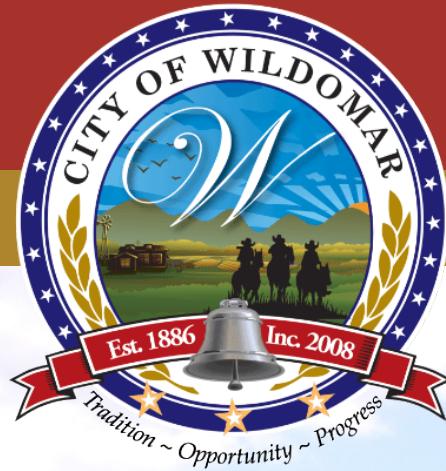


Wildomar 2040 General Plan

Adopted | December 9, 2024







City of
WILDOMAR
CALIFORNIA



Wildomar 2040 General Plan

Adopted | December 9, 2024



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City of Wildomar General Plan



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Wildomar 2040 General Plan

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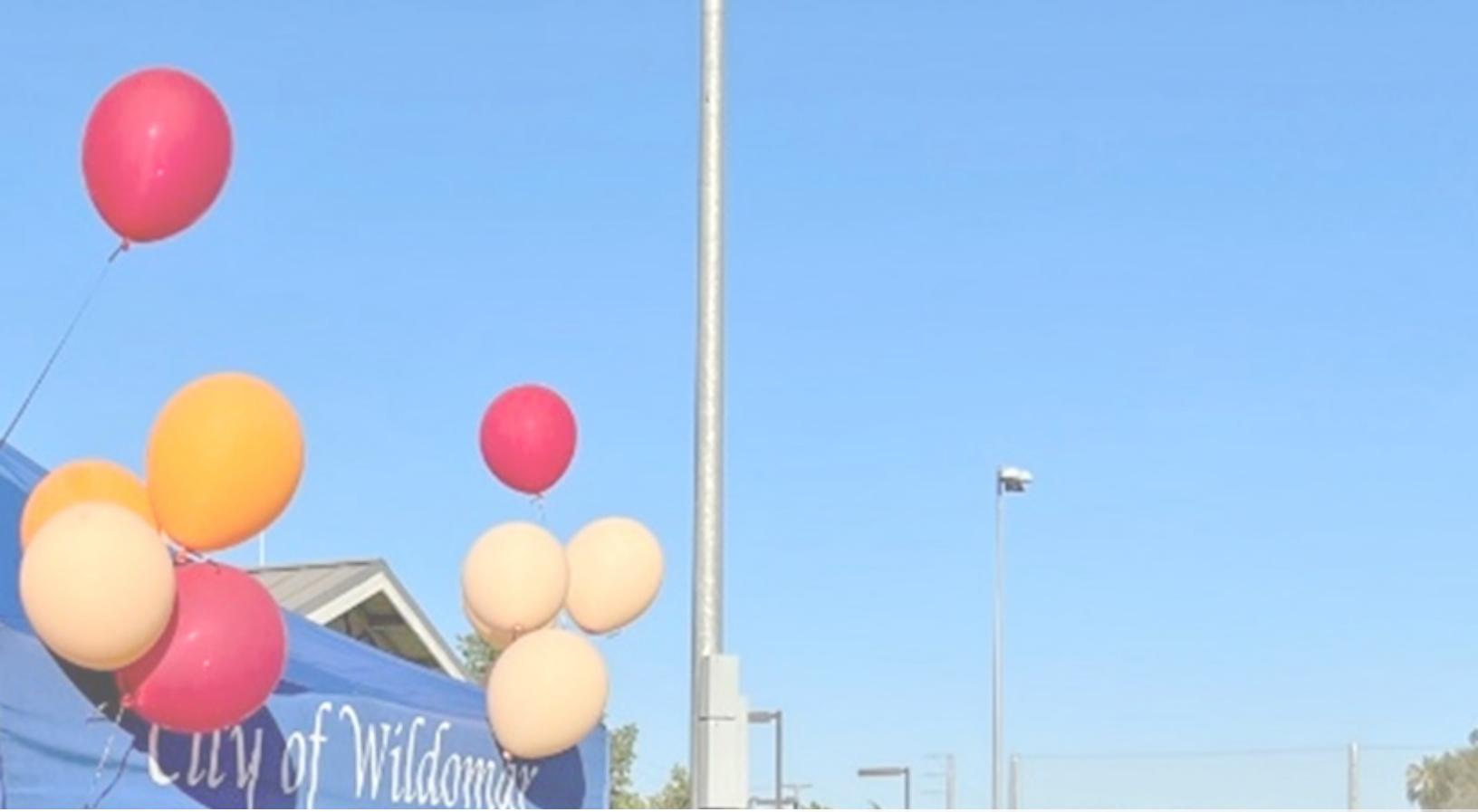
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Wildomar 2040 General Plan

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1. Introduction





City of Wildomar General Plan



1. Introduction

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

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

Vision and Guiding Principles

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

1.1 Vision Statement

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

Guiding Principles

Wildomar is a city that:

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

1.2 Outreach

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

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

1.3 Community Themes

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

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

ENVISION WILDOMAR 2040

Future by Design

5 Public Workshops

75+ participants submitted comments, suggestions, and ideas

461 submissions

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

4 Community "Pop-ups"

300+ comments collected at:

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

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

Citywide Workshop #1 on May 14, 2022.

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

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

1.4 Wildomar Today

Location

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

December 9, 2024

Page 1-3

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

1.5 Wildomar's History

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

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

Mission San Luis Rey

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

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

City of Wildomar

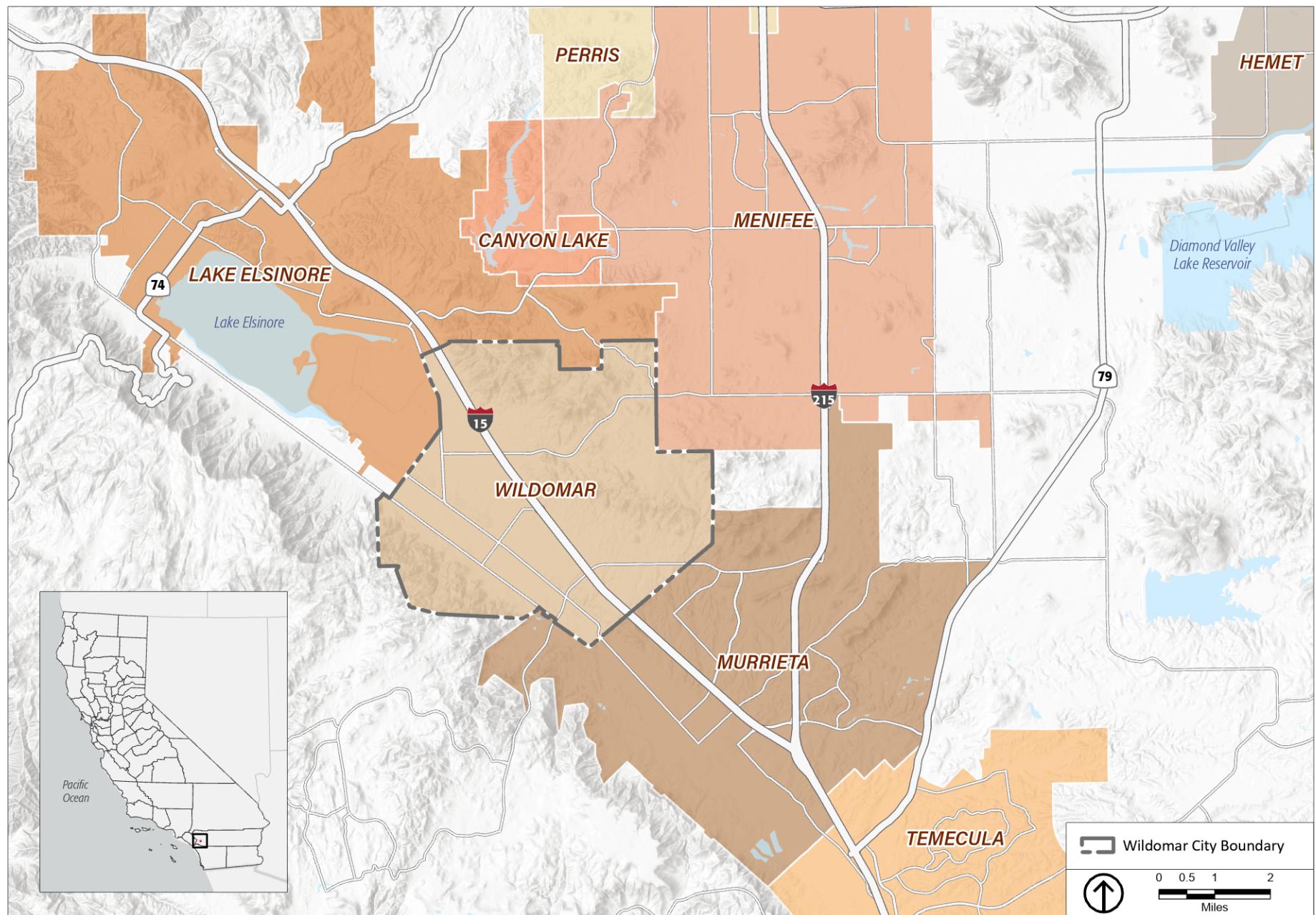
Rancho La Laguna was a grant of 3 square leagues made by Mexican governor Manuel Micheltorena to Julian Manriquez in 1844. Rancho La Laguna included Lake Elsinore and what is now the City of Wildomar. The land grant did not include the surrounding hills.

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

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



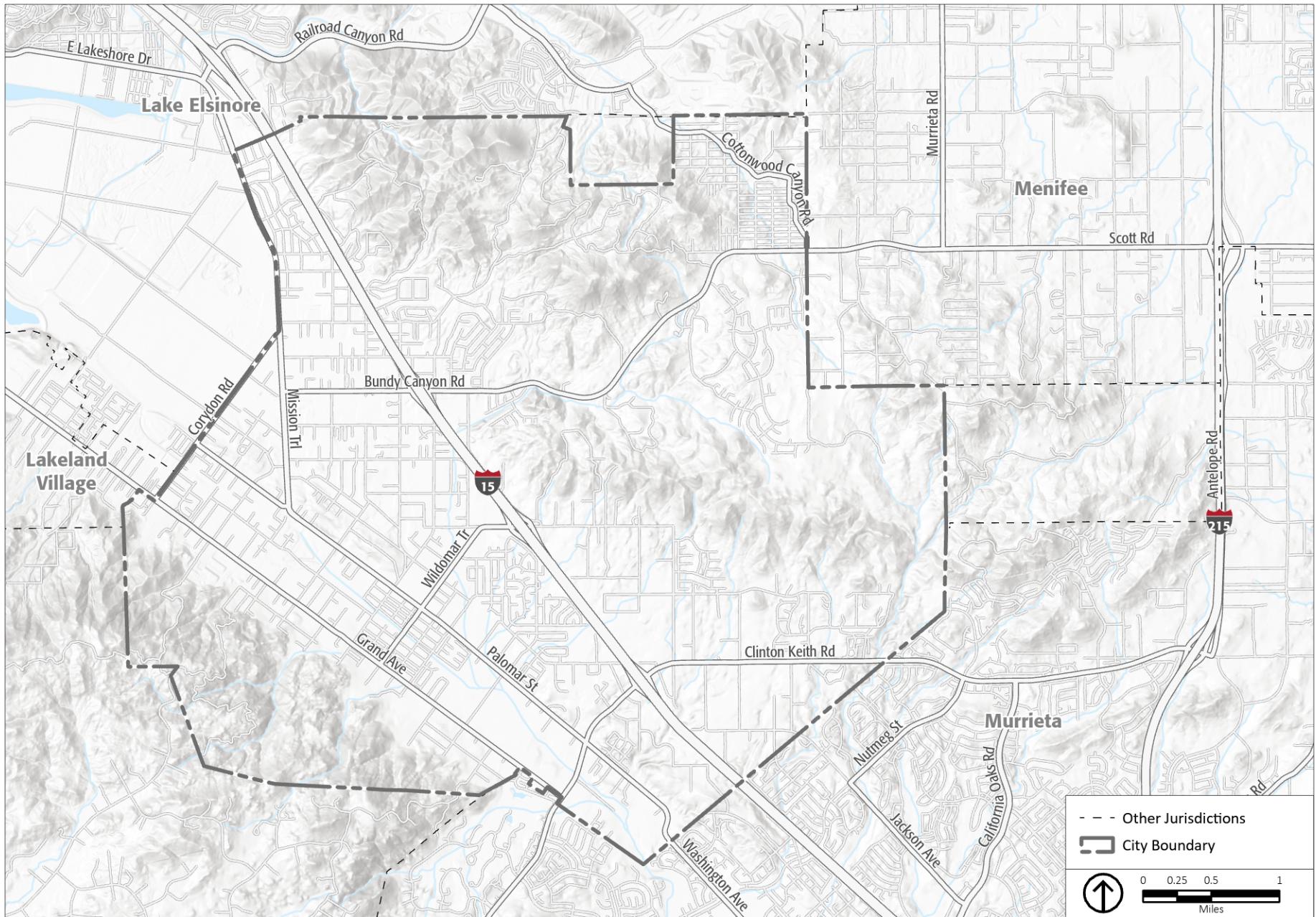
FIG 1-1: REGIONAL CONTEXT



Source: ESRI, 2024; PlaceWorks, 2024



FIG 1-2: LOCAL CONTEXT



Source: ESRI, 2024; PlaceWorks, 2024



The original townsite was between Palomar Street and Grand Avenue and between Gruwell Street and Pasadena Avenue, according to the 1901 edition of the U.S. Geological Survey Elsinore Quadrangle. The Wildomar post office and the elementary school were established in 1886. With the arrival of many Quaker families from West Branch, Iowa, Wildomar became a Quaker colony. Wildomar was one of the election precincts and school districts when Riverside County was formed in 1893.

