilers)
2. Area sources (including small emission sources such as residential water heaters and architectural coatings)

SOUTH COAST AIR BASIN

Wildomar is located in the South Coast Air Basin, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality in the air basin is affected not only by various emissions sources (mobile, industry, etc.) but also by atmospheric conditions such as wind speed, wind direction, temperature, and rainfall. With very light average wind speeds and the presence of the surrounding mountains, the basin atmosphere has a limited capability to disperse air contaminants horizontally. The prevailing winds are south and southeast during winter and summer respectively.

Air Pollutants

Ozone is a product of chemical reactions between nitrogen oxides (NO_x) and reactive organic gases (ROG) in sunlight and heat. These ozone precursors are caused by automobile emissions and the evaporation of solvents, paints, and fuels. Nitrogen dioxide is toxic by inhalation. Sources include internal combustion engines, thermal power stations, and to a lesser extent, pulp mills. Butane gas heaters and stoves are also minor sources.

Carbon monoxide inhibits the blood's ability to carry oxygen to body tissues, including vital organs such as the heart and brain.

Particulate matter includes a wide range of solid and liquid particles, including smoke, dust, aerosols, and metallic oxides.

Sulfur dioxide results from the combustion of fuels containing sulfur or sulfurous chemicals, the combustion of hydrogen sulfide in flares, paper production, and the smelting of ores containing sulfides.

Lead comes from fuel combustion, industrial processes, and solid waste combustion. Lead can end up in water and soils through corrosion of leaded pipelines in a water-transporting system and from lead-based paints.

6: OPEN SPACE AND CONSERVATION ELEMENT



Air quality in the South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to the Air Quality Management Plan for the basin, the pollutant levels in the South Coast Air Basin exceed standards for ozone and particulates.

CLIMATE CHANGE

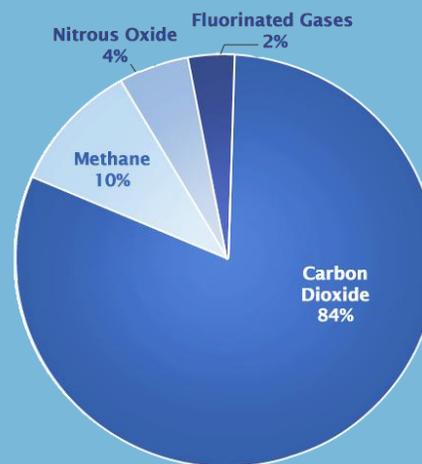
Climate change has become an issue of increasing concern in California, the nation, and the world. Climate change is presently thought to be both naturally occurring and induced by increases in the amounts of carbon dioxide (CO₂) and other greenhouse gases (GHGs) in the earth's atmosphere attributable to a variety of human activities and sources.

GREENHOUSE GASES AND CLIMATE CHANGE

Since 2005, there have been a number of legislative changes that address greenhouse gas impacts on land use planning decisions.

- Executive Order S-3-05 was issued in June 2005, setting GHG emission targets for the state to meet, starting with a reduction to 2000 GHG emission levels by 2010 and concluding with a reduction to 80% below 1990 numbers by 2050. This order directed the California Environmental Protection Agency, the Business, Transportation, and Housing Agency, the California Air Resources Board (CARB), the California Energy Commission, and the Public Utilities Commission to work together to develop a climate action plan and report back on progress on meeting the statewide targets.

Greenhouse Gases



Gases that trap heat in the atmosphere are known as greenhouse gases. Four types of gas (shown above by their prevalence in the atmosphere) are generally considered to be the cause of climate change:

Carbon Dioxide (CO₂): Carbon dioxide comes from the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees, and wood products, and also results from other chemical reactions (e.g., manufacture of cement).

Methane (CH₄): Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

Nitrous Oxide (N₂O): Nitrous oxide comes from agricultural and industrial activities, as well as the combustion of fossil fuels and solid waste.

Fluorinated Gases: Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as high global warming potential gases ("high GWP gases").

Source: US Environmental Protection Agency



6: OPEN SPACE AND CONSERVATION ELEMENT

- In 2006, Assembly Bill (AB) 32 established the first set of limits on GHG emissions for California and put into place the regulatory framework needed to reach those targets. AB 32 set the 1990 greenhouse gas emissions level as a target to be achieved by 2020. In order to meet this goal, CARB was required to develop greenhouse gas emissions reporting procedures and adopt rules and regulations for reducing emissions by January 1, 2011, enforceable by January 1, 2012.
- In 2008, Senate Bill (SB) 375, set out planning concepts intended to reduce vehicle travel by promoting more compact development (ideas which are incorporated in this General Plan). A goal of SB 375 is to help curb greenhouse gas emissions through local land use decisions.

Both S-3-05 and AB 32 set the emission targets that Wildomar will eventually be required to attain. While explicit thresholds and requirements have yet to be developed, various state agencies have begun to examine proposed land use plans and specific projects for their potential GHG impacts.

ADDRESSING CLIMATE CHANGE

Two important steps to reduce climate change impacts are the creation of an inventory of existing greenhouse gases and a plan to reduce these emissions.

Wildomar is a member agency of the Western Riverside Council of Governments (WRCOG). WRCOG is coordinating subregional Climate Action Plan (CAP) and Energy Action Plan (EAP) processes on behalf of its member agencies. As part of this program, WRCOG prepared a community-wide GHG emissions inventory for Wildomar for the year 2010 and community-wide “business-as-usual” emissions projections for the years 2020 and 2035 (the business-as-usual projection assumes future development directed by the Land Use Element without a CAP). The inventory and projections address community-wide emissions (i.e., those emissions attributable to all sources in the city, both public and private).

The community-wide GHG emissions inventory and projections are divided into the following sectors: residential, commercial, and industrial energy use; transportation; waste; and water use. Table OSC-1 summarizes the magnitude and relative contribution of community-wide baseline emissions from each sector for each year (2010, 2020, and 2035). All GHG emissions are presented in units of metric tons of carbon dioxide equivalent emissions per year (MTCO₂e/yr).

6: OPEN SPACE AND CONSERVATION ELEMENT



TABLE OSC-1: WILDOMAR COMMUNITYWIDE GREENHOUSE GAS EMISSIONS: 2010, 2020, AND 2035¹

Community Sector	2010 Inventory Emissions		2020 Inventory Emissions		2035 Inventory Emissions	
	MTCO ₂ e	%	MTCO ₂ e	%	MTCO ₂ e	%
Energy Consumption						
Residential	15,743	23%	29,911	26%	52,254	27%
Commercial/Industrial	7,865	12%	13,213	11%	20,147	10%
Transportation	43,562	64%	71,988	62%	117,440	61%
Waste	938	1%	1,735	1%	2,967	2%
Total	68,108	100%	116,848	100%	192,808	100%

Notes: CO₂e = carbon dioxide equivalent; MT= metric tons

1. The emissions inventory shown in this table does not include expected statewide GHG reductions in the projections.

Community-wide GHG emissions totaled approximately 68,100 MTCO₂e per year in 2010. Transportation, the largest source, made up 64 percent of the emissions, followed by 35 percent from energy consumption. Under a business-as-usual scenario considering planned growth, community-wide GHG emissions are projected to increase by about 72 percent in 2020 and by about 183 percent in 2035 (compared to 2010 levels). Projected community-wide GHG emissions for 2020 and 2035 are similar to 2010 emissions in terms of percentage contributions by sector.

The projected increase in GHG emissions underscores the need for Wildomar to promote emissions reductions in both existing and future development, both through the implementation of this General Plan and through participation in the WRCOG subregional Climate Action Plan.

WATER SUPPLY AND QUALITY

Water is fundamental to life. It is also crucial to the health and well-being of Wildomar. Water must be available in sufficient amounts for daily living, irrigation, firefighting, and industrial uses, and must be of a high enough quality to allow its use by residents (for drinking and other domestic uses and for horses and other livestock), business (mostly for domestic use such as indoor fixtures and outdoor landscaping), and industry (for industrial processes that use water).



6: OPEN SPACE AND CONSERVATION ELEMENT

Wildomar's water supply is provided by the Elsinore Valley Municipal Water District (EVMWD). The EVMWD is a subagency of the Western Municipal Water District, a member agency of the Metropolitan Water District of Southern California. The EVMWD's powers include provision of public water service, water supply development and planning, wastewater treatment and disposal, and recycling. The EVMWD's water supply is a blend of local groundwater, surface water from Railroad Canyon Reservoir (Canyon Lake), and imported water. On average, half the supply is imported.²

The EVMWD's service area is divided into two divisions: the Elsinore Division and the Temescal Division. The Elsinore Division makes up the majority of the service area with more than 32,000 accounts, encompassing an area of 96 square miles. The Temescal Division is isolated from and located to the northwest of the Elsinore Division. It covers an area of approximately 2.5 square miles and has about 900 accounts. Annual water production in the Elsinore Division is about 27,000 acre-feet. For up-to-date information on water supply and quality in the Wildomar area, see the website of the Elsinore Valley Municipal Water District (www.evmwd.com).

ENERGY EFFICIENCY AND CONSERVATION

Energy conservation refers to the use of energy resources in an efficient manner. Lowering energy demand by conserving both renewable and nonrenewable energy is critical to conservation efforts. Recycling and conservation efforts established and encouraged by the City can also reduce the amount of pollutants emitted within the city. Efforts to recycle wastes can reduce the amount of pollutants emitted from the production of new materials while preserving raw materials. Conservation measures minimize the impacts of not only the consumption of but also the production of energy sources. In California, most of the energy used to support development comes in three forms: electricity, natural gas, and fossil fuels, which are obtained from local or foreign sources. To a lesser extent, energy is also derived from renewable sources (such as solar energy), nuclear, and other sources.

BIOLOGICAL RESOURCES

On June 17, 2003, the Riverside County Board of Supervisors adopted the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The overall goal of the MSHCP is to enhance and maintain biological diversity and ecosystem processes while allowing future economic growth. The MSHCP identifies sensitive biological resources and provides standardized measures for addressing impacts to plant and animal species, streamlining the development process while ensuring that project impacts are mitigated.

² Source: Information collected from EVMWD website

6: OPEN SPACE AND CONSERVATION ELEMENT



The City of Wildomar is a participant in the MSHCP, which means that the City imposes a Development Mitigation Fee to assist in the funding and implementation of the MSHCP. The fee is established by Riverside County and is a “pass-through” impact fee.

AGRICULTURAL RESOURCES

The California Department of Conservation maintains the Farmland Mapping and Monitoring Program (FMMP), which produces maps and statistical data used for analyzing impacts on California’s agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The 2010 FMMP map for Riverside County shows two small areas indicated as Prime Farmland and Farmland of Statewide Importance within Wildomar located to the west of the intersections of Palomar Street and Movicar Street and at Croydon Road and Grand Avenue (Figure XX). Additionally, there are areas throughout the City designated as Farmland of Local Importance. (Figure XX). Table OSC-2 illustrates the acreages of the agricultural land types found in Wildomar. .

Updated information on the suitability of lands in Wildomar for various types of agriculture is available at <http://maps.conservation.ca.gov/ciff/ciff.html>.

TABLE OSC-2: FARMLAND TYPES IN THE CITY OF WILDOMAR

Type of Farmland	Acreage
2010 Wildomar Farmland of Local Importance	1,418
2010 Wildomar Farmland of Statewide Importance	2
2010 Wildomar Prime Farmland	23



6: OPEN SPACE AND CONSERVATION ELEMENT

GOALS AND POLICIES

- GOAL OSC-1:** Maintain and expand outdoor recreation opportunities for all residents.
- GOAL OSC-2:** Provide active and passive park facilities and recreation programs that satisfy the leisure time and recreation needs of all residents.
- GOAL OSC-3:** Develop a citywide trails system that provides safe, convenient, and attractive off-street opportunities for residents to travel, recreate, and exercise.
- GOAL OSC-4:** Meet or exceed all current and future state-mandated targets for reducing emissions of greenhouse gases.
- GOAL OSC-5:** Maintain and improve water supply and quality for the health of all city residents and visitors and for natural communities.
- GOAL OSC-6:** Support the use of safe and reliable energy, including energy from renewable sources, to meet the City's needs and enable continued economic growth.
- GOAL OSC-7:** Develop and adopt a Parks Master Plan.

POLICIES

Policies are provided below in the following topical areas:

- Park Policies (page 06-11)
- Trail Policies (page 06-12)
- Open Space Policies (06-13)
- Air Quality (06-13)
- Greenhouse Gas Policies (06-14)

6: OPEN SPACE AND CONSERVATION ELEMENT



- Transportation Facility Development Policies (006-15)
- Water Supply and Quality Policies (06-15)
- Energy Efficiency and Conservation Policies (06-16)
- Biological Resources Policies (06-16)
- Agriculture Resources Policies (06-17)

PARK POLICIES

POLICY OSC-1: Provide for the needs of all people in the parks system, regardless of their socioeconomic status, ethnicity, physical capabilities, or age. **(New)**

POLICY OSC-2: Require the provision of recreation facilities concurrent with the development they serve. **(New)**

POLICY OSC-3: Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites. **(New)**

POLICY OSC-4: Support and encourage the development of a Parks Master Plan, which will include the following components:

POLICY OSC-5: Link the city's parks and trails.

POLICY OSC-6: Provide a "basic park"(i.e., Neighborhood Parks, Community Parks, Special Use Recreational Facilities etc.) and include the cost of the park and improvements in Development Impact Fees.

POLICY OSC-7: Link parks to open space and conserved areas.

POLICY OSC-8: Protect drainages and encourage the use of open space as bioswales.

POLICY OSC-9: Allow for a variety of parks for different age levels ranging from playgrounds for children under the age of two to regional facilities.



6: OPEN SPACE AND CONSERVATION ELEMENT

ACTION OSC-9.1: As part of the review of development projects, ensure that public parks and trails are provided that meet the City's criteria and that implement the City's Parks Master Plan.

POLICY OSC-10: Require new residential developments to, at a minimum, provide parks consistent with the Quimby Act (California Government Code Section 66477), through land dedication, fees in lieu, or on-site improvements at a standard of 5 acres of parkland per 1,000 residents. Land dedication and/or payment of in-lieu fees shall be required consistent with state law. Land dedication and/or fees may be required pursuant to other policies in this element with or without the use of the authority provided in the Quimby Act or in combination with the Quimby Act and other legal authority.

ACTION OSC-10.1: Adopt standards designating which types of lands shall be considered "parks" for the purpose of implementing Quimby Act requirements.

TRAIL POLICIES

POLICY OSC-11: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (LU-13.2)

POLICY OSC-12: Figure **OSPR-2**, Trails Master Plan, depicts the City's desired trails system. Trail alignments are not intended to be specific; individual projects that are located on or near a planned trail will be evaluated on a case-by-case basis to determine if a trail will be required to be dedicated or built. (New)

ACTION OSC-12.1: Evaluate development proposals on or near proposed trails, and if appropriate, require dedication or construction of trails as a condition of project approval. (New)

ACTION OSC-12.2: Action. Seek out and pursue all forms of federal, state, local, private, foundation, and endowment support to assist in the continuing acquisition, development, and programming of park, trail, and recreation resources in the city. (CGP)

ACTION OSC-12.3: Participate in and develop the Muiretta Creek Trail (MCT) and integrate the MCT into the existing trail network. (New)

POLICY OSC-13: Support the Wildomar Adopt-A-Trail Program and ensure that where development already exists, trails will be accommodated within existing right-of-way with modified sidewalk/trail sections. Where new development is proposed, trails shall

6: OPEN SPACE AND CONSERVATION ELEMENT



be developed to City standards in the Circulation and Infrastructure Element.
(New)

POLICY OSC-14: Provide for connectivity in the trails system in Wildomar, so that all trails are linked to the extent possible for greater use as recreational and travel routes. Include the following features in the trails system: (New)

- a. Trails should link residential areas with parks, commercial and office areas, and other destinations.
- b. Joint pedestrian and bicycle trails along major roadways should avoid meanders or other design features that make bicycle use less convenient or safe.
- c. Trails should be located off-street to the extent possible.
- d. Easements such as access roads should be placed in joint use as trails.

ACTION OSC-14.1: As part of the review of development projects, ensure that public parks and trails are provided that meet the City's criteria.

OPEN SPACE POLICIES

POLICY OSC-15: Cooperate with federal and state agencies to achieve the sustainable conservation of forestland as a means of providing open space and protecting natural resources and habitat lands included within the MSHCP. (OS-8.1)

POLICY OSC-16: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes. (OS-9.3)

POLICY OSC-17: Encourage joint use of open space areas to maximize visibility. (New)

Note to the Reader: Please refer to Policy x under the biological resources policies to ensure conservation of native oak trees.



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AIR QUALITY

MULTI-JURISDICTIONAL COOPERATION POLICIES

POLICY OSC-18: Promote and participate with regional and local agencies, both public and private, to protect and improve air quality. (AQ 1.1)

POLICY OSC-19: Reduce vehicle miles traveled and motor vehicle emissions through job creation. (AQ 9.1)

POLICY OSC-20: Attain performance goals and/or vehicle miles traveled (VMT) reductions that are consistent with SCAG's Growth Management Plan. (AQ 9.2)

SENSITIVE RECEPTORS POLICIES

POLICY OSC-21: Separate and protect sensitive receptors from polluting point sources to the greatest extent possible. (AQ 2.1)

REDUCED AIR POLLUTION POLICIES

POLICY OSC-22: Support the SCAQMD in its development of improved ambient air quality monitoring capabilities and establishment of standards, thresholds, and rules to address, and where necessary mitigate, the air quality impacts of new development. (AQ 1.4)

POLICY OSC-23: Allow the marketplace, as much as possible, to determine the most economical approach to relieve congestion and cut emissions. (AQ 3.1)

POLICY OSC-24: Encourage the use of building materials/methods that reduce emissions. (AQ 4.1)

POLICY OSC-25: Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units. (AQ 4.2)

6: OPEN SPACE AND CONSERVATION ELEMENT



POLICY OSC-26: Require stationary pollution sources to minimize the release of toxic pollutants through design features, operating procedures, preventive maintenance, operator training, and emergency response planning. (AQ 4.5)

GREENHOUSE GAS POLICIES

POLICY OSC-27: Support local, regional, and statewide efforts to reduce emissions of greenhouse gases linked to climate change. (New)

POLICY OSC-28: Analyze and mitigate potentially significant increases in greenhouse gas emissions during project review, pursuant to the California Environmental Quality Act. (New)

POLICY OSC-29: Develop and adopt a list of measures from the regional climate action plan prepared by the Western Riverside Council of Governments, and other similar climate action plans, to be applied to development projects as appropriate.

TRANSPORTATION FACILITY DEVELOPMENT POLICIES

Please refer to the Circulation and Infrastructure Element of this General Plan for policies regarding transportation facilities and development.

WATER SUPPLY AND QUALITY POLICIES

POLICY OSC-30: Encourage the installation of water-conserving systems such as dry wells and greywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms. (OS 2.1)

POLICY OSC-31: Decrease stormwater runoff by reducing pavement in development areas and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention. (OS 2.2)

POLICY OSC-32: Encourage native, drought-resistant landscape planting. (OS 2.3)



6: OPEN SPACE AND CONSERVATION ELEMENT

- POLICY OSC-33:** Support and engage in educational outreach programs with other agencies that promote water conservation and widespread use of water-saving technologies. (OS 2.4)
- POLICY OSC-34:** Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants. (OS 3.1)
- POLICY OSC-35:** Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers. (OS 3.3)
- POLICY OSC-36:** Incorporate natural drainage systems into developments where appropriate and feasible. (OS 4.4)
- POLICY OSC-37:** Retain stormwater at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. (OS 4.5)

ENERGY EFFICIENCY AND CONSERVATION POLICIES

Please refer to the Housing Element of this General Plan for additional policies regarding energy efficiency and conservation.

- POLICY OSC-38:** Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills. (AQ 5.1)
- POLICY OSC-39:** Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling. (AQ 5.4)
- POLICY OSC-40:** Permit and encourage the use of passive solar devices and other state-of-the-art energy resources. (OS 11.3)
- POLICY OSC-41:** Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments. (OS 11.2)

6: OPEN SPACE AND CONSERVATION ELEMENT



POLICY OSC-42: Specify energy-efficient materials and systems, including shade design technologies, for City buildings. (OS 16.2)

POLICY OSC-43: Coordinate new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use. (OS 16.8)

BIOLOGICAL RESOURCES POLICIES

POLICY OSC-44: Require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities. **(New)**

POLICY OSC-45: Protect vegetation communities and sensitive species that contribute to the region's environmental resources in order to prevent future endangerment of plant and animal communities. **(New)**

ACTION OSC-45.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan. (OS 17.1)

POLICY OSC-46: Preserve native oak trees whenever feasible. If preservation is not possible, replace trees with oak trees of the same species at a ratio of 1:1. **(New)**

ACTION OSC-46.2: Consider adopting an Oak Tree Preservation Ordinance.

AGRICULTURE RESOURCES POLICIES

POLICY OSC-47: Work with state and federal agencies to periodically update the Agricultural Resources map to reflect current conditions. (OS 7.1)

POLICY OSC-48: The loss of agricultural productivity on lands designated for urban uses within the city limits is accepted as a consequence of the development of Wildomar. (Please see the Land Use Map in the Land Use Element for further information.)

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COMMUNITY DESIGN ELEMENT

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INTRODUCTION

The way a city develops should ideally be a reflection of the community's values and desires. The quality of development, its look and feel, should reflect the same pride that residents have in their own homes.

The 2008 City Strategic Visioning Plan identified "community design" as one of the top 10 issues facing Wildomar. The visioning work of 2008 was continued in 2013 with the Wildomar Old Town Vision Project. Some of the themes supported by community residents and addressed in the 2013 Old Town Vision Project included:

- Maintaining the rural open space and historic architectural image.
- Designing with topography and natural features.
- Creating "people places."
- Supporting performing and creative arts.
- Being known as a "tree" city.
- Creating design guidelines.
- Reducing "strip commercial."
- Controlling signs.
- Overall city beautification.

This Community Design Element provides policies and design principles for the pattern and character of all new development, implementing the City's Strategic Vision.



7: COMMUNITY DESIGN ELEMENT

COMMUNITY DESIGN PRINCIPLES

Community design regulations must balance the creativity of the designer with the expectation of the community and the need for the development to pay for itself for a look and feel that is complementary to the existing community. The parts of a development that are visible to everyone should be thoughtfully designed, with care taken to meet the design goals of the community.

There must also be flexibility in the design regulations to encourage industry, manufacturing, and uses that may be less than attractive. Simply put, it isn't possible to screen everything from view, particularly in a city with hills and ridgelines where one use may be several feet above or below another.

To be effective, the components of design should be complementary to and supportive of the overall look and feel of the community. Elements of project design should draw from the surrounding neighborhood, district, and city as a whole.

ARCHITECTURAL STYLES

During preparation of the 2013 Old Town Vision Project, the community identified the “style” of Wildomar as a collection of early California designs, including the following: [NEEDS WILDOMAR PHOTOS]

Mission and Spanish Colonial Revival Styles. These styles are characterized by smooth stucco finishes that mimic adobe, thick walls, deeply recessed openings or balconies, clay-tiled roofs, and expansive arched arcades. Trellises and arbors are common ornamentation on these buildings, as well as effective shade structures for outdoor public spaces. Larger structures are often complemented with a tower as a focal element. Colors are typically natural earth tones of light brown to white, cream, and flesh tones, with traditional accent/trim colors of greens, browns, and terra cotta.

Craftsman or California Bungalow Styles. Buildings in these styles have gently pitched overhanging gabled roofs and wooden clad siding. The porches, balconies, and verandas are usually supported by square wood columns, set on a stone pier base or foundation. Entry areas are typically under an exposed front-facing gable (roof) and often include exposed rafter tails and decorative wooden brackets or support beams with knee brackets. Structures are typically one or two stories and may have wide, low-profile second-floor dormer windows with shed or gable roofs. Pergolas and arbors highlight entry areas and gathering places.

7: COMMUNITY DESIGN ELEMENT



Utilitarian or Farmhouse Styles. These styles are often found in large structures and include features resembling simple two-story barns with exposed rough-hewn timber, wooden clad siding, and standing seam metal roofs. Large buildings in this style might also include utilitarian features such as louvered cupolas on the top of expansive roofs, which provide ventilation and skylights, and can be designed to provide tall landmark focal elements.

Queen Anne and Folk Victorian Styles. Good examples of these styles are difficult to find and hard to replicate. Buildings in these styles have intricate spindlework and gable ornamentation providing detail unique to the late 1800s in Wildomar. Full- or partial-width porches and verandas have lace-like brackets on delicate turned porch supports and detailed spindlework on the frieze overhead.

BASIC DESIGN CONCEPTS

While the styles are important and may be found throughout the community, there are some design elements that cover all periods and styles and should be applied uniformly to development. These basic design principles set the design foundation of the community.

Human-Scale Design. Buildings should have features proportionate to human beings and include paths, trails, sidewalks, and features that cater to patrons, employees, and residents.

Hillsides, Landmarks, and Entryways. Wildomar is fortunate in that the natural hills, ridgelines, and drainages can be incorporated into design.

Public Spaces. The provision of public spaces and connectivity to these spaces for pedestrians, equestrians, cyclists, and motorists is essential to good design.

Holding Corners, Edges, and Districts. Interesting design can occur at the edges of districts where one style can overlap into another.

Design 360. Design for new buildings must take into account all four building elevations, and not just those that will be visible from the public rights-of-way, or in some instances even from adjacent buildings.



7: COMMUNITY DESIGN ELEMENT

HUMAN-SCALE DESIGN

People feel most comfortable and secure in environments that are designed for humans. At a neighborhood level, this translates into shorter block lengths that are walkable and provide connections throughout a community. At a site or building level, human-scale or pedestrian design involves particular attention to the massing of buildings, the articulation of building façades, the spacing and organization of buildings and circulation on a site, the landscaping of public and private areas, and the use of color and materials.

Human-scale design also means avoiding or minimizing the use of sound walls and cul-de-sacs in residential development and ensuring that future retail, office, and commercial development presents an attractive “face” to the street. Other key design features include safe and enjoyable connections between destinations, a mix of uses or activities, and amenities such as awnings, benches, and attractive street lighting.

Walkability, combined with public transportation, not only enhances the attractiveness and safety of an area, it also provides greater opportunities to get around town without a car, particularly for people who don’t drive, such as senior citizens, people with disabilities, teenagers, and children. While it can sometimes be a challenge to design development that fosters modes of travel other than the automobile, the community benefits are many.

HILLSIDES, LANDMARKS, AND ENTRYWAYS

The city has enviable topography and natural features that should be respected when grading and development is considered. Grading should result in forms that are rounded and natural in appearance, and care must be taken to protect streams and drainages. A visual landmark or entryway is an element that helps people orient themselves. These are often unique features that offer identity for an area: water towers, statues, major works of public art, and historic or iconic buildings. Entryway design is an intentional way of defining or celebrating an edge or district and can include fountains, attractive signage, or natural features such as rows of trees. Attractive entryways and visual landmarks that signal a sense of arrival to Wildomar, or to one’s neighborhood or school, can be important components contributing to the city’s character.

PUBLIC SPACES

One of the outcomes and goals of pedestrian-oriented design is that it encourages people to use public spaces. When people gather and identify with an area, it creates a “sense of place” and helps establish community ownership with the feature. Gathering places are locations that serve as destinations or meeting places and can take many forms, from a local park to a major shopping area to a small outdoor plaza at a coffee shop. The Strategic Vision identified the need and desire for a community center and a public amphitheater for the performing arts. While these are larger-scale public facilities, small public spaces are just as important for our individual enjoyment on a daily basis.

7: COMMUNITY DESIGN ELEMENT



The public spaces can be publicly owned or private space as part of a development that is open to the public. The spaces must be connected to the travel way, paths, and trails, and need to be designed to respect Wildomar’s hot and dry summers. It is important that in the development of both public and private uses, appropriate public places for people are addressed.

HOLDING CORNERS, EDGES, AND DISTRICTS

Major features, created by buildings, roadways, freeways, rivers, railroad rights-of way, or a row of trees, can define an edge or boundary. Edges can define a boundary between two kinds of areas or districts and can have differing degrees of “permeability.” For example, an edge created by a wall would be considered impermeable and provide extreme separation between districts. A building can create a semi-permeable edge through the use of a columned arcade, which allows people visual and physical access between a sidewalk area and other spaces. In most instances, the intent of the edge is to provide a visual rather than a physical demarcation area between districts.

Cities can be defined by their edges or (in many areas) by the lack of edges where cities blend together. Coherence and structure is added to a city when distinctly different districts can be identified through edges and patterns. Edges can be “hard,” where there is an abrupt or clearly defined transition between urban and rural or undeveloped uses, or “soft,” where the transition between a commercial district and residential neighborhoods is more gradual. The appearance of the public area along a street is called a streetscape and is arguably the most visible of all edges. Careful attention to detail is essential, as a well-designed streetscape can set the theme for an entire district.

“Holding corners” refers to the practice of placing development on sites located at intersections, built close to or at the front lot line of the corner. Buildings used in this way may have landscaped areas along the street, with most or all of the parking located behind the buildings. This allows for better pedestrian access to the buildings and a more defined streetscape. Ensuring that buildings are designed to address corners of key intersections will also help create an entry statement to a neighborhood or commercial district.

360-DEGREE DESIGN

All too often, design elements are focused on only the “front” of the building/development even though other areas of the building are visible from the street, travel way or adjacent propertytravelway. Because of the varied topography in Wildomar, it may also be necessary to take the appearance and location of roof features into account. Further, the design should be climate appropriate and integrate with both the site landscaping and shade as well as existing buildings. Ideally, elements of the project should be street-forward, with entryways leading from sidewalks, trails, and travel-ways into the project without the need to cross vast parking areas. At a minimum, there should be a clear travelway from the street to a building. Landscaping and lighting should be integral to the project and highlight features of the design.



7: COMMUNITY DESIGN ELEMENT

DESIGN GOALS AND POLICIES

The following goals and policies provide guidance in preserving and developing Wildomar’s character and identity. To assist the reader, cross-references are provided to related goals and policies in other parts of this General Plan.

GOAL CD-1: Ensure a high level of quality in the design of public and private development that creates an attractive community with an identifiable character and appearance.

GOAL CD-2: Enhance and protect the historic rural community character and scenic vistas, including hillsides.

GOAL CD-3: Promote the use of public art and entryway features in the city.

GOAL CD-4: Provide and maintain attractive streetscapes and public spaces.

GOAL CD-5: Design neighborhoods and commercial districts that foster interaction among residents by providing pedestrian amenities throughout the community.

GOAL CD-6: Reestablish the “Old Town” historic downtown as the center of activity, with a rich mix of attractive uses.

POLICIES

GENERAL DESIGN POLICIES

POLICY CD-1: All new development shall adhere to the “best-practices” principles of urban design, architecture, and landscape architecture, including, but not limited to, human-scale development, pedestrian orientation, interconnectivity of streets, the siting of development to hold corners and face street frontages, defined entryways, gathering places, use of native plant species, and preservation or creation of visual landmarks. (LU 4.1; LU 22.9; LU 23.9)

Note to the Reader: Please see additional policies later in this element addressing the topics mentioned above.

POLICY CD-2: The City shall develop guidelines to provide guidance to developers, the community, and City staff based on districts or neighborhoods, or in conjunction with specific plans or developments, that will direct the design of building and landscape areas. (New)

7: COMMUNITY DESIGN ELEMENT



- POLICY CD-3: Site layout and building design shall take Wildomar’s climate into consideration by including trees, landscaping, and architectural elements to provide relief from the sun and heat. (LU 4.1; LU 18.1)
- POLICY CD-4: Approve new development only if it is consistent with the design principles set forth in this General Plan and with any local, project-specific, or citywide Design Guidelines. Developers proposing to rely on the use of “standard designs” or “corporate architecture” may be required to improve their designs if they do not meet the City’s overall standards for quality. (LU 23.9)
- POLICY CD-5: Take a leadership role in promoting design excellence by requiring that all City-sponsored projects reflect the highest standards of design. (New)
- POLICY CD-6: Ensure that new development does adversely impact the character of the surrounding area. Development should be designed to maintain the character of the area in which it is located (LU 18.1; LU 20.4)
- POLICY CD-7: Development must be designed to consider its surroundings and visually enhance, not degrade, the character of the surrounding area. (LU 23.9)
- POLICY CD-8: New development shall include sidewalks, pedestrian areas, bicycle routes, and other amenities that encourage pedestrian activity. (LU 23.3)
- POLICY CD-9: Any infrastructure that is visible, including roadways, storm or water quality basins, and any aboveground facilities, shall be designed to be attractive and consistent with the design theme of the project in which it is located. (New)
- POLICY CD-10: All new development projects requiring development plan or discretionary approval shall establish landscape and façade maintenance programs for the first three years to ensure that streetscapes and landscape areas are installed and maintained as approved. (New)
- POLICY CD-11: In order to improve and protect the quality of neighborhoods and commercial districts, enforce established building codes and community maintenance standards, including the Historic Building Code, so that historical buildings can be preserved and used without affecting their historic character. (OS 19.6)



7: COMMUNITY DESIGN ELEMENT

POLICY CD-12: New development projects shall be designed on a traditional or curvilinear grid street system to ensure connectivity and integration. Cul-de-sacs may only be used within the grid so long as the objective of pedestrian and bicycle connectivity is achieved. (LU 22.1; LU 22.9)

POLICY CD-13: Seek to reduce the appearance of overhead and aboveground utilities by placing them underground as new development occurs. (LU 13.5)

Note to the Reader: Please see the Circulation and Infrastructure Element of this General Plan for additional policies related to roadways, walkability, and bicycling.