Wildomar's growth slowed when the CSRR's tracks in Temecula Canyon were washed out for the final time in 1892, which severed the connection with San Diego; the tracks were not rebuilt. In 1927, the track in Railroad Canyon washed out, and the Atchison,

Topeka, & Santa Fe railroad track from Perris to Temecula was abandoned, after which Wildomar no longer had rail service. Wildomar remained a rural farming and horse ranching community for most of the 20th century. Wildomar was incorporated as a city on July 1, 2008, with a population of 28,000.

1.6 Purpose

The General Plan is a State-required legal document that provides guidance to decision-makers regarding the allocation of resources and the future physical form and character of development in the City. It is the official statement of the City regarding the extent and types of development needed to achieve the community's physical, economic, social, and

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

1.7 Organization

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

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

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

Table 1-1: State Mandated Elements

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

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

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

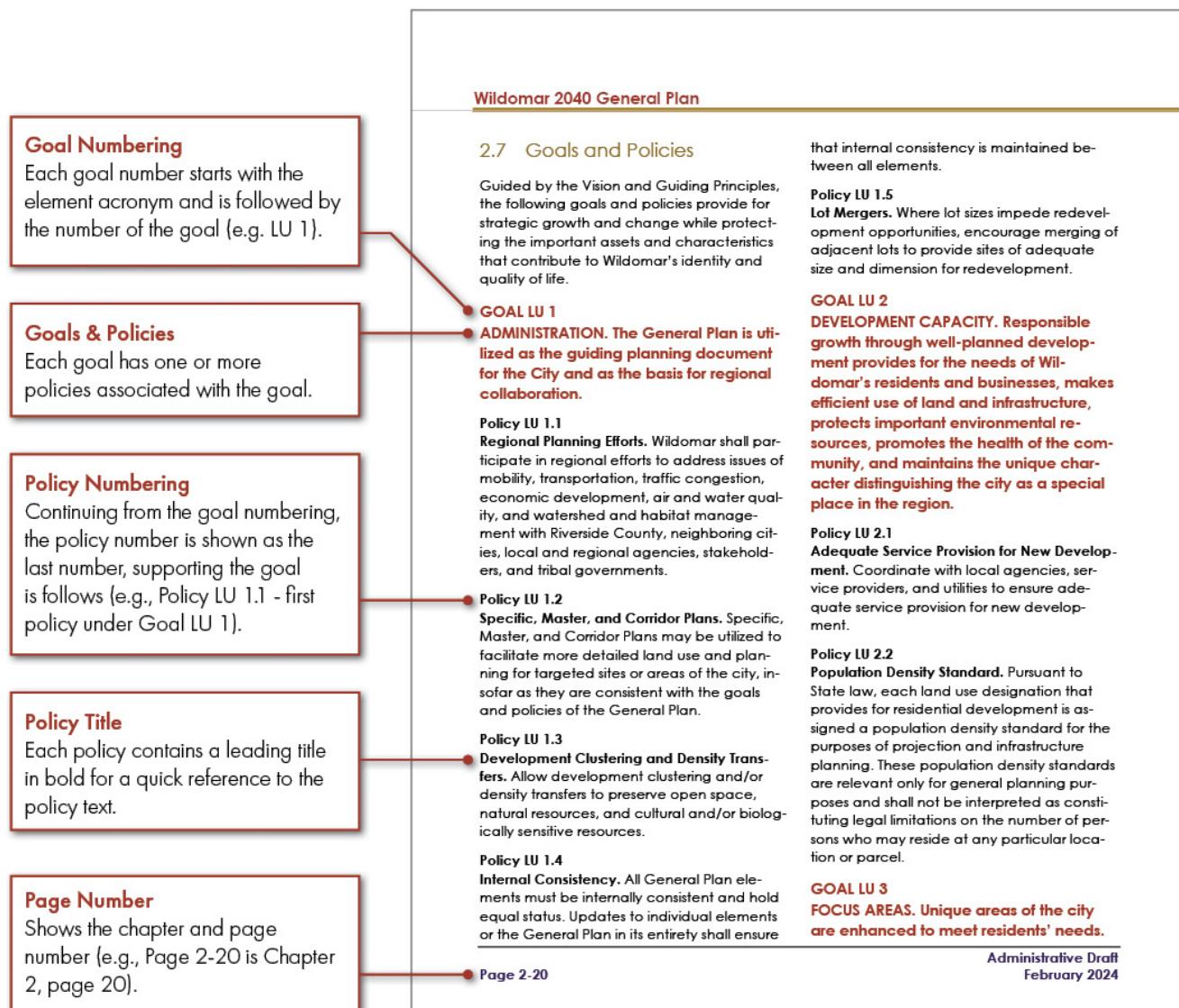
Policy. A specific statement that guides a specific course of action for decision-makers to achieve a desired goal. Some policies include guidelines or standards as the basis by which decisions can be evaluated and commit the City to a particular course of action. Each policy in the Plan is labeled with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

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

such as citizen priorities, finances, and staff availability.

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

Readers Guide



1.8 Administration

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

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

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

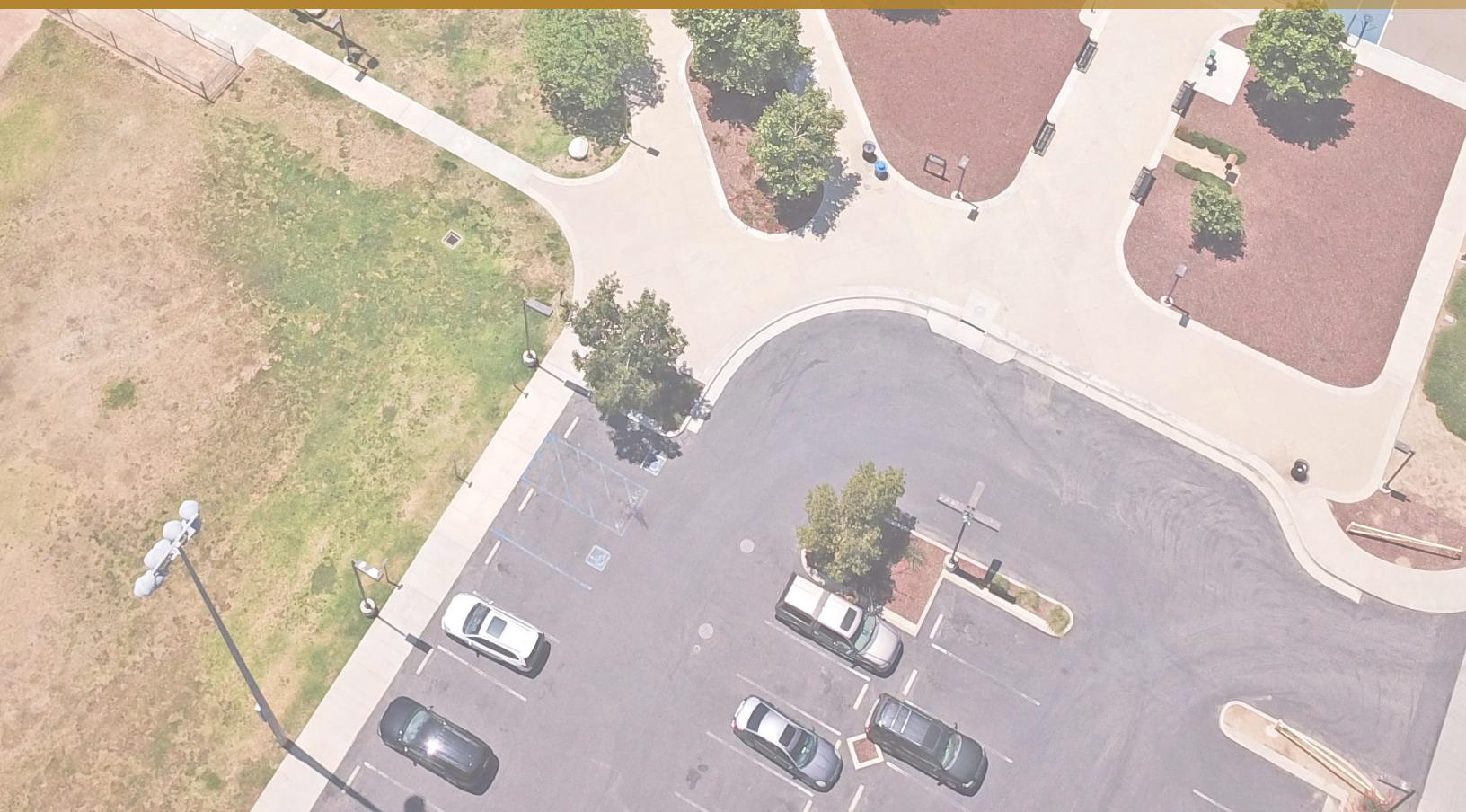
Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare. Environmental review is required for all General Plan amendments.

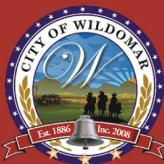
1.9 Environmental Impact Report

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



2. Land Use





2. Land Use Element

2.1 Vision

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

This Plan envisions a safe and active community with responsible growth and quality infrastructure while keeping a hometown feel.

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

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

2.2 Purpose

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

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

2.3 Planning Context and Approach

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



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

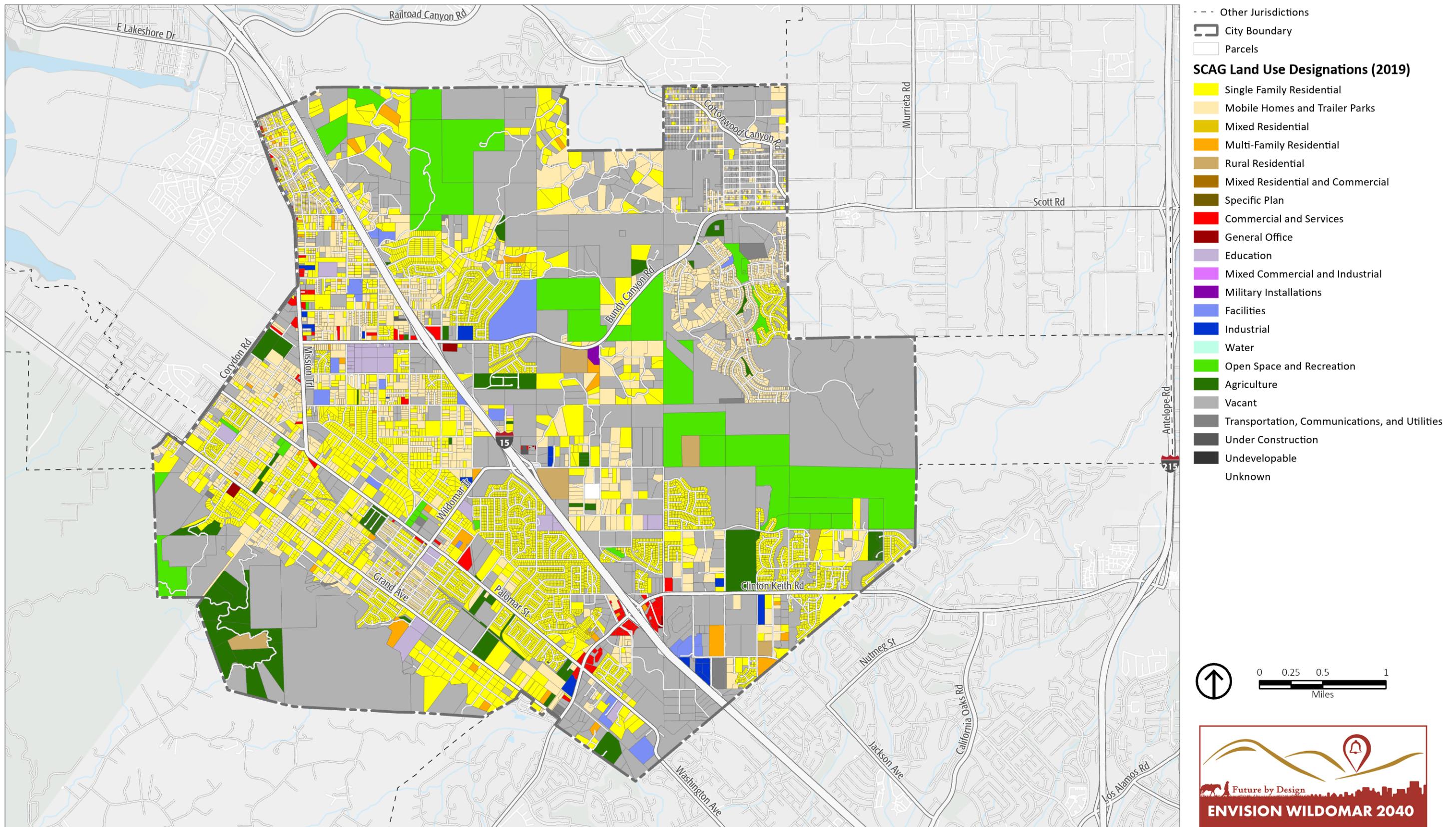
The flatlands of Wildomar are relatively developed, though portions of the City are vacant and undeveloped, allowing for natural forms of vegetation and wetlands. The built environment is primarily residential, with a mix of large-lot ranch homes reflecting the area's rural heritage, suburban/traditional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