ARCHITECTURAL STYLES

POLICY CD-14: New development shall be designed to reflect the following styles. The City does not require strict adherence or historic re-creations, but rather encourages modern interpretations that are in keeping with the general intent of these styles. (New)

Mission and Spanish Colonial Revival Styles. These styles are characterized by smooth stucco finishes that mimic adobe, thick walls, deeply recessed openings or balconies, clay-tiled roofs, and expansive arched arcades. Trellises and arbors are common ornamentation to these buildings, as well as effective shade structures for outdoor public spaces. Larger structures are often complemented with a tower as a focal element. Colors are typically natural earth tones of light brown to white, cream, and flesh tones, with traditional accent/trim colors of greens, browns, and terra cotta.

Craftsman or California Bungalow Styles. Buildings in these styles have gently pitched overhanging gabled roofs and wooden clad siding. The porches, balconies, and verandas are usually supported by square wood columns, set on a stone pier base or foundation. Entry areas are typically under an exposed front-facing gable (roof) and often include exposed rafter tails and decorative wooden brackets or support beams with knee brackets. Structures are typically one or two stories and may have wide, low-profile second-floor dormer windows with shed or gable roofs. Pergolas and arbors highlight entry areas and gathering places.

Utilitarian or Farmhouse Styles. These styles are often found in large structures and include features resembling simple two-story barns with exposed rough-hewn timber, wooden clad siding, and standing seam metal roofs. Large buildings in this style might also include utilitarian features such as louvered cupolas on the top of expansive roofs, which provide ventilation and skylights, and can be designed to provide tall landmark focal elements.

7: COMMUNITY DESIGN ELEMENT



POLICY CD-15: Queen Anne and Folk Victorian Styles. Buildings in these styles have intricate spindlework and gable ornamentation providing detail unique to the late 1800s in Wildomar. Full- or partial-width porches and verandas have lace-like brackets on delicate turned porch supports and detailed spindlework on the frieze overhead.

POLICY CD-16: The City shall update its current Develop design guidelines to that provide additional guidance to developers, the community, and City staff regarding the design of public and private development projects.

HILLSIDES, LANDMARKS, AND ENTRYWAYS

POLICY CD-17: Apply the following policies to areas that contain natural slopes or significant elevation changes, regardless of land use designation. (LU 11.1)

- a. Development shall minimize alteration of the natural landforms and natural vegetation.
- b. Clustering should be used to increase the retention of slopes and natural areas where appropriate. This may include appropriate rezoning and land use designation changes to achieve this.
- c. Development on or near slopes shall be designed to minimize erosion and slope failures.
- d. Hillside adaptive construction techniques are required, such as post and beam construction, and special foundations for development, when the need is identified in a soils and geology report that has been received and approved by the City.
- e. Grading, cut, and fill are limited to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.
- f. Grading shall be designed to preserve or mimic natural topography and to ensure slope stability.
- g. Grading must be designed to blend with undeveloped natural contours of the site and avoid an unvaried, unnatural, or manufactured appearance. (LU 17.1)

POLICY CD-18: Restrict development on visually significant ridgelines, canyon edges, and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive. (LU 11.1; LU 17.1)

POLICY CD-19: Identify and conserve the skylines, view corridors, and outstanding scenic vistas in Wildomar. (OS 21.1)



7: COMMUNITY DESIGN ELEMENT

POLICY CD-20: Require that development be designed to blend with undeveloped natural contours of the site and avoid an unvaried, unnatural, or manufactured appearance. (LU 20.2)

HUMAN-SCALE DESIGN

POLICY CD-21: Public and private development of all kinds shall create safe, inviting, and functional pedestrian and cyclist environments through a variety of techniques, including:

- a. Trees planted to provide shade on pedestrian paths, sidewalks, and walkways.
- b. Safe, separated, wide pedestrian walkways.
- c. Safe, visible bicycle parking. (LU-13.5)

POLICY CD-22: Buildings shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually interesting pedestrian environment with building entrances that are safe and accessible to pedestrian paths. **(New)**

POLICY CD-23: Except where site conditions make it infeasible, new development shall be designed to front or have a presence along all street frontages. The intent of this policy is to enhance the pedestrian experience and minimize the visual impact that can be created by parking, circulation, and loading areas. **(New)**

POLICY CD-24: Where sound-walls or retaining walls are used, they shall be designed to enhance visual interest and be landscaped in order to mitigate their visual impact on community character and the pedestrian environment. (LU-4.1)

Note to the Reader: Please see the Noise Element of this General Plan for additional policies related to soundwalls.

PUBLIC SPACES

POLICY CD-25: Commercial developments shall have public open space areas such as plazas, courtyards, expanded walkways, or other areas suitable for small gatherings or waiting areas, appropriately sized for the development. **(New)**

POLICY CD-26: Parking lots shall be landscaped with drought-tolerant species and shade trees to create an attractive pedestrian environment and provide shade for cars and pedestrians. (LU-4.1)

7: COMMUNITY DESIGN ELEMENT



- POLICY CD-27: All development shall address safe and well-defined pedestrian connections from buildings to parking areas, from buildings to the adjoining street(s), and among buildings on the same site. Enhanced paving materials or other techniques shall be used to identify pedestrian circulation. (LU-4.1; LU-23.3)
- POLICY CD-28: Public art (statues, sculptures, fountains, and monuments) and other design features shall be used to enliven the public spaces in private development projects and be a required component of significant City-funded projects. (LU-4.1)

HOLDING CORNERS, EDGES, AND DISTRICTS

- POLICY CD-29: Entryways to the city should provide a clear sense of arrival and set the tone for the overall design quality of Wildomar. The entry points shall be defined by the use of landscaping, trees, and/or other architectural elements. Entry and identity features shall complement skyline view corridors and outstanding scenic vistas. (OS-21.1)
- POLICY CD-30: New development and large public projects shall create streetscape designs with themes identifying the area and oriented to motorists, pedestrians, and cyclists.
- POLICY CD-31: Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to designated and eligible state and county scenic highways. (LU 13.4)
- POLICY CD-32: New or relocated electric or communication distribution lines, which would be visible from designated and eligible state and county scenic highways, shall be placed underground if possible. (LU 13.5)
- POLICY CD-33: Off-site outdoor advertising displays that are visible from designated and eligible state and county scenic highways shall be prohibited. (LU 13.6)
- POLICY CD-34: Require that the size, height, and type of on-premise signs visible from designated and eligible state and county scenic highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible. (LU 13.7)
- POLICY CD-35: Developments in designated scenic highway corridors shall be designed to balance the objectives of maintaining scenic resources with accommodating development. (OS 22.1)



7: COMMUNITY DESIGN ELEMENT

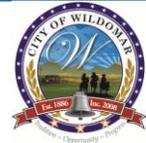
360-DEGREE DESIGN: RESIDENTIAL

- POLICY CD-36: In residential developments, the exterior of buildings shall be varied and articulated to provide visual interest to the streetscape and to encourage a variety of features such as front porches and other public/private interfaces. (New)
- POLICY CD-37: The exterior of residential buildings shall reflect attention to detail to produce high architectural design and construction quality. (New)
- POLICY CD-38: Side and/or rear exterior elevations of residential buildings shall incorporate 360-degree architectural treatments that are consistent with the front or primary elevation. (New)
- POLICY CD-39: Where multistory housing units are proposed adjacent to existing or planned single-family residential homes, building elevations and the location of windows, balconies, and air conditioning units above the first story shall be designed to ensure visual compatibility and residential privacy. (New)
- POLICY CD-40: Residential projects shall be designed to maximize integration with, and safe connectivity to, nearby retail centers, parks, and other community features. (LU 22.9)

360-DEGREE DESIGN: NONRESIDENTIAL

- POLICY CD-41: Heavy truck, vehicular access, and loading facilities for delivery shall be screened and designed to minimize and mitigate potential impacts on adjacent properties. (LU 4.1; LU 24.2)
- POLICY CD-42: When more than one structure is on a commercial or other nonresidential site, they should be linked visually through architectural style, colors and materials, signage, landscaping, and design details such as light fixtures, and physically through the use of arcades, trellises, or other open structures. (LU 4.1)
- POLICY CD-43: Large structures shall be broken up by creating horizontal and vertical emphasis through the use of trim, varying surfaces, awnings, eaves, or other ornamentation and by using a combination of complementary colors. (LU 17.3; LU 20.4)
- POLICY CD-44: All nonresidential development areas visible from public roadways and/or from adjacent properties shall incorporate high-quality design principles, including:

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- a. Offices and enclosed structures oriented toward street frontages.
- b. Building façades that provide visual interest.
- c. Loading facilities and storage areas screened from public view along collectors and arterials.
- d. Visually appealing fences and walls.
- e. The use of landscaped buffers in and around parking lots and industrial structures. (LU 23.3; LU 22.6)

POLICY CD-45: Where the use of security fencing, window barriers, or similar features is necessary to secure a building or site, these measures shall be incorporated into the visual architectural design of the project and shall be complementary to surrounding uses. This policy does not apply to security features that are not visible from public rights-of-way or adjacent properties. (LU 17.3; LU 20.4)

SIGNS

POLICY CD-46: Signs shall be used primarily to facilitate business identification, rather than the advertisement of goods and services. Sign size limits and locations shall be consistent with this policy. (LU 4.1)

POLICY CD-47: Signs shall be integrated into the overall design of buildings and complement the architecture and the overall project site plan. All signs shall be compatible with the building and site design relative to colors, materials, and placement. (LU 4.1)

POLICY CD-48: Temporary signs shall be allowed only for limited times consistent with their purpose and shall be properly maintained and removed by the owner as required by the City.

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ECONOMIC DEVELOPMENT ELEMENT

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8: *ECONOMIC DEVELOPMENT ELEMENT*



INTRODUCTION

Economic development is essential to the City of Wildomar. Without growth in jobs and retail sales tax revenue, the City will have difficulty meeting its obligation to our residents to provide essential public services over time. Even if the population of the City does not grow, economic growth remains essential as the cost of providing services continually increases. In the world of government finance, it is not possible to remain static without some economic growth.

The most important business is the one already located in the City of Wildomar. This element includes actions and policies to help support the existing economy and to encourage new employment- and revenue-generating uses. While the entire General Plan encourages economic development to some extent, this element focuses on specific actions the City can take to be proactive in assisting the expansion of existing businesses and in attracting new employment- and revenue-generating land uses.

BUSINESS RETENTION AND ATTRACTION TEAM

In the competitive world of economic development, the city with the fastest information and the most predictable approval process has an advantage over other cities. The intent of establishing a City of Wildomar Business Attraction and Retention Team is to proactively assemble data, identify and eliminate unnecessary obstacles, and generally make new employment- and revenue-generating uses as welcome as possible. The team will also be essential in the review of existing regulations to determine how the City might better streamline consideration of development projects, especially those that create jobs and sales tax revenues. Other factors considered by the team might include a local preference when seeking new contracts and a desire to spend money locally on goods and services. Other cities have similar procedures in place to help the existing businesses that give back to the community.

WORKFORCE

A well-trained workforce doesn't just happen; it's developed over time through the coordination of employers and educators. The City will need to work with both to ensure residents of Wildomar are afforded the best opportunity to attend training and develop fledgling business ideas into thriving companies. A pool of trained workers will be attractive to new industrial development, while individual city residents will be provided educational and career benefits.



CHAPTER 8: ECONOMIC DEVELOPMENT ELEMENT

INFRASTRUCTURE

It is essential that the City demonstrate an ability to physically provide public services to an expanding business or a vacant parcel of land zoned for employment- or revenue-generating uses. As Wildomar does not manage many of the essential public services (i.e., water and wastewater), the City will need to work closely with other service agencies to coordinate their master plans with the expectations of the City's General Plan. The City will include information in its Geographic Information System that will enable property owners to know where public services exist and where a master plan provides for future services. While this information is already available in different agencies, having the information at a single location will help the City be more competitive.

Please see the "Goals and Policies" section of this element for official statements of policy on this issue.

REVIEW OF REGULATIONS

As a new city, Wildomar has the ability to develop a more streamlined development review process that keeps those components essential to the City and jettisons those considered unnecessary. An overbearing, or time-consuming regulatory process, can serve as a disincentive to expansion of new businesses or location of new development. Without vigilance, it is easy for the regulatory process to become so cumbersome that it is a deterrent to investment in the city. However, periodic review, renewal, or removal of unnecessary processes can ensure that existing procedures accurately reflect the City's desires. Establishing a process for the regular consideration and modification of development regulations and a forum to discuss the extent of the development review procedures will go a long way toward keeping unnecessary hurdles out of the development process.

Please see the "Goals and Policies" section of this Element for official statements of policy on this issue.

FUTURE PLANNING EFFORTS

Flexibility is essential to keeping pace with the business world. Ten years ago, there was no such thing as a fulfillment center and few could have predicted that Internet sales would become so common. Planning regulations are often slow to respond to rapid changes in the marketplace, making it difficult to take advantage of new trends. The City must remain open to examining new business and employment models as well as innovative stores that may have more of a window on the web than on main street. Over the life of the General Plan, it is possible that the City will investigate the following:

1. Public-Private Educational Partnerships. This might take the shape of a partnership with a college or university willing to provide classes or a satellite campus in buildings or on land owned by the City.

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2. Public-Private Business Partnerships. This could involve leasing space in City-owned buildings to private businesses that hire local residents or have a similar local-serving element.
3. Incubator Space. This might involve very low rent in a building owned or leased by the City for a specified period to enable a startup business to become established.

Clearly each of these ideas, and the ones likely to follow, will need discussion and consideration by the City Council, but the message is clear. New jobs are welcome, and this is a city that works!

Please see the “Goals and Policies” section of this element for official statements of policy on this issue.



CHAPTER 8: ECONOMIC DEVELOPMENT ELEMENT

ECONOMIC DEVELOPMENT GOALS AND POLICIES

GOAL ED-1: Support the retention and expansion of existing retail commercial and industrial establishments and encourage new commercial, manufacturing, and industrial development in the city.

GOAL ED-2: Promote economic growth within the city to provide employment opportunities, goods, and services to local residents.

GOAL ED-3: Encourage new investment in the City of Wildomar.

POLICIES

Policies are provided below in the following topical areas:

- Business Retention and Attraction Team (page 8-4)
- Workforce (page 8-5)
- Infrastructure (page 8-6)
- Review of Regulations (page 8-6)

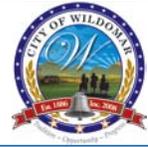
BUSINESS ATTRACTION AND RETENTION TEAM

POLICY ED-1: *Be proactive in retaining existing and seeking new businesses for Wildomar.*

ACTION ED-1.1: **Establish a proactive Business Attraction and Retention Team that:**

- a. Comprises City officials, economic development professionals and representatives of other public agencies who regularly review and approve development projects.
- b. Provides a market analysis identifying existing businesses and services in Wildomar and provides an assessment of existing and future needs.
- c. Meets regularly with businesses to identify City policies or ordinances that might create an impediment to business expansion and attraction.

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- d. Identifies infrastructure or other physical constraints to the expansion of existing businesses.
- e. Provides information to local businesses on City or other agency resources that might assist in expanding their businesses.
- f. Can meet on short notice to provide detailed development requirements and a timeline to prospective developers of employment- and revenue-generating development.

ACTION ED-1.2: Create a database of property for nonresidential development that:

- a. Identifies the types of businesses that could be accommodated within infrastructure existing at or near the property.
- b. Identifies physical infrastructure improvements at or near the property intended for employment- and revenue-generating development that are programmed by the City of Wildomar or other service-providing agency capital improvement programs.

POLICY ED-2: Actively encourage and support the location of employment- and revenue-generating businesses supporting the City's overall vision for its future.

POLICY ED-3: To the extent feasible, give preference to businesses located or headquartered in Wildomar when purchasing goods and services.

ACTION ED-3.1: Investigate the development of a bidding process that includes a preference for local businesses.

POLICY ED-4: Consider the use of economic incentives and/or other direct benefits to businesses to encourage commercial and industrial enterprises in the city.

ACTION ED-4.1: As funds permit, pursue state and federal funding for economic development activities and infrastructure improvements that promote economic growth opportunities.

ACTION ED-4.2: Ensure that plans for economic incentives or direct benefits are linked to measurable performance metrics resulting in a positive outcome for the City.

ACTION ED-4.3: Consider completing the environmental analysis and discretionary approval of certain types of business to allow for turnkey entitlement processing.



CHAPTER 8: ECONOMIC DEVELOPMENT ELEMENT

POLICY ED-5: Work with willing commercial and industrial landowners to actively market and promote available locations for expansion of existing, or establishment of new, business in the city.

WORKFORCE

POLICY ED-6: Support efforts to create a highly skilled workforce to attract businesses to Wildomar and help residents find better, higher-paying jobs.

ACTION ED-6.1: Work with public and private trade schools, learning centers, universities, colleges, and the school districts and encourage their efforts to create programs to create and maintain a well-trained workforce.

ACTION ED-6.2: Work with state, federal, and local agencies to provide incentives for existing and new businesses providing new jobs available to residents of Wildomar.

INFRASTRUCTURE

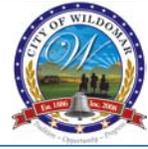
POLICY ED-7: Support efforts by the Elsinore Valley Municipal Water District (EVMWD) to size and phase new infrastructure to accommodate employment- and revenue-generating uses.

POLICY ED-8: Note to the Reader: Please see the Circulation and Infrastructure Element of this General Plan for more goals and policies on this topic.

REVIEW OF REGULATIONS

POLICY ED-9: Seek to reduce regulations (consistent with public health and safety and the goals and policies of this General Plan) to make it easier to start or expand a business in Wildomar. (New)

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- ACTION ED-9.1:** Periodically review the General Plan to ensure there is an adequate mix of parcel sizes, zoning, and infrastructure to accommodate new employment- and revenue-generating development.
- ACTION ED-9.2:** Provide and keep current an inventory of land available for employment- and revenue-generating development.
- ACTION ED-9.3:** Periodically review the General Plan, Zoning Ordinance, and other permit processing requirements to ensure the City is not unnecessarily limiting or delaying opportunities for new economic development.
- ACTION ED-9.4:** Amend the General Plan, Zoning Ordinance, and other permit processing requirements to eliminate unnecessary requirements.
- ACTION ED-9.5:** Develop a process to help, rather than close, businesses that existed prior to city incorporation but that may not have the correct zoning to continue.
- POLICY ED-10:** Pursue opportunities to revitalize, reuse, or redevelop underutilized property. (New)

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NOISE ELEMENT

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9: NOISE ELEMENT



INTRODUCTION

“Noise” is unwanted sound. Sound can be measured in a variety of ways, but the determination of whether the *sound* is in fact *noise* is subjective. For example, children playing may be a wonderful sound to some, but not to others. And of course the sounds of playing during the early afternoon may be perceived differently than late in the evening. Laughter at 2 PM is charming; the same laughter at 2 AM can be annoying and disruptive to sleep.

Managing noise is both a quality of life issue and an important means of encouraging commerce. If noise standards are too stringent, businesses may have a difficult time finding an appropriate location, and mitigation from traffic noise or other sources may make it difficult to build new homes. If the noise standards are too lenient, the quality of life in the community may suffer. This element of the General Plan attempts to balance these issues and separate sound from noise in Wildomar.

SETTING

Overall, Wildomar is a fairly quiet community. The most dominant noise source in Wildomar is generated by traffic on the I-15 corridor. Other more transitory noise sources include aircraft over flights, traffic on local roads, lawn mowers, garbage trucks, air conditioners, drive through speakers, etc. Noise is also generated by construction activity such as grading, use of backhoes, back up alarms, compressors, nail guns and other construction equipment.

TERMS AND DEFINITIONS

The science of noise analysis has its own terminology that makes a straightforward discussion difficult. The terms shown in text box to the right are used to measure sound. The various sound levels are then used to develop or establish policy that affects noise generation and attenuation.

Ambient Noise: The normal or existing level of environmental noise at a given location.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 5 decibels to sound levels in the evening (from 7:00 PM to 10:00 PM) and after the addition of 10 decibels to sound levels in the night (from 10:00 PM to 7:00 AM).

dBA (A-weighted decibel): The A-weighted decibel scale discriminates upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals.

Leq (Equivalent energy level): The average acoustic energy content of noise during the time it lasts. The City uses a 10- minute Leq measurement.

Ldn (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night (from 10:00 p.m. to 7:00 a.m.).



9: NOISE ELEMENT

NOISE-SENSITIVE LAND USES

A series of land uses have been deemed “sensitive” by the State of California. These land uses require an attention to noise to ensure that they can operate as designed. Sensitive uses typically include schools, hospitals, rest homes, long-term care facilities, mental care facilities, homes, places of worship, libraries, and passive recreation areas. Activities conducted in proximity to these sensitive uses must consider their sound output and ensure that they don't create unacceptable noise levels.

Similarly, noise-generating uses need to be protected from encroachment by noise-sensitive uses. Existing industrial and commercial operations that generate noise should not be required to curtail activity because of a newly constructed housing project or other noise-sensitive use.

Most communities handle noise issues by taking care to put compatible uses near each other and avoid placing noisy uses next to homes and other noise-sensitive uses.

The table and maps in this element illustrate future noise conditions that will need to be addressed as the City makes land use decisions.

Table N-1 provides information on projected noise levels along major roadways in the city—specifically, what the future noise level could be at a given distance from the centerline of the roadway. This information is useful to residents seeking information on neighborhoods and to planners who want to ensure that noise impacts are properly addressed when new development proposals are reviewed. The noise information is expressed in A-weighted decibels (dBA) and divided into bands or contours ranging from 55 to 70 dBA in 5 dBA increments. The contours are used in ordinances and policy statements.

How Loud Is It?

Sound Levels for Common Noise Sources

Activity	Noise Level in Decibels
Limit of Hearing	0 dB
Normal Breathing	10 dB
Soft Whisper	30 dB
Library	40 dB
Refrigerator	50 dB
Rainfall	50 dB
Washing Machine	50–75 dB
Normal Conversation	60 dB
Hair Dryer	60–95 dB
Alarm Clock	65-80 dB
Power Mower	65-95 dB
Dumpster Pickup (@ 50')	80 dB
Garbage Disposal	80–95 dB
Noisy Restaurant	85 dB
Train Approaching (Engines)	85–90 dB
Tractor	90 dB
Shouting in Ear	110 dB
Loud Rock Concert	120 dB
Jet Engine at Takeoff	150 dB

These are typical noise levels. Distance from the source will reduce the noise level. A 10 dB increase doubles perceived loudness. Continued exposure to noise above 85 dB can cause hearing loss; the maximum exposure to 85 dB noise in the workplace is 8 hours. A single exposure to 140 dB noise can cause some hearing loss. Source: National Institute for Occupational Safety and Health.

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TABLE N-1: DISTANCE TO NOISE LEVELS BY MAJOR ROADWAY DESIGNATION¹

Roadway Classification	70 dBA	65 dBA	60 dBA	55 dBA
Urban Arterial – 6 Lanes	141	297	638	1,373
Urban Arterial – 4 Lanes	106	227	487	1,048
Major Highway	91	190	407	879
Secondary Highway	65	135	288	620
Collector Street	27	59	126	272

*Source: Appendix I: Noise Element Data, Riverside County General Plan
1. Distance is measured from the centerline.*

NOISE MITIGATION STRATEGIES

When an existing or proposed land use emits sound exceeds the City’s determined acceptable level, the sound is characterized as noise and subject to regulation. There are a number of methods of reducing noise, both from the source and at the sensitive use. When design or regulatory methods are used to reduce noise, the methods attenuate or mitigate the noise. There are both indoor and outdoor standards for this type of mitigation. Policies included in this element provide a number of methods for mitigation; however, with changing technology and advances in design, this list is not comprehensive, and new methods should be considered. Noise created by stationary sources (i.e., outdoor mechanical equipment) is difficult to predict and will need to be addressed on a case-by-case basis. Note too that the responsibility for mitigation is dependent on the planned land use and existing land uses on and near a site.

NOISE SOURCES

STATIONARY NOISE

A stationary noise source is any entity in a fixed location that emits noise. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, and generators are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. These structures are often a permanent fixture and are required for the particular land use. Industrial and manufacturing facilities are also stationary noise producers that may affect adjacent sensitive land uses. The emitted noise from the noise source can be mitigated to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, sound walls, acoustic-rated windows, or dense landscaping or by other noise control measures.



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Stationary noise also includes noise that is generated temporarily—typically as part of the construction of homes, buildings, roadways, etc. Although it is temporary and lasts only as long as construction, it can be annoying to residents and businesses near the construction site. As such, this type of temporary noise is also addressed in this Noise Element.

MOBILE NOISE

The most common mobile noise sources in the city are transportation-related. Motor vehicle noise is characterized by the number of vehicles generating engine and tire noise on local roads and freeways, which often creates a higher sustained noise level in proximity to areas sensitive to noise exposure. Rail and aircraft operations, though less frequent, may generate extremely high noise levels that can be disruptive to daily activities in residential areas and noise-sensitive uses. Transit associated with bus service in the city is part of the transportation noise consideration.

CONSTRUCTION, MAINTENANCE, AND NUISANCE NOISE

Construction operations and maintenance vehicles such as refuse trucks and parking lot sweepers generate noise throughout the City. Other temporary noise can include car doors, car stereos, laughter, shouting, lawn mowers, garbage pick up, leaf blowers and similar daily activities. Although these types of noise sources tend to be short term, temporary, and limited, they can be a source of annoyance, especially during the late night or early morning hours. These noises can also be very difficult to mitigate as they are both fleeting, and stem from the regular use of property for its intended purpose. Construction noise for example, is temporary and concludes once the construction is finished. Standards can be adopted, some methods put in place to help attenuate the noise, however construction equipment will remain audible. In these cases the only relief is likely to be limiting the hours of construction.

NOISE ATTENUATION

One of the most effective means of reducing noise in a sensitive area is to construct and design buildings in such a way that the noise is deflected, absorbed or mitigated so as not to affect the occupants. If the building has already been constructed, landscaping, physical barriers, sound dampening technology, and other design techniques can be used to absorb the noise. These building and design techniques should serve two purposes: to mitigate noise to acceptable indoor and outdoor levels, and to enhance the community character rather than detract from its surroundings.

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VIBRATION

Another community annoyance related to noise is vibration. Vibration can be described by both its amplitude and its frequency, where amplitude is characterized by displacement, velocity, and/or acceleration. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration.

Vibration can be felt outdoors, but the perceived intensity of vibration impacts are greater indoors, due to the shaking of the structure. Some of the most common sources of vibration come from trains and/or transit vehicles, construction equipment, airplanes, and large vehicles. Several land uses are especially sensitive to vibration and therefore have a lower vibration threshold. These uses include, but are not limited to, concert halls, hospitals, libraries, vibration-sensitive research operations, residential areas, schools, and offices.

Table N-2 presents the human reaction to various levels of peak particle velocity. Typical construction vibrations fall in the 10 to 30 Hertz (Hz) range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies. However, due to their suspension systems, buses often generate frequencies around 30 Hz at high speeds. It is more uncommon, but possible, to measure traffic frequencies above 30 Hz.

TABLE N-2: HUMAN REACTION TO TYPICAL VIBRATION LEVELS

Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937–0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges.

Source: Caltrans 1992



9: NOISE ELEMENT

ISSUES FOR FUTURE PLANNING

Comprehensive noise study for the City. Transportation noise continues to be the single largest noise source in the City of Wildomar. As the City grows however, the ambient noise will likely increase which will make noise attenuation more difficult and required on more projects. Further, there are areas of the City where “quiet” is an expectation, and others where noise is more accepted. A community-wide noise survey would provide an update to the existing information used to create the Noise Element, and provide more detail on existing conditions that could be used to modify the noise ordinance.

NOISE GOALS AND POLICIES

GOAL N-1: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses in Wildomar.

GOAL N-2: Locate noise-tolerant land uses in areas irrevocably committed to land uses that are noise-producing, such as transportation corridors.

GOAL N-3: Ensure that noise-sensitive uses do not encroach into areas needed by noise-generating uses.

GOAL N-4: Locate noise sources away from existing noise-sensitive land uses unless appropriate noise control measures are provided.

POLICIES

Policies are provided below in the following areas:

- General Noise Policies (page 9-7)
- Noise Mitigation Strategies (page 9-8)
- Noise Sources (page 9-12)
- Building and Design (page 9-13)
- Building and Design Techniques (page 9-14)

9: NOISE ELEMENT



GENERAL POLICIES

- POLICY N-1: Protect noise-sensitive land uses from high levels of noise by restricting permanent noise-producing land uses from these areas. (N 1.1)
- POLICY N-2: Protect existing and planned future noise generating uses such from encroachment of noise sensitive uses. (New)
- POLICY N-3: Continue to work with other agencies such as Caltrans and school districts to ensure that newly proposed facilities do not negatively affect existing noise-sensitive land uses. (New)
- POLICY N-4: Coordinate with the County of Riverside and adjacent jurisdictions to minimize noise impacts from adjacent land uses along the City's boundaries, especially its rural edges. (New)
- POLICY N-5: Consider the following uses to be sensitive to noise and vibration, and discourage these uses in areas where existing or projected future noise levels would be in excess of 65 CNEL and/or vibration would be more than 0.0787 peak particle velocity (inches per second): (N 1.3)
- POLICY N-6: Schools
- a. Hospitals
- POLICY N-7: Rest homes
- POLICY N-8: Long-term care facilities
- POLICY N-9: Mental care facilities
- POLICY N-10: Residential uses
- POLICY N-11: Libraries
- POLICY N-12: Passive recreation uses



9: NOISE ELEMENT

- POLICY N-13:** Places of worship
- POLICY N-14:** Require noise-sensitive land uses proposed in areas where existing or projected future exterior noise levels would be in excess of 65 CNEL to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. (N1.7)
- POLICY N-15:** Require that exterior noise forecasts use the appropriate level of service for the adjacent roadways or a 20-year projection of traffic volumes (whichever is greater) for future noise forecasts. (N 8.6)
- POLICY N-16:** Table N-3 provides the City’s standards for maximum exterior stationary noise levels to which land designated for residential land uses may be exposed for any 10-minute period on any day. Where existing ambient noise levels exceed these standards, the ambient noise level shall be highest allowable noise level as measured in dBA L_{eq} (10 minutes). (New)
- ACTION N-16.1:** Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos, and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment. (N 4.6)
- ACTION N-16.2:** Evaluate noise producers for the possibility of pure tone-producing noises. Mitigate any pure tones that may be emitted from a noise source. (N 4.7)
- ACTION N-16.3:** Establish and adopt as part of the Noise Ordinance, a standard for noise impact and mitigation in areas where the existing ambient noise exceeds the levels in Table N-3. (New)

TABLE N-3: MAXIMUM ALLOWABLE NOISE EXPOSURE – STATIONARY SOURCES, MEASURED AS DBA L_{EQ} (10 MINUTES)¹

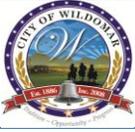
Land Use Type	Time Period	Interior Standards	Maximum Noise Level (dBA)
Residential	10 p.m. to 7 a.m.	40	45
	7 a.m. to 10 p.m.	55	65

1. L_{eq} (equivalent sound level) is the average noise level during the time period of the sample. (N 2.3)

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- POLICY N-1: The City may impose exterior noise standards that are less restrictive than those specified in Table N-3, provided that: (New)
- POLICY N-2: The noise impact on the residential or other noise-sensitive use is addressed in an environmental analysis and at least one outdoor area meets the standard.
- POLICY N-3: A finding is made by the approving body specifying why the exception would not be detrimental to the public health, safety, and general welfare.
- POLICY N-4: The exception would not adversely affect the character of the surrounding development.
- POLICY N-5: The exception would not be injurious to adjacent uses, property, and improvements.
- POLICY N-6: Alternatives have been considered but none are technologically feasible for the proposal.
- POLICY N-7: Interior noise levels resulting from an external source will be consistent with Table N-3.
- POLICY N-8: Residents of noise-sensitive uses are informed of the proposal during the review stage and prior to approval.
- POLICY N-9: The City's preferences for providing noise mitigation are, in order of preference (#1 is most preferred; #5 is the least): (New)
- POLICY N-10: Reduce noise at the source.
- POLICY N-11: If #1 is not practical, designate land uses which are compatible with projected noise levels.
- POLICY N-12: If #1 or #2 is not practical, use distance from the source to reduce noise to acceptable levels.
- POLICY N-13: If #1, #2, or #3 is not practical, use buildings, berms, or landscaping or a combination of these to reduce exterior noise to acceptable levels. Use construction



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techniques (sound-reducing windows, insulation, etc.) to reduce interior noise to acceptable levels.