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

Table 2-1: Existing Land Use

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

FIG 2-1: EXISTING LAND USE



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

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

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

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

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

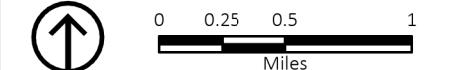
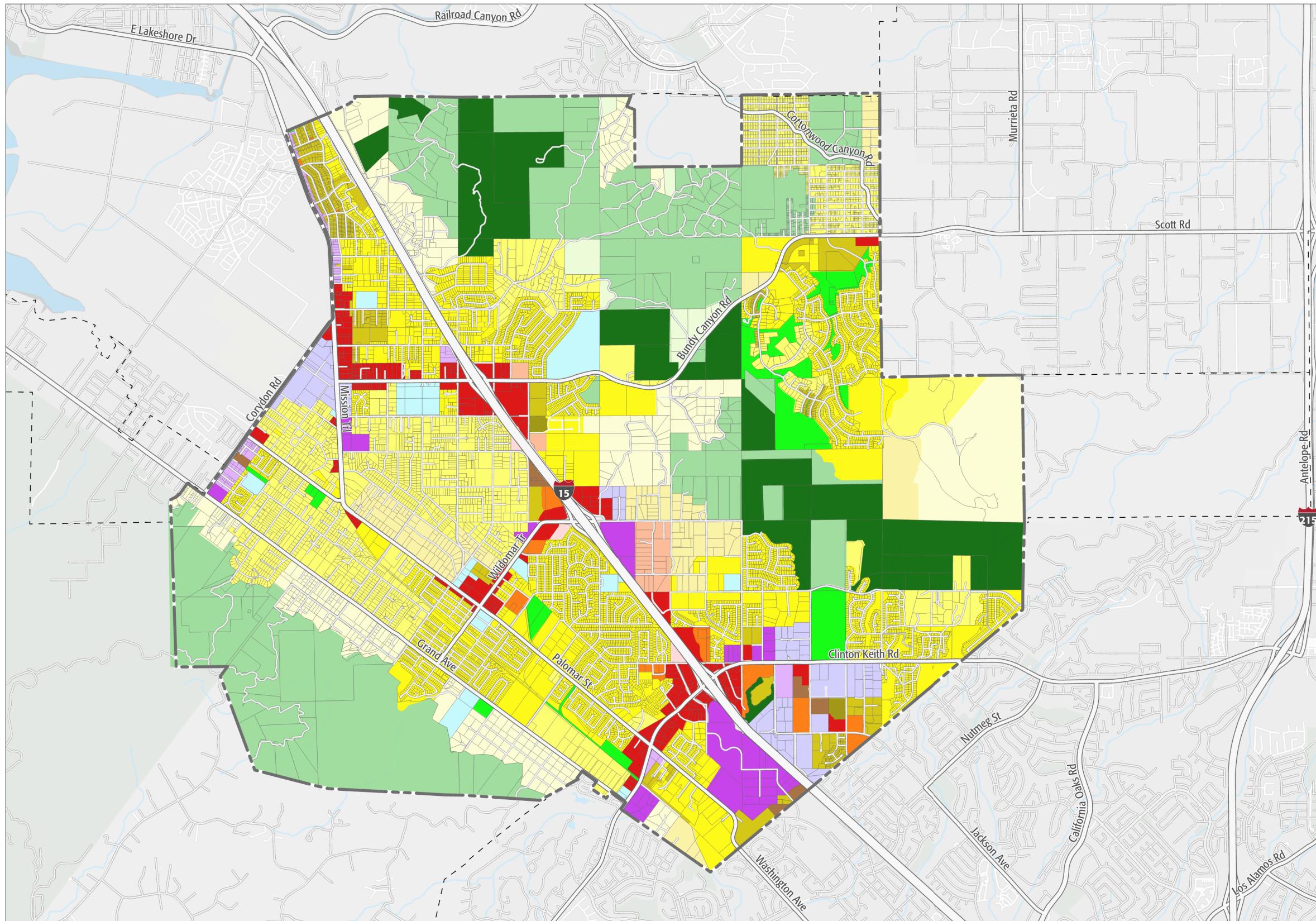
2.4 Land Use Diagram

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

Focus Area Descriptions

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

FIG 2-2: LAND USE PLAN



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

- - - Other Jurisdictions

— City Boundary

— Parcels

Residential

- LLR: Large Lot Residential
- EDR: Estate Density Residential
- VLDR: Very Low Density Residential
- LDR: Low Density Residential
- MDR: Medium Density Residential
- MHDR: Medium High Density Residential
- HDR: High Density Residential
- VHDR: Very High Density Residential
- HHDR: Highest Density Residential

Non-Residential

- BP: Business Park
- CO: Commercial Office
- CR: Commercial Retail
- LI: Light Industrial
- MUL: Mixed-Use Low
- MUH: Mixed-Use High
- PF: Public Facilities

Open Space / Rural

- OS-CH: Conservation Habitat
- OS-R: Open Space Recreation
- RM: Rural Mountainous

Figure 2-3: Focus Areas

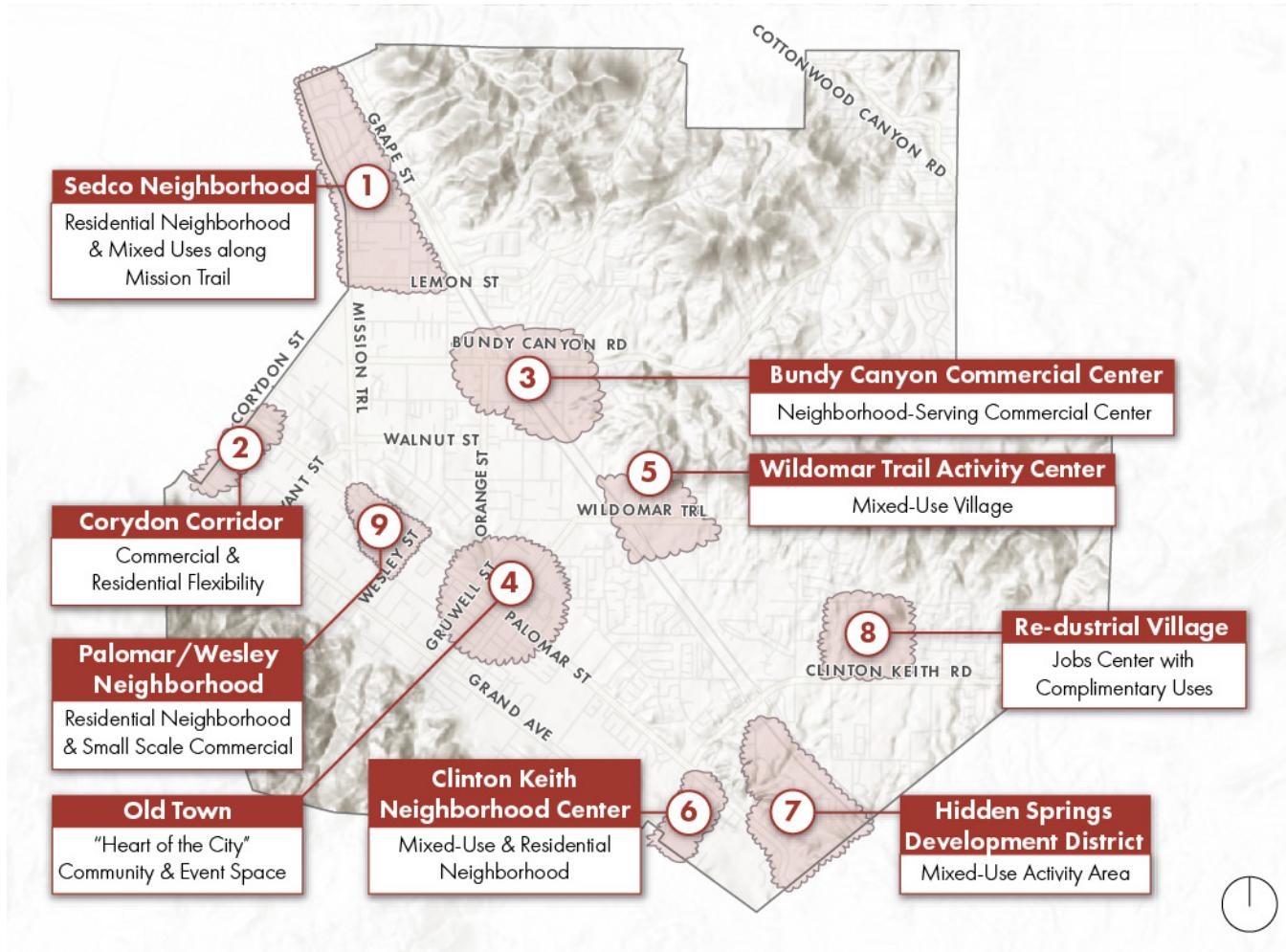


Table 2-2: Focus Area Description

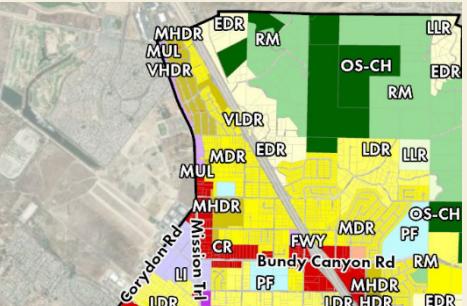
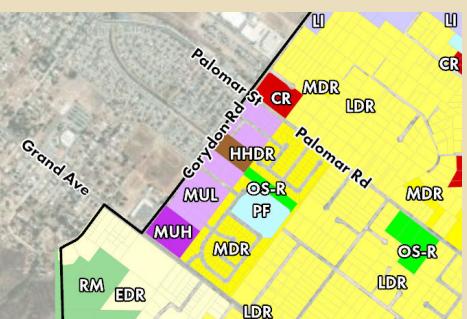
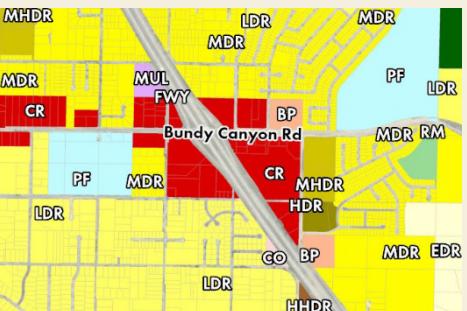
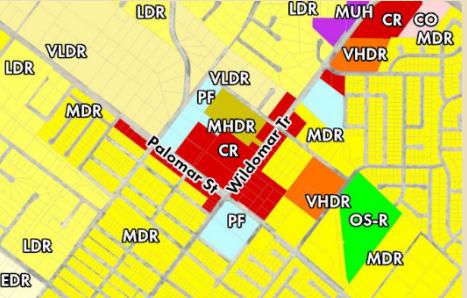
Area	Description
	<p>Focus Area 1: Sedco Neighborhood</p> <p>Maximum residential densities are reduced for hundreds of parcels to better align with current development patterns. The Mixed-Use Low (MUL) designation is applied to properties along Mission Trail to reflect the existing mixture of lower density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

Table 2-2: Focus Area Description

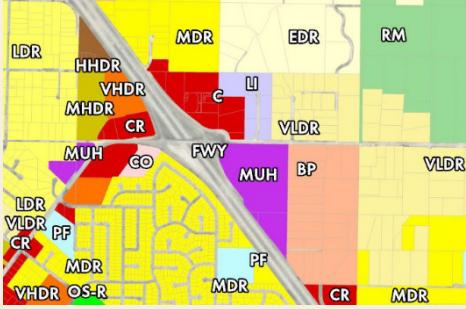
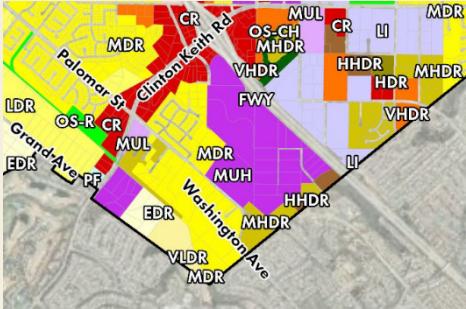
Area	Description
	<p>Focus Area 5: Wildomar Trail Activity Center</p> <p>Across from the Baxter Village mixed-use project, the Mixed-Use High (MUH) designation maximizes the opportunity to create a center of commercial and residential activity oriented around prime freeway access and visibility.</p>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

Table 2-2: Focus Area Description

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

2.5 Land Use Designations

Development Standards Definitions

Residential Uses

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

Non-residential Uses

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

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

Land Use Categories

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

Table 2-3: Land Use Designations

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

Table 2-3: Land Use Designations

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

Land Use Descriptions

Residential

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

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

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

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

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

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

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

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

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

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

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

Commercial

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

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

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

Mixed-Use

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

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

Industrial

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

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

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

Other

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

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

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

2.6 Development Capacity

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

Table 2-4: Development Assumption by 2045

Land Use Category	Acres	Dwelling Units	Non-residential Square Footage
Residential			
Rural Mountainous (RM)	3,074	107	11,999
Large Lot Residential (LLR)	134	10	-
Estate Density Residential (EDR)	1,391	1,453	-
Very Low Density Residential (VLDR)	518	699	-
Low Density Residential (LDR)	2,003	2,149	15,122
Medium Density Residential (MDR)	2,883	8,782	245,736
Medium High Density Residential (MHDR)	377	2,208	-
High Density Residential (HDR)	19	138	-
Very High Density Residential (VHDR)	117	1,303	231,963
Highest Density Residential (HHDR)	44	823	-
SUBTOTAL	10.560	17,697¹	504,820
Commercial			
Commercial Retail (CR)	472	96	1,596,373
Commercial Office (CO)	15	3	-
SUBTOTAL	487	99	1,596,373
Mixed-Use			
Mixed-Use Low (MUL)	80	379	64,155
Mixed-Use High (MUH)	303	2,602	1,395,944
SUBTOTAL	383	2,981	1,460,098
Industrial			
Business Park (BP)	95	14	11,368
Light Industrial (LI)	313	7	2,001,528
SUBTOTAL	408	21	2,012,896
Other			
Open Space Recreation (OS-R)	328	133	5,451
Open Space Conservation Habitat (OS-CH)	1,280	5	-
Public Facilities (PF)	227	44	378,277
Freeway (FWY)	4	-	-
SUBTOTAL	1.839	182	383,728
Grand Total	13,677	20,980	5,957,915

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

2.7 Goals and Policies

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

GOAL LU 1

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

Policy LU 1.1

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

Policy LU 1.2

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

Policy LU 1.3

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

Policy LU 1.4

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

Policy LU 1.5

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

GOAL LU 2

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

Policy LU 2.1

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

Policy LU 2.2

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

GOAL LU 3

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

Policy LU 3.1

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

Policy LU 3.2

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

Policy LU 3.3

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

Policy LU 3.4

Hidden Springs/Wyman Road Specific Plan Area. Prior to any development within this 160+/- acre area, require preparation of a Specific Plan and accompanying EIR for the redevelopment area generally south of Clinton Keith Road, west of I-15 freeway, and east of Palomar Street that accommodates a mixed-use development reflecting a high quality of design that enhances the City's visibility and identity, provides housing opportunities in close proximity to resources, and contributes to the City's economic development goals. Light industrial/business park uses are permitted as long as they occupy not more than 35 percent of the area and are located and designed to be compatible with other uses.

Policy LU 3.5

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

Policy LU 3.6

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

Policy LU 3.7

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

GOAL LU 4

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

Policy LU 4.1

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

Policy LU 4.2

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

Policy LU 4

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

GOAL LU 5

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

Policy LU 5.1

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

Policy LU 5.2

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

Policy LU 5.3

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

Policy LU 5.4

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

GOAL LU 6

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

Policy LU 6.1

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

Policy LU 6.2

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

Policy LU 6.3

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

GOAL 7

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

Policy LU 7.1

Design to Respect Natural Settings. Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporate natural drainage systems, allow development clustering to maintain slopes, restrict grading of steep slopes, and encourage the preservation of significant hillsides, canyon edges, and hilltops as prominent visual features.

GOAL LU 8

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

Policy LU 8.1

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

Policy LU 8.2

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

Policy LU 8

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

GOAL LU 9

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

Policy LU 9.1

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

Policy LU 9.2

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

Policy LU 9.3

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

Policy PLU 9.4

Internal and External Connections. Encourage the provision of non-vehicular access between commercial uses and adjoining neighborhoods and the development of internal cross-connections between

commercial uses so as to reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

GOAL LU 10

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

Policy LU 10.1

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

Policy LU 10.2

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

Policy LU 10.3

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

Policy LU 10.4

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

GOAL LU 11

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

Policy LU 11.1

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

Policy LU 11.2

Concentrate Near Transportation and Utilities.

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

Policy LU 11.3

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

Policy LU 11.4

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

GOAL LU 12

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

Policy LU 12.1

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

Policy LU 12.2

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

Policy LU 12.3

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

Policy LU 12.4

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

Policy LU 12.5

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

Policy LU 12.6

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

GOAL LU 13

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

Policy LU 13.1

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

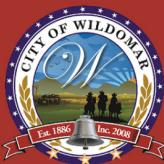
Policy LU 13.2

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



3. Circulation





3. Circulation Element

3.1 Vision

The ability to move around enables residents to get to jobs, goods, services, and education and enjoy entertainment, family, and friends. This Plan envisions a city in which residents and visitors have choices about how they can travel to and from their activities. The safety, efficiency, and accessibility of all modes of transportation are paramount. Although technology is advancing rapidly, the personal automobile will continue to be the primary means by which people navigate the City. This Element ensures that Wildomar's roadway network can accommodate automobile users in a safe and efficient manner. Non-vehicular transportation networks, like pe-

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

destrian, bicycle, and multi-purpose trail routes, will be enhanced and expanded to provide options for residents who want to improve their physical health, minimize their environmental impact, and control their transportation costs. These improvements will make for a more welcoming environment where residents engage more with each other and their surroundings.

3.2 Purpose

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

Relationship to Other Planning Efforts

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

Wildomar Active Transportation Plan

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

Wildomar Local Roadway Safety Plan

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

Western Riverside Active Transportation Plan

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

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

Connect SoCal

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

3.3 Planning Context and Approach

Pedestrian Mobility

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

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



Pedestrian infrastructure on Illinois Street.

Connectors

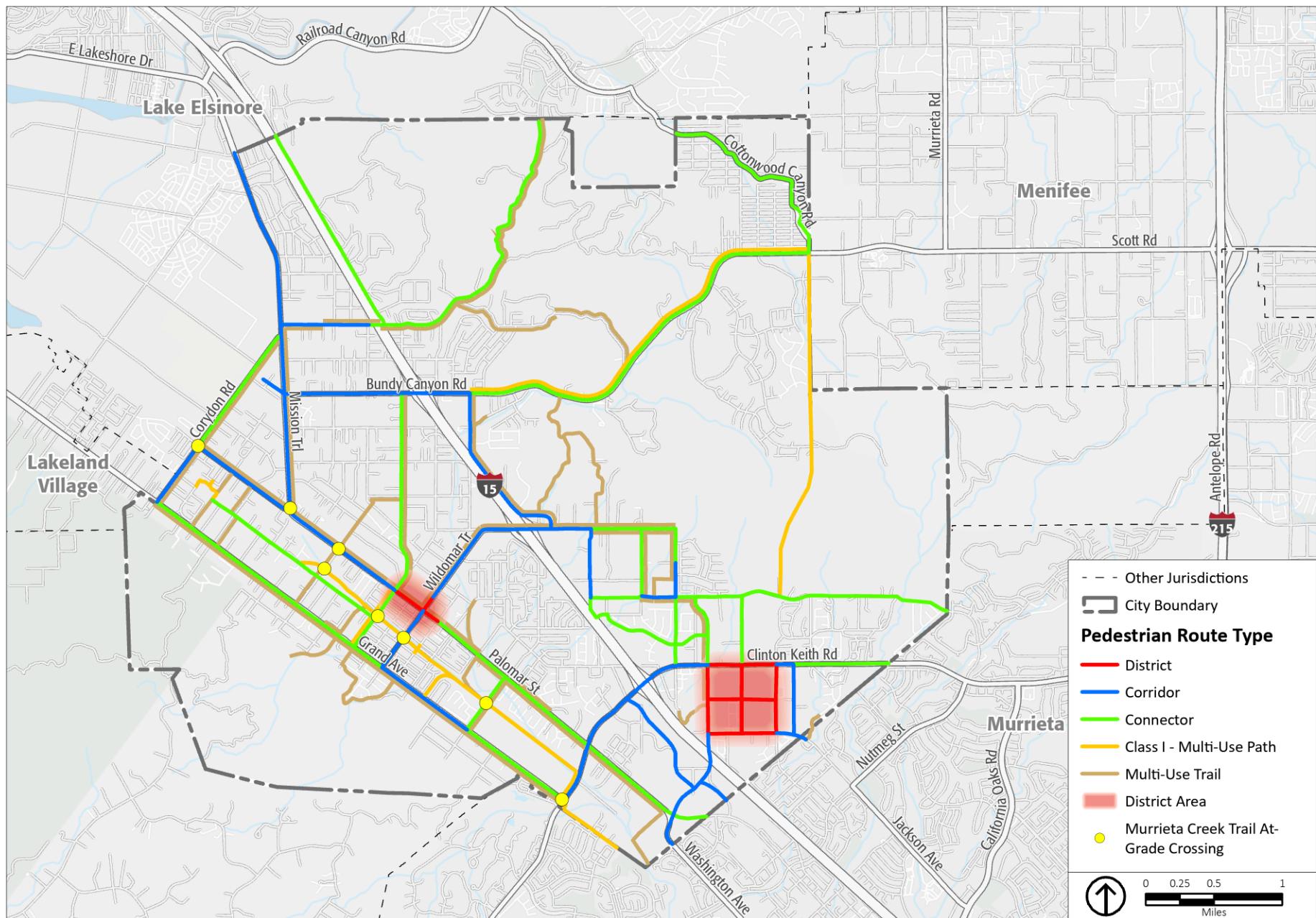
Connectors are designated for roadways with low pedestrian activity and moderate to high levels of vehicular traffic. Connectors help bridge the gap between residential neighborhoods, Corridor routes, and final destinations. This designation makes up the greatest portion of the pedestrian route typology.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

Corridors

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



FIG 3-1: PLANNED PEDESTRIAN ROUTE TYPES



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

Districts

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

Bicycle Mobility

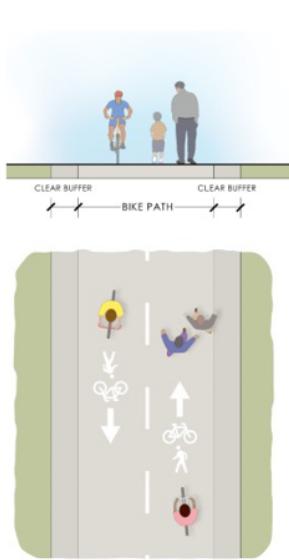
Bicycling offers a variety of transportation and recreational benefits. Bicycles can be used for local trips, potentially replacing vehicular trips while also reducing greenhouse gas emissions and congestion. They can be used by school-age children for commute trips to and from school. Bicycles can also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



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

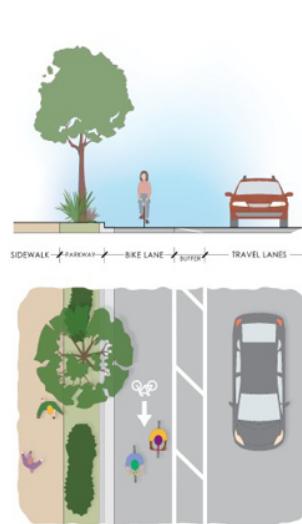
To provide a safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities for bicyclists of all ages and abilities, this Plan augments Wildomar’s existing bicycle routes with a network based on four classifications of facilities, as shown on Figure 3-2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

Class I Bike Path



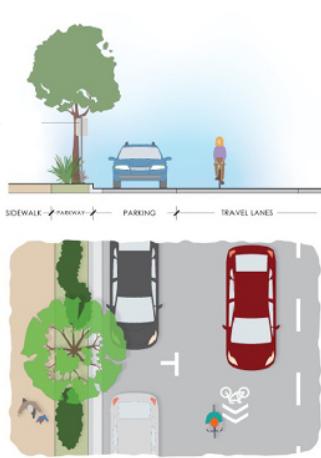
Class I bike paths, also known as multi-use paths or shared-use paths, provide bicyclists and pedestrians with a space (right-of-way) that is completely separated from vehicles. The high level of separation contributes to a safer and more comfortable environment for walking and biking.

Class II Bike Lane



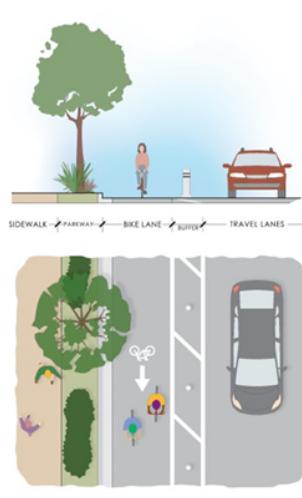
Class II bike lanes are striped lanes on the roadway that are designated exclusively for biking. They may have additional enhancements such as painted buffers and signage to further delineate the space for bicyclists.