POLICY N-14: The last measure that should be considered is the use of a sound wall to reduce noise to acceptable levels.

Note to the Reader: The location and design of public schools can not be regulated by the City; therefore, no noise standards for public schools are included in this element.

STATIONARY NOISE SOURCES

POLICY N-15: Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses. (N 4.3)

POLICY N-16: Encourage noise-tolerant land uses, such as commercial or industrial development, to locate in areas already committed to land uses that are noise producing. (N 3.7)

POLICY N-17: Require that parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize potential noise impacts on adjacent noise-sensitive land uses. (N 4.8)

POLICY N-18: If noise levels in Table N-3 exceed, or are projected to be exceeded, because of the proposed commercial or industrial loading dock or delivery area, require that delivery hours be limited when adjacent to noise-sensitive land uses. (N 6.3)

ACTION N-34.1: Enforce all noise sections of the California Vehicle Code. (N 8.1)

MOBILE NOISE SOURCES

POLICY N-1: Protect residents from transportation-generated noise hazards. Increased setbacks, walls, landscaped berms, other sound-absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. (C 20.6)

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- POLICY N-2:** Natural buffers, setbacks, or other noise attenuation shall be established between freeways and urban arterial roadways and adjoining noise-sensitive areas. (N 8.2, N 8.5)
- ACTION N-36.1:** Employ noise mitigation practices when designing all future streets and highways and when improvements occur along existing highway segments.
- POLICY N-1:** Encourage local and regional public transit providers to ensure that the equipment they operate and purchase is state-of-the-art and does not generate excessive noise impacts on the community. (N 9.1)
- POLICY N-2:** Encourage the development and use of alternative transportation modes, including bicycle paths and pedestrian walkways, to minimize vehicular noise in residential and other noise-sensitive areas. (N 9.3)
- POLICY N-3:** Actively participate in the development of noise abatement plans for freeways and other new roadways. (N 9.4, C 3.29)
- POLICY N-4:** Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing. (C 3.28)

TEMPORARY AND CONSTRUCTION NOISE SOURCES

- POLICY N-5:** Work to reduce the impacts of temporary noise sources, including construction activities, on adjacent land uses through the imposition of feasible and appropriate controls, including: (N 12.3)
- POLICY N-6:** Hours of operation
- POLICY N-7:** Limits on equipment types and sizes
- POLICY N-8:** Use of sound-buffering technology (temporary sound walls, improved mufflers, quieter equipment, etc.)
- POLICY N-9:** Phasing and timing of construction activity
- POLICY N-10:** Prohibiting unnecessary noise, such as loud music, outdoor air compressors, etc.



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ACTION N-46.1: Review all proposed development projects and impose conditions as needed to reduce the impacts of construction and other short-term noise sources on adjacent uses.

ACTION N-46.2: Enforce the Wildomar Noise Ordinance.

POLICY N-11: Condition subdivision and other land development approval adjacent to developed/occupied noise-sensitive land uses to require the developer to submit a construction-related noise attenuation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and specify how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as: (N 12.3)

POLICY N-12: Temporary noise attenuation fences.

POLICY N-13: Preferential location of equipment.

POLICY N-14: Length of equipment use and idling time.

POLICY N-15: Use of current noise suppression technology and equipment.

POLICY N-16: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (N 12.2)

POLICY N-17: Require that all construction equipment be kept properly tuned and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (N 12.4)

BUILDING AND DESIGN TECHNIQUES

POLICY N-18: Development should use natural barriers such as berms, setbacks, and/or dense vegetation to assist in noise reduction. (N 11.1)

POLICY N-19: Continue to develop effective strategies and mitigation measures for the abatement of noise-reflecting effective site design approaches and state-of-the-art building technologies. (N 13.2)

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POLICY N-20: Noise reduction measures shall be included in the design of new development through measures that may include: (N 13.3)

- b. Separation of noise-sensitive buildings from noise-generating sources.
- c. Use of natural topography and intervening structures to shield noise-sensitive land uses.
- d. Adequate soundproofing of noise sources or receptor structures to maintain desired interior noise levels.

POLICY N-21: Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use through appropriate building technologies. (N 14.1)

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SAFETY ELEMENT

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INTRODUCTION

Safety is an important aspect in ensuring the general well-being of city residents, and it encompasses the response to many man-made and naturally occurring hazards. The City's response to general safety concerns will determine its success in maintaining and attracting residents and businesses.

This Safety Element seeks to recognize and remedy both present and anticipated concerns about the ongoing well-being of city residents, employees, and visitors. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from fires, floods, earthquakes, landslides, and other hazards. Additionally, this element addresses safety and hazards related to the potential release of hazardous materials into the community and general issues related to police and fire protection services.

SAFELY HAZARDS IN WILDOMAR

Like many places in California, Wildomar is subject to a variety of potential safety hazards. Some hazards are created by the natural environment; others are man-made and result from human activities.

This element briefly describes the following types of safety issues that affect Wildomar:

- Seismic events
- Flooding and inundation
- Fire hazards
- Hazardous materials and waste
- Critical facilities and lifelines
- Subsidence and expansive and collapsible soils



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SEISMIC HAZARDS

While Wildomar is at risk from many natural and man-made hazards, the event with the greatest potential for loss of life or property and economic damage is an earthquake. This is true for most of Southern California, since damaging earthquakes are frequent, affect widespread areas, trigger many secondary effects, and can overwhelm the ability of local jurisdictions to respond. In Wildomar, earthquake-triggered geologic effects include ground shaking, landslides, liquefaction, and subsidence. Earthquakes can also cause human-made hazards such as fires and toxic chemical releases.

Earthquake risk is very high in western Riverside County (which includes Wildomar), due to the presence of two of California's most active faults: the San Andreas and the San Jacinto.

Most of the loss of life and injuries from earthquakes are due to damage and collapse of buildings and structures. Building codes have generally been made more stringent following damaging earthquakes.

In addition to ground shaking, earthquakes can also lead to other, secondary effects as described below. Maps showing areas in Wildomar that are potentially affected by these hazards are shown in the Environmental Impact Report for this General Plan and are available online and from other locations.

Recent fault activity can be found at the following link: <http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html>

FAULT RUPTURE

Damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, but proximity to a rupturing fault can cause profound damage. The proximity of Wildomar to the San Andreas and San Jacinto faults, as well as to other smaller faults in the region associated with the San Andreas fault system, has the potential for generating earthquakes that would result in strong ground shaking including surface rupture.

Known fault zones are shown in Figure SAF-1 below. Updated official information on fault zones in California is available at <http://www.consrv.ca.gov/cgs/rghm/ap/Pages/index.aspx>.

FIGURE SAF-1: FAULT ZONES

[Insert figure]

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SEISMICALLY INDUCED LIQUEFACTION

A portion of Wildomar located generally west of Interstate-15 (I-15), has been identified as having a very high susceptibility to liquefaction, a very destructive secondary effect of strong seismic shaking. Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks, and a water-soil slurry bubbles onto the ground surface.

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. Areas identified as susceptible to liquefaction are identified in Figure S-2.¹

FIGURE SAF-2: LIQUEFACTION SUSCEPTIBILITY

[Insert Figure]

SUBSIDENCE AND EXPANSIVE AND COLLAPSIBLE SOILS

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of underlying groundwater, oil, or gas. A portion of Wildomar located generally west of Interstate-15 (I-15), is susceptible to subsidence. Figure S-3 shows areas in Wildomar that are subject to subsidence.

Expansive soils have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can be found in hillside areas as well as in low-lying alluvial basins. Figure S-4 shows general geologic conditions in Wildomar.

Expansion testing and mitigation are required by current grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils. Homeowner involvement is required to maintain these standards. Homeowners are important because moisture control and modified drainage can minimize the effects of

¹ Note to the Reader: The maps in this element are for general information only and should not be used for the actual assessment of the risk of any type of hazard. Detailed maps published by the state and federal governments and other authoritative sources should be used to determine whether a given site is affected by any type of hazard.



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expansive soils. Homeowners should be educated about the importance of maintaining a constant level of moisture below their home's foundation.

Hydroconsolidation, or soil collapse, typically occurs in recently deposited (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. These soils collapse when they are saturated by water; rapid, substantial settlement results. An increase in surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building or structure, can initiate settlement and cause foundations and walls to crack.

FIGURE SAF-3: AREAS SUBJECT TO SUBSIDENCE

[Insert Figure]

FIGURE SAF-4: GENERAL GEOLOGIC CONDITIONS

[Insert Figure]

FLOODING AND INUNDATION

Riverside County has experienced severe flooding many times throughout its history, resulting in the loss of lives and millions of dollars in property damage. Floods are caused by rivers and creeks overrunning their banks, and most property damage has occurred where development has been allowed without regard for flood hazard. The City is located within the Riverside County Flood Control and Water Conservation District. The District plans, constructs and manages major flood control projects through the City, but does not address local development projects except to ensure that they are consistent with the master plan. The City of Wildomar is responsible for local drainage facilities.

The City also participates in the Flood Insurance Rate Mapping (FIRM) program and there are maps showing possible flooding areas in and around the City. These areas are planned (please see the Land Use Element of this General Plan) for uses consistent with periodic flooding (such as open space and parks). In the developed areas of Wildomar, the City is responsible for ensuring that flood control facilities are in place, or constructed as part of the project, to protect homes and businesses from flooding. Figure SAF-5 illustrates 100- and 500-year flood hazard zones.

Note to the Reader: Although recent changes in state law require cities to identify areas subject to "200-year" flooding, the Federal Emergency Management Agency (FEMA) has not yet (as of 2013) mapped these areas for Wildomar. These areas will be more extensive than the 100-year flood zones shown in Figure SAF-5.

One additional type of flooding that can occur is the catastrophic flood caused by the failure of a dam. Wildomar is not in an area that would be affected by inundation due to the failure of an upstream dam. Similarly, as there is no large body of water near the City, there is no possibility of a sieche.

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FIGURE SAF-5: 100- AND 500-YEAR FLOOD HAZARD ZONES

[Insert Figure]

FIRE HAZARDS

The northeastern area of Wildomar poses a significant fire hazard in the city, and although the Cleveland National Forest is not within the city limits, because of its close proximity and very high fire hazard risk, the City has highlighted the need for strict enforcement of brush management and fire prevention programs.

WIND-RELATED FIRE HAZARDS

Wildland fires that occur while Santa Ana winds are present constitute a worst-case fire suppression scenario. Because of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County is considered extremely high for 25 percent of each year. Therefore, there is a statistically significant chance that this worst-case fire suppression scenario could occur. Fire hazard areas in Wildomar are shown in Figure SAF-6.

FIGURE SAF-6: FIRE HAZARD AREAS

[Insert Figure]

HAZARDOUS MATERIALS AND WASTE

Technically, the term “hazardous materials” would include the entire spectrum of such substances from pre-product materials to waste.

Pre-product materials are considered to have value and are used in or are the purpose of the manufacturing process, and are referred to as hazardous *materials*. Because they have value, hazardous materials are subject to proper management procedures.

Waste is the valueless byproduct of the manufacturing process that must be disposed of, and if the waste involves certain chemicals or hazardous materials it is referred to as hazardous *waste*. Hazardous materials which have been spilled, disposed, dumped, or are otherwise released into the environment immediately become hazardous waste.

Although the term “hazardous waste” is much more widely known, and the effects of its poor management are very evident, hazardous materials are actually more commonly in close proximity to the general public. Hazardous materials are more frequently transported on freeways and public roads and are more frequently stored in close proximity to residential areas. (An excellent example is the local service station that stores thousands of gallons of a



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highly volatile, flammable, and carcinogenic material—gasoline—adjacent to or near residential development with virtually no concern on the part of the public.)

Hazardous waste, on the other hand, is in the spotlight of public concern. The Love Canal (New York), Stringfellow Acid Pits (Riverside County), Times Beach (Missouri), and other incidents have dramatically publicized the result of improper disposal of hazardous waste and have emphasized the need for strict regulation and management of hazardous waste.

CRITICAL FACILITIES AND LIFELINES

Critical facilities are parts of infrastructure that must remain operational after a disaster or facilities that pose unacceptable risks to public safety if severely damaged. In Riverside County, critical facilities include schools, hospitals, fire and police stations, emergency operation centers, communication centers, dams, and industrial sites that use or store explosives, toxic materials, or petroleum products. It is essential that critical facilities have no structural weaknesses and remain operable in the event of an area-wide emergency.

POLICE AND FIRE PROTECTION

Police services in Wildomar are provided by the Riverside County Sheriff's Department, with local policing directed from the sheriff's station located at 333 Limited Avenue in Lake Elsinore. Additional information on police services is available at <http://www.riversidesheriff.org>, the official website of the Riverside County Sheriff.

Fire and paramedic services in Wildomar are provided by the Riverside County Fire Department, which operates in coordination with the California Department of Forestry and Fire Protection. Additional information on fire protection services is available at www.rvcfire.org, the official website of the Riverside County Fire Department.

SAFETY GOALS AND POLICIES

GOAL SAF-1: Provide a safe and healthy environment for all Wildomar residents that includes adequate levels of police and fire protection, safe housing, and safe places to work and play.

GOAL SAF-2: Reduce, to the extent possible, the risk and exposure of life, property, and the environment to hazardous conditions and events such as earthquakes, landslides, wildfires, floods, inundation, emergencies, and toxic releases.

GOAL SAF-3: Coordinate planning activities and development proposals with law enforcement capabilities to create communities, neighborhoods, and conditions that enhance community safety and emergency disaster response.

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POLICIES

The following policies implement the City's safety goals. Policies are provided in the following topical areas:

- General Safety Policies (page 10-07)
- Hazard-Specific Issues and Policies (page 10-08)
 - Slopes and Geologic Hazards (page 10-08)
 - Flood and Inundation Hazards (page 10-10)
 - Fire Hazards (page 10-10)
 - Hazardous Materials and Waste (page 10-10)
 - Critical Facilities and Lifelines; Disaster Recovery (page 10-11)
 - Fire Protection (page 10-12)
 - Police Protection (page 10-12)

GENERAL SAFETY POLICIES

- POLICY SAF-1:** Seek to ensure that new structures are protected from damage caused by earthquakes, geologic conditions, soil conditions, and other potential hazards. (New)
- ACTION SAF-1.1:** Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified. (S 1.1)
- ACTION SAF-1.2:** Enforce state laws aimed at identification, inventory, and retrofit of existing vulnerable structures. (S 1.2)
- ACTION SAF-1.3:** Require structural and nonstructural assessment and, when necessary, mitigation, of other types of potentially hazardous buildings that are undergoing substantial repair or



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improvements resulting in more than half of the assessed property value. Potential implementation measures could include:

- a. Use of variances, tax rebates, fee waivers, credits, or public recognition as incentives.
- b. Inventory and structural assessment of potentially hazardous buildings based on screening methods developed by the Federal Emergency Management Agency (FEMA).
- c. Development of a mandatory retrofit program for hazardous, high-occupancy, essential, dependent, or high-risk facilities.
- d. Development of a mandatory program requiring public posting of seismically vulnerable buildings. (S 1.3)

SLOPES AND GEOLOGIC HAZARDS

POLICY SAF-2: All new development shall be designed and constructed to conform with the Building Code and other applicable codes and other safety standards related to seismic and geologic hazards. (New)

ACTION SAF-2.1: Require geological and geotechnical investigations in areas with potential for seismically induced liquefaction or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and for any structure whose damage would cause harm. (S 2.2)

ACTION SAF-2.2: Require evaluations of site instability, including any possible impact on adjacent properties, before approval of grading plans. (S 3.1.b)

POLICY SAF-3: Encourage research into new foundation design systems that better resist the climatic, geotechnical, and geological conditions present in Wildomar and Riverside County. (S 2.8)

FLOOD AND INUNDATION HAZARDS

POLICY SAF-4: Development in floodplains or floodways shall not obstruct flows or adversely affect upstream or downstream properties with increased floodwater volumes or velocities, erosion backwater effects, or concentrations of flows. (S 4.9)

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- ACTION SAF 4.2:** Require all proposed projects to address and mitigate any adverse impacts the project may have on the carrying capacity of local and regional storm drain systems. (S 4.10)
- POLICY SAF-5:** Continue to work with the Riverside County Flood Control and Water Conservation District to implement the Master Drainage Plan for the Wildomar Basin. (New)
- ACTION SAF-5.1:** Develop a City Storm Drainage Master Plan that complements the Flood Control District drainage plan. (New)
- ACTION SAF-5.2:** Ensure that development is consistent with both the Flood Control District Master Drainage Plan and the City of Wildomar Storm Drainage Master Plan. (New)
- ACTION SAF-5.3:** Require the construction of permanent or interim flood control improvements as part of development when appropriate, and adopt and collect impact fees as necessary to implement the master plans. (New)
- ACTION SAF-5.4:** Ensure mechanisms are in place, or are formed as a part of new development, for the ongoing maintenance of flood control and storm drainage improvements. (New)
- POLICY SAF-6:** Do not permit critical facilities in floodplains unless the project design ensures that there are two routes for emergency egress and regress, and minimizes the potential for debris or flooding to block emergency routes, through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access. (S 4.2)
- POLICY SAF-7:** All residential, commercial, and industrial structures shall be flood-proofed from the 200-year storm flow, and the finished floor elevation shall be constructed at such a height as to meet this requirement. (S 4.2)
- POLICY SAF-8:** Critical facilities shall be constructed at an elevation to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. (S 4.2)
- POLICY SAF-9:** Development using, storing, or otherwise involved with substantial quantities of on-site hazardous materials shall not be permitted, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations. (S 4.1)



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ACTION SAF-9.2: Enforce provisions of the Building Code as it relates to flooding and hazardous materials. Specific flood-proofing measures may require use of paints, membranes, or mortar to reduce water seepage through walls; installation of watertight doors, bulkheads, and shutters; installation of floodwater pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. However, fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of the walls. (S 4.1)

POLICY SAF-10: Any substantial modification to a watercourse shall be done in the least environmentally damaging manner possible in order to maintain adequate wildlife corridors and linkages and maximize groundwater recharge. (S 4.7)

FIRE HAZARDS

POLICY SAF-11: All proposed construction shall meet minimum standards for fire safety as defined in the City's Building or Fire codes, based on building type, design, occupancy, and use. (S 5.1)

POLICY SAF-12: Development in hazardous fire areas shall include secondary public access, unless determined otherwise by the Fire Chief. (S 5.1)

HAZARDOUS MATERIALS AND WASTE

POLICY SAF-13: Work with responsible agencies to identify and prevent potential hazardous waste releases. (New)

POLICY SAF-14: Regulate the storage of hazardous materials consistent with state and federal law. The City shall not permit above- or belowground tanks without considering the potential hazards that would result from the release of stored liquids caused by rupture, collapse, or leaks, and may request applicants to have an emergency response plan. (New)

POLICY SAF-15: Work with responsible agencies to ensure that all industrial facilities are constructed and operated in accordance with the most current safety and environmental protection standards. (New)

ACTION SAF-15.1: Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to:

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- a. Install automatic fire and hazardous materials detection, reporting, and shutoff devices; and,
- b. Install an alternative communication system in the event power is out or telephone service is saturated following an earthquake. (S 7.3)

ACTION SAF-15.2: Encourage private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:

- a. Maintaining a fire control plan, including an on-site firefighting capability and volunteer fire response teams to respond to and extinguish small fires.
- b. Identifying medical personnel or local residents who are capable and certified in first aid and CPR.
- c. Providing information on emergency practices and evacuation procedures to all residents, businesses, and participants. (S 7.4)

POLICY SAF-16: Coordinate with all appropriate local, county, state, and federal agencies in hazardous materials route planning, notifications, and incident response to ensure appropriate first response to hazardous material incidents. (S 6.1)

CRITICAL FACILITIES AND LIFELINES; DISASTER RECOVERY

POLICY SAF-17: Damage must be minimized for critical facilities, and susceptibility to structural collapse must be minimized, if not eliminated. (S 7.7)

ACTION SAF-17.1: Ensure that special development standards, designs, and construction practices reduce risk to tolerable levels for projects involving critical facilities, large-scale residential development, and major commercial or industrial development through conditional use permits and the subdivision review process. (S 7.7)

ACTION SAF-17.2: Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, fit with safety shutoff valves, be designed for easy maintenance, and have redundant backup lines where unstable slopes, earth cracks, or areas of liquefaction cannot be avoided. (S 7.7)



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ACTION SAF-17.3: Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and major electrical and telephone conduits that:

- a. Extend through areas of high liquefaction potential;
- b. Are located on collapsible or expansive soils;
- c. Traverse earth cracks or landslides; or
- d. Require extra design considerations for lifelines across subsidence areas. (S 7.11)

POLICY SAF-18: Participate in regional disaster recovery planning and implementation. (New)

Action SAF-20.1: Develop plans for short- and long-term post-disaster recovery that complement plans of adjacent jurisdictions and Riverside County. (S 7.18)

Fire Protection

POLICY SAF-19: Work with the Riverside County Fire Department to ensure the safety and protection of Wildomar and its community members. (New)

ACTION SAF-19.2 Work with the County Fire Department through the review of proposed development projects to ensure that fire safety issues are considered. (New)

Police Protection

POLICY SAF-20: Ensure the safety and protection of Wildomar and its community members by providing appropriate first response to emergencies and ensuring that sufficient resources are available to provide adequate protection as the community grows. (New)

Action SAF-20.1: Maintain and enhance community safety through coordinated regional emergency, law-enforcement, and protective services systems. (New)

Action SAF-20.2: Work with the Police Department through the review of proposed development projects to ensure that public safety issues are considered prior to construction and occupancy. (New)

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- POLICY SAF-21: Seek to maintain and enhance communications between community residents and the police through regular meetings and a visible community policing program. (New)
- POLICY SAF-22: Encourage the design of neighborhoods and buildings in a manner that discourages crime and promotes security and safety for people and property. (New)
- POLICY SAF-23: Note to Reader: Please see the Community Design Element of this General Plan for additional policies related to the design of neighborhoods and buildings.
- POLICY SAF-24: Encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of private development projects and public facilities. These basic principles include the following:
- POLICY SAF-25: Natural Surveillance
- POLICY SAF-26: A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas, and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; and adequate nighttime lighting.
- POLICY SAF-27: Territorial Reinforcement
- POLICY SAF-28: Physical design can create or extend the area in which users develop a sense of territorial control. Potential offenders, perceiving this control, are discouraged. This experience is promoted by features that define property lines and distinguish private spaces from public spaces by using landscape plantings, pavement designs, gateway treatments, and CPTED fences. (New)
- POLICY SAF-29: Natural Access Control
- POLICY SAF-30: A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk in the mind of the offender. This is gained by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes and discouraging general access to private areas through structural and design elements.
- POLICY SAF-31: Target Hardening



10: SAFETY ELEMENT

POLICY SAF-32: Target hardening is accomplished by features that prohibit entry or access (such as window locks, deadbolts for doors, and interior door hinges). Offenders will seek easier targets, reducing crime in areas where these features are used.



CITY OF WILDOMAR – PLANNING COMMISSION
Agenda Item No. 3.2
GENERAL BUSINESS
Meeting Date: March 5, 2014

TO: Chairman and Members of the Planning Commission

FROM: Dan York, Public Work Director

SUBJECT: **Murrieta Creek Regional Trail Project:**
Presentation of Conceptual Alignment Analysis and Recommendations

STAFF RECOMMENDATION

The Public Works Department recommends that the Planning Commission receive and file the Murrieta Creek Regional Trail Project Report.

PROJECT DESCRIPTION

The Murrieta Creek Regional Trail project represents a joint effort between the Cities of Lake Elsinore, Murrieta, Temecula, and Wildomar in partnership with the Santa Margarita Group of the San Geronio Chapter of the Sierra Club. Technical assistance on this project was provided by the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program.

The joint effort focused on a conceptual regional trail development along the Murrieta Creek corridor as a common link between the cities of Temecula, Murrieta and Wildomar, as well as adjacent lands managed by the County of Riverside and the City of Lake Elsinore.

A grant was awarded in October 2012 for regional trail planning with cross-jurisdictional trail linkages. Attachment A represents the Final Draft report. The report includes development considerations, trail alignment through each jurisdiction and priority actions.

Respectfully Submitted,
Daniel A. York
Public Works Director

Reviewed by,
Matthew Bassi
Planning Director

Reviewed by,
Erica L. Vega
Assistant City Attorney

ATTACHMENT

A. Murrieta Creek Regional Trail Project

ATTACHMENT A

Murrieta Creek Regional Trail Project



murrieta creek regional trail project

conceptual alignment analysis + recommendations
revised 01.2014

acknowledgements

murrieta creek regional trail project

project partners

The Murrieta Creek Regional Trail project represents a joint effort between the Cities of Lake Elsinore, Murrieta, Temecula, and Wildomar in partnership with the Santa Margarita Group of the San Geronio Chapter of the Sierra Club.



technical assistance

Technical assistance on this project was provided by the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program.



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history and background

The cities of Temecula, Murrieta and Lake Elsinore together share a colorful history as iconic Western towns, situated as they are along what was the early settlers' migratory route of the Southern Emigrant Trail. From the start of the war with Mexico, through the Gold Rush years, this trail was the route of choice for a steady stream of immigrants keen to make their fortune in the West.

But with the rise of rail in the 1880s as the preferred form of travel, these southern Californian towns slipped back into their sleepy rhythms for another hundred years, until the arrival of the I-15 in the 1980s. Once again, these three towns found themselves adjacent to an important transportation corridor and the next few decades were marked by rapid growth. The population of Temecula actually quadrupled in size in the twenty years from 1990*. In 2008, the growing town of Wildomar was incorporated midway between Lake Elsinore and Murrieta.

The area's rapid growth presented a challenge for these four cities to maintain a balance in transportation infrastructure that served not just the car, but also more pedestrian and cycle-friendly transportation options. Still they were able, through careful planning and investment, to preserve the essential character of their "Old Towns," which have today become major tourist destinations featuring a wide range of restaurants, businesses and cultural establishments replete with theaters and musical venues.

The cities share not just a common history, but situated as they are along the banks of the Murrieta Creek, also have a physical linkage. Our goal is to take a cue from nature and create a multi-use trail alongside the river that will connect Temecula in the south, to Lake Elsinore in the north, and the cities between. The development of this trail will appeal to many residents, who in addition to the low crime rate and good schools, have been drawn to this area of southwest Riverside County because of the clement weather and opportunities for outdoor living.



The Murrieta Creek corridor provides an readily accessible linkage to the area's natural and cultural resources for local residents.

While city planners are busily retrofitting infrastructure to accommodate local residents' desires for more walkable and bikeable cities, it is a time-consuming and expensive process. A "city-to-city" trail along Murrieta Creek provides a unique opportunity to meet the needs of the community in a way that will not only be a commercial boon to businesses, but will build upon the area's common history and enhance a sense of place for residents and visitors alike.

southern emigrant / butterfield overland trail

Between 1858 and 1861, the Butterfield Overland Stage Company began utilizing the Southern Emigrant Trail in Riverside County as part of its "Ox-Bow Route" to deliver mail, and some passengers, across the country from St. Louis, MO to San Francisco, CA.

* US Census, www.census.gov

While the route was only utilized for a short period of time by the Butterfield Overland Stage Company, its national importance has not been diminished. The National Park Service is in the process of completing a Special Resource Study of the Butterfield Overland Trail to assess its historic significance and feasibility for possible inclusion in the National Historic Trails system.

Locally, this historic trail route closely follows the Murrieta Creek corridor, heading north from Temecula to Murrieta, Wildomar, and Lake Elsinore before eventually continuing on to Corona through Temescal Canyon.

The exact location of the route is difficult to know for certain as little physical evidence remains today of the trail and its associated sites. Regardless, the trail's historic link to the Murrieta Creek corridor presents a tremendous opportunity to preserve, protect, and share the story of the Southern Emigrant / Butterfield Overland Trail through the development of the Murrieta Creek Regional Trail.

With thoughtful signage and creative interpretive programming, the Murrieta Creek Regional Trail can serve a key role in revealing the area's unique and important contributions to the nation's story. Indeed, the trail itself can serve potentially as a recreational retracement route of the historic corridor, providing modern users a vicarious experience of the history and conditions prevalent along the trail in the mid- to late- 19th century.

murrieta creek regional trail vision

The vision for the Murrieta Creek Regional Trail is to create a non-motorized, multi-use trail along the river linking the cities of Temecula, Murrieta, Wildomar, and Lake Elsinore that promotes:

Urban Accessibility and Connectivity: using Murrieta Creek as a "stem" and a focal point for connecting cities and other regional trails

Healthy Lifestyles: improving opportunities for physical activity, recreation, and local sites for rejuvenation in the outdoors

Community Economics: a trail system contributing to the financial strength and attractiveness of our communities by enhancing business opportunities, tourism, and property values

Sustainable Development: a trail link offering alternative transportation opportunities, contributing to the health and vitality of the community while connecting the cities and region, thereby enriching lives and communities

Community Partnerships: engaging local planners, non-profits, officials, and residents in developing a plan and establishing ongoing partnerships to help decision makers in the planning, design, development, and construction of a high-quality trail

Awareness and Appreciation for the Outdoors: providing inspiring trail experiences that cultivate an appreciation for nature, natural resources, and cultural heritage
Specific implementation recommendations reflecting these general assumptions have been developed for each city and appear at the end of this document.



Native plants and wildlife still prevail along much of the Murrieta Creek corridor.

planning context

The Santa Margarita River is formed by the joining of two creeks, Temecula Creek and Murrieta Creek, at the head of Temecula Canyon in southwest Riverside County roughly 28 miles northeast from where the river eventually empties into the Pacific Ocean near Camp Pendleton.

Before joining with Temecula Creek and heading to the ocean, Murrieta Creek flows gently from north to south for approximately 13.5 miles along the eastern foothills of the Santa Ana Mountains. Its path flows through, and directly links, the cities of Wildomar, Murrieta and Temecula, supporting a riparian corridor that is in some locations lush with native plants and wildlife while in others managed primarily for flood control purposes.

As with nearly all river basins in southern California, the majority of precipitation occurs during a relatively small portion of the year—traditionally, between November and April—leading to frequent, and sometimes devastating, flood events. Murrieta Creek is no exception. This characteristic flooding cycle has led to flood control measures being implemented along the creek channel from as early as 1939.



Figure 1: Project Regional Map

In 1992, a group of graduate students from the Department of Landscape Architecture at California State Polytechnic University, Pomona (Studio 606) completed a study of management alternatives for the upper Santa Margarita River Watershed. This study emphasized a multi-functional approach to development along Murrieta Creek which integrates recreation and habitat restoration with flood control planning.

Building on these recommendations, in 1996 a second study conducted by Studio 606 graduate students produced a comprehensive report focused solely on the Murrieta Creek corridor titled *Integrated Management Plan for Murrieta Creek*. Specific recommendations were developed as part of this study for how best to integrate flood control, recreation, and habitat and wildlife planning in the development of a Murrieta Creek Greenway concept (see Figure 3). This report served as the basis for local community input on subsequent flood control projects.

A major flood event in 1993 caused significant damages in Murrieta and Temecula, as well as Camp Pendleton. The 1993 flood prompted the authorization of the Army Corps' Feasibility Study for the Murrieta Creek Flood Control / Environmental Restoration and Recreation Project (Murrieta Creek project).

The Final EIS/EIR for the Murrieta Creek project was completed in 2000. The

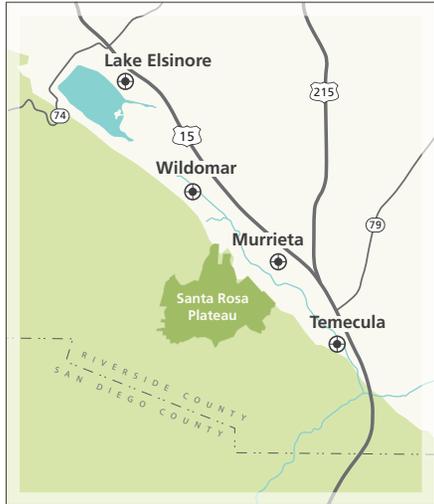


Figure 2: Project Area Map

project proposed a comprehensive three-phased approach to flood control measures, including significant channel improvements through Temecula and much of Murrieta, as well as development of a 270-acre multi-purpose detention basin. Lack of funding resources and competing priorities left this project largely undeveloped since that time (though a small portion of the proposed Phase I channel improvements was completed downstream of Old Town Temecula).

In 2012, a resurgence of interest in the project and local political pressure led to the completion of the Supplemental Environmental Assessment by the Army Corps. This assessment proposed a Modified Phase II Plan for channel improvements that tie into (and largely complete) the Phase I improvements previously constructed. Efforts to move forward with the proposed Murrieta Creek channel improvement plan have rejuvenated interest in planning for and coordinating recreational trail development and enhancement tied to future creek improvement projects.

Presented here is a comprehensive overview of existing opportunities for establishing a regional trail linkage across the entire Murrieta Creek corridor that analyzes potential trail alignment and provides baseline recommendations for next step action items. For the purposes of this project, the Murrieta Creek corridor was divided into 10 sections and examined south to north—following the direction of the Army Corps’ phased development of the Murrieta Creek project.

trail development opportunity

The physical linkage afforded by Murrieta Creek in connecting the region’s major population centers, coupled with the planned development of recreational trails as a component of the creek’s proposed flood control improvement project, represents a significant opportunity to establish a regional multi-use trail alignment across the creek corridor.

Conceptually, such a trail alignment could extend north from Temecula, run through Murrieta and Wildomar, and connect into Lake Elsinore. Although Murrieta Creek itself does not flow into the City of Lake Elsinore, its proximity to the city at its northernmost extent makes inclusion of Lake Elsinore in the overall concept a logical and complementary “anchor point” for such a regional trail linkage.

As conceived, a regional trail across the Murrieta Creek corridor could serve as a main stem from which locally planned and developed city and county trails could connect, thereby expanding the significance and overall impact of each community’s individual recreational resources (both existing and planned).

And while most of the city and county trail planning efforts to date have identified Murrieta Creek as an opportunity for trail development, no coordinated effort to plan across jurisdictional boundaries looking at shared resources, common linkages and development, and unified “branding” and promotion has been sustained.

In addition, the region’s population has continued to expand over the past several decades. This has placed increased strain on existing natural and recreational resources, as well as planning and development budgets. Coordinated planning and development of a Murrieta Creek Regional Trail across individual city and county boundaries would maximize local investment, increase sustained benefits for all partners, and elevate the profile of individual trail projects seeking funding or currently in development.

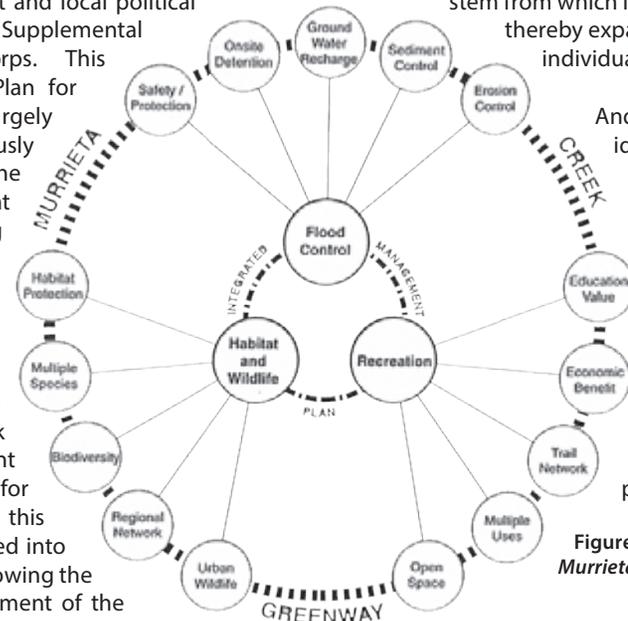


Figure 3: Management Plan Components (Integrated Management Plan for Murrieta Creek, 1992)

murrieta creek trail project

It was with a concept for regional trail development in mind that representatives from the Santa Margarita Group of the San Geronio Chapter of the Sierra Club first reached out to city parks and planning staff from across the area to learn more about current trail planning efforts. Members of the Santa Margarita Group also assessed potential interest from each city in working on a coordinated effort for regional trail planning and development. From these preliminary discussions, the Santa Margarita Group decided to move forward with an application for technical assistance from the National Park Service’s Rivers, Trails and Conservation Assistance (NPS-RTCA) program.

In October 2012, NPS-RTCA awarded the group a one-year technical assistance grant for work on a Santa Margarita River Watershed-based regional trail planning effort to explore opportunities for cross-jurisdictional trail linkages and coordinated development planning across local agencies.

The project planning area focused on the Murrieta Creek corridor within the Santa Margarita River Watershed as a common link between the cities of Temecula, Murrieta and Wildomar, as well as adjacent lands managed by the County of Riverside and the City of Lake Elsinore.

Through preliminary meetings with a core planning team comprised of city, county and community stakeholders, the following project goals and objectives were established:

Project Goal

Improved coordination and communication between local land managers and area stakeholders facilitating the establishment and development of an interconnected regional trails system, specifically across the Murrieta Creek corridor

Planning Team Objective

Establish a coalition of cooperating partners with a unified vision and commitment to the Murrieta Creek Regional Trail project

Murrieta Creek Trail Map Objective

Develop a trails map which identifies trail planning priorities, connectivity and routing opportunities, and local resources across the Murrieta Creek project area

Partnership Agreement Objective

Develop a general partnership agreement (or similar) to support an ongoing commitment to a coordinated planning and development effort of the Murrieta Creek Regional Trail

Actions / Recommendations Plan Objective

Develop an action plan from project findings and agreements to leverage success in regional trail development and implementation moving forward

Community Engagement Objective

Engage the community in celebrating regional trail planning efforts and raising awareness of, and support for, trail development opportunities through:

- 1) Planned Community Trails Day Events
- 2) Murrieta Creek Trail Logo Development

project planning team

A core group of key city staff and community stakeholders from across the region were assembled to work on the Murrieta Creek Regional Trail project with the assistance of NPS-RTCA staff. The partners who have committed to this coordinated planning and development of a trail alignment along the Murrieta Creek corridor include:

City of Lake Elsinore, Lake, Parks & Recreation
City of Murrieta, Community Services
City of Temecula, Planning Department
City of Wildomar, Community Services
Sierra Club, Santa Margarita Group of the San Geronio Chapter
Wildomar Multi-Use Trails Association



Members of the Murrieta Creek Trail project planning team assessing existing field conditions along the creek corridor.

other partner resource agencies

Beyond the city agencies and community stakeholders who have come together to further the development of the Murrieta Creek Regional Trail, many other partner organizations and agencies are critical to this effort, including but not limited to:

California Department of Fish and Wildlife
Elsinore Murrieta Anza Resource Conservation District
Rancho California Water District
Riverside County Flood Control and Water Conservation District

Riverside County Regional Park and Open Space District
 San Diego Regional Water Quality Control Board
 Santa Rosa Plateau Ecological Reserve
 US Army Corps of Engineers
 US Fish and Wildlife Service

overview of analysis

The analysis presented in this document was developed based on an extensive inventory of existing conditions; review of city and county trail planning documents, city and county general plans, and current plans and proposals for projects along the creek corridor (e.g. the Murrieta Creek Flood Control / Environmental Restoration and Recreation Project); as well as from input and consultation with representatives and stakeholders from the City of Temecula, City of Murrieta, City of Wildomar, City of Lake Elsinore, and the Sierra Club.

The information depicted on the plan maps represent preliminary concepts developed to help guide the overall planning process and assist in identifying critical recommendations and next step action items only. Exact trail routing and alignment, specific trail features and amenities, and precise locations of trail-related improvement projects will all require further consultation with qualified designers, engineers, landscape architects and community planners in future stages of development.

This report is to be read as a conceptual, working document in which the action items are not yet officially approved and are therefore non-binding. It has also been designed to be read in individual sections without the need to read the entire document, therefore some information and details may repeat.

In addition, the conceptual alignment analysis is based on the following assumptions:

- Phase II, III, and IV of the Army Corps' Murrieta Creek project will be developed and will include a contiguous recreational trail element along each side of the creek's banks
- The cities of Temecula and Murrieta are committed to ensuring that a contiguous and well-planned multi-use recreational trail is included in each phase of the Army Corps' Murrieta Creek project

- The cities of Temecula and Murrieta are committed to working to ensure trail connectivity is not compromised where flood control improvement projects intersect with existing and future-planned roadways and bridges
- The City of Murrieta is committed to developing multi-use trails along the Murrieta Creek corridor that tie into the Army Corps' project and connect into the City of Wildomar's trail network
- The City of Wildomar will continue to work with Riverside County Flood Control to establish formal agreements on the use and maintenance of existing trails along Murrieta Creek within its jurisdiction
- The City of Wildomar is committed to establishing a viable, safe and contiguous trail linkage between the end of the Murrieta Creek corridor (at Wesley St) and leading to the City of Lake Elsinore's Serenity Park (off of Corydon St)
- The City of Lake Elsinore is committed to establishing a trail connection between Serenity Park and its existing Lake Elsinore Levee Trail
- The Sierra Club will continue to garner support from the community and help raise awareness for development of the regional trail, as well as provide targeted support in the completion of recommended tasks
- All project partners and stakeholders will commit to ensuring that future development projects and community planning efforts support the establishment of the Murrieta Creek Regional Trail and do not propose concepts which would inhibit, restrict and/or constrain trail access and circulation
- All project partners and stakeholders will commit to coordinating way-finding, "branding" and promotion of the Murrieta Creek Regional Trail

Specific implementation recommendations reflecting these general assumptions have been developed for each city and appear at the end of this document.

development considerations

trail standards

As a multi-use facility, the Murrieta Creek Regional Trail will attract a variety of users with differing needs and expectations. Design of the trail with regards to width, clearance, surface material, and amenities must consider the needs of the various anticipated trail users in order to maximize both safety and comfort.

While design of the trail is beyond the scope of this planning effort, and will require further consultation with qualified planners, engineers and landscape architects, general trail standards have already been developed by the Riverside County Regional Park and Open Space District which can serve as a guide for city planners and other resource agencies working to implement the trail.

Regional Trail (Urban and Rural)	
Definition	A 10-12' wide stabilized multi-purpose trail. It is designed as an alternate route for pedestrian, jogger, walker, hiker and equestrian use. It is designed to serve as major linkages that interconnect Regional Parks, Open Space Areas, communities and cities.
Location	Usually along the fringe of development projects; roadways (adjacent to or immediately outside of the ultimate road right of way); and may follow streams or watercourses with the approval from the appropriate review agencies.
Typical Easement	20'
Surface	Stabilized Decomposed Granite (DG), 4-6" thick

Trail Development Standards, Riverside County Regional Park and Open Space District (July 2009).

The standards presented here offer a reference for how the development of the Murrieta Creek Regional Trail might generally be considered. Unique on-the-ground conditions and site-specific opportunities and challenges found across the length of the trail corridor, however, will ultimately dictate the particular trail classification and development standards implemented in any given area. In addition, it is recognized that individual design standards from each city and land managing agency may take precedent.

Ultimately, it will be the task of the trail's planners and designers to evaluate the specific opportunities presented within each area to determine a strategy for implementation that meets the needs of all users while maintaining a cohesive and unified trail user experience.

Combination Class I Bikeway / Regional Trail	
Definition	A 10-12' wide paved surface consisting of two striped lanes of equal width AND a 10-12' wide multi-purpose stabilized soft surface trail completely separate from roadways. It is designed as an alternate urban commuter route connecting urban areas and regional park facilities. The paved trail is for exclusive use by bicyclists and pedestrians. The multi-purpose trail is for all users including equestrians.
Location	Usually adjacent to roadways, but located immediately outside the ultimate road right of way.
Typical Easement	30-40'. The trails can be split to place one trail of each type on opposite sides of the roadway with easement width being reduced by approximately half on each side.
Surface	Rubberized Asphalt, 4" thick (paved trail); Stabilized Decomposed Granite (DG), 4-6" thick (soft surface trail)

road crossings

Many sections of the Murrieta Creek Regional Trail will likely require consideration of an at-grade road crossing where bridging or tunneling are not physically and/or economically feasible. Road crossings are inherently site-specific with variations in traffic patterns, volumes, speed, and road conditions all playing a part in the determination of how the crossing should be made.

Generally, safe at-grade crossings will include some type of traffic light or signal that can be activated by trail users. This level of development may not be necessary in all areas, though. Some crossings can be made safe with the addition of a painted crosswalk and/or trail crossing signs placed along the road. Each city will need to determine what level of intervention is necessary for the trail's at-grade crossings on a case-by-case basis working with a traffic or transportation engineer to evaluate existing conditions and characteristics of each site.



Existing conditions vary greatly where at-grade road crossings will be needed along the trail corridor.

signage considerations

A comprehensive suite of signage is one of the hallmarks of a well-established and well-functioning trail system. Such signage plays an key role in ensuring that proper information is provided to users regarding the safe and appropriate use of all facilities.

Planned and implemented correctly, trail signage can help:

- promote usage
- improve trail user circulation

- increase understanding and awareness of surroundings
- facilitate access to resources
- protect sensitive areas
- improve overall trail safety and security

Development of signage for the Murrieta Creek Regional Trail will require a comprehensive planning and design process that is beyond the scope of this project. However, the following guiding principles are provided for consideration:

Standardization: the suite of trail signs should read as a cohesive unit, a consistent visual thread for the trail user, meaning overall design character and aesthetics should relate from sign to sign regardless of the individual type or function of the sign itself

Recognition: trail signs should be easily identifiable, helping to “brand” the trail network they support; this can be a simple matter of displaying trail logos on all signage and/or the development of attractive, interesting and customized graphic design standards

Legibility: in order to achieve their primary purpose of communication, trail signs must provide a high level of “at-a-glance” legibility for users, incorporating fundamental principles of graphic design such as clean layout, recognizable symbols, minimal text, hierarchy of information, legible color schemes, etc.

Clutter and Redundancy: a comprehensive suite of signs should aim to reduce sign clutter and information redundancy by establishing an effective system of information distribution, providing relevant details when needed, and at appropriate locations

Placemaking: trail signs, in all their forms, are the supporting framework from which users draw meaning and understanding of their surroundings; they are the connectors between people and the resource, and should serve to bring the community together at relevant, meaningful locations

trail use guidelines

Due to the nature of multi-use trails, where a single resource is intended to serve a variety of uses, the increased potential for conflict between user groups requires the development and adoption of basic trail user regulations. Such regulations provide guidance for user conduct while on the trail and help ensure overall trail user safety.

EXAMPLE: City of Wildomar Trail Use Guidelines	
1)	Use trails during daylight hours only.
2)	No motorized vehicles are allowed on Trails. Except for Trail Maintenance crews.
3)	NO ALCOHOL ALLOWED ON TRAILS.
4)	NO SMOKING ON TRAILS.
5)	Stay on the Trail at all times.
6)	Dogs must be on a six-foot leash. Use eight foot leash if on horseback. Please remove dog waste from the Trail. Dogs are not allowed off the Trail.
7)	Use the Trails at your own risk. Some parts of the Trails are under construction, so use Trails with caution.
8)	Emergencies Dial 911. Remember the Number of the Trail when entering a Trail head.
9)	<p>Hikers/Bikers must yield to horses at all times.</p> <ul style="list-style-type: none"> Bicycles and other non-motorized wheeled vehicles must yield to pedestrians and horses, unless handicapped. Hikers/Bicyclers must yield to horses crossing a bridge or exiting a tunnel, before you can enter. Horses do not enter the tunnel or cross the bridge while Hikers/Bicyclers are in the tunnel or on the bridge. When overtaking a horse from behind, the cyclist or hiker must ask the horseback rider for permission, before "Passing on their left with caution." Thank them after you pass.
10)	Before you reach active Trail workers STOP, make sure they see or hear you. Wait until they motion you to pass.
11)	Let someone know which off road (Trail number) you are using. Provide a time when you are expected to return. Bring along a cell phone, if you are lost or injured leave your cell phone ON for tracking purposes, this is must in case of an emergency.
12)	Bring water with you at all times. One quart for each hour you are on the Trail.
13)	Open Space Trail use should be a two-person minimum for safety reasons.
14)	Pick up trash, don't leave it behind.
15)	For your safety, keep ALL music players at a low volume and keep an ear open for other Trail users and wild animals.
16)	Know your limits. Five miles out means ten miles total. This can take about two hours on horse or bike, and four or more hours on foot.
17)	Please note: The more we use our Trails, the safer they will become. Crime doesn't like crowds.

Common guidelines for multi-use trails include the following considerations: *

Protocol for yielding right-of-way

- Bicyclists yield to all users, pedestrians yield to equestrians
- Yield to other users when entering and crossing the trail

Protocol for passing other users

- Stay to the right except when passing
- Always look ahead and behind before passing
- Pass slower traffic on their left; yield to oncoming traffic when passing
- Give a clear warning signal before passing—use voice signal, not horn or bell, when passing horses

Courtesy Advisories

- Be courteous to all trail users
- Travel at a reasonable speed in a consistent and predictable manner
- Keep all pets on a short leash
- Respect the rights of adjacent property owners
- Don't be a litterbug, and clean up after your pets
- Move off the trail when stopped to allow others to pass

Prohibitions

- Motorized vehicles are prohibited (except electric wheelchairs)
- Alcoholic beverages and illegal drugs are not permitted on the trail
- Firearms, fireworks, and fires are not permitted on the trail

Safety Advisories

- All trail users should use a light and reflectors after dusk and before dawn (if trail use is permitted at these times)
- Travel no more than two abreast

Operating Hours

- The trail is closed from dusk to dawn

Specific trail use guidelines for the Murrieta Creek Regional Trail will need to be developed as planning efforts continue. Ideally, a uniform set of guidelines will be developed that reflects the individual needs and considerations of each city jurisdiction as well as all other responsible land managing agencies across the trail corridor.

* Adapted from the Rails-to-Trails Conservancy's *Trails for the Twenty-First Century* manual (2001).

future development

Much of the land surrounding the Murrieta Creek Regional Trail corridor, particularly north of the City of Temecula, has yet to be developed. This represents a valuable opportunity to ensure that future development protects and enhances the natural environment in addition to providing flood control measures and recreational amenities. The multi-benefits of such integrated planning helps to create a unique sense of place within the community, greatly increasing opportunities to:

- establish community access to the creek
- protect and enhance native riparian habitat
- improve water quality and conservation efforts
- support wildlife connectivity
- improve public health
- increase property values
- attract businesses
- promote tourism

Concepts for urban creek development were detailed in both the 1992 Studio 606 thesis project entitled *Management Alternatives for the Upper Santa Margarita River Watershed* and the 1996 Studio 606 thesis project entitled *Integrated Management Plan for Murrieta Creek*. Both studies were prepared by graduate students from the Department of Landscape Architecture at California State Polytechnic University, Pomona.

Presented here are a few examples of how future development along the creek frontage might be considered.

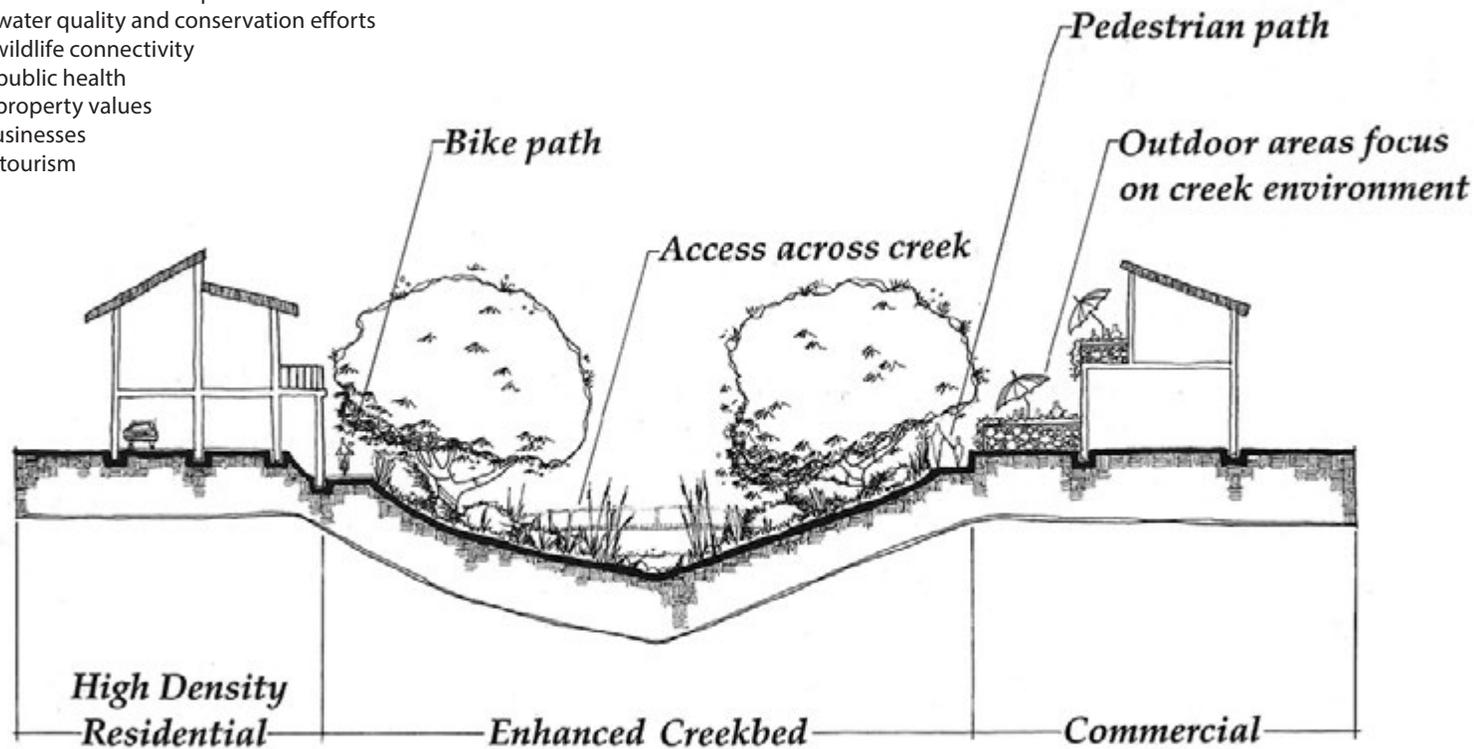


Figure 4: Urban Creek Development Section (*Management Alternatives for the Upper Santa Margarita River Watershed*, 1992)

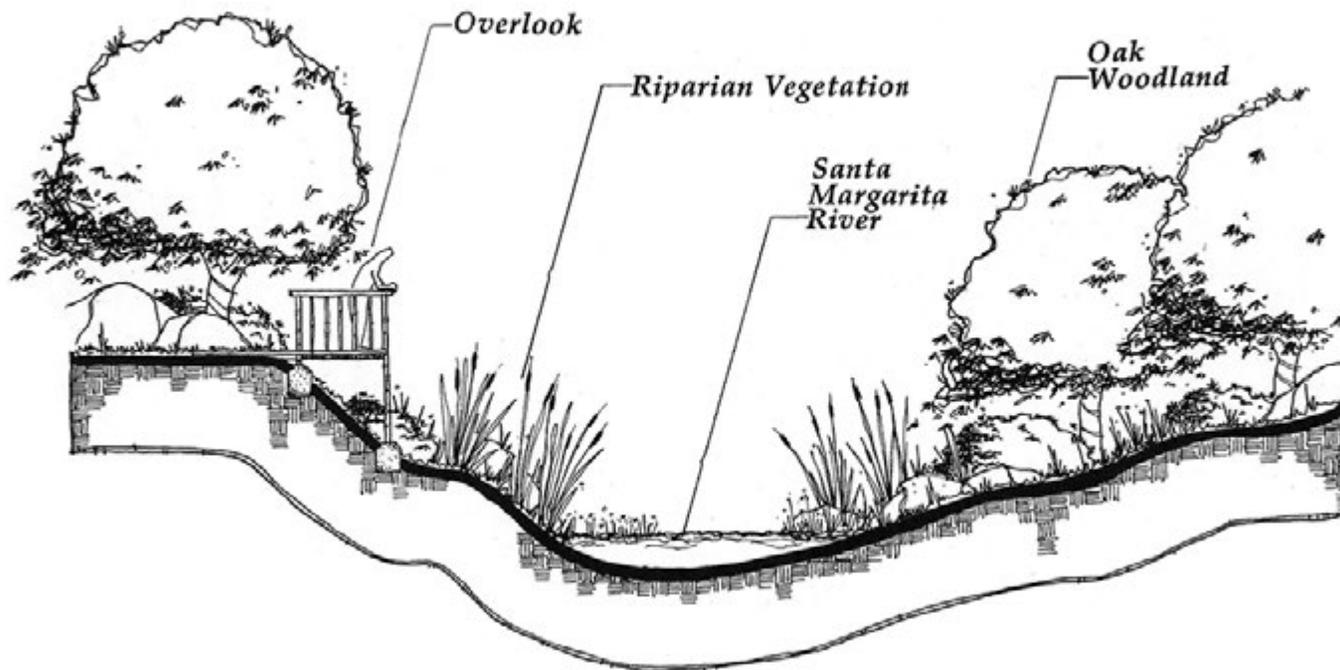


Figure 5: River Trail Overlook Section (*Management Alternatives for the Upper Santa Margarita River Watershed*, 1992)

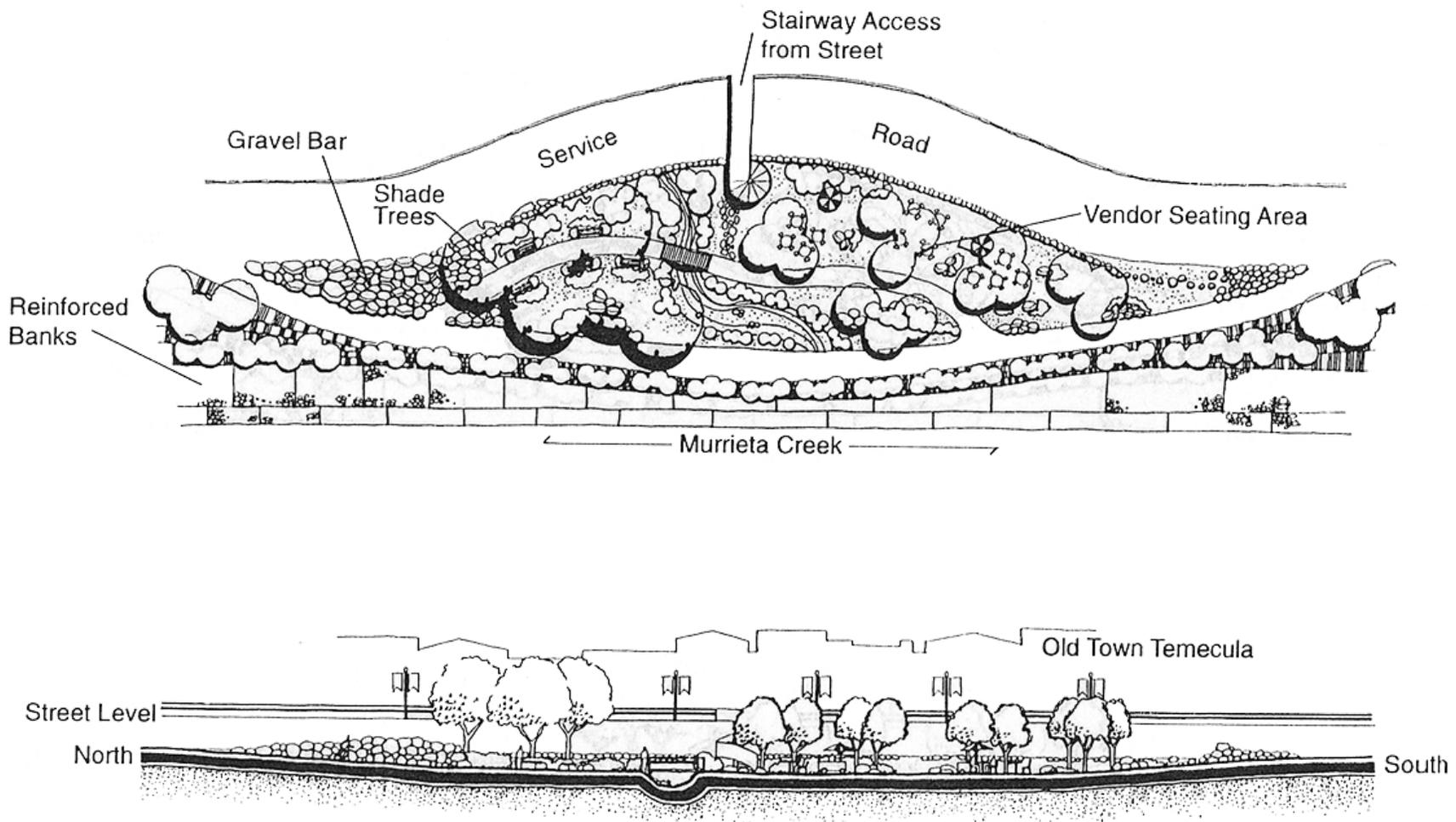


Figure 6: Pocket Park Plan and Section (*Integrated Management Plan for Murrieta Creek, 1992*)