Class III Bike Routes



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

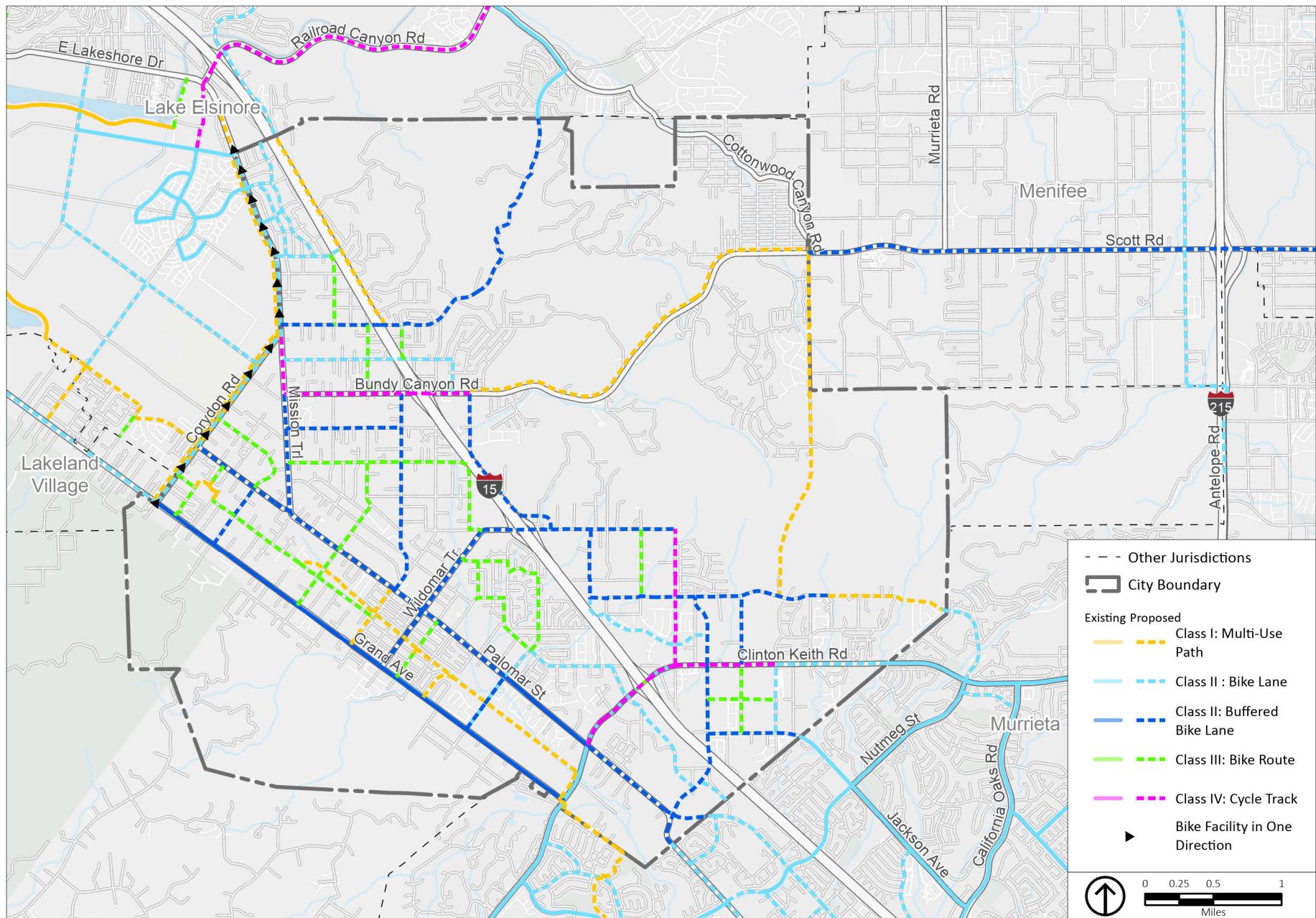
Class IV Separated Bikeways/Cycle Tracks



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



FIG 3-2: PLANNED BICYCLE NETWORK



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

Public Transit

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



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

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

Vehicular Mobility

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

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



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

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

Primary Arterial

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

Major Arterial

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

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

Minor Arterial

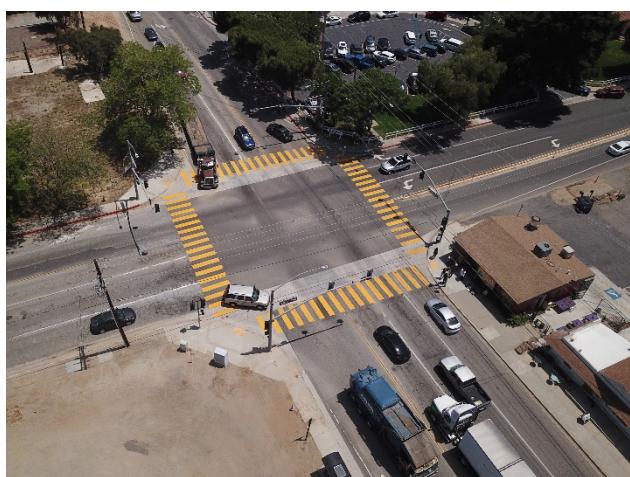
Minor arterials are undivided 4-lane roadways that provide left-turn pockets where needed for access. They carry moderate volumes of vehicular traffic and generally consist of less active frontages than major arterials. Figure 3-7 depicts cross-sections of designated minor arterial roadways.