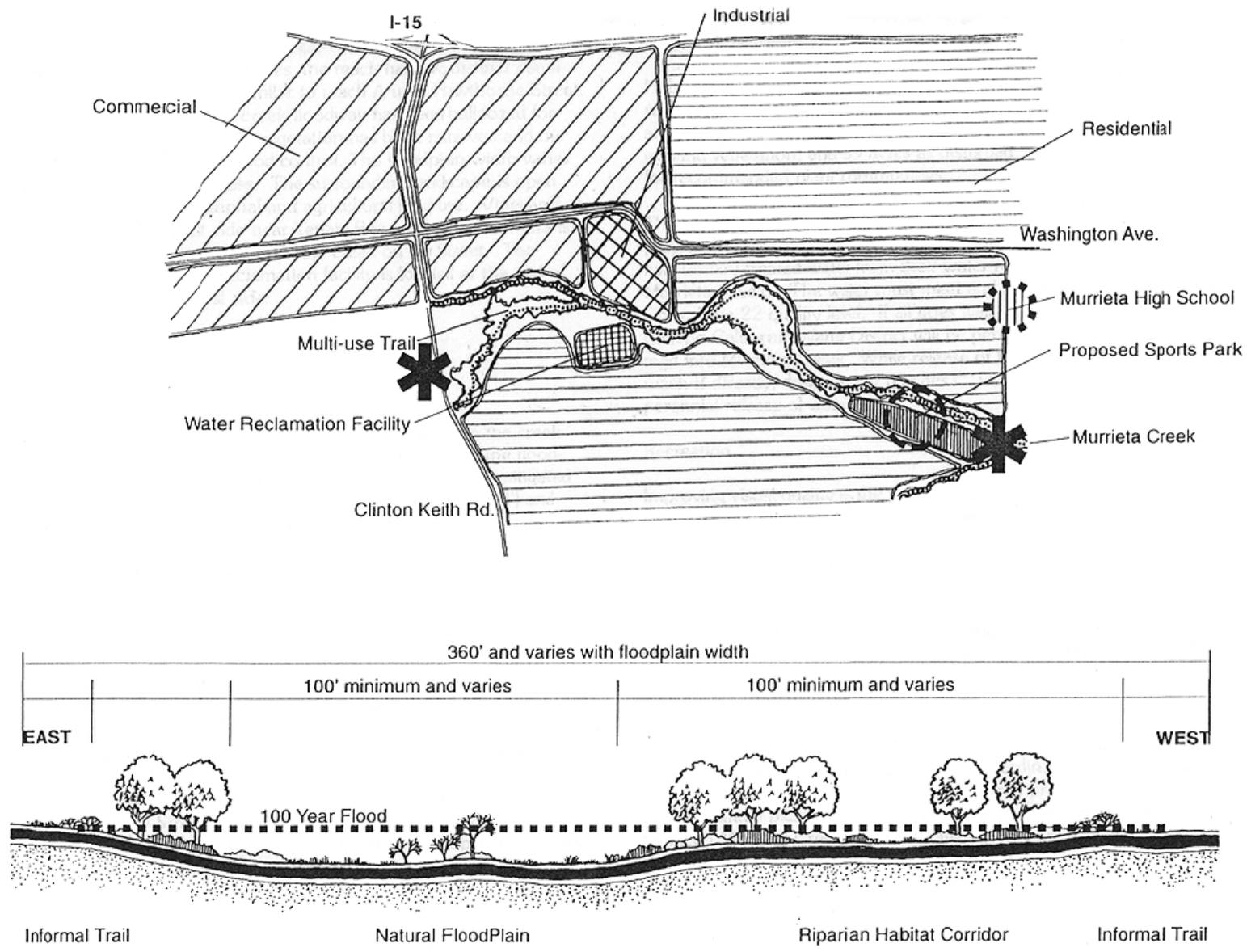


Figure 7: Typical Floodplain Section (*Integrated Management Plan for Murrieta Creek, 1992*)

section 10

section 9

section 8

section 7

section 6

Lake Elsinore

Riverside
County

Wildomar

Murrieta

lake elsinore
serenity park to lake
elsinore levee

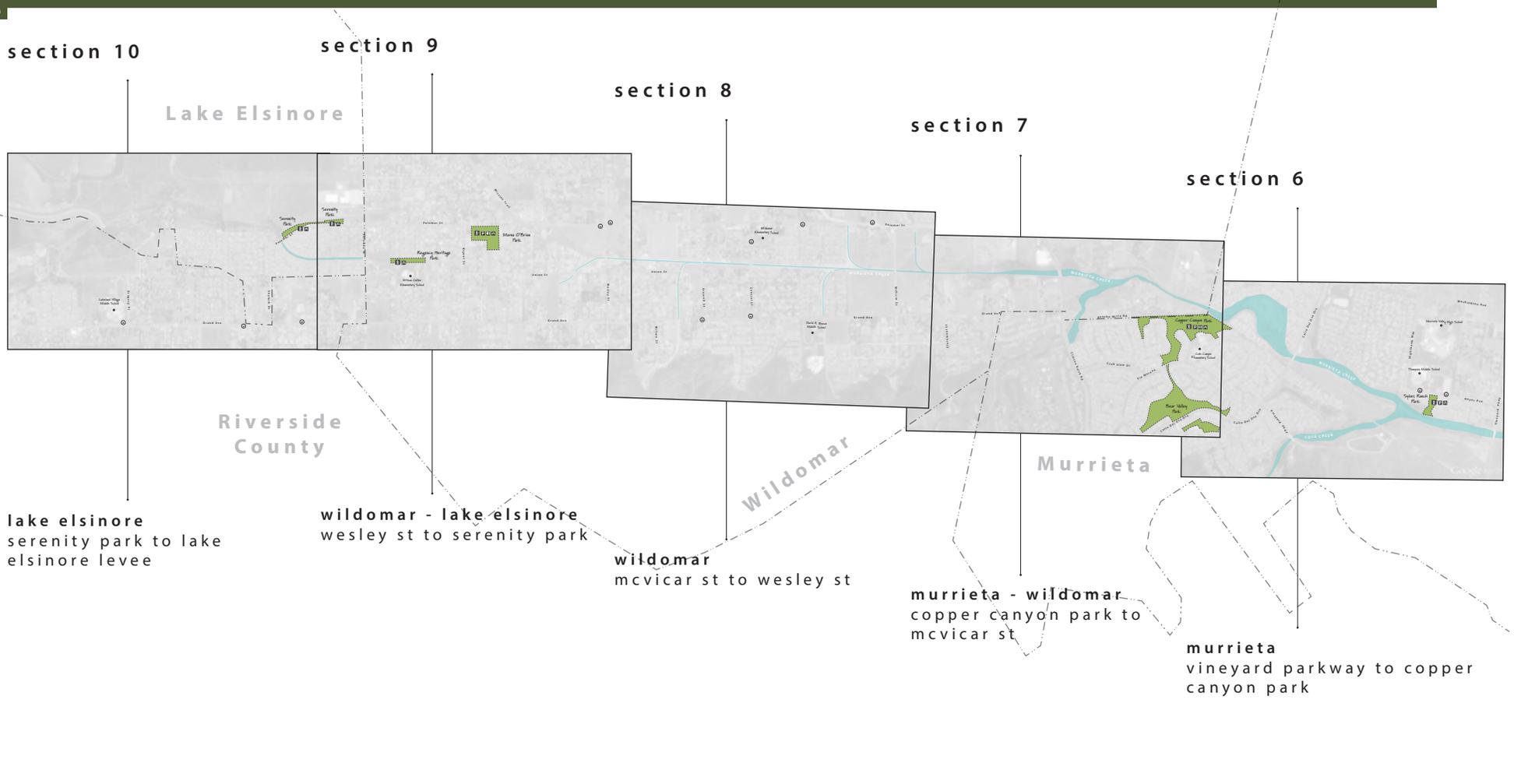
wildomar - lake elsinore
wesley st to serenity park

wildomar
mcvicar st to wesley st

murrieta - wildomar
copper canyon park to
mcvicar st

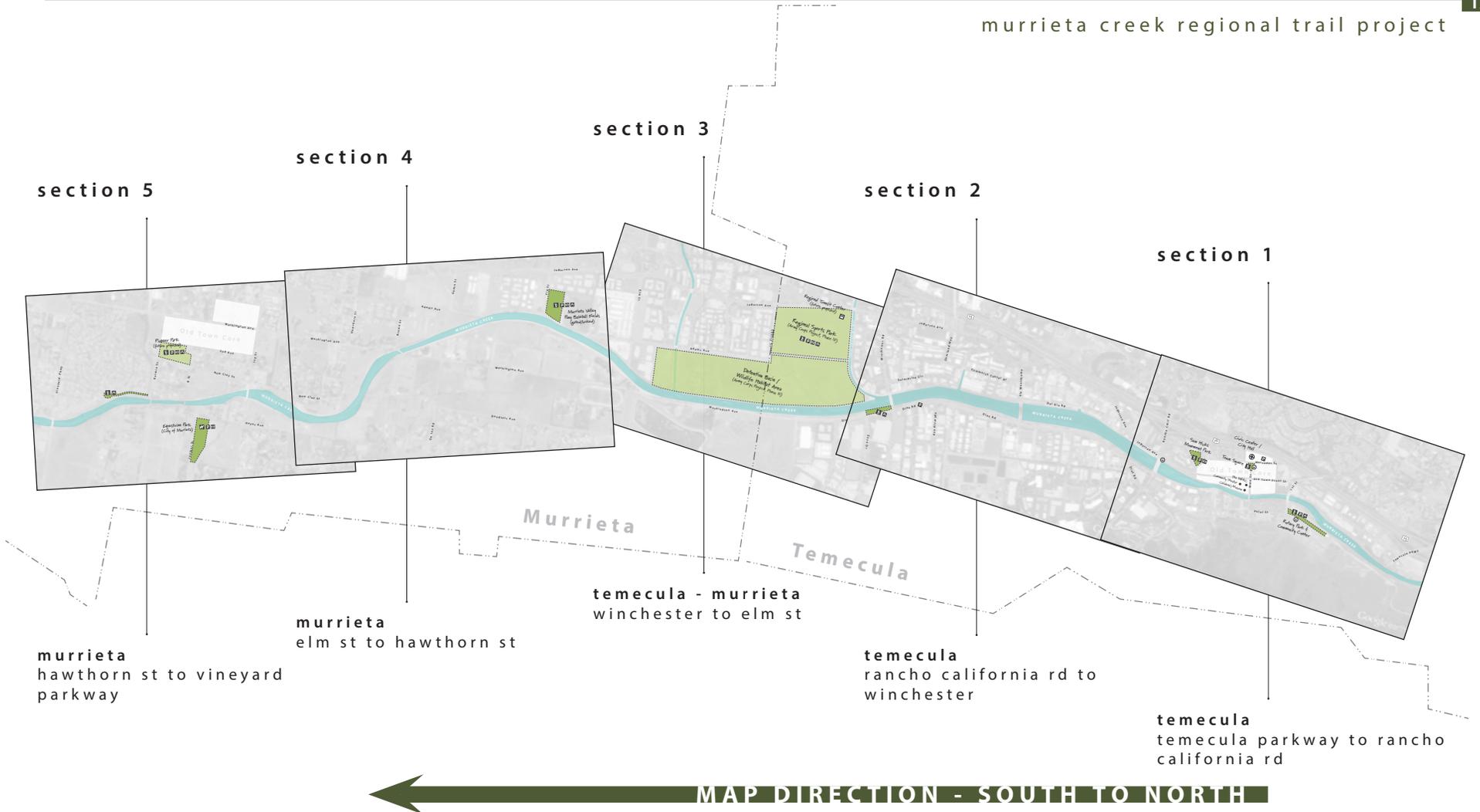
murrieta
vineyard parkway to copper
canyon park

← MAP DIRECTION - SOUTH TO NORTH



section key map

murrieta creek regional trail project



temecula trail sections:

- section 1: temecula parkway to rancho california road
- section 2: rancho california road to winchester road
- section 3: winchester road to elm street

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page 28

murrieta trail sections:

- section 3: winchester road to elm street
- section 4: elm street to hawthorn street
- section 5: hawthorn street to vineyard parkway
- section 6: vineyard parkway to copper canyon park
- section 7: copper canyon park to mcvicar street

pages 28-47

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page 44

wildomar trail sections:

- section 7: copper canyon park to mcvicar street
- section 8: mcvicar street to wesley street
- section 9: wesley street to serenity park

pages 44-55

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lake elsinore trail sections:

- section 9: wesley street to serenity park
- section 10: serenity park to lake elsinore levee trail

pages 52-59

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section 1: temecula parkway to rancho california road

location

Trail Section 1 is located on the east and west sides of Murrieta Creek in the City of Temecula, between Temecula Parkway and Ranch California Road. The trail is part of an Army Corps of Engineers (ACOE) project to widen the channel to prevent future flooding, as occurred in 1993.

20

length

This segment of trail is approximately 1.3 miles in length on each side of the creek.

existing trail surface

There are short sections of existing trail on both sides of the creek, south of 1st Street. The east side is paved, while the west side consists of decomposed granite (DG). There is also a section of trail consisting of DG on the east side of Murrieta Creek between the creek on Old Town Front Street just south of Rancho California Road. This trail provides access for bicyclists and pedestrians from Rancho California Road to the arch signifying the entrance to Old Town. This trail will remain and run parallel to the future trail to be constructed on both sides of Murrieta Creek.

proposed surface and width

The future trail will be paved on the east side and DG on the west side. Both sides will double as a multi-use trail and Riverside County Flood Control District (RCFCD) maintenance road. It is anticipated the roads will be at least 15' wide on both sides.

points of interest

Old Town Temecula is a tourist destination containing the Civic Center and Town Square, Community Theater, Children's Museum, Rotary Park and Community Center, Sam Hicks Monument and Park, and the Temecula Valley Museum. Old Town Temecula is an up and coming urban downtown, featuring a vibrant streetscape with buildings reminiscent of the 1880's through 1940's time period. The historical look of Old Town is balanced with modernized amenities and services including high density residential, restaurants, boutiques, art galleries, fruit markets, offices, and entertainment-oriented uses. Special events include a Bluegrass Festival, Rod Run, Sidewalk Art Festival, Western Days, and a Saturday Farmer's Market.

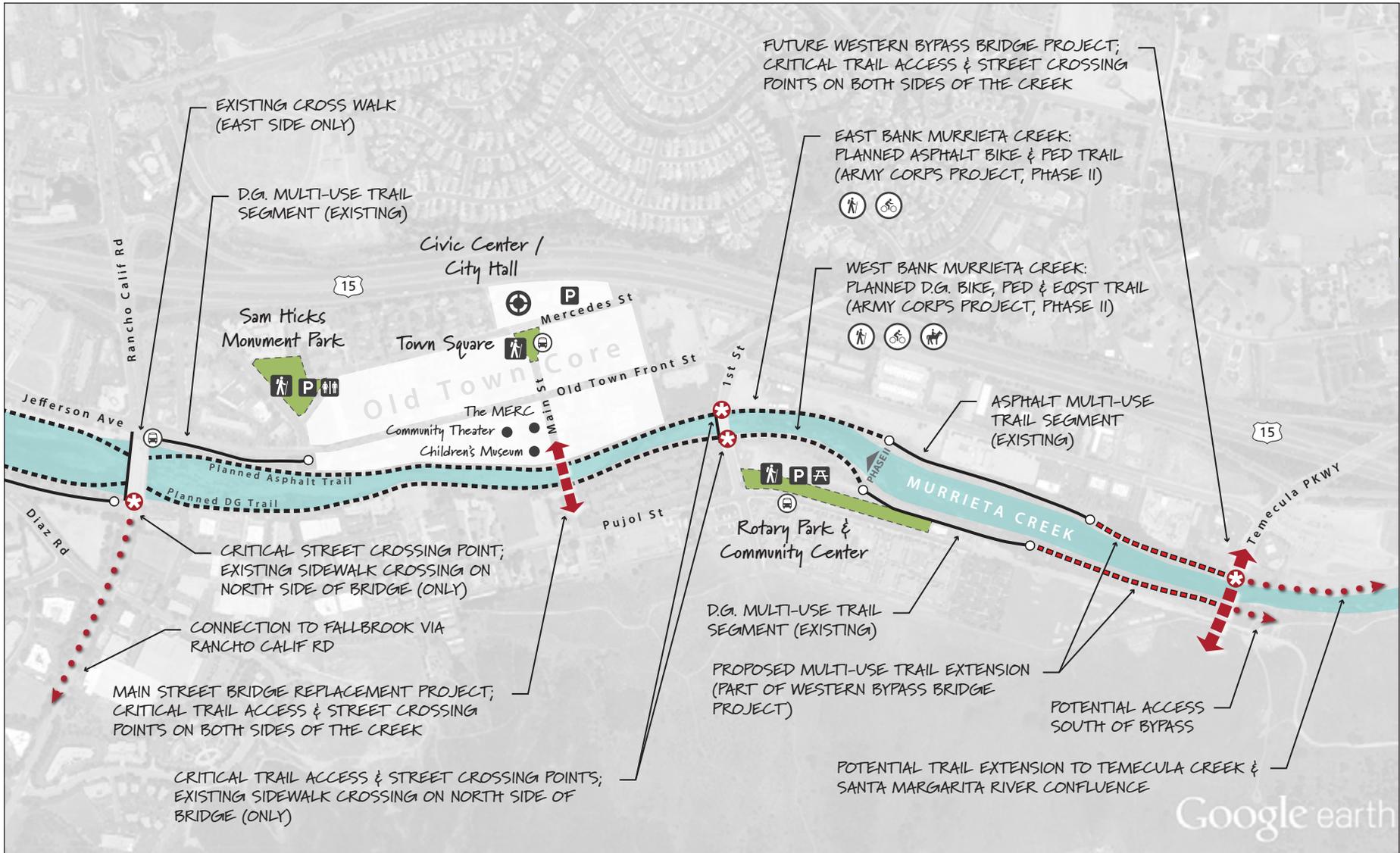
implementation

Construction is dependent on RCFCD and ACOE funding. Riverside County Flood Control District plans were routed to the City of Temecula for review in Fall of 2012. The City's major comments were associated with limited clearance at bridge under-crossings, sidewalk connectivity, and safety associated with mid-block crossings at the at-grade intersections. Other comments were on landscape and irrigation design and maintenance. The subject bridge crossings include First Street, Main Street, and the south side of Rancho California Road.

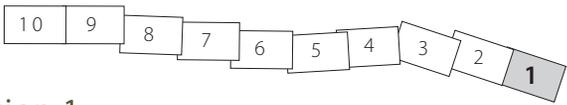
Special consideration must also be given to the southerly extension of the trail on both the east and west sides, and to plan for a trail undercrossing of the western bypass at Temecula Parkway.



Isolated segment of existing DG trail developed along the western levee of Murrieta Creek looking north, lacking formal access points and signage.



murrieta creek trail conceptual alignment



section 1: temecula parkway to rancho california road

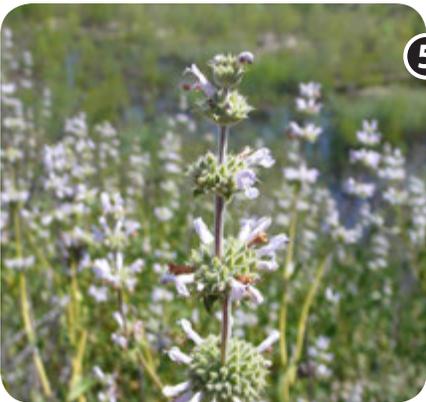
LEGEND

- Trailhead
- Staging Area
- Parking
- Restrooms
- Picnic Area
- Transit Stop
- Key Area
- Existing Park Area
- Planned Park Area
- Existing Trail
- Army Corps Levee Trail (current)
- Army Corps Levee Trail (future)
- City Planned / Proposed Trail
- Potential Trail (conceptual)
- Un-Improved Trail Corridor

0 0.25 mi 0.5 mi 1.0 mi

NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only





1. Isolated segment of existing DG trail developed along the western levee of Murrieta Creek looking north, lacking formal access points and signage.
2. Beginning of asphalt surface trail developed along the eastern levee of Murrieta Creek, looking north.
3. Northern end of DG trail looking towards 1st Street bridge.
4. View of the Murrieta Creek corridor looking south beyond future Temecula Parkway bridge.
5. Coastal sage scrub lines the existing trail corridor.

6. Dead end at southern edge of DG trail.
7. 1st Street bridge currently lacks sufficient clearance to establish a trail underpass route.
8. Facilities at Rotary Park, including parking, playgrounds and picnic areas, provide an opportunity to establish a formal trail entry point for users (trailhead).
9. Rancho California Rd lacks safe at-grade crossing for potential trail users along the western bank of Murrieta Creek.
10. Rancho California bridge creates a significant barrier to unimpeded circulation of the trail.



section 1 photo inventory map

section 2: rancho california road to winchester road

location

Trail Section 2 is located on the east and west sides of Murrieta Creek in the City of Temecula between Ranch California and Winchester Roads. Similar to all three trail segments in Temecula, the trail is part of an Army Corps of Engineers (ACOE) project to widen the channel to prevent future flooding, as occurred in 1993.

24

length

This segment of trail is approximately 1.5 miles in length on each side of the creek.

existing trail surface

There is an existing asphalt trail on the west side of Murrieta Creek that connects Rancho California to Winchester Road. This trail will remain and run parallel to the future trail to be constructed on both sides of Murrieta Creek.

proposed surface and width

The future trail will be paved on the east side and decomposed granite (DG) on the west side. Both sides will double as a multi-use trail and Riverside County Flood Control District (RCFCD) maintenance road. It is anticipated these roads will be at least 15' wide.

points of interest

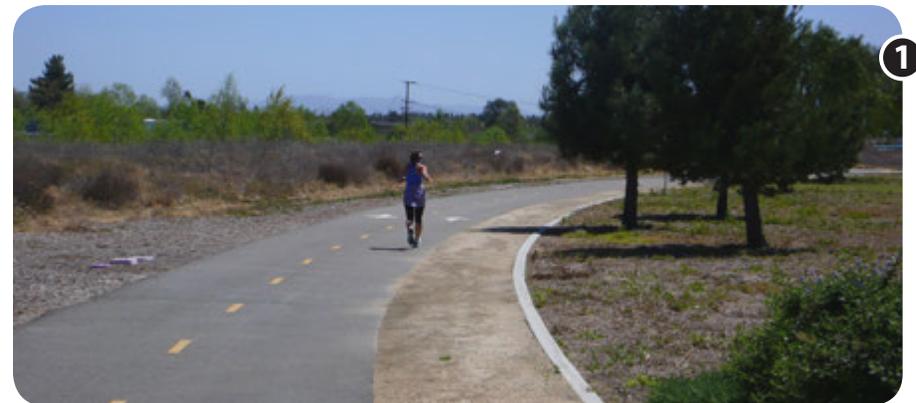
The City is currently working on the Jefferson Avenue Specific Plan, which is a corridor plan for much of City's first commercial development. Jefferson Avenue was once Hwy 395 and was the primary vehicular thoroughfare prior to the construction of Interstate 15. The City incorporated in 1989, and since this time (and prior), this area developed with a mix of light industrial, office, and retail uses. The businesses within this area include both local and corporate owners and tenants that provide needed jobs, services, and products that support the City's and Southwest Riverside County's quality of life.

The City of Temecula understands the importance of preserving Jefferson Avenue's assets and economic vitality. To that end, the City is engaged in a community-based planning process to develop a vision and plan for the area's long term future that promotes livability, mobility, sustainability, and prosperity. Trails along Murrieta Creek factor prominently into the future plans for Jefferson Avenue and the surrounding area.

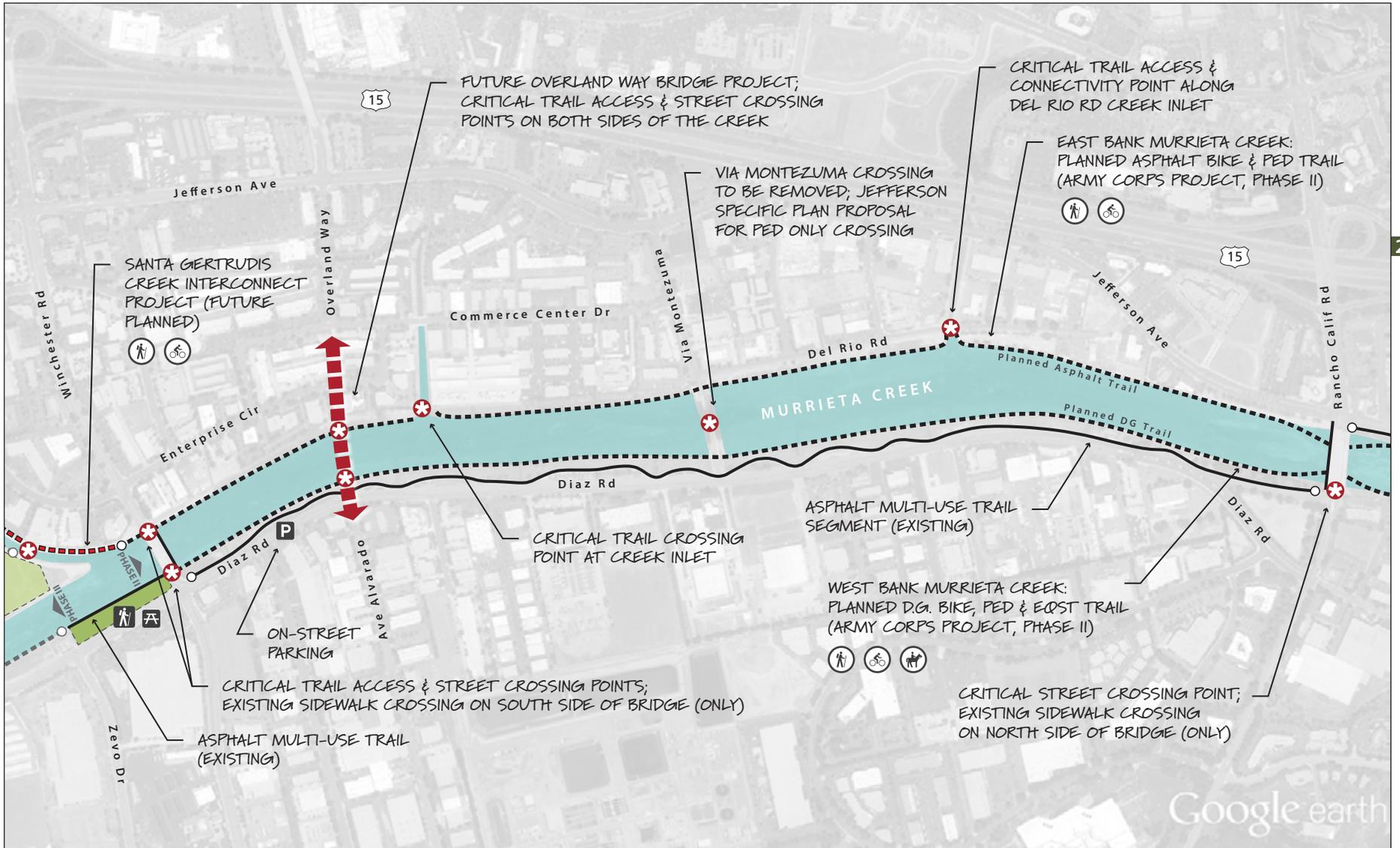
implementation

Similar to Section 1, construction is dependent on RCFCD and ACOE funding. Riverside County Flood Control District plans were routed to the City of Temecula for review in Fall of 2012. The City's major comments were associated with limited clearance at bridge under-crossings, sidewalk connectivity, and safety associated with mid-block crossings at the at-grade intersections at the north side of Rancho California Road, Del Rio Road Creek Inlet, Via Montezuma Low-Flow Crossing, the creek inlet on the east side of the creek south of Overland Way, the future Overland Way bridge project, and Winchester Road crossing.

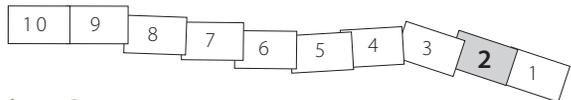
Special consideration must also be given to the northerly extension of the trail on both the east and west sides, and on the south side of Santa Gertrudis Creek, which flows into Murrieta Creek just north of Winchester Road. The City of Temecula has a future year Capital Improvements Project (CIP) for the Santa Gertrudis Creek Multi-Use Trail Interconnect. There is an existing trail on the south side of Santa Gertrudis Creek east of the subject area that ends at Ynez Road. This CIP project will connect to the existing asphalt trail along Diaz Road, and to the future Murrieta Creek Regional Trail. This interconnect will provide a critical Class I trail linkage in the City, allowing residents to travel north-south along Murrieta Creek on the west side of the City and east-west along Santa Gertrudis Creek on the north side of the City. This trail will connect major residential and population centers in the City with Old Town and the Jefferson Avenue commercial area.



Existing asphalt surface multi-use trail running adjacent Diaz Rd between Winchester Rd and Rancho California Rd will offer a parallel route to the DG surface levee trail proposed as part of the Army Corps' Murrieta Creek Phase II project.



murrieta creek trail conceptual alignment



section 2:
rancho california road to winchester road

LEGEND

- | | | |
|--------------|--------------------|----------------------------------|
| Trailhead | Transit Stop | Army Corps Levee Trail (current) |
| Staging Area | Key Area | Army Corps Levee Trail (future) |
| Parking | Existing Park Area | City Planned / Proposed Trail |
| Restrooms | Planned Park Area | Potential Trail (conceptual) |
| Picnic Area | Existing Trail | Un-Improved Trail Corridor |



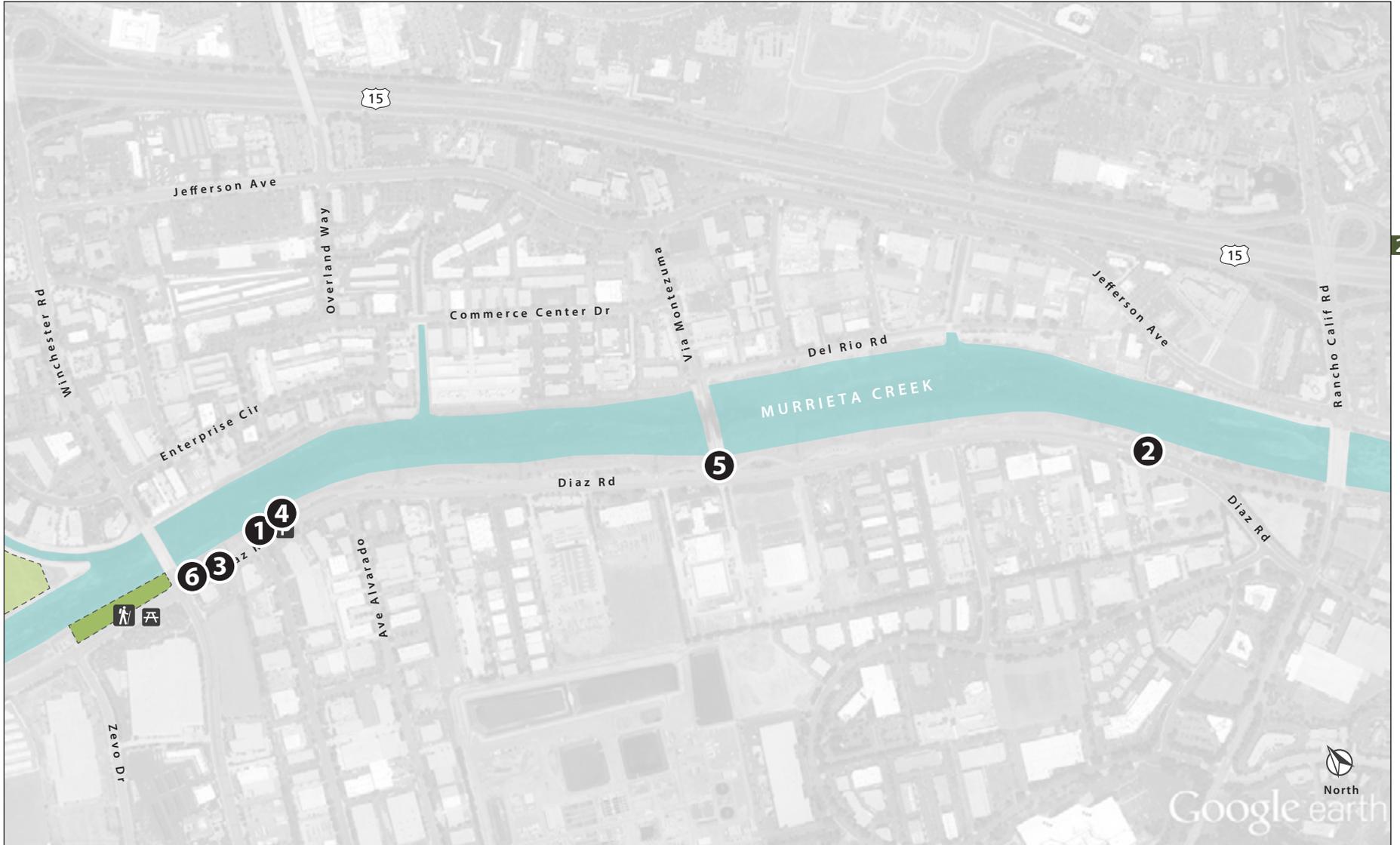
0 0.25 mi 0.5 mi 1.0 mi

NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



1. Existing asphalt surface multi-use trail running adjacent Diaz Rd between Winchester Rd and Rancho California Rd will offer a parallel route to the DG surface levee trail proposed as part of the Army Corps' Murrieta Creek Phase II project.
2. View of the meandering trail look north near its intersection at Rancho California Rd; street parking is not available near this portion of the trail, making access an issue.
3. Near where the trail intersects with Winchester Rd street parking is available, though traffic conditions are generally busy.
4. Existing interpretive displays provide information on local habitat, water conservation efforts, and other topics to trail users.

5. View looking east across Murrieta Creek at a flooded section of Via Montezuma, crossing to be removed.
6. Winchester Rd bridge currently provides a pedestrian path on its southern side only, limiting circulation and access for future trail users at this point if a adequate trail underpass is not developed as part of the Army Corps' project.



section 2 photo inventory map

section 3: winchester road to elm street

location

Trail Section 3 is located on the east and west sides of Murrieta Creek in the City of Temecula between Winchester Road and the City of Temecula's northern boundary with the City of Murrieta (at Cherry Street). Similar to all three trail segments in Temecula, the trail is part of an Army Corps of Engineers (ACOE) project to widen the channel to prevent future flooding, as occurred in 1993.