Collector

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

Goods Movement

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



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

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

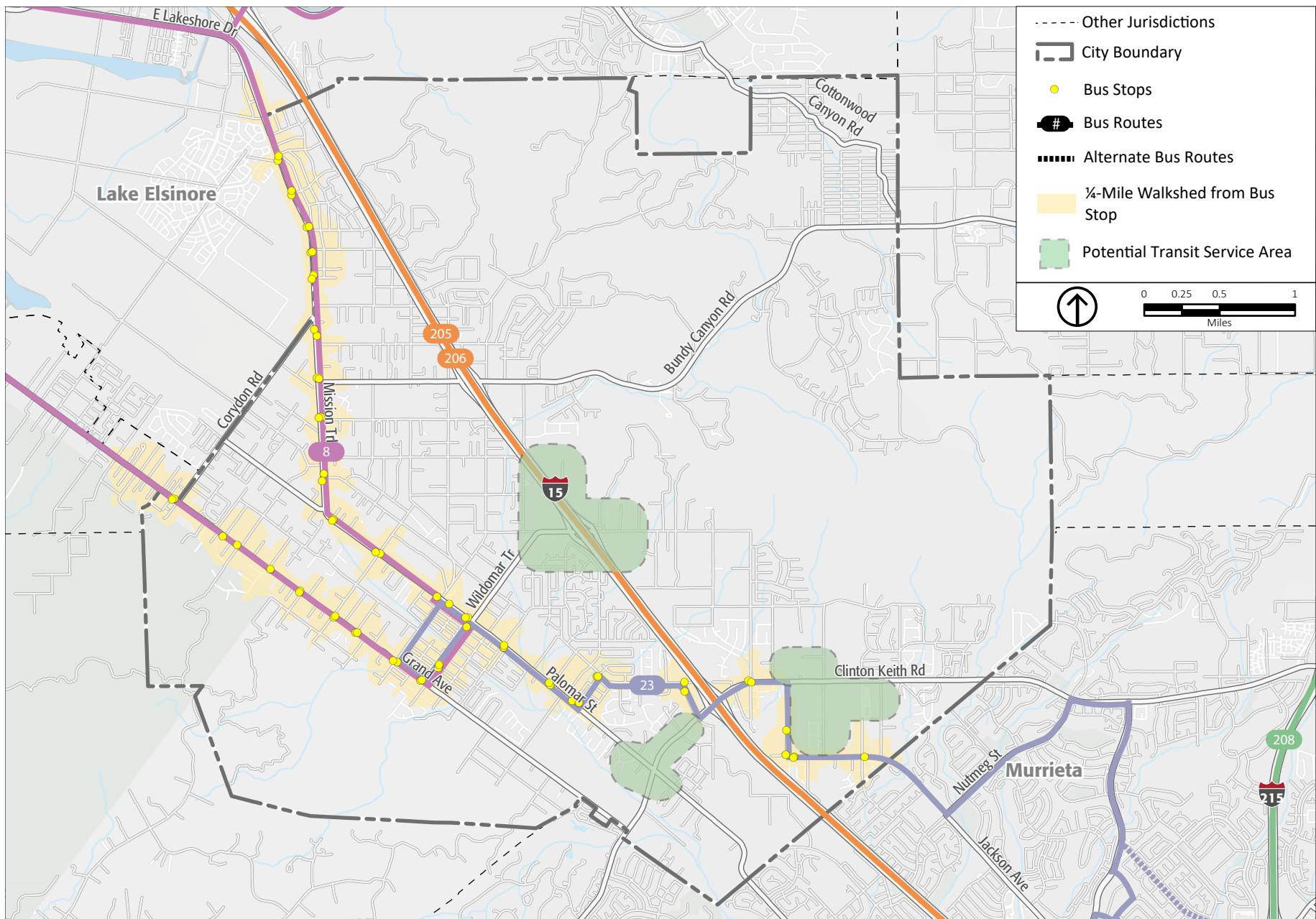
Infrastructure and Utilities

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

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



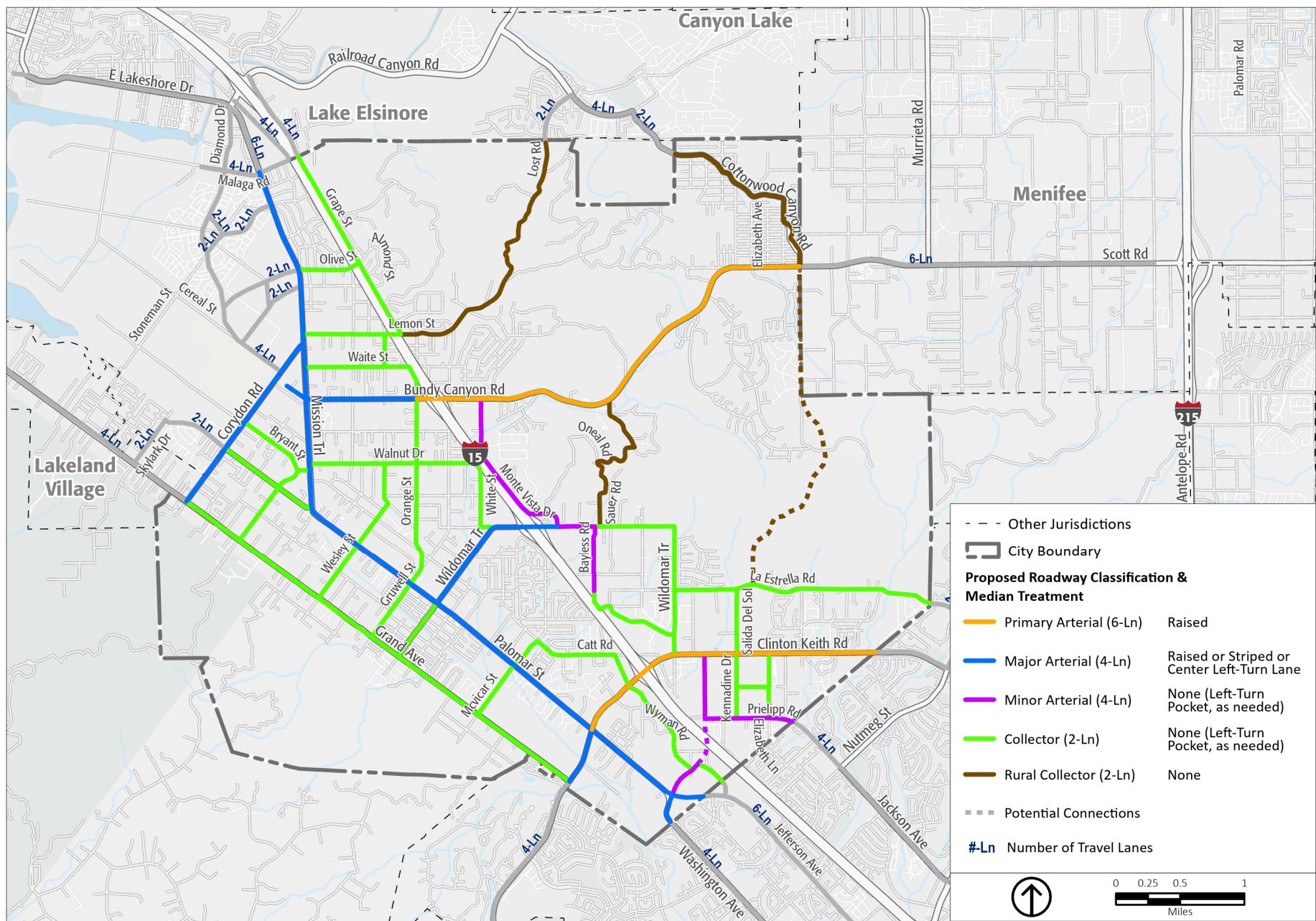
FIG 3-3: PUBLIC TRANSIT NETWORK



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



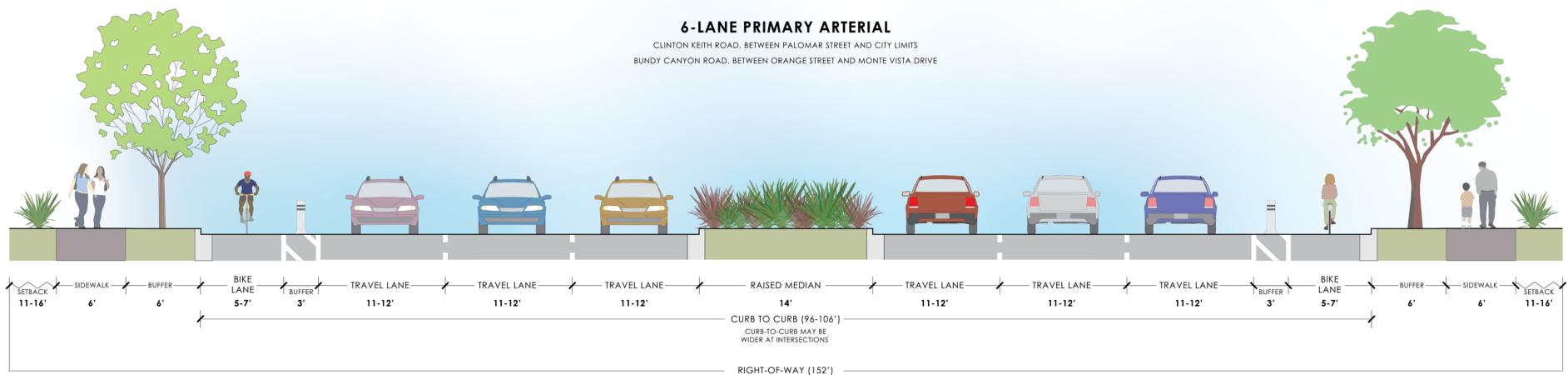
FIG 3-4: PLANNED ROADWAY NETWORK CLASSIFICATIONS



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

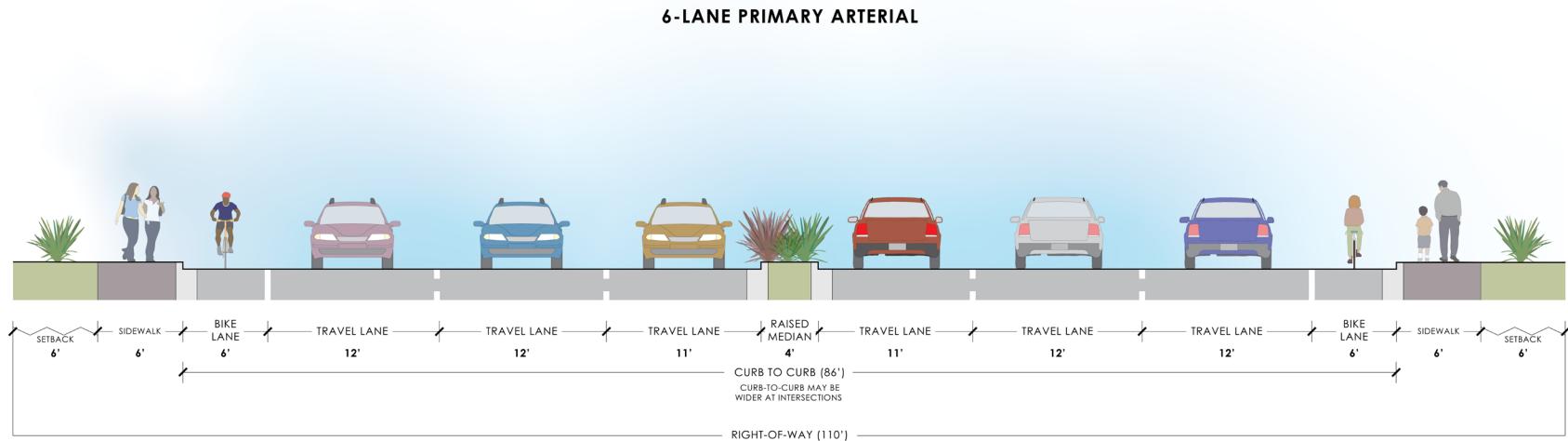
Figure 3-5 Typical Cross-Sections of Designated 6-Lane Primary Arterial Roadways, Part 1

(a)



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

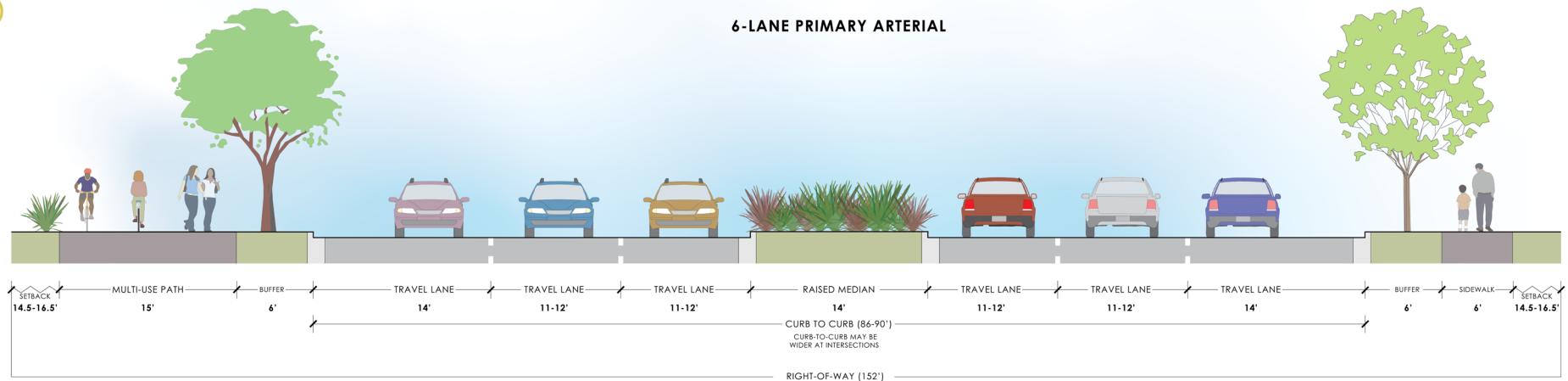
(b)



Clinton Keith Road, between Elizabeth Lane and City Limits

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

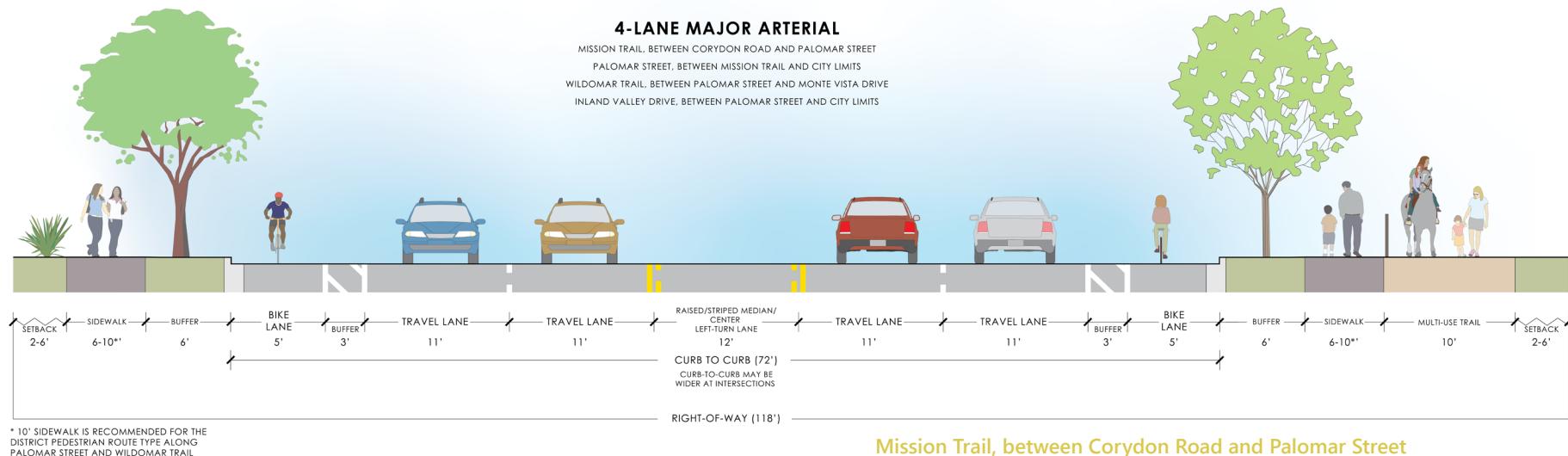
(c)



Bundy Canyon Road, between Monte Vista Drive and Sunset Avenue

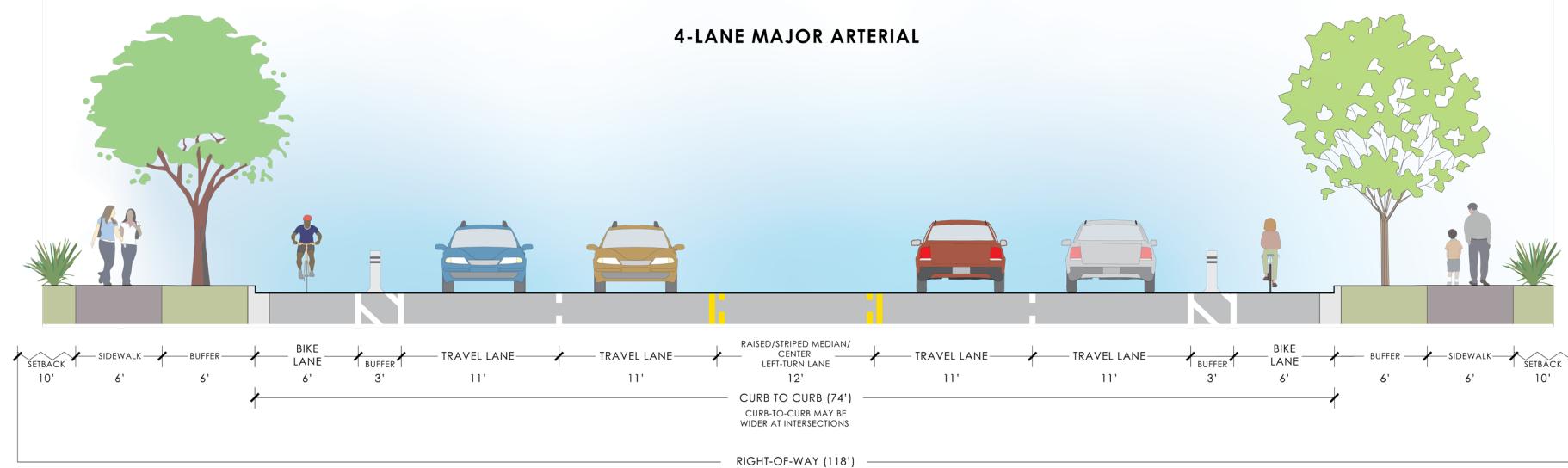
Figure 3-6 Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 1

(a)



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

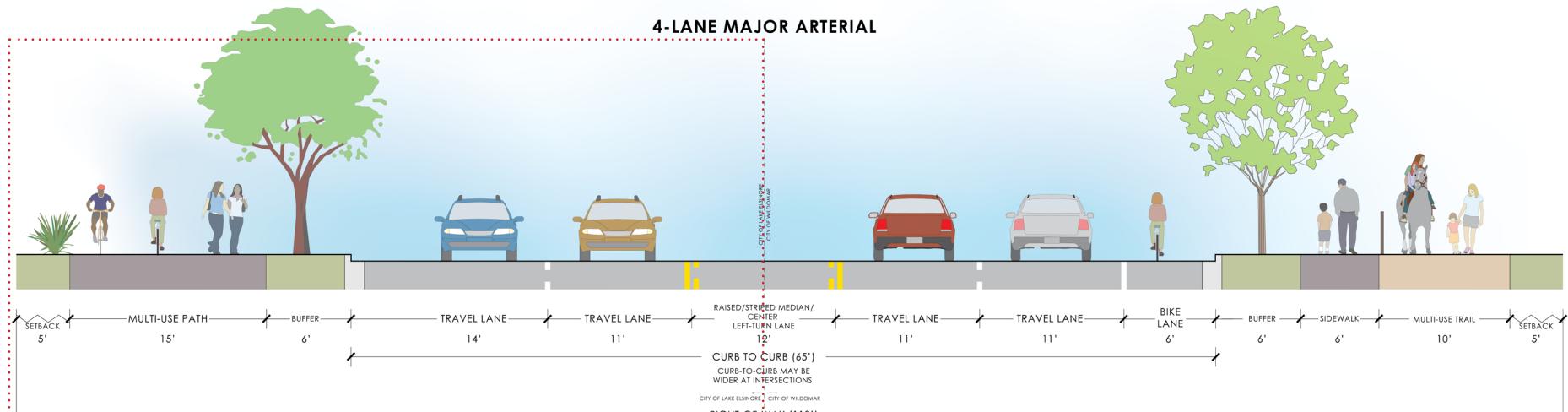
(b)