28

length

This segment of trail is approximately 0.7 miles in length on each side of the creek.

existing trail surface

There is a short segment of existing asphalt trail on the west side of Murrieta Creek just north of Winchester Road. This trail will be extended as part of the proposed future trail to be constructed on the west side of Murrieta Creek in Phase III of the ACOE's project plans. On the east side of Murrieta Creek, the trail will run through a proposed detention basin and regional sports park on Riverside County Flood Control District (RCFCD) property.

proposed surface and width

The future trail surface is undetermined at this time, but both sides will double as a multi-use trail and RCFCD maintenance road. It is anticipated the roads will be at least 15' wide on both sides.

points of interest

The east side of this segment area consists of property owned by RCFCD. Plans for this area include a detention basin/wildlife habitat area, and a regional sports park to include baseball diamonds and soccer fields. Property along Jefferson Avenue has also been identified as a potential site for a Regional Transit Center. Sports fields and a transit center in this location would complement a future regional trail network along Murrieta Creek connecting the Cities of Temecula, Murrieta, Wildomar, and Lake Elsinore.



Existing DG surface multi-use trail adjacent the river provides a connector between Phase II and Phase III of the Army Corps' proposed Murrieta Creek project.

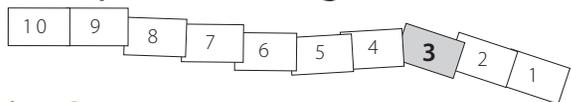
implementation

Similar to Sections 1 and 2, construction is dependent on RCFCD and ACOE funding. Riverside County Flood Control District plans were routed to the City of Temecula for review in Fall of 2012. The City's major comments were associated with limited clearance at bridge under-crossings, sidewalk connectivity, and safety associated with mid-block crossings at the at-grade intersections at the north side of Winchester Road, across Santa Gertrudis Creek, and at the creek inlet just south of Elm Street.

Special consideration must be given to the Santa Gertrudis Creek Multi-Use Trail Interconnect. There is an existing trail on the south side of Santa Gertrudis Creek east of the subject area that ends at Ynez Road. This Capital Improvements Project (CIP) will connect to the existing asphalt trail along Diaz Road, and to the future Murrieta Creek Regional Trail. This interconnect will provide a critical Class I trail linkage in the City, allowing residents to travel north-south along Murrieta Creek on the west side of the City and east-west along Santa Gertrudis Creek on the north side of the City. At some point, the trail needs to transition from the south side of Santa Gertrudis Creek to the north side, either via a future bridge project or at the Winchester Road/Jefferson Avenue signalized intersection.



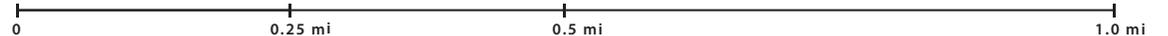
murrieta creek trail conceptual alignment



section 3:
winchester road to elm street

LEGEND

- | | | |
|--------------|--------------------|----------------------------------|
| Trailhead | Transit Stop | Army Corps Levee Trail (current) |
| Staging Area | Key Area | Army Corps Levee Trail (future) |
| Parking | Existing Park Area | City Planned / Proposed Trail |
| Restrooms | Planned Park Area | Potential Trail (conceptual) |
| Picnic Area | Existing Trail | Un-Improved Trail Corridor |



NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



1. Existing DG surface multi-use trail adjacent the river provides a connector between Phase II and Phase III of the Army Corps' proposed Murrieta Creek project.
2. The DG trail runs along the backside of an existing park space located at the corner of Diaz Rd and Winchester Rd.
3. The existing park space offers some amenities such as seating and a shade structure which could be developed into a potential trailhead area for users, though parking is limited to the street.
4. View looking north at the end of the developed segment of trail.
5. View of the confluence area of Murrieta Creek and Santa Gertrudis Creek where a proposed detention basin and wildlife habitat area are to be developed as part of Phase III of the Army Corps' Murrieta Creek project.
6. View looking south near Cherry St where a proposed regional park is to be developed as part of Phase III of the Army Corps' Murrieta Creek project.



section 3 photo inventory map

section 4: elm street to hawthorn street

location

Trail Section 4 is located in the City of Murrieta and runs along the east and west sides of Murrieta Creek from Elm Street to Hawthorn Street. The trail is part of a future-planned Army Corps of Engineers (ACOE) project to extend flood protection measures north from the City of Temecula up to Vineyard Parkway in the City of Murrieta.

32

length

This segment of the trail is approximately 2.0 miles in length on each side of the creek.

existing trail surface

There are no developed trails in this section of the creek corridor, though informal trails have been established by users across much of the area.

proposed surface and width

The proposed recreational multi-use trail will consist of a decomposed granite (DG) surface and be at least 15' wide when developed.

points of interest

Much of the area surrounding the creek corridor in this section remains undeveloped. Some residential and light industrial areas exist but not on the scale as in most other sections of the trail corridor, providing users an open area with excellent views of the surrounding mountains. This section also includes the Murrieta Valley Pony Baseball Fields, an important community recreational amenity.

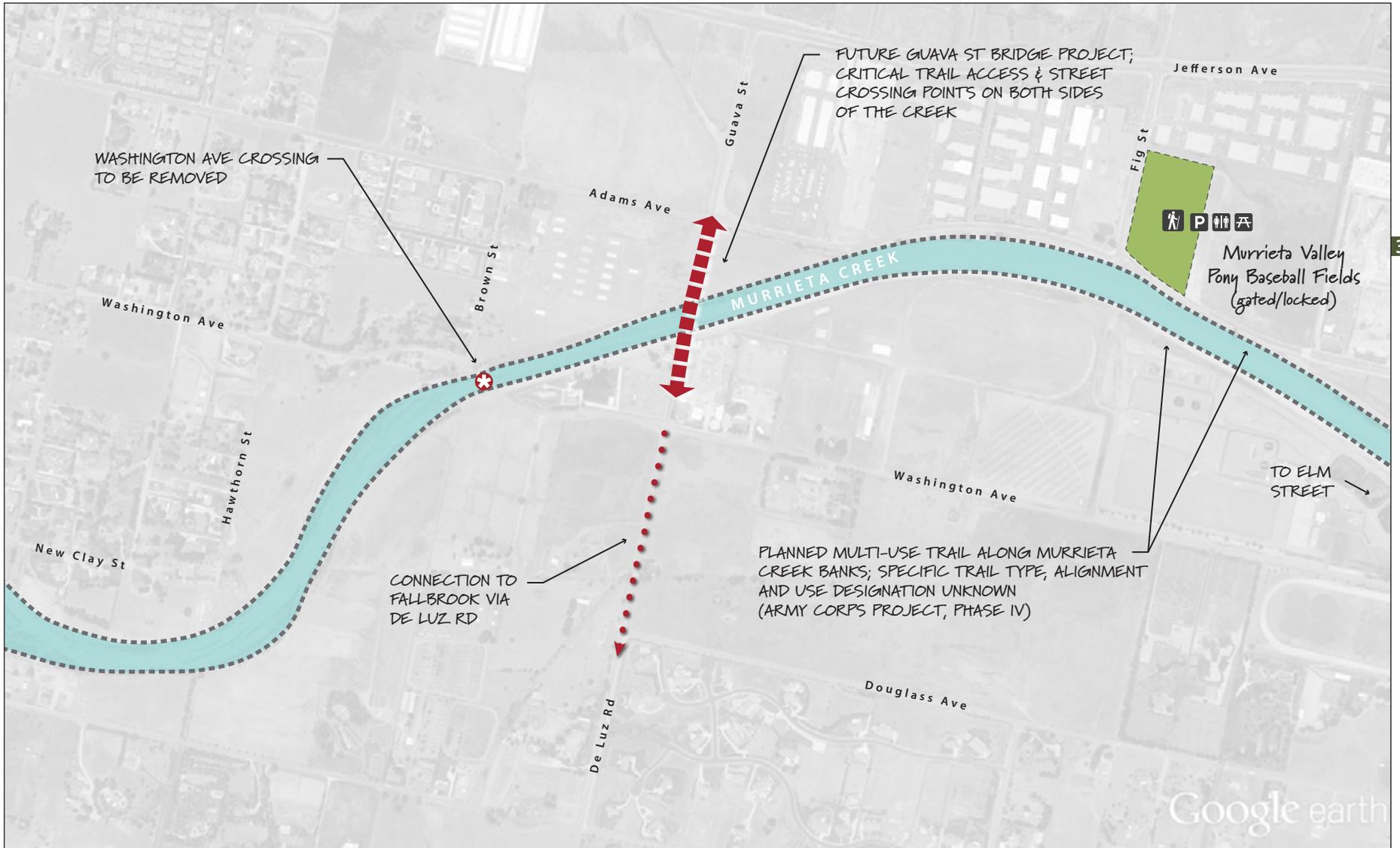
Under construction is the Guava Street Bridge project which, when complete, will provide access across the creek corridor and allow for the removal of the Washington Avenue crossing. The City is working to ensure that trail user access and connectivity is not negatively impacted by these projects.

implementation

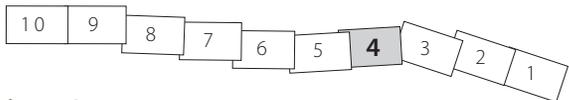
The trail, as it passes through Murrieta, is already designated as a multi-use trail in the City's Trails Master Plan and many parts are currently open to the public. The completion of the trail in this section is dependant on the ACOE project that runs from Cherry St. north to Vineyard Parkway. This portion of the ACOE plan represents the final phase of the project and is not currently funded. The City will need to obtain necessary use agreements from the Riverside County Flood Control District (RCFCD prior to allowing recreational access in this section of the creek corridor.



View of the Washington Ave bridge across Murrieta Creek at Brown St (to be removed once Guava St bridge is complete).



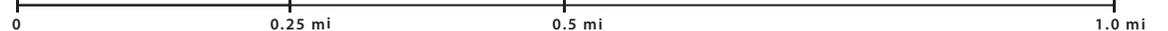
murrieta creek trail conceptual alignment



section 4:
elm street to hawthorn street

LEGEND

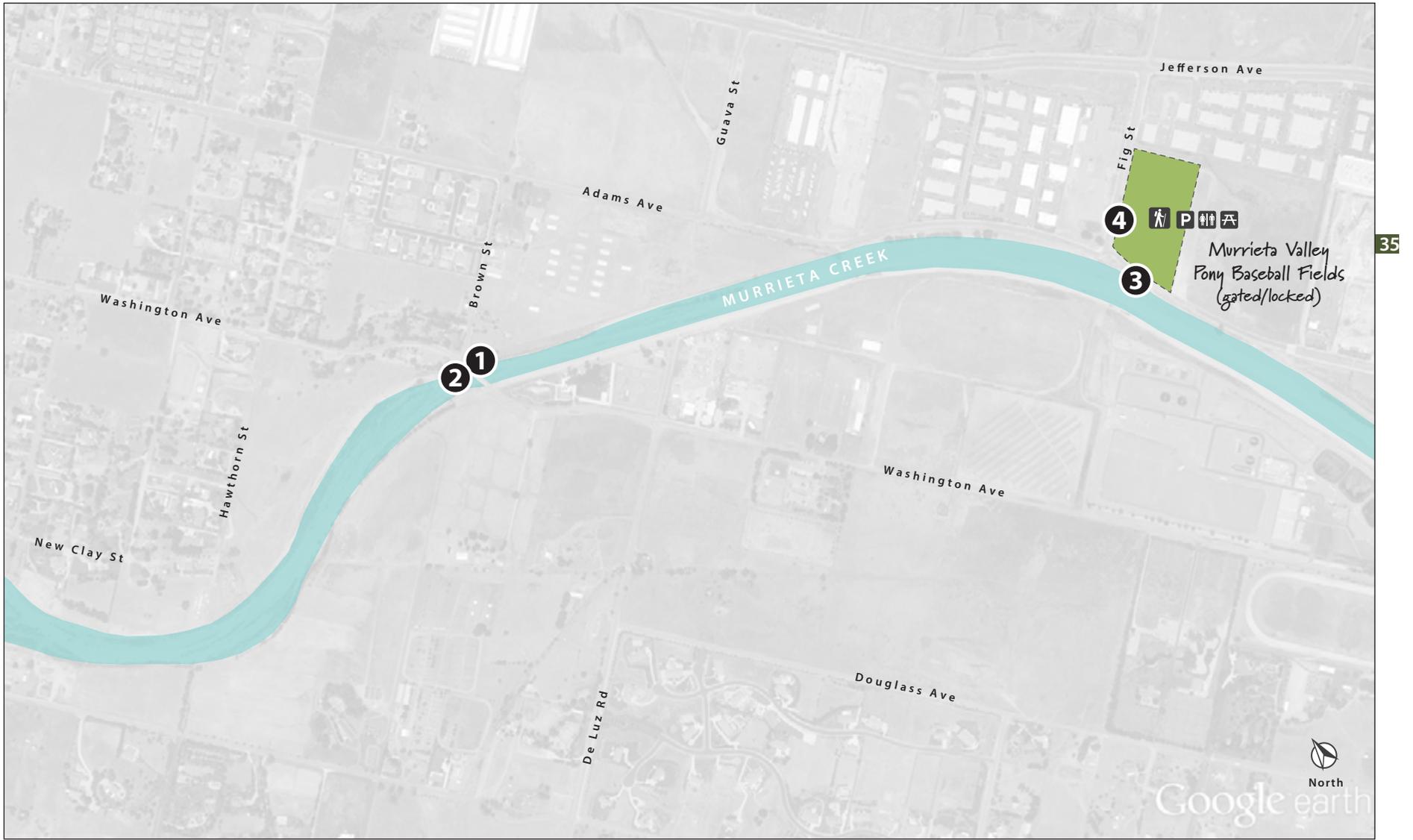
- | | | |
|--------------|--------------------|----------------------------------|
| Trailhead | Transit Stop | Army Corps Levee Trail (current) |
| Staging Area | Key Area | Army Corps Levee Trail (future) |
| Parking | Existing Park Area | City Planned / Proposed Trail |
| Restrooms | Planned Park Area | Potential Trail (conceptual) |
| Picnic Area | Existing Trail | Un-Improved Trail Corridor |



NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



1. *View of the Washington Ave bridge across Murrieta Creek at Brown St (to be removed once Guava St bridge is complete).*
2. *View of Murrieta Creek looking west towards the mountains of the Santa Rosa Plateau.*
3. *For a good portion of this segment, Murrieta Creek resembles a sandy wash, informal trails and crossings can be found throughout the corridor.*
4. *The Murrieta Valley Pony Baseball fields represent a potential opportunity to establish a trailhead access/entry point for trail users; a joint use agreement would need to be negotiated as all facilities at the fields are paid for and maintained by MVPB.*



section 4 photo inventory map

section 5: hawthorn street to vineyard parkway

location

36 Trail Section 5 is located in the City of Murrieta and runs along the east and west sides of Murrieta Creek from Hawthorn St to Vineyard Parkway. The trail is part of a future-planned Army Corps of Engineers (ACOE) project to extend flood protection measures north from the City of Temecula up to Vineyard Parkway in the City of Murrieta.

length

This segment of the trail is approximately 1.75 miles in length on each side of the creek.

existing trail surface

There are no developed trails in this section of the creek corridor, though informal trails have been established by users across much of the area.

proposed surface and width

The proposed recreational multi-use trail will consist of a decomposed granite (DG) surface and be at least 15' wide when developed.

points of interest

Historic Downtown Murrieta is within walking distance from the creek and contains many historic points of interest including the Old School House, Grain Mill, Pioneer Park (in design), Murrieta City Hall, and the Equestrian Park. The Equestrian Park also serves as a trailhead for the trail and includes trailer parking, restrooms, and wash racks.

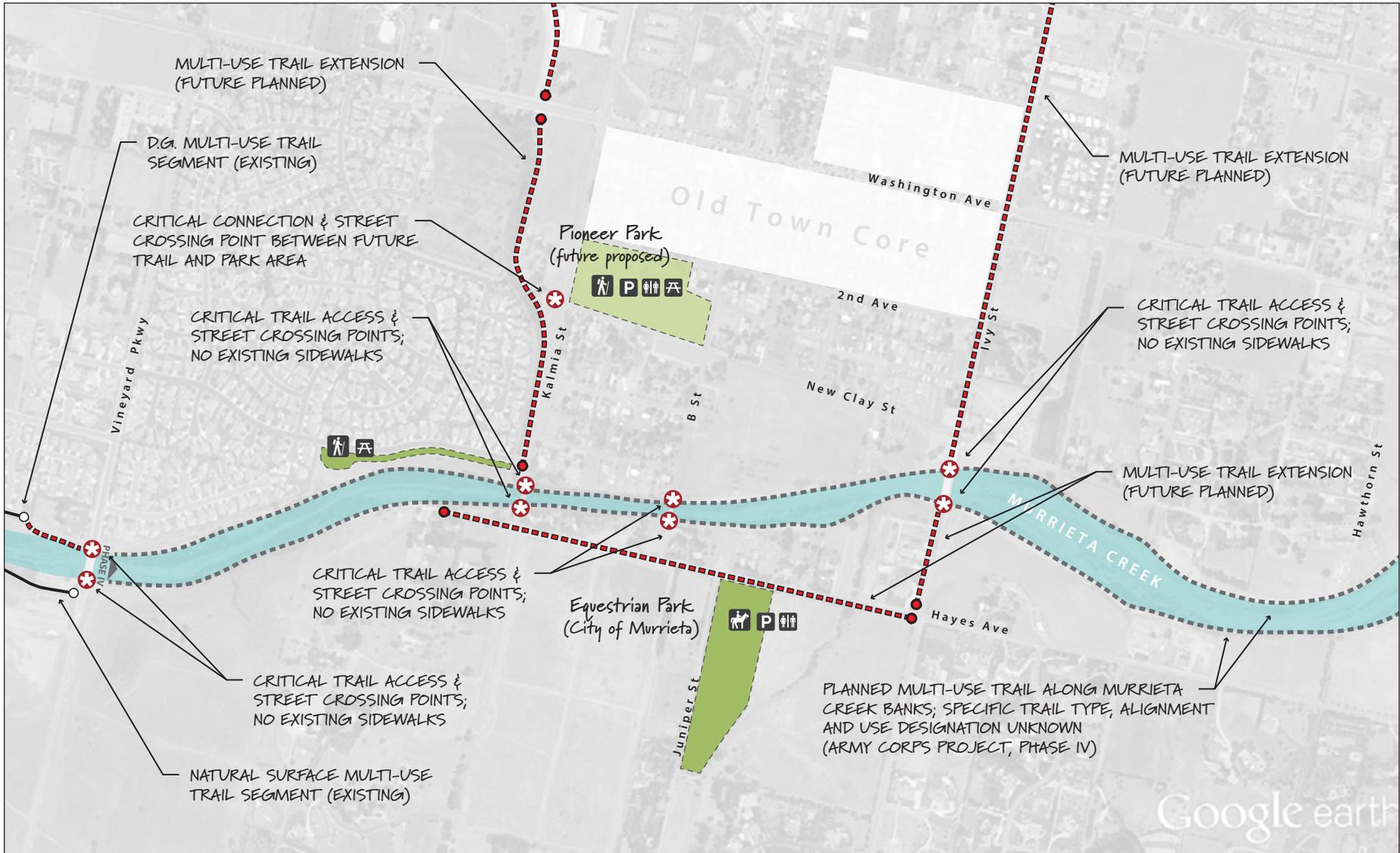
In addition, several planned multi-use trails will provide additional connectivity and access to the area's resources for users of the trail.

implementation

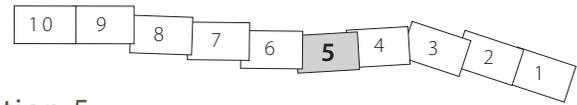
The trail, as it passes through Murrieta, is already designated as a multi-use trail in the City's Trails Master Plan and many parts are currently open to the public. The completion of the trail in this section is dependant on the ACOE project that runs from Cherry St. north to Vineyard Parkway. This portion of the ACOE plan represents the final phase of the project and is not currently funded. The City will need to obtain necessary use agreements from the Riverside County Flood Control District (RCFCD) prior to allowing recreational access in this section of the creek corridor.



Informal natural surface trail along Murrieta Creek near Vineyard Pkwy where future proposed levee trail will be developed.



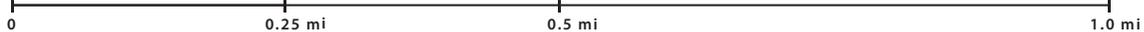
murrieta creek trail conceptual alignment



section 5:
hawthorn street to vineyard parkway

LEGEND

- | | | |
|--------------|--------------------|----------------------------------|
| Trailhead | Transit Stop | Army Corps Levee Trail (current) |
| Staging Area | Key Area | Army Corps Levee Trail (future) |
| Parking | Existing Park Area | City Planned / Proposed Trail |
| Restrooms | Planned Park Area | Potential Trail (conceptual) |
| Picnic Area | Existing Trail | Un-Improved Trail Corridor |



NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



1. Informal natural surface trail along Murrieta Creek near Vineyard Pkwy where future proposed levee trail will be developed.
2. Ivy Street bridge currently lacks sufficient clearance to establish a trail underpass route; enhanced at-grade bridge crossing could provide adequate connectivity for future trail users.
3. View of Kalmia St as it crosses Murrieta Creek.
4. Small greenbelt adjacent Murrieta Creek just off of Kalmia could represent a potential trailhead opportunity, though the side street (Estancia) is gated off to vehicular access and the park appears to be semi-private open space for residents.

5. View of the old mill tower looking south across the site of the proposed Pioneer Park development.
6. The Murrieta Equestrian Park represents one of the few equestrian staging area opportunities for Murrieta Creek Trail users.
7. The B St bridge would need to be re-designed to provide adequate crossing for trail users (both at grade and undercrossing).
8. View looking north along Hayes Ave where a city-planned multi-use trail link to the Murrieta Creek corridor is proposed to be developed.



section 5 photo inventory map

section 6: vineyard parkway to copper canyon park

location

Trail Section 6 is located in the City of Murrieta and runs along the east side of Murrieta Creek from Vineyard Parkway to the City's northern boundary with the City of Wildomar at Copper Canyon Park.

40

length

This segment of the trail is approximately 1.5 miles in length on the east side of the creek.

existing trail surface

Several segments of multi-use trail exist on both the east and west side of Murrieta Creek. Existing trail segments consist of decomposed granite (DG) surfaces and are a minimum of 12' wide.

proposed surface and width

The proposed recreational multi-use trail will consist of a decomposed granite (DG) surface and be at least 12' wide.

points of interest

Directly west of the creek corridor in this section is the Santa Rosa Plateau, a key regional destination. Access to the Plateau is available from the Murrieta Creek corridor at both Copper Canyon Park (via the Cole Canyon Trail) and from trails heading out from the crossing of Murrieta Creek and Vineyard Parkway.

Two key trailhead locations are found in this section of the trail corridor—Sykes Ranch Park and Copper Canyon Park. Sykes Ranch Park is located at the former site of Skyes Ranch, a founding member of Murrieta Valley, and provides a direct connection for both Thompson Middle School and Murrieta Valley High School to the creek. Copper Canyon Park is a fully developed park with established facilities that include parking, restrooms, water, picnic areas, ball fields, and trails (including those leading to the Plateau).

Trail connectivity in this area between the City of Murrieta and the City of Wildomar is dependant upon the development of a multi-use bridge connector across Murrieta Creek into Copper Canyon Park.

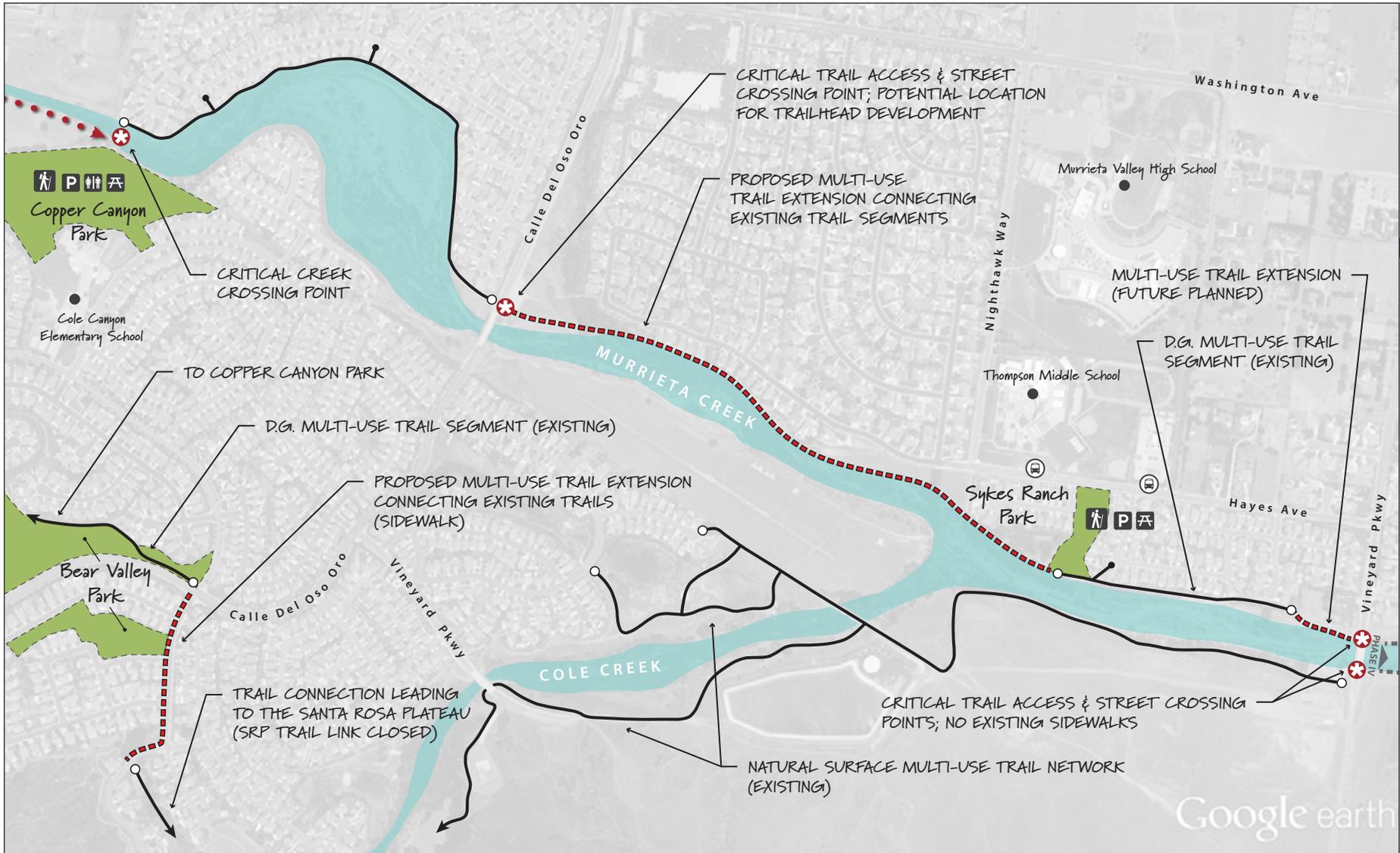
implementation

Much of this section of the trail is complete. With the recent acquisition of the Bear Creek Airport, the City now has the ability to develop a continuous trail link along the east side of Murrieta Creek. The completion of the final segments of the trail in this area will be accomplished through conditions of future development and City Capital Improvement Projects (CIP).

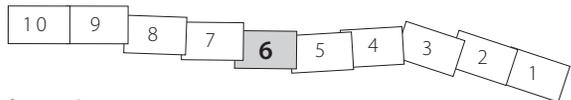
The installation of a foot bridge connecting the trail on the east side of Murrieta Creek into Copper Canyon Park is one of the last major obstacles to the trail's connectivity in this section. This is not part of the City's current CIP funding. Other resources will need to be identified to complete this component of the trail.



Existing network of multi-use DG trails provide access to additional recreational opportunities for Murrieta Creek trail users, including potential access to nearby Santa Rosa Plateau.



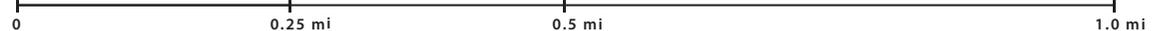
murrieta creek trail conceptual alignment



section 6:
vineyard parkway to copper canyon park

LEGEND

- | | | |
|--------------|--------------------|----------------------------------|
| Trailhead | Transit Stop | Army Corps Levee Trail (current) |
| Staging Area | Key Area | Army Corps Levee Trail (future) |
| Parking | Existing Park Area | City Planned / Proposed Trail |
| Restrooms | Planned Park Area | Potential Trail (conceptual) |
| Picnic Area | Existing Trail | Un-Improved Trail Corridor |



NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



2



3



4



5



6



7



8



9

1. Existing network of multi-use DG trails provide access to additional recreational opportunities for Murrieta Creek trail users, including potential access to nearby Santa Rosa Plateau.
2. Vineyard Pkwy bridge appears to provide sufficient clearance to establish a trail underpass route.
3. Access to existing trail network is blocked to vehicles and is not clearly signed as being open to the public.
4. View of existing natural surface trails along Murrieta Creek corridor looking north from Vineyard Pkwy bridge..

5. Undeveloped area on the southeast side of Calle Del Oso Oro bridge could be developed as a trail access point.
6. End point of existing DG trail would need to be enhanced to maintain connectivity across Calle Del Oso Oro or under the bridge.
7. Existing DG trail segment runs along Murrieta Creek corridor to the end of Sykes Park.
8. Facilities at Sykes Ranch Park, including parking and playgrounds, provide an opportunity to establish a formal trail entry point for users (trailhead).
9. Critical creek crossing point from existing DG trail segment into Copper Canyon Park.



section 6 photo inventory map

section 7: copper canyon park to mcvicar street

location

44 Trail Section 7 crosses from the City of Murrieta into the City of Wildomar at Copper Canyon Park. The trail connects Copper Canyon Park to an existing creek trail entrance point located on Clinton Keith Road about 0.9 miles west of Interstate 15. From here, an existing segment of trail along the west side of the Murrieta Creek corridor continues north to McVicar Street.

length

The trail length is approximately 0.6 miles connecting Copper Canyon Park to the existing creek trail entrance point at Clinton Keith Road. Once on the trail, the segment from Clinton Keith Road north to McVicar Street is about 0.7 miles.

existing trail surface

Rancho Mirlo Road is an unpaved dirt road. Clinton Keith Road currently has dirt shoulders with a future-planned multi-use trail connecting Grand Avenue to the creek trail entrance. A traffic signal with cross walk is located at the Clinton Keith Road and Grand Avenue intersection.