Bundy Canyon Road, between Mission Trail and Orange Street

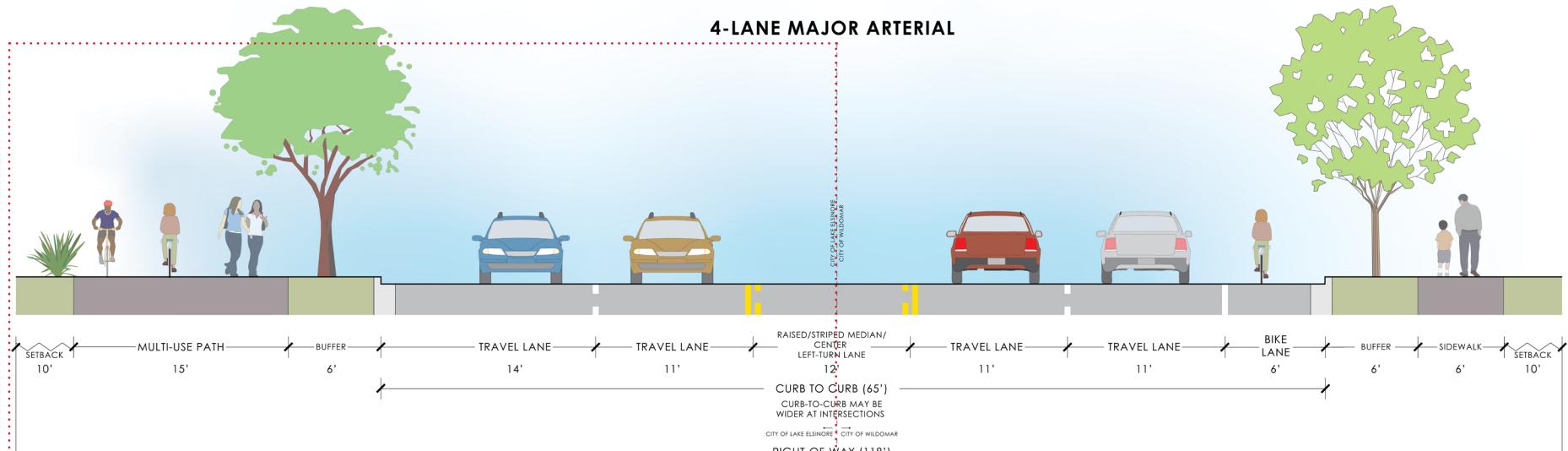
Figure 3-6 Typical Cross-Sections of Designated 4-Lane Major Arterial Roadways, Part 2

(c)



Corydon Road, between Grand Avenue and Mission Trail

(d)

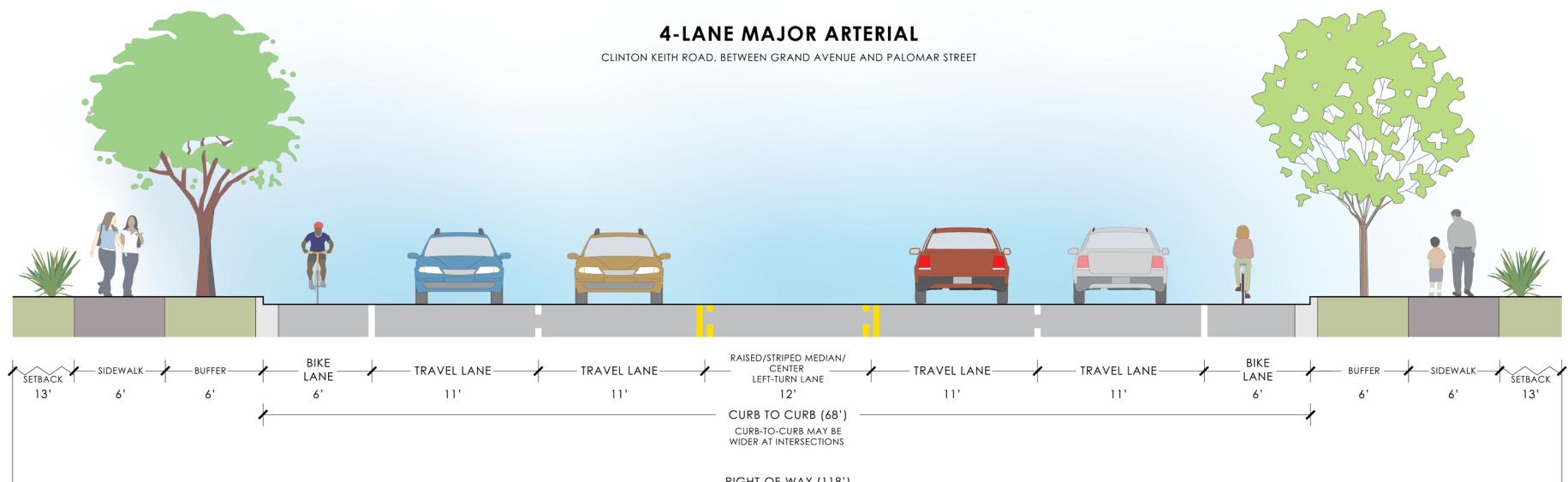


Mission Trail, between Malaga Road and Corydon Road

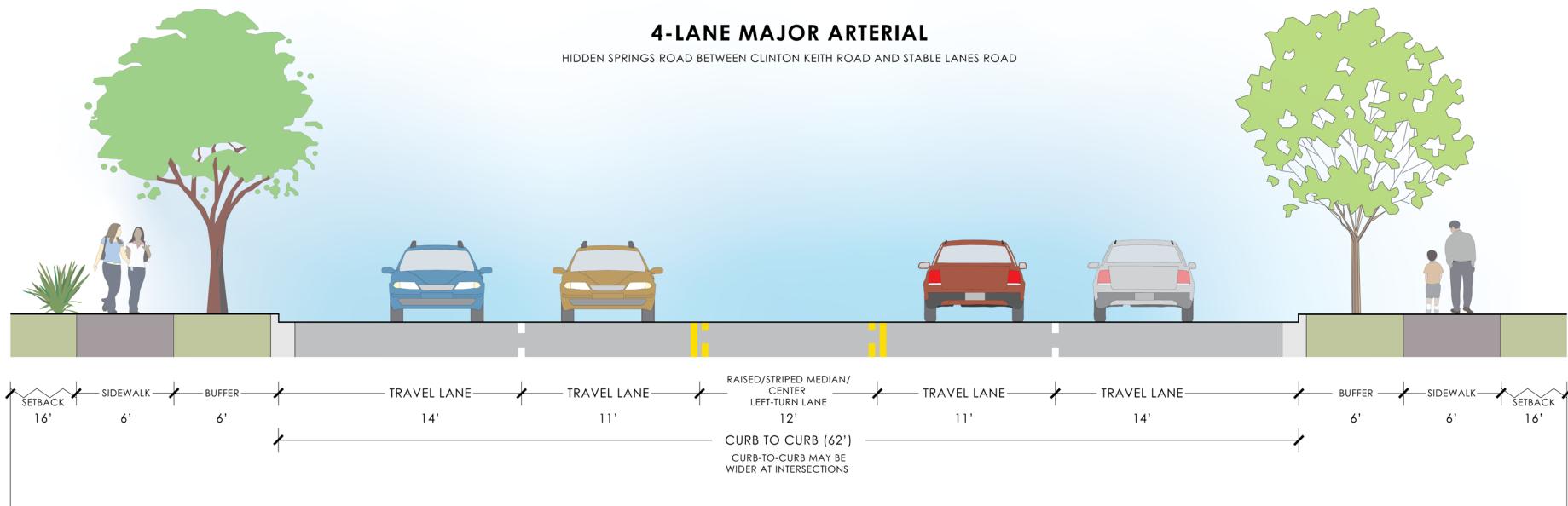
These Cross Sections are subject to change at the project-level at the discretion of the Public Works Director/City Engineer.

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

(e)



(f)

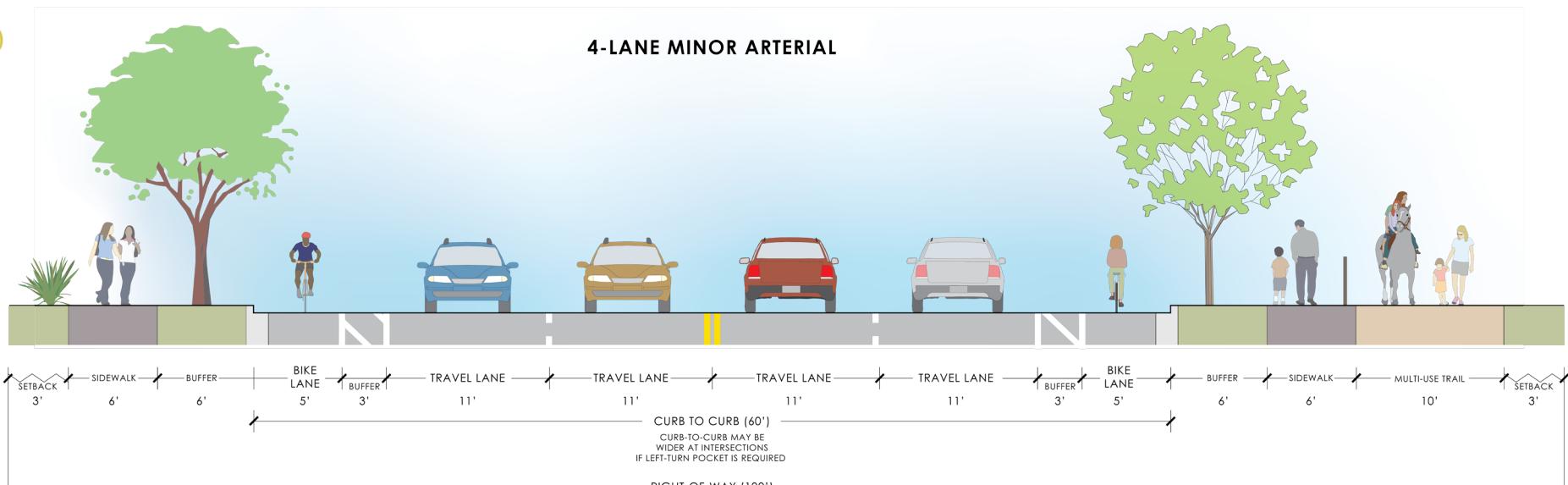


Hidden Springs Road, between Clinton Keith Road and Stable Lanes Road

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

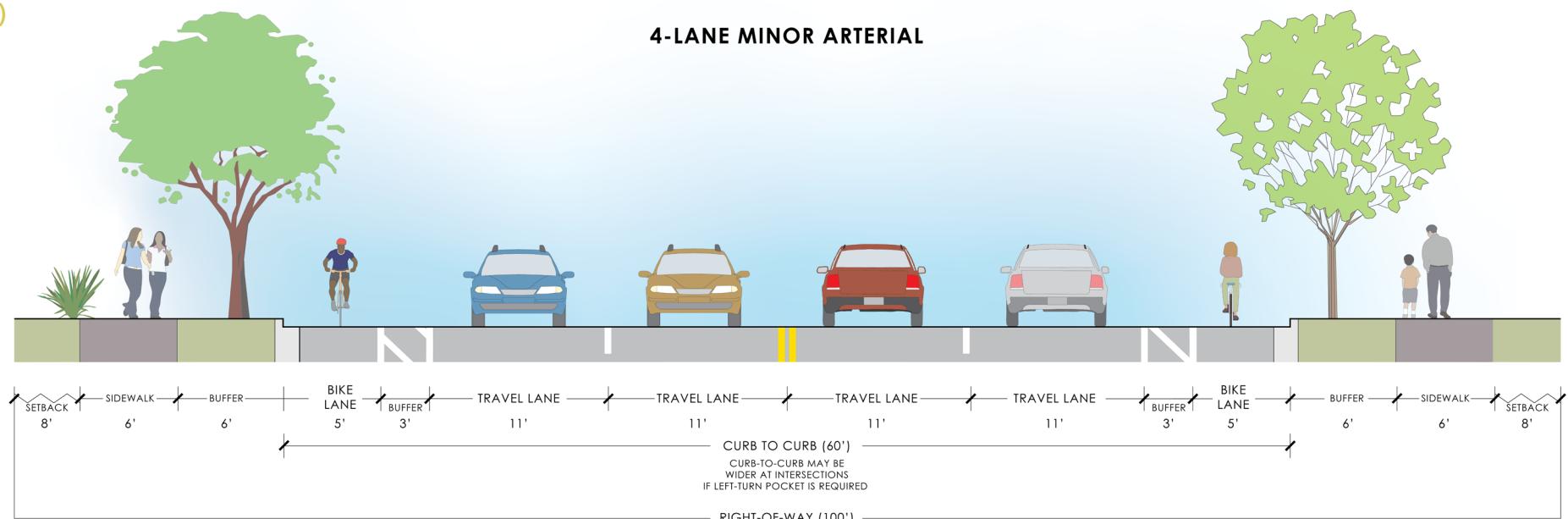
Figure 3-7 Typical Cross-Sections of Designated 4-Lane Minor Arterial Roadways, Part 1

(a)



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

(b)

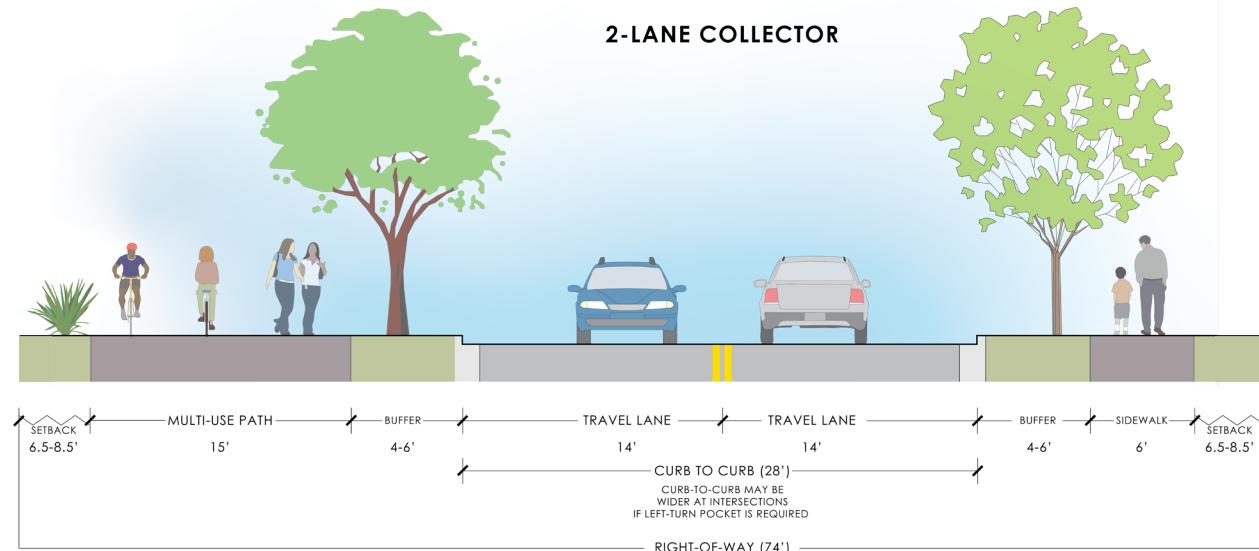


Bayless Road, between Wildomar Trail and La Estrella Street
Inland Valley Drive, between Bunny Trail and Palomar Street
Prielipp Road, between Inland Valley Drive and City Limits

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

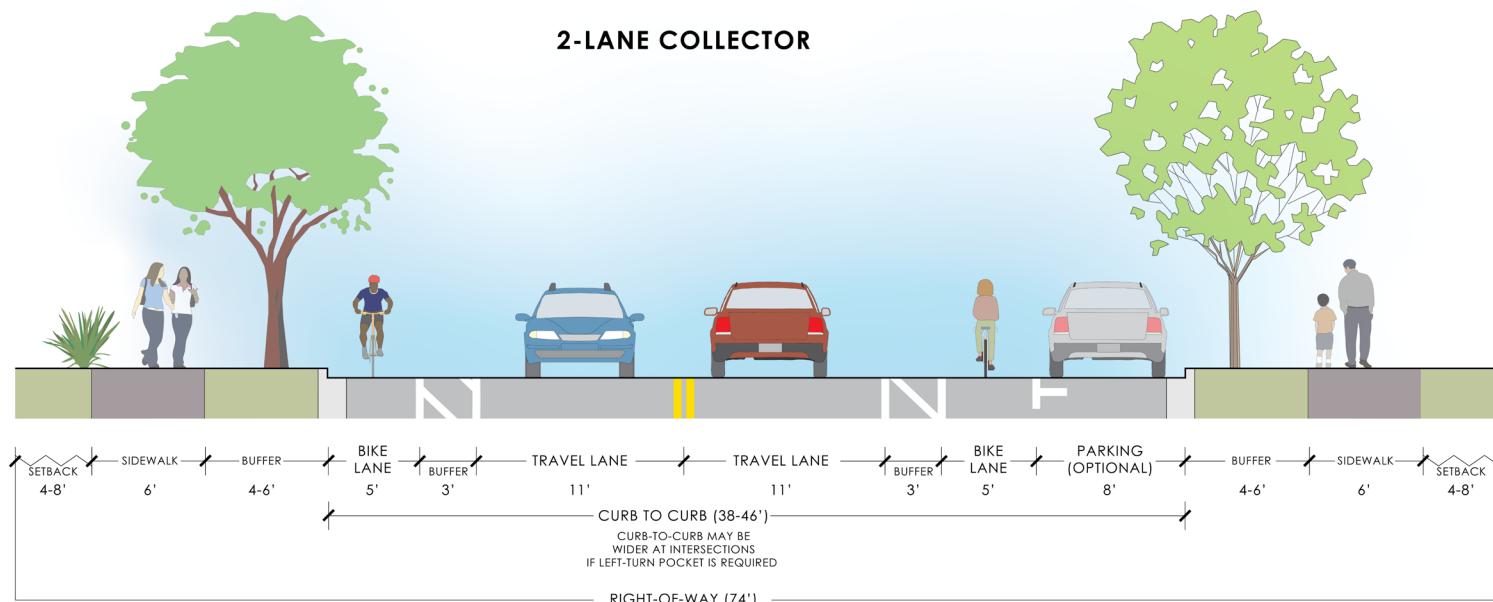
Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 1

(a)



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

(b)



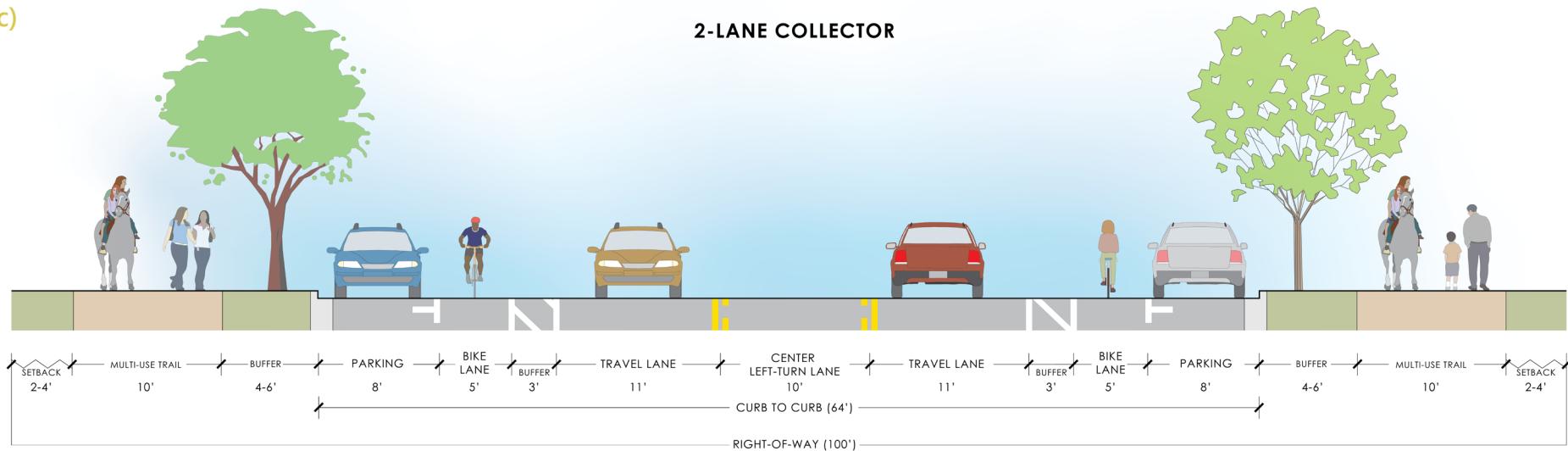
Lemon Street, between Mission Trail and Grape Street
Wildomar Trail, between Palomar Street and Grand Avenue

Salida Del Sol, between La Estrella Street and Clinton Keith Road

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

(c)

2-LANE COLLECTOR



(d)

2-LANE COLLECTOR

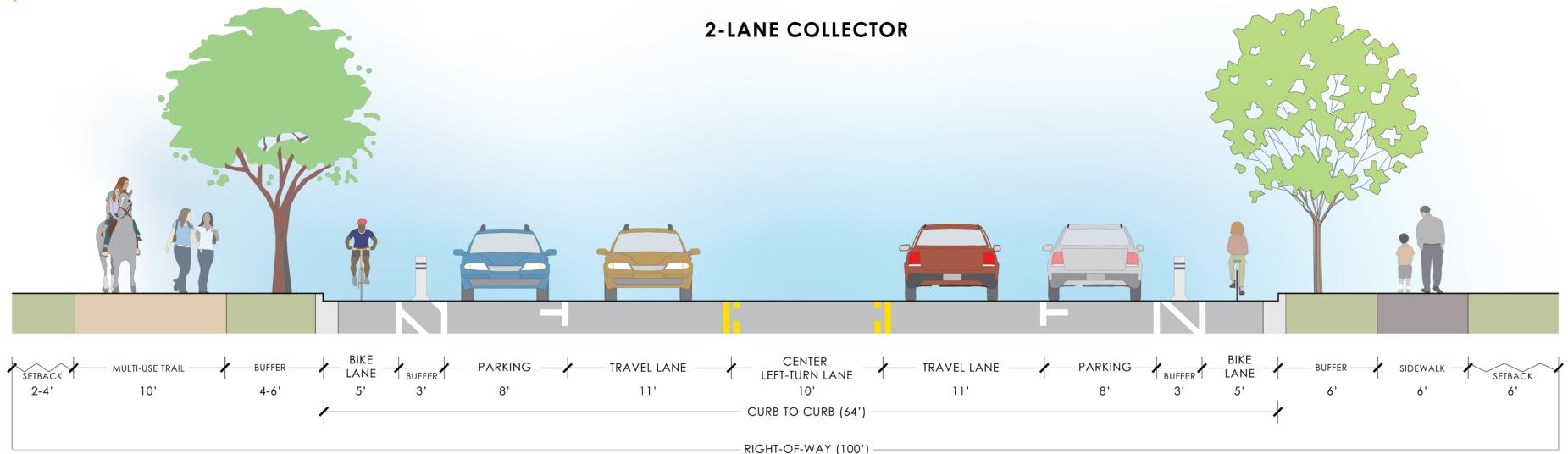
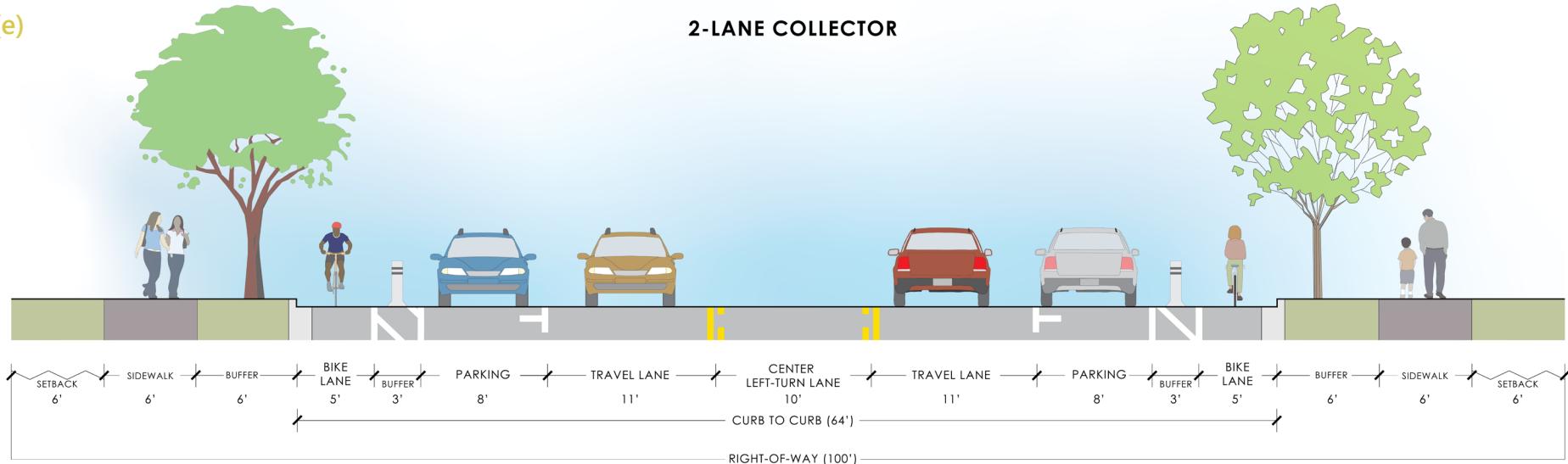