The first 0.4 miles of existing trail along Murrieta Creek north of Clinton Keith Road consists of unimproved, natural surface material with loose rock requiring careful footing. Approaching the McVicar Street crossing, the dirt trail surface conditions improve with more consistent footing.

proposed surface and width

A 10' wide multi-use trail and an adjacent 5' wide concrete sidewalk is planned on both sides of Clinton Keith Road. The dirt trail along Murrieta Creek varies with an approximate width of 15 feet.

points of interest

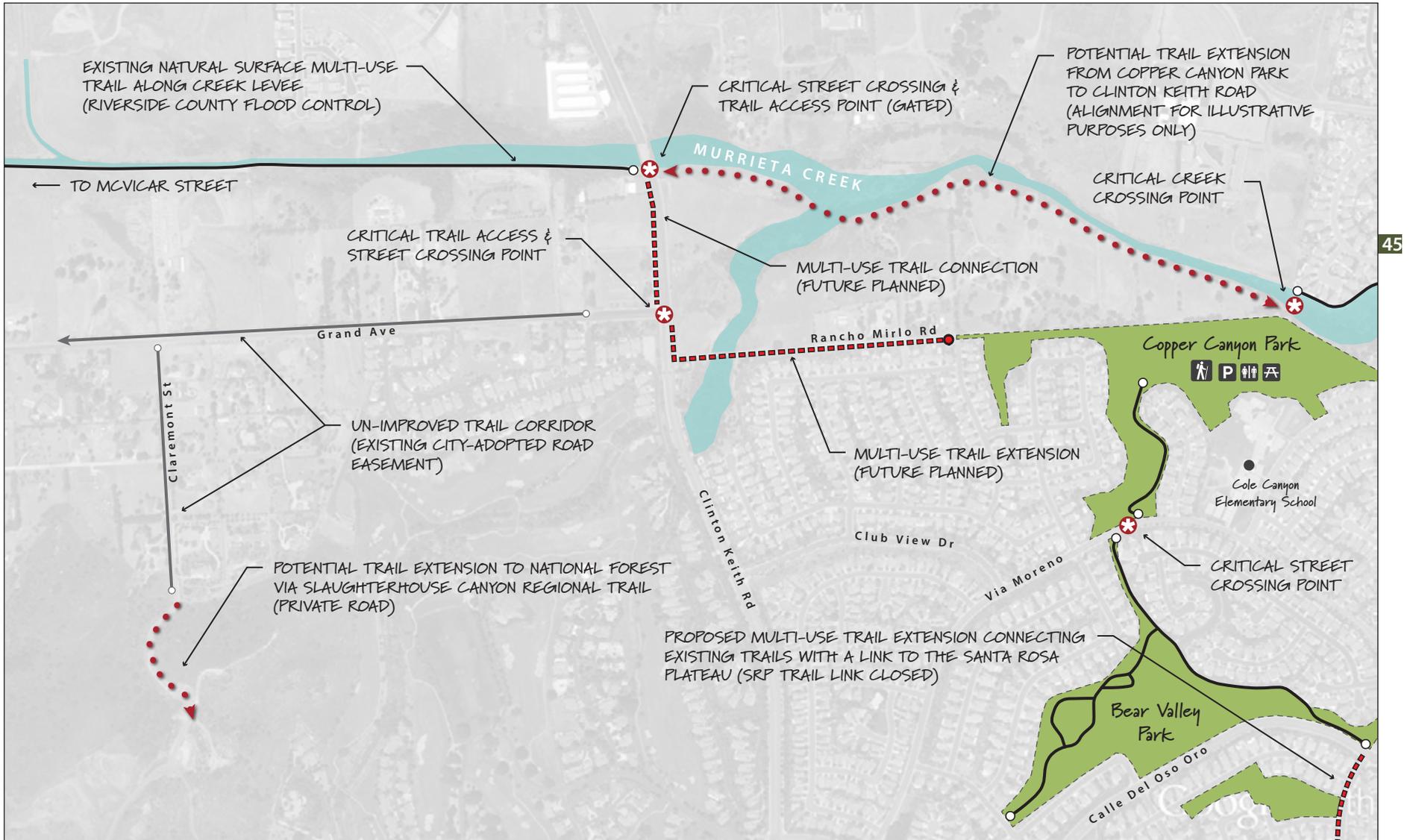
The segment of trail along Murrieta Creek just north of Clinton Keith Road runs under a thick tree canopy, providing trail users with shade and offering an opportunity for bird watching. Approximately 3 miles west on Clinton Keith Road is the main entrance and parking for the Santa Rosa Plateau. Traveling northerly along Grand Avenue offers further access to local single track hiking trails and future connection points to the Murrieta Creek trail. In addition, bus transit stops are located along Grand Avenue and Palomar Street providing public transportation to/from the Murrieta Creek corridor.

implementation

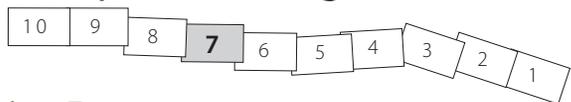
Trail and sidewalk improvements along Clinton Keith Road and Grand Avenue are not currently part of the City's 5-year Capital Improvement Program (CIP). Grant funding or Development Impact Fees are identified as potential fund sources to complete these improvements. Areas of the trail within lands managed by the Riverside County Flood Control District (RCFCD) require the City to obtain necessary use agreements prior to allowing recreational access.



Copper Canyon Park provides an ideal trailhead location for Murrieta Creek Trail users with amenities such as parking, restrooms, playgrounds, picnic areas and other regional trail connections.



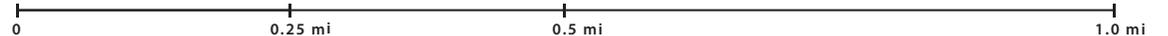
murrieta creek trail conceptual alignment



section 7:
copper canyon park to mcvicar street

LEGEND

- | | | |
|--------------|--------------------|----------------------------------|
| Trailhead | Transit Stop | Army Corps Levee Trail (current) |
| Staging Area | Key Area | Army Corps Levee Trail (future) |
| Parking | Existing Park Area | City Planned / Proposed Trail |
| Restrooms | Planned Park Area | Potential Trail (conceptual) |
| Picnic Area | Existing Trail | Un-Improved Trail Corridor |



NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only

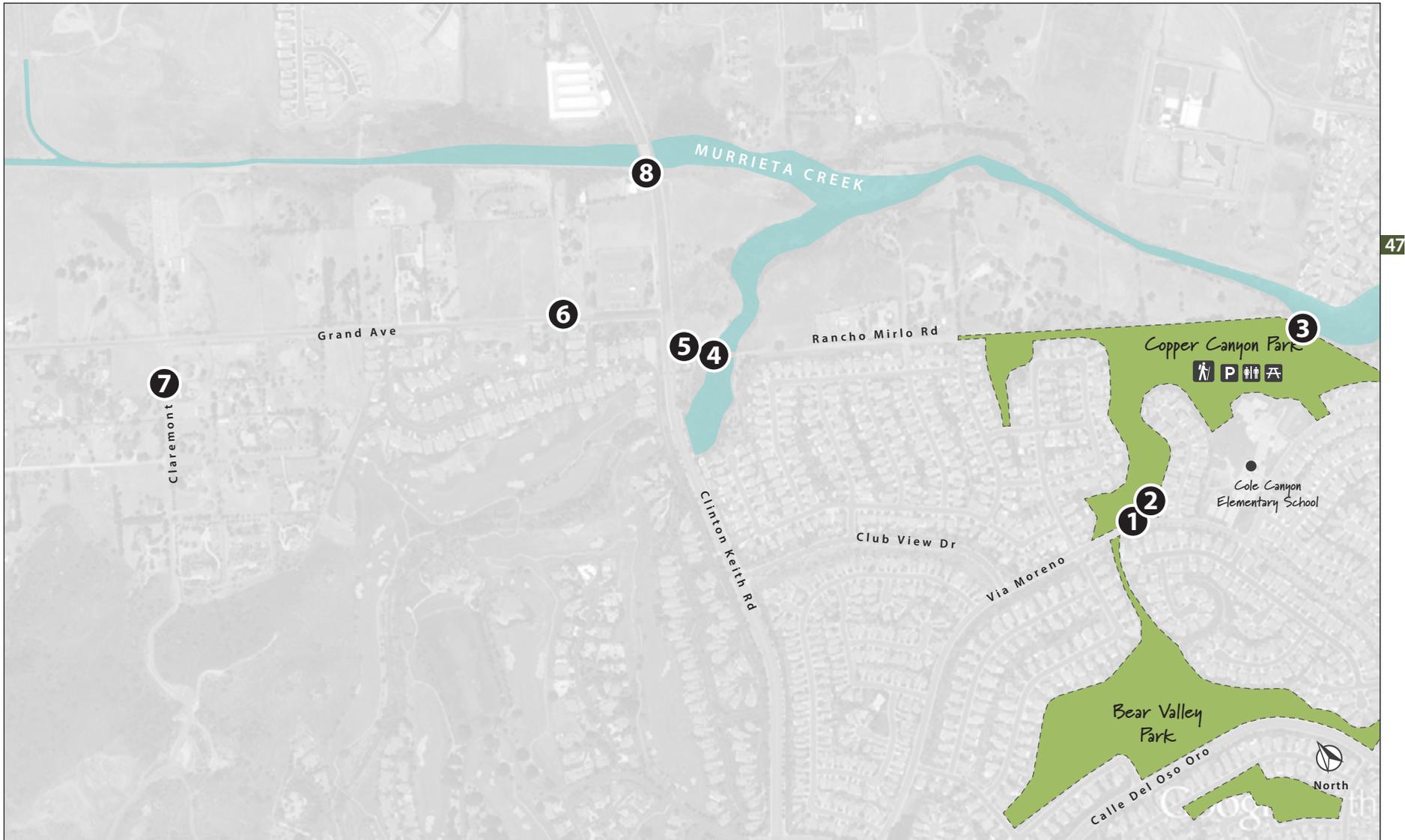


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1. Copper Canyon Park provides an ideal trailhead location for Murrieta Creek Trail users with amenities such as parking, restrooms, playgrounds, picnic areas and other regional trail connections.
2. Existing signage can be expanded to include information on new trails as they are developed.
3. Looking east across Murrieta Creek where key bridging is needed to connect into an existing DG path.
4. An easement and trail development along Rancho Mirlo Rd can help connect Copper Canyon Park to proposed Wildomar city trails and an existing trail along Murrieta Creek.

5. The Grand Ave and Clinton Keith Rd intersection would need enhancement to provide safe crossing for trail users.
6. Unimproved trail corridor along Grand Ave.
7. Some potential regional trail connections may be inhibited by private access roads like this along Claremont St.
8. Existing natural surface multi-use trail along the western levee of Murrieta Creek in Wildomar at its entry point near Clinton Keith Rd.



section 7 photo inventory map

section 8: mcvicar street to wesley street

location

Trail Section 8 is located along Murrieta Creek between McVicar Street and Wesley Street in the City of Wildomar. An existing segment of trail runs along the west side of the Murrieta Creek corridor, utilizing Riverside County Flood Control District (RCFCD) channel maintenance roads. An existing steel frame bridge facilitates trail user access across one of the main creek inlets in this area. Trail access along the creek's east side currently is not provided.

48

Primary trail entrance points are located at both McVicar Street and Wesley Street where the creek and roads intersect (roughly a quarter mile southwesterly of Palomar Street). Additional access points are located where the creek crosses Central Street, Gruwell Street, and at a creek inlet on Union Street.

length

The trail length is approximately 1.5 miles in length on each side of the creek.

existing trail surface

The natural surface trail along the west side of Murrieta Creek varies with an approximate width of 15 feet, serving also as an RCFCD maintenance road.

proposed surface and width

Trail surface and width to remain unchanged (i.e. an unimproved trail corridor meeting any RCFCD maintenance road requirements).

points of interest

This section of the Murrieta Creek trail offers a flat, uniform trail surface that is well-used by walkers and joggers. Grand Avenue provides further access to local single track hiking trails and future connection points to the Murrieta Creek trail. Bus transit stops are located along Grand Avenue and Palomar Street providing public transportation to/from the Murrieta Creek corridor.

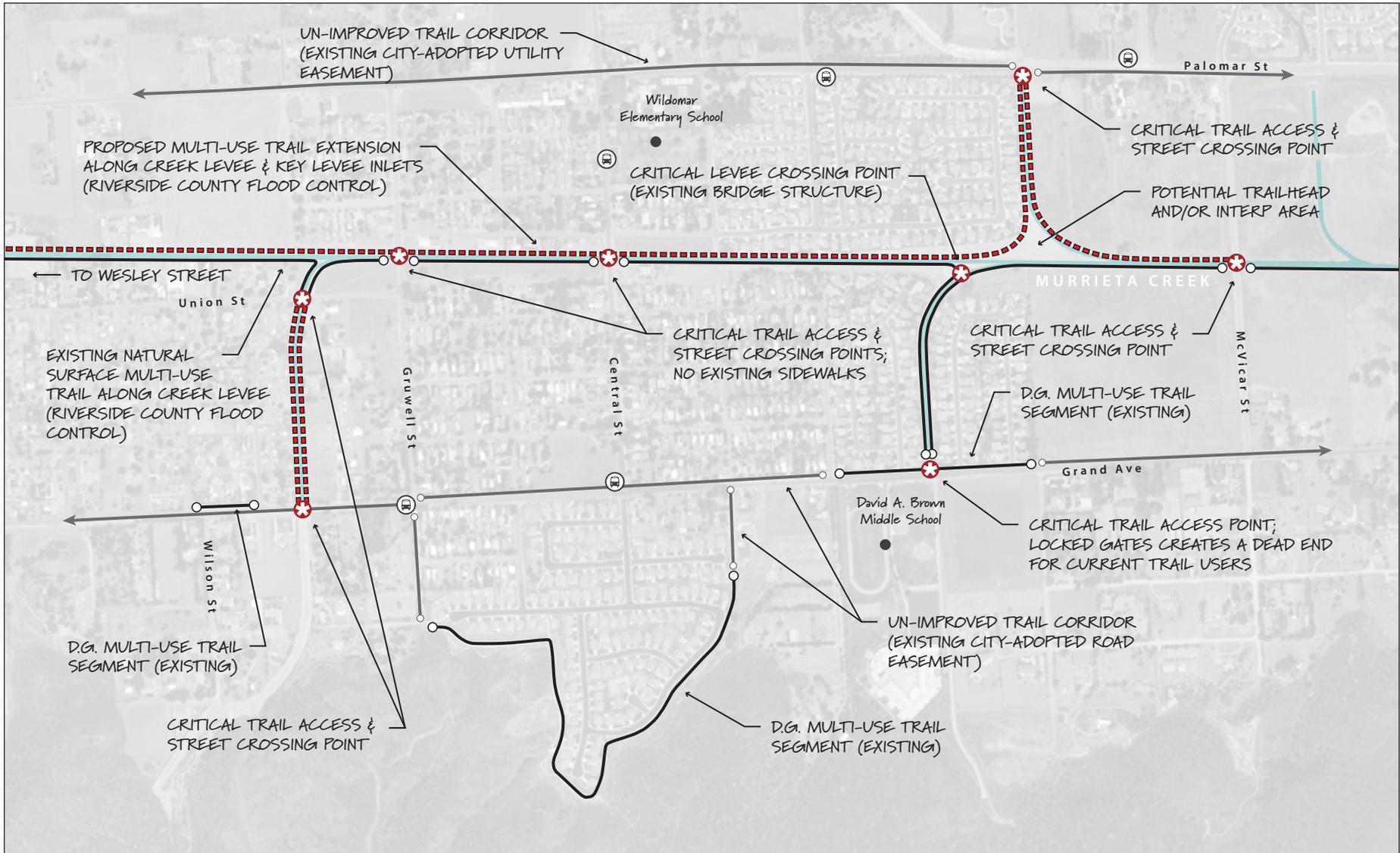


Existing steel frame bridge across Murrieta Creek provides convenient access across concrete lined creek inlet.

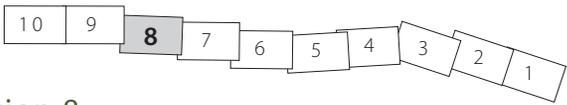
In addition, the historic Wildomar bell is located at the Wildomar Elementary School at Central Avenue and Palomar Street. The historic Wildomar cemetery is located at Gruwell and Palomar Street. Future plans for the area include development of an “old town” area with pedestrian-friendly amenities on Palomar Street between Central and Gruwell, further complementing this area’s appeal.

implementation

Access along the eastern side of the creek channel and mid-trail access points from Grand Avenue and Palomar Street require minor improvements, as well as the City to obtain necessary use agreements with RCFCD. Grant funding or Development Impact Fees are identified as potential fund sources to complete these improvements.



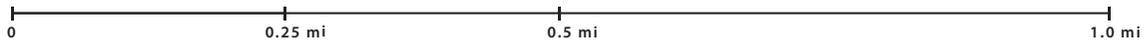
murrieta creek trail conceptual alignment



section 8:
mcvicar street to wesley street

LEGEND

- Trailhead
- Staging Area
- Parking
- Restrooms
- Picnic Area
- Transit Stop
- Key Area
- Existing Park Area
- Planned Park Area
- Existing Trail
- Army Corps Levee Trail (current)
- Army Corps Levee Trail (future)
- City Planned / Proposed Trail
- Potential Trail (conceptual)
- Un-Improved Trail Corridor



NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



1. Existing steel frame bridge across Murrieta Creek provides convenient access across concrete lined creek inlet.
2. Looking west at trail entry point off of McVicar St.
3. Access to the eastern side of the Murrieta Creek levee is restricted by gates.
4. Looking west across Union St to concrete lined creek inlet; locked gates inhibit key trail connectors between Grand Ave and the Murrieta Creek corridor.

5. Locked gates where creek inlet meets Grand Ave create a "dead end" for trail users who follow the existing natural surface trail from the Murrieta Creek corridor.
6. Existing segment of DG multi-use trail along a portion of Grand Ave.
7. Gruwell St creek crossing lacks formal street crossings for trail users.
8. Central St creek crossing lacks formal street crossings for trail users.
9. Existing shade structure at trail entry point off of western end of Gruwell St.



section 8 photo inventory map

section 9: wesley street to serenity park

location

52 Trail Section 9 leaves the Murrieta Creek corridor at Wesley Street. From the existing trail access point at Wesley Street, there are several potential options to extend the trail to the City of Wildomar's northern boundary with the City of Lake Elsinore (at Corydon Street) and on to Serenity Park. Two planned regional trail corridors along Palomar Street and Grand Avenue would divert trail users roughly a quarter mile either north (Palomar St) or south (Grand Ave) from the access point at Wesley Street. A potential trail connector along Union Street would maintain the same basic alignment northerly from Wesley Street.

These trail routing options are not mutually-exclusive and each has its benefits and draw-backs. For example, Grand Avenue is the furthest route from the creek corridor and represents the most heavily-trafficked option yet would provide a potential link to the historic Butterfield Overland Trail. A Palomar Street linkage would facilitate access to Marna O'Brien Park but, again, takes trail users along a busy roadway with a difficult-to-negotiate interchange at Mission Trail. A Union Street connector would keep trail users off busy streets and facilitate access to Regency Heritage Park but would require routing the trail through an existing neighborhood with potentially limited right-of-way access.

length

The trail length is approximately 1.5 miles but varies depending on which route option is developed. The Palomar Street and Union Street options provide the most direct links to Serenity Park north of Corydon Street.

existing trail surface

There is only one short segment of existing trail developed in this area, a decomposed granite (DG) trail along Grand Ave.

proposed surface and width

A 10' wide multi-use trail and an adjacent 5' wide concrete sidewalk is planned for both Palomar Street and Union Street. Palomar Street is planned to function as an Arterial and Union Street is a local residential street.

points of interest

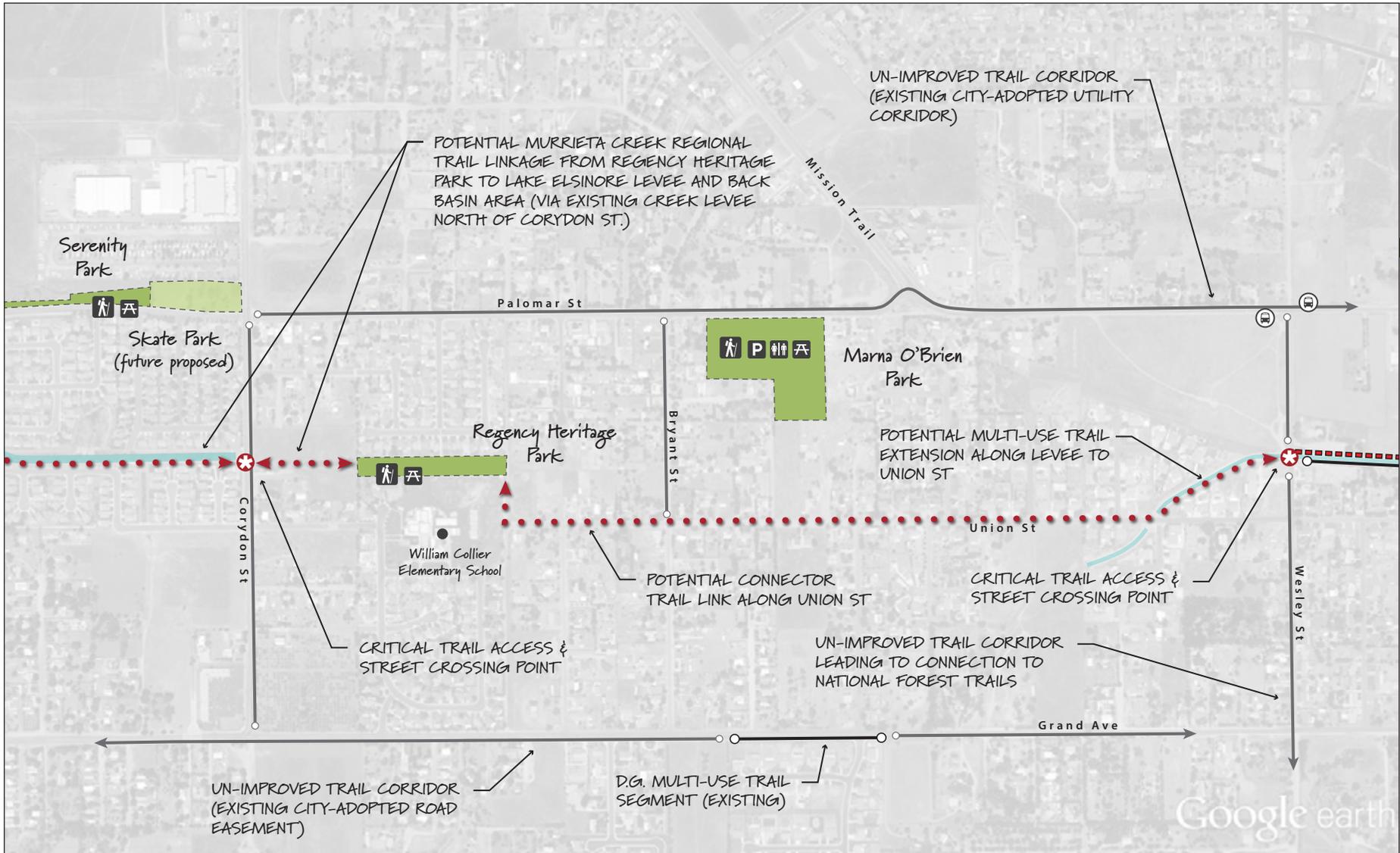
This section of the trail offers access to three local parks—Marna O'Brien Park, Regency Heritage Park, and Serenity Park. Bus transit stops are located along Grand Avenue and Palomar Street providing public transportation to/from the Murrieta Creek corridor. Grand Avenue represents an important connection to the historic Butterfield Overland Trail.

implementation

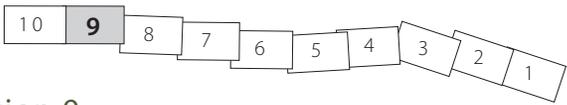
Design plans for Palomar Street commenced in 2013. Construction funding has not been secured. Improvements to Union Street are not currently included in the City's 5-year Capital Improvement Program (CIP). Grant funding or Development Impact Fees are identified as potential fund sources to complete these improvements. Areas of the trail within lands managed by the Riverside County Flood Control District (RCFCD) require the City to obtain necessary use agreements prior to allowing recreational access.



Creek channel continues west across Wesley St providing a potential opportunity to extend trail down to Union St.



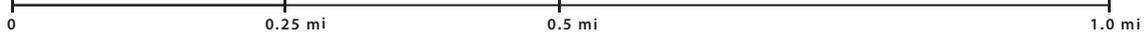
murrieta creek trail conceptual alignment



section 9: wesley street to serenity park

LEGEND

- Trailhead
- Transit Stop
- Army Corps Levee Trail (current)
- Staging Area
- Key Area
- Army Corps Levee Trail (future)
- City Planned / Proposed Trail
- Parking
- Existing Park Area
- Potential Trail (conceptual)
- Restrooms
- Planned Park Area
- Un-Improved Trail Corridor
- Picnic Area
- Existing Trail
- Un-Improved Trail Corridor

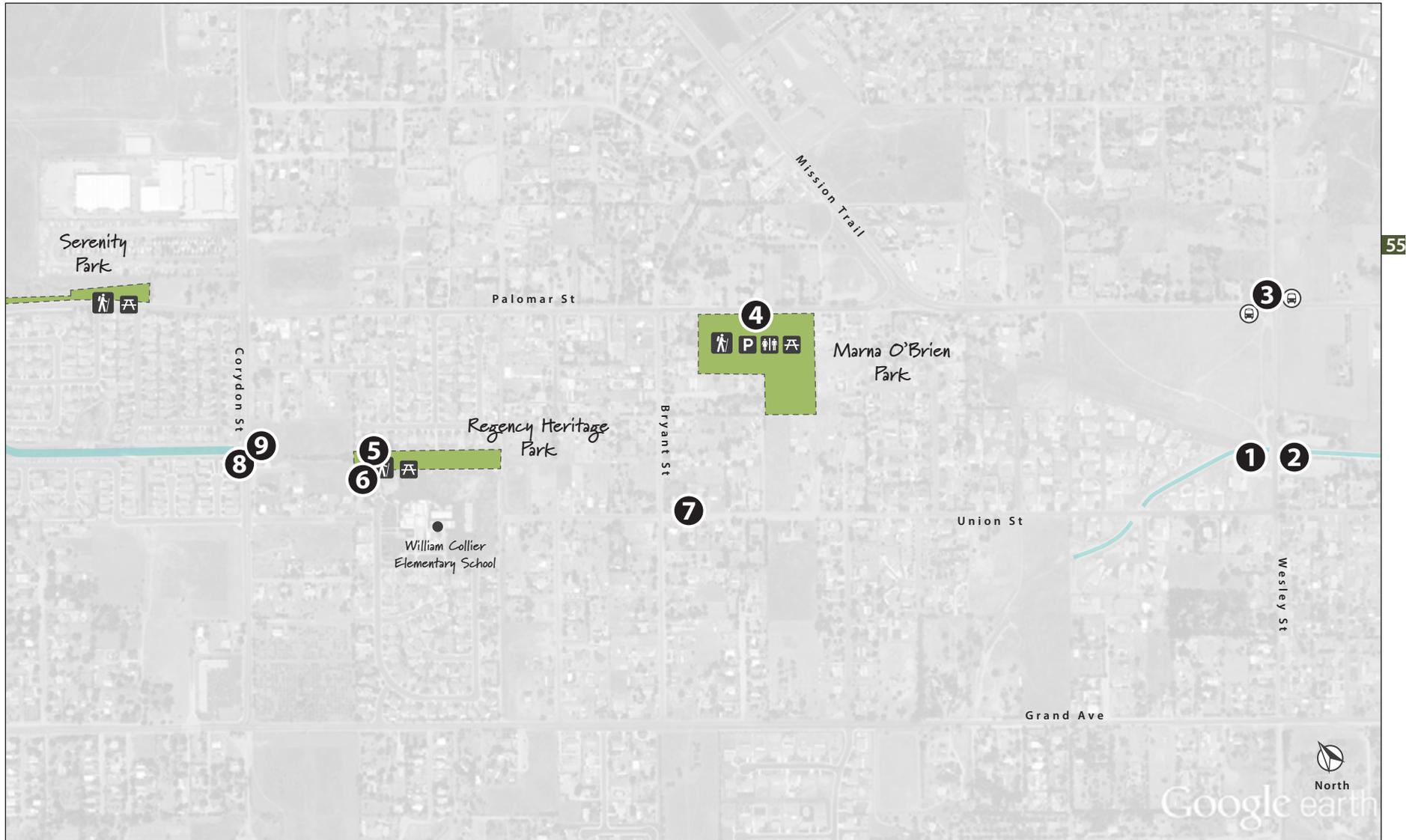


NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



1. Creek channel continues west across Wesley St providing a potential opportunity to extend trail down to Union St.
2. Entry point of creek trail at Wesley St looking east.
3. Nearby transit stops provide alternative transportation options for accessing the regional trail corridor if linkages are provided where appropriate.
4. Once re-opened, Marna O'Brien Park will provide a potential trail access point for trail users that includes parking, restrooms and playground areas.

5. Regency Heritage Park could potentially provide a linkage between Union St and Corydon St
6. Current access to Regency Heritage Park is via locked gate off of Trailwood Ct adjacent William Collier Elementary School.
7. While not ideal, a trail connection following Union St could provide a better, more direct option than either Palomar St or Grand Ave.
8. Locked gates to flood control channel on northside of Corydon St.
9. Looking across open field off of Corydon St towards Regency Heritage Park.



section 9 photo inventory map

section 10: serenity park to lake elsinore levee trail

location

Trail Section 10 is located in the City of Lake Elsinore from its southern boundary with the City of Wildomar at Corydon Street to the Lake Elsinore Levee Trail. Serenity Park provides a natural connector for the trail between the two cities, whether it is extended from the park's southern boundary at the intersection of Corydon Street and Palomar Street or is aligned along the existing creek levee into the park's northern edge.

56

length

This segment of the trail is approximately 1.0 miles in length from Serenity Park to the Lake Elsinore Levee Trail.

existing trail surface

The existing earthen levee trail was constructed across the lake in 1995 to reduce the size of the water surface and minimize evaporation. The levee also helps provide flood protection for the City's East Lake District. It is a 3 mile multi-use sand & gravel trail providing access for pedestrians, bicyclists, and occasional equestrian use.

proposed surface and width

The proposed recreational multi-use trail will consist of DG and be at least 15' wide, connecting the existing Lake Elsinore Levee Trail to Serenity Park.

points of interest

Lake Elsinore is a recreation destination with the slogan of *Dream Extreme*. The East Lake District is uniquely defined by its proximity to the lake and home of several of the extreme sport activities within the City. Key recreational facilities for these sports are Skylark Field Airstrip, the Glider Launch Field, and the Lake Elsinore Motocross Park. The lake's inlet channel hosts club and pro tournaments, and the Diamond Stadium (just north of this section) is home to the Lake Elsinore Storm minor league baseball team.

Historic Downtown Main Street reflects a rich and colorful history dating back to 1888. A stroll down Main Street with its antique shops, fine dining, novelty stores, museum and vintage street lamps takes visitors back to a time reminiscent of the early 1900s.



View looking north from Serenity Park over Lake Elsinore open space where many informal trails intersection and connect into the lake levee trail.

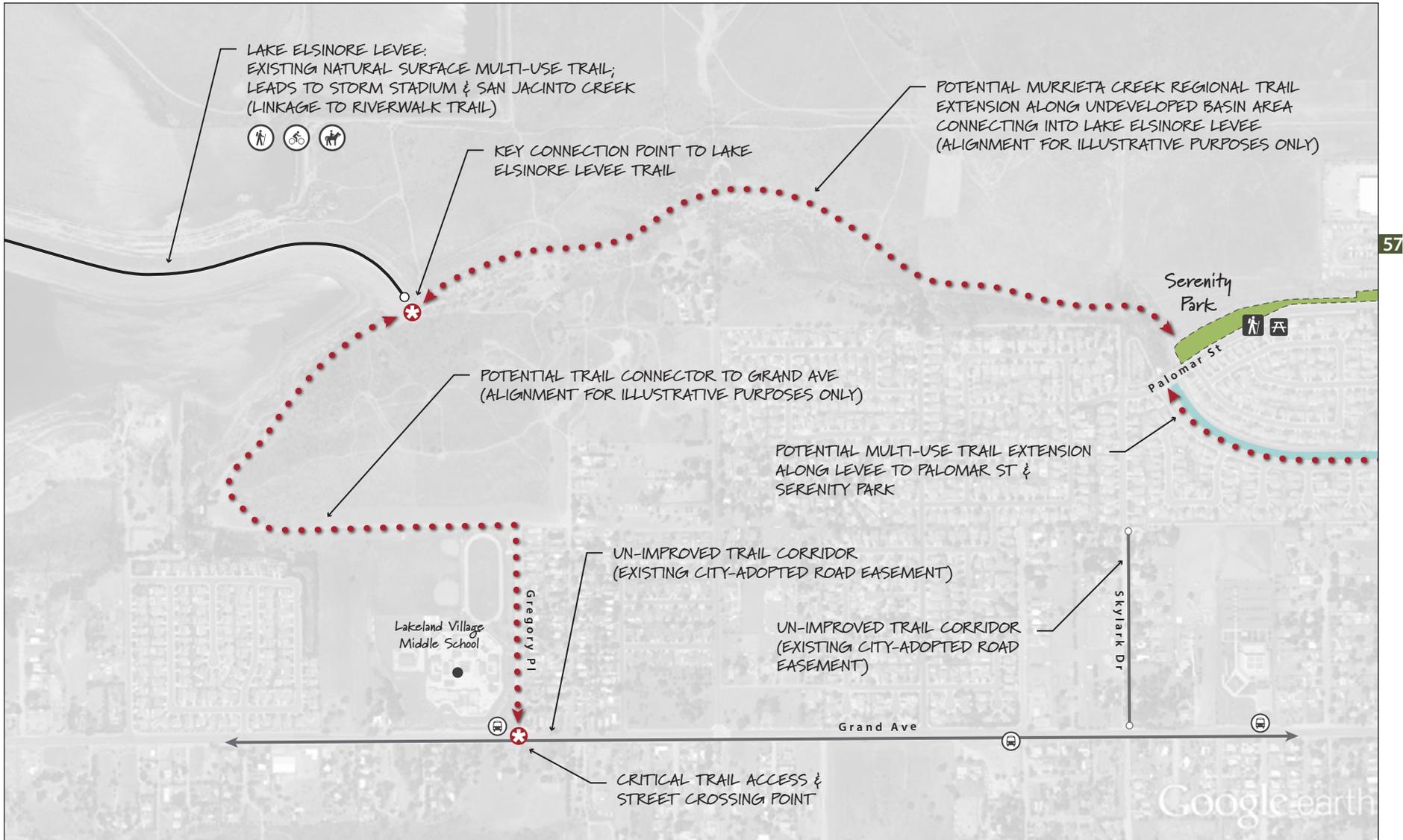
Signature special events in the City include Lucas Oil Off-Road Racing, the Warrior Dash and Survivor Mud Run, Unity 5K/10K Run-Walk, Kids Fishing Derby, and Winterfest on Downtown Main Street.

The connection of the Murrieta Creek trail to the Lake Elsinore Levee Trail offers users an extension into Old Town Lake Elsinore and the City's abundant recreational activities, building on existing opportunities for jogging, hiking, bicycling, horseback riding, birding, and more.

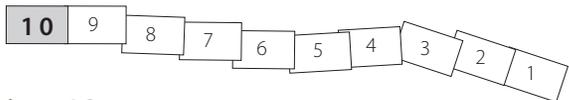
implementation

The East Lake District is primarily governed by the approved East Lake Specific Plan and its amendments. An existing goal states, "The City shall support land use applications whose designs address and implement the circulation plan and trail systems identified in the Specific Plan."

The most significant challenge is the lack of funding to support trail development. Grant funding is a potential source for these improvements.



murrieta creek trail conceptual alignment



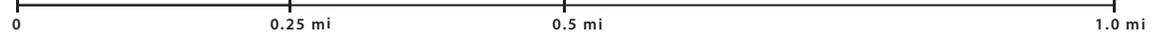
section 10:
serenity park to lake elsinore levee trail

LEGEND

- | | | |
|--------------|--------------------|----------------------------------|
| Trailhead | Transit Stop | Army Corps Levee Trail (current) |
| Staging Area | Key Area | Army Corps Levee Trail (future) |
| Parking | Existing Park Area | City Planned / Proposed Trail |
| Restrooms | Planned Park Area | Potential Trail (conceptual) |
| Picnic Area | Existing Trail | Un-Improved Trail Corridor |



North



NOTE: Map illustrations and trail alignments are conceptual for illustrative/planning purposes only



1. View looking north from Serenity Park over Lake Elsinore open space where many informal trails intersect and connect into the lake levee trail.
2. Break in the fence from Serenity Park indicates where non-sanctioned trails intersect with the park.
3. Facilities at Serenity Park, including picnic and playground areas, provide an opportunity to establish a formal trail entry point for users, though parking is street only.

4. From Palomar St, looking south into flood control channel which connects off of Corydon St.
5. Access road behind Lakeland Village Middle School wraps around Rome Hill and connects into the lake levee trail.
6. The Lake Elsinore levee trail provides significant hiking and biking opportunities for trail users.
7. The Lake Elsinore levee trail continues on to the Lake Elsinore Diamond, a potential significant "anchor" point for the northern terminus of the regional Murrieta Creek Trail.



section 10 photo inventory map

general recommendations

1. Cities of Temecula, Murrieta, Wildomar, and Lake Elsinore work collaboratively to develop a multi-agency agreement with Riverside County Flood Control to obtain recommended access and maintenance agreements across the Murrieta Creek corridor	Priority first step to provide contiguous trail link across creek corridor. Specific segments noted in individual city recommendations.	0-6 MONTHS
2. Develop Murrieta Creek Regional Trail logo to “brand” trail and provide uniform markings across regional jurisdictions (suitable for use in trail signage, markers, brochures, etc.)	Development of logo to involve local community, possibly via a logo contest coordinated by Murrieta Creek Regional Trail project community partners.	1-2 YRS
3. Cities of Temecula, Murrieta, Wildomar, and Lake Elsinore work collaboratively to develop appropriate trail use designations for interim unimproved trail links	Necessary to ensure consistent trail use guidelines and interim development standards across regional jurisdictions.	1-2 YRS
4. Cities of Temecula, Murrieta, Wildomar, and Lake Elsinore work collaboratively to develop consistent and appropriate signalized street crossing strategies suitable for multi-use trail users at all major intersections where at-grade crossings will be required	Necessary to ensure safe and consistent street crossings for all trail users. Specific crossings noted in individual city recommendations.	3-10 YRS
5. Project partners continue to identify and explore opportunities to connect the Murrieta Creek Regional Trail to other existing and future-planned trail networks	Example priority trail connections include: Santa Rosa Plateau, Santa Gertrudis Creek Interconnect, Lake Elsinore Riverwalk, etc.	ON-GOING

NOTATIONS

- Noted timeframes for specific Murrieta Creek Regional Trail recommendations are based upon reasonable expectations of current planning conditions.
- For the purposes of this planning document, timeframes are presumed to begin at or near the start of fiscal year 2014 (July).
- Recommendations for specific Trailheads presume the development or existence of trail user support amenities / facilities such as off-street parking, restrooms, water, signage, information kiosks, etc.
- Recommendations for trail Access Points do not presume the development or existence of trail user support amenities / facilities other than parking (off-street preferred).

TRAIL RECOMMENDATIONS

1. Determine property ownership/agency responsibility for trail alignment south of Temecula Pkwy to Temecula Creek/Santa Margarita River	Planning will complete this task and work with the applicant of the Village West Specific Plan, which is forthcoming.	3-10 YRS
2. Work with the applicant of the Village West Specific Plan to extend the Murrieta Creek Regional Trail south under Temecula Pkwy bypass on west side (approx. 0.25-0.5mi)	Planning will complete this task and work with the applicant of the Village West Specific Plan, which is forthcoming.	3-10 YRS
3. Explore the possibility of Temecula extending the Murrieta Creek Regional Trail south under Temecula Pkwy bypass to connect with Temecula Creek on east side	Planning will complete this task as part of the Multi Use Trail and Bikeways Master Plan Update, which is in process. If possible, this will be identified as a future years CIP Project and preliminary design will be completed similar to the Santa Gertrudis Creek Interconnect.	10+ YRS
4. Identify and develop an interim trail connection from Rotary Park north to Rancho California Rd on west side of creek	Short-term strategy to provide connectivity while levee trail is under development.	1-2 YRS
5. Obtain an access and maintenance agreement with Riverside County Flood Control from Winchester Rd north to Cherry St		1-2 YRS
6. Install interim single-track trail link from Winchester Rd north to Cherry St		1-2 YRS
7. Ensure levee trail type, alignment, and use designation for Phases III & IV of the Murrieta Creek Regional Trail is compatible and consistent with Phase II trail design and development	Planning will complete this task as part of the Multi Use Trail and Bikeways Master Plan Update, and when reviewing Flood Control Construction Plans.	10+ YRS
8. Coordinate with the Santa Gertrudis Creek Interconnect project to establish / ensure a trail connection with Murrieta Creek Regional Trail at creek confluence	Key linkage between adjacent regional trail networks.	3-10 YRS

TRAILHEAD / ACCESS POINT DEVELOPMENT

9. Explore options/opportunities to develop trailhead(s) for the Murrieta Creek Regional Trail within the City	Planning will complete this task as part of the Multi Use Trail and Bikeways Master Plan Update, which is in process.	3-10 YRS
10. Establish Rotary Park as the first trailhead for the Murrieta Creek Regional Trail	Planning will work with the appropriate departments to sign and formalize an agreement.	1-2 YRS
11. Identify trail-adjacent parking opportunities where on-street parking is limited	Planning will complete this task as part of the Multi Use Trail and Bikeways Master Plan Update, which is in process and will include trail-adjacent parking opportunities.	3-10 YRS

BRIDGES AND ROAD CROSSINGS

12. WESTERN BYPASS Identify appropriate location for crossing the western bypass south to provide access to Temecula Creek	Planning will complete this task and work with the applicant of the Village West Specific Plan, which is forthcoming.	3-10 YRS
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13. 1st STREET Provide adequate and safe trail access and connectivity across bridge (at grade or underpass) on both sides of Murrieta Creek	Planning and Public Works will complete this task when reviewing plans from Flood Control. This task is in progress.	10+ YRS
14. MAIN STREET Provide adequate and safe trail access and connectivity across bridge (at grade or underpass) on both sides of Murrieta Creek	Planning and Public Works will complete this task when reviewing plans from Flood Control. This task is in progress.	3-10 YRS
15. MAIN STREET Ensure bridge design includes a dedicated non-motorized transportation lane for trail users	Bridge design includes a 10' right of way on both sides.	✓ COMPLETE
16. RANCHO CALIFORNIA RD Provide adequate and safe trail access across Rancho California Rd (at grade or underpass) on both sides of Murrieta Creek	Planning and Public Works will complete this task when reviewing plans from Flood Control. This task is in progress.	10+ YRS
17. CREEK CHANNEL INLETS (east side) Install pedestrian bridges across creek inlets on east side of creek channel (x2), if necessary depending on final levee trail design		1-2 YRS
18. OVERLAND WAY BRIDGE Provide adequate and safe trail access and connectivity across bridge (at grade or underpass) on both sides of Murrieta Creek	Planning and Public Works will complete this task when reviewing plans from Flood Control. This task is in progress.	10+ YRS
19. OVERLAND WAY BRIDGE Ensure bridge design includes a dedicated non-motorized transportation lane for trail users	Planning and Public Works will complete this task when reviewing plans from Flood Control. This task is in progress.	10+ YRS
20. WINCHESTER ROAD BRIDGE Provide adequate and safe trail access and connectivity across bridge (at grade or underpass) on both side of Murrieta Creek	Planning and Public Works will complete this task when reviewing plans from Flood Control. This task is in progress.	10+ YRS
21. SANTA GERTRUDIS CREEK CROSSING Ensure Santa Gertrudis Creek trail extension includes a multi-use bridge connection to Murrieta Creek Regional Trail	Planning will complete this task as part of the Multi Use Trail and Bikeways Master Plan Update, which is in process. The Santa Gertrudis Creek Interconnect design does not currently include a crossing/bridge connection.	3-10 YRS

city of murrieta

TRAIL RECOMMENDATIONS

1. Ensure levee trail type, alignment, and use designation for Phases III & IV of the Murrieta Creek Regional Trail is compatible and consistent with Phase II trail design and development	Based on funding of Army Corps' Murrieta Creek levee project.	10+ YRS
2. Obtain an access and maintenance agreement with Riverside County Flood Control from Cherry St north to Vineyard Pkwy	City to verify property ownership to confirm where access and maintenance agreement is needed.	1-2 YRS
3. Install interim single-track trail link from Cherry St north to Vineyard Pkwy		1-2 YRS
4. Ensure future-planned trail development along Ivy St, Hayes Ave, and Kalmia St ties into Murrieta Creek Regional Trail and adjacent resources (e.g. Equestrian Park, Old Town, Pioneer Park, etc.)	Based on future development.	10+ YRS
5. Install interim single-track trail link on east side of Murrieta Creek from Vineyard Pkwy north to Calle Del Oso Oro (extends existing multi-use trail segment at Sykes Ranch)	Short-term strategy to provide connectivity while levee trail is under development. City owns property rights.	1-2 YRS
6. Develop multi-use trail link from Vineyard Pkwy north to Calle Del Oso Oro, converting interim trail consistent with city's Master Plan	Currently in conditions placed on local development for the completion of this segment. "Bear Creek Airport" property conditioned as park/open space. No current funding for the trail completion.	3-10 YRS
7. Establish / install an interim trail connection between Copper Canyon Park and Clinton Keith Road along Rancho Mirlo Rd	Completion of developed multi-use trail link for this section dependant on future development and final alignment of Rancho Mirlo Rd.	1-2 YRS
8. Coordinate with the Santa Rosa Plateau to re-establish trail connection to Plateau from Copper Canyon / Bear Valley	Santa Rosa Plateau currently seeking grant funding to re-grade eroded trail segments on their property	3-10 YRS

TRAILHEAD / ACCESS POINT DEVELOPMENT

9. Explore options/opportunities to develop trailhead(s) for the Murrieta Creek Regional Trail within the city		3-10 YRS
10. Establish Equestrian Park as an equestrian trailhead for the Murrieta Creek Regional Trail	Park facilities already established (includes parking, restrooms, and horse staging area). Trail link to Murrieta Creek needed, as noted in #4 above.	✓ COMPLETE
11. Explore potential for establishing a trailhead/trail access site where Murrieta Creek intersects with Calle Del Oso Oro	On list of trailheads to be reviewed annually.	3-10 YRS
12. Establish Copper Canyon Park as a trailhead for the Murrieta Creek Regional Trail	Park facilities already established (includes parking, restrooms, picnic areas, trails, and athletic fields). Bridge link to existing Murrieta Creek Regional Trail segment needed, as noted in #20 below.	✓ COMPLETE

BRIDGES AND ROAD CROSSINGS

13. GUAVA STREET BRIDGE Provide adequate and safe trail access and connectivity across Guava St (at grade or underpass) on both sides of Murrieta Creek	Under development. Based on depth of Murrieta Creek, this will most likely have to be an at-grade crossing.	3-10 YRS
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14. IVY STREET CROSSING Provide adequate and safe trail access and connectivity across Ivy St (at grade or underpass) on both sides of Murrieta Creek	Dependant on funding of project and overall design of what streets will cross Murrieta Creek. Based on depth of Murrieta Creek, this will most likely have to be an at-grade crossing.	10+ YRS
15. IVY STREET CROSSING Ensure bridge design includes a dedicated non-motorized transportation lane for trail users	Already in design.	✓ COMPLETE
16. B STREET CROSSING Provide adequate and safe trail access and connectivity across B St on both sides of Murrieta Creek	Current proposal calls for the removal of B Street Bridge.	10+ YRS
17. KALMIA STREET CROSSING Provide adequate and safe trail access and connectivity across Kalmia St on both sides of Murrieta Creek	Current proposal calls for the removal of Kalmia Street Bridge.	10+ YRS
18. VINEYARD PARKWAY CROSSING Provide adequate and safe trail access and connectivity across Vineyard Pkwy (at grade or underpass) on both sides of Murrieta Creek	Based on depth of Murrieta Creek, this will most likely have to be an at-grade crossing.	10+ YRS
19. CALLE DEL OSO ORO CROSSING Provide adequate and safe trail access and connectivity across Calle Del Oso Oro (at grade or underpass) on east side of Murrieta Creek	No funding in current CIP.	10+ YRS
20. COPPER CANYON PARK BRIDGE Develop and install a multi-use bridge connector across Murrieta Creek linking Copper Canyon Park to existing trail segment	No funding in current CIP.	10+ YRS

TRAIL RECOMMENDATIONS

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1. Obtain an access and maintenance agreement with Riverside County Flood Control from end of existing trail across Copper Canyon Park north to Clinton Keith Rd		1-2 YRS
2. Install interim single-track trail link from end of existing trail across Copper Canyon Park north to Clinton Keith Rd		1-2 YRS
3. Establish / install trail connection between Grand Ave and Murrieta Creek along north side of Clinton Keith Rd	Segment is included in a larger grant-funded project to improved pedestrian and cycling facilities along Grand Ave.	1-2 YRS
4. Confirm / obtain an access and maintenance agreement with Riverside County Flood Control from Clinton Keith Rd north to Wesley St to allow public access / use of levee for recreational purposes		1-2 YRS
5. Explore opportunity to develop recreational multi-use trail extension north of Wesley St to Union St along existing channel levee; obtain access and maintenance agreement from Riverside County Flood Control as needed		1-2 YRS
6. Explore opportunity to develop recreational multi-use trail alignment along east side of Union St between proposed levee trail extension and Corydon St connecting into Regency Heritage Park		3-10 YRS

TRAILHEAD / ACCESS POINT DEVELOPMENT

7. Explore options/opportunities to develop trailhead(s) for the Murrieta Creek Regional Trail within the city		3-10 YRS
8. Develop a formal trailhead off of McVicar St for the Murrieta Creek Regional Trail		3-10 YRS
9. Establish Regency Heritage Park as a trailhead for the Murrieta Creek Regional Trail		3-10 YRS

BRIDGES AND ROAD CROSSINGS

10. CLINTON KEITH ROAD Provide adequate and safe trail access and connectivity across Clinton Keith Rd on both sides of Murrieta Creek		1-2 YRS
11. MCVICAR STREET CROSSING Provide adequate and safe trail access and connectivity across McVicar St on both sides of Murrieta Creek		1-2 YRS
12. CENTRAL STREET CROSSING Provide adequate and safe trail access and connectivity across Central St on both sides of Murrieta Creek		1-2 YRS

<p>13. GRUWELL STREET CROSSING Provide adequate and safe trail access and connectivity across Gruwell St on both sides of Murrieta Creek</p>		<p>1-2 YRS</p>
<p>14. UNION STREET CROSSING Provide adequate and safe trail access and connectivity across Union St on both sides of Murrieta Creek</p>		<p>1-2 YRS</p>
<p>15. WESLEY STREET CROSSING Provide adequate and safe trail access and connectivity across Wesley St on both sides of Murrieta Creek</p>		<p>1-2 YRS</p>
<p>16. CREEK CHANNEL PEDESTRIAN BRIDGES Explore opportunities to install additional multi-use trail bridges across main stem of creek to better facilitate trail connectivity and circulation</p>		<p>3-10 YRS</p>
<p>17. CORYDON STREET CROSSING Provide adequate and safe trail access and connectivity across Corydon St at intersection with creek channel</p>		<p>3-10 YRS</p>

TRAIL RECOMMENDATIONS

1. Explore opportunity to develop recreational multi-use trail alignment north of Corydon St to Palomar St along existing channel levee; obtain access and maintenance agreement from Riverside County Flood Control as needed		1-2 YRS
2. Determine property ownership / agency responsibility for potential trail alignment between Serenity Park and western terminus of Lake Elsinore Levee Trail	City has developed a property boundary map for this section.	✓ COMPLETE
3. Obtain easements and/or MOUs and agreements with property owners to install interim single-track trail link from Serenity Park north to Lake Elsinore Levee via Como St		1-2 YRS
4. Develop preliminary concept for regional multi-use trail extension / connection from Serenity Park north to Lake Elsinore Levee Trail	Funding needed to pursue project. Currently unfunded.	3-10 YRS
5. Establish easements and/or MOUs and agreements to facilitate extension of regional trail link from Serenity Park north to Lake Elsinore Levee Trail	Funding needed to pursue project. Currently unfunded.	3-10 YRS
6. Identify opportunities to connect Murrieta Creek Regional Trail to the City's Riverwalk trail		10+ YRS

TRAILHEAD / ACCESS POINT DEVELOPMENT

7. Explore options/opportunities to develop trailhead(s) for the Murrieta Creek Regional Trail within the city		3-10 YRS
8. Establish Serenity Park as a trailhead for the Murrieta Creek Regional Trail	Funding needed to pursue project. Currently unfunded.	3-10 YRS

BRIDGES AND ROAD CROSSINGS

9. CORYDON STREET CROSSING Provide adequate and safe trail access and connectivity across Corydon St at intersection with creek channel		3-10 YRS
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appendix: summary of infrastructure costs

murrieta creek regional trail project

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Bicycle Parking	Bicycle Locker	\$2,140	\$2,090	\$1,280	\$2,680	Each	4 (5)
Bicycle Parking	Bicycle Rack	\$540	\$660	\$64	\$3,610	Each	19 (21)
Bikeway	Bicycle Lane	\$89,470	\$133,170	\$5,360	\$536,680	Mile	6 (6)
Bikeway	Concrete Bicycle Path	\$182,870	\$179,340	\$91,420	\$343,700	Mile	2 (6)
Bikeway	Signed Bicycle Route	\$27,240	\$25,070	\$5,360	\$64,330	Mile	3 (6)
Bikeway	Signed Bicycle Route with Improvements	\$241,230	\$239,440	\$42,890	\$536,070	Mile	1 (6)
Bollard	Bollard	\$650	\$730	\$62	\$4,130	Each	28 (42)
Chicanes	Chicane	\$8,050	\$9,960	\$2,140	\$25,730	Each	8 (9)
Crosswalk	High Visibility Crosswalk	\$3,070	\$2,540	\$600	\$5,710	Each	4(4)
Crosswalk	Striped Crosswalk	\$340	\$770	\$110	\$2,090	Each	8 (8)
Crosswalk	Striped Crosswalk	\$5.87	\$8.51	\$1.03	\$26	Linear Foot	12 (48)
Crosswalk	Striped Crosswalk	\$6.32	\$7.38	\$1.06	\$31	Square Foot	5 (15)
Curb/Gutter	Curb	\$18	\$21	\$1.05	\$110	Linear Foot	16 (68)
Curb/Gutter	Curb and Gutter	\$20	\$21	\$1.05	\$120	Linear Foot	16 (108)
Curb/Gutter	Gutter	\$23	\$23	\$10	\$78	Linear Foot	4 (4)

From *Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public* (UNC Highway Safety Research Center for the Federal Highway Administration, October 2013).

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Curb Extension	Curb Extension/ Choker/ Bulb-Out	\$10,150	\$13,000	\$1,070	\$41,170	Each	19(28)
Curb Ramp	Truncated Dome/Detectable Warning	\$37	\$42	\$6.18	\$260	Square Foot	9 (15)
Curb Ramp	Wheelchair Ramp	\$740	\$810	\$89	\$3,600	Each	16 (31)
Curb Ramp	Wheelchair Ramp	\$12	\$12	\$3.37	\$76	Square Foot	10 (43)
Diverter	Diverter	\$22,790	\$26,040	\$10,000	\$51,460	Each	5 (6)
Diverter	Partial/Semi Diverter	\$15,000	\$15,060	\$5,000	\$35,000	Each	3 (4)
Fence/Gate	Fence	\$120	\$130	\$17	\$370	Linear Foot	7 (7)
Fence/Gate	Gate	\$510	\$910	\$330	\$1,710	Each	5 (5)
Flashing Beacon	Flashing Beacon	\$5,170	\$10,010	\$360	\$59,100	Each	16 (25)
Flashing Beacon	RRFB	\$14,160	\$22,250	\$4,520	\$52,310	Each	3 (4)
Gateway	Gateway Sign	\$350	\$340	\$130	\$520	Each	3 (4)
Gateway	Structure	\$15,350	\$22,750	\$5,000	\$64,330	Each	5 (6)
Pedestrian Hybrid Beacon	Pedestrian Hybrid Beacon	\$51,460	\$57,680	\$21,440	\$128,660	Each	9 (9)
Island	Median Island	\$10,460	\$13,520	\$2,140	\$41,170	Each	17 (19)
Island	Median Island	\$9.80	\$10	\$2.28	\$26	Square Foot	6 (15)
Lighting	In-pavement Lighting	\$18,250	\$17,620	\$6,480	\$40,000	Total	4 (4)
Lighting	Streetlight	\$3,600	\$4,880	\$310	\$13,900	Each	12 (17)
Median	Median	\$6.00	\$7.26	\$1.86	\$44	Square Foot	9 (30)
Overpass/ Underpass	Wooden Bridge	\$122,610	\$124,670	\$91,010	\$165,710	Each	1 (8)
Overpass/ Underpass	Pre-Fab Steel Bridge	\$191,400	\$206,290	\$41,850	\$653,840	Each	5 (5)
Path	Boardwalk	\$1,957,040	\$2,219,470	\$789,390	\$4,288,520	Mile	5 (5)
Path	Multi-Use Trail - Paved	\$261,000	\$481,140	\$64,710	\$4,288,520	Mile	11 (42)
Path	Multi-Use Trail - Unpaved	\$83,870	\$121,390	\$29,520	\$412,720	Mile	3 (7)

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Pavement Marking	Advance Stop/Yield Line	\$380	\$320	\$77	\$570	Each	3 (5)
Pavement Marking	Advance Stop/Yield Line	\$10	\$10	\$4.46	\$100	Square Foot	1 (4)
Pavement Marking	Island Marking	\$1.49	\$1.94	\$0.41	\$11	Square Foot	1 (4)
Pavement Marking	Painted Curb/Sidewalk	\$1.21	\$3.40	\$0.44	\$12	Square Foot	4 (5)
Pavement Marking	Painted Curb/Sidewalk	\$2.57	\$3.06	\$1.05	\$10	Linear Foot	2 (5)
Pavement Marking Symbol	Pedestrian Crossing	\$310	\$360	\$240	\$1,240	Each	4 (6)
Pavement Marking Symbol	Shared Lane/Bicycle Marking	\$160	\$180	\$22	\$600	Each	15 (39)
Pavement Marking Symbol	School Crossing	\$520	\$470	\$100	\$1,150	Each	4 (18)
Signal	Audible Pedestrian Signal	\$810	\$800	\$550	\$990	Each	4 (4)
Signal	Countdown Timer Module	\$600	\$740	\$190	\$1,930	Each	14 (18)
Signal	Pedestrian Signal	\$980	\$1,480	\$130	\$10,000	Each	22 (33)
Signal	Signal Face	\$490	\$430	\$130	\$800	Each	3 (6)
Signal	Signal Head	\$570	\$550	\$100	\$1,450	Each	12 (26)
Signal	Signal Pedestal	\$640	\$800	\$490	\$1,160	Each	3 (5)
Pedestrian/Bike Detection	Furnish and Install Pedestrian Detector	\$180	\$390	\$68	\$1,330	Each	7 (14)
Pedestrian/Bike Detection	Push Button	\$230	\$350	\$61	\$2,510	Each	22 (34)
Railing	Pedestrian Rail	\$95	\$100	\$7.20	\$690	Linear Foot	29 (83)
Raised Crossing	Raised Crosswalk	\$7,110	\$8,170	\$1,290	\$30,880	Each	14 (14)
Raised Crossing	Raised Intersection	\$59,160	\$50,540	\$12,500	\$114,150	Each	5 (5)
Roundabout/Traffic Circle	Roundabout/Traffic Circle	\$27,190	\$85,370	\$5,000	\$523,080	Each	11 (14)

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Sidewalk	Asphalt Paved Shoulder	\$5.81	\$5.56	\$2.96	\$7.65	Square Foot	1 (4)
Sidewalk	Asphalt Sidewalk	\$16	\$35	\$6.02	\$150	Linear Foot	7 (11)
Sidewalk	Brick Sidewalk	\$60	\$60	\$12	\$160	Linear Foot	9 (9)
Sidewalk	Concrete Paved Shoulder	\$6.10	\$6.64	\$2.79	\$58	Square Foot	1 (11)
Sidewalk	Concrete Sidewalk	\$27	\$32	\$2.09	\$410	Linear Foot	46 (164)
Sidewalk	Concrete Sidewalk - Patterned	\$38	\$36	\$11	\$170	Linear Foot	4 (5)
Sidewalk	Concrete Sidewalk - Stamped	\$45	\$45	\$4.66	\$160	Linear Foot	12 (17)
Sidewalk	Concrete Sidewalk + Curb	\$170	\$150	\$23	\$230	Linear Foot	4 (7)
Sidewalk	Sidewalk	\$34	\$45	\$14	\$150	Linear Foot	17 (24)
Sidewalk	Sidewalk Pavers	\$70	\$80	\$54	\$200	Linear Foot	3 (4)
Sign	Stop/Yield Signs	\$220	\$300	\$210	\$560	Each	4 (4)
Speed Trailer	Speed Trailer	\$9,480	\$9,510	\$7,000	\$12,410	Each	6 (6)
Speed Bump/Hump /Cushion/Table	Speed Hump	\$2,130	\$2,640	\$690	\$6,860	Each	14 (14)
Speed Bump/Hump /Cushion/Table	Speed Bump	\$1,670	\$1,550	\$540	\$2,300	Each	4 (4)
Speed Bump/Hump /Cushion/Table	Speed Table	\$2,090	\$2,400	\$2,000	\$4,180	Each	5 (5)
Street Furniture	Street Trees	\$460	\$430	\$54	\$940	Each	7(7)
Street Furniture	Bench	\$1,660	\$1,550	\$220	\$5,750	Each	15 (17)
Street Furniture	Bus Shelter	\$11,490	\$11,560	\$5,230	\$41,850	Each	4 (4)
Street Furniture	Trash/Recycling Receptacle	\$1,330	\$1,420	\$310	\$3,220	Each	12 (13)



CITY OF WILDOMAR – PLANNING COMMISSION
Agenda Item No. 3.3
GENERAL BUSINESS
Meeting Date: March 5, 2014

TO: Chairman and Members of the Planning Commission

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Western Riverside County Climate Action Plan Update
A presentation by WRCOG Staff on the Riverside County Climate Action Plan

BACKGROUND

WRCOG staff will be making a presentation to the Planning Commission regarding the Riverside County Climate Action Plan. They will be providing a power point presentation at the meeting as well. A summary memorandum on this subject is provided for Commission consideration (Attachment A).

After the presentation, the Commission may ask questions of WRCOG staff.

Respectfully Submitted,
Matthew C. Bassi
Planning Director

Reviewed By,
Erica Vega
Assistant City Attorney

ATTACHMENTS

A. WRCOG Presentation Report

ATTACHMENT A

WRCOG Presentation Report

Western Riverside Council of Governments Planning Directors' TAC

Staff Report

Subject: Western Riverside County Climate Action Plan Update

Contacts: Alexa Washburn, WRCOG Program Manager, washburn@wrcog.cog.ca.us
Jennifer Ward, WRCOG Staff Analyst, ward@wrcog.cog.ca.us

Date:

Requested Action:

1. Receive and file.
-

Background:

WRCOG received \$410,000 from the California Strategic Growth Council's Proposition 84 Sustainable Communities Planning Grant Program to prepare a Climate Action Plan (CAP) for Western Riverside County, which must be completed by September 2014. The Western Riverside County CAP will establish policies and priorities to enable member jurisdictions to implement strategies that successfully address state legislation AB 32 and SB 375. The CAP proposes to address the overall greenhouse gas (GHG) emissions in Western Riverside County by preparing GHG inventories, identifying emission reduction targets, and developing and evaluating GHG emissions reduction measures or strategies. The CAP strategies can be uniformly applied, or tailored as needed, for adoption by individual jurisdictions.

Existing Conditions:

Information on local programs and policies currently in place related to energy, water, solid waste, transportation / land use, and green infrastructure, along with a discussion of existing regional and state programs, is summarized in the Existing Conditions Memorandum, which has previously been distributed to the WRCOG Committees and is available upon request.

GHG Inventories:

Community and Local Government GHG inventories were conducted by the project team with input from the local jurisdictions. For jurisdictions that have already completed GHG inventories and / or a CAP, or are in the process of developing these documents, new GHG inventories will not be completed for these jurisdictions; however, the CAP project team will incorporate inventory information, best practices, and successful GHG reduction strategies from the local plans into the final Subregional CAP.

Recommended Emission Reduction Targets and Measures:

In consultation with the WRCOG Planning Directors' Technical Advisory Committee (PD TAC), the CAP has established GHG reduction targets of 15% below base year emissions by 2020 and 49% below base year emissions by 2035. The CAP will seek to achieve these reductions through a combination of state, regional, and local measures and strategies. Based on local input received from jurisdictions on what GHG reduction strategies could be feasibly implemented in Western Riverside County, the subregion is expected to reach its targets.

Draft Climate Action Plan:

The CAP project team is currently in the process of drafting the CAP report, which will describe the state, regional, and local measures needed to achieve the reduction targets in detail and highlight the co-benefits of addressing GHG emissions. The CAP will also lay out next steps for WRCOG and its member jurisdictions to pursue in implementation of the CAP and monitoring progress. The draft CAP will be circulated through the WRCOG Committees for review and comment, and presented to the public, and a final CAP is expected to be completed by July 2014.

Outreach:

The CAP includes an extensive outreach component to seek input and promote the CAP to member jurisdictions, regional agencies, the private sector, and the general public. The project team has been providing presentations on the CAP to numerous stakeholder audiences and interest groups since project initiation. As an additional public outreach component of the CAP, the project team will utilize the online platform "MindMixer" to engage members of the community in the development of the CAP. The project team is currently working with MindMixer to develop website content, online distribution lists, and other outreach materials.

Coordination with Western Riverside Energy Leader Partnership (WRELP):

The Western Riverside County CAP is being conducted in close coordination with the WRELP, which is a collaboration between WRCOG and Southern California Edison to seek ways to improve marketing and outreach to the Western Riverside County community regarding energy efficiency. WRELP is designed to assist local governments in leading their communities to increase energy efficiency, reduce GHG emissions, increase renewable energy usage, improve air quality, and ensure that their communities are more livable and sustainable. As part of the WRELP, municipal and community-wide Energy Action Plans (EAPs) for each of the 11 jurisdictions participating in the WRELP, as well as energy efficiency savings analyses, have been conducted. The energy sector data collected from the 11 WRELP cities included in the EAPs have been incorporated into the subregional CAP.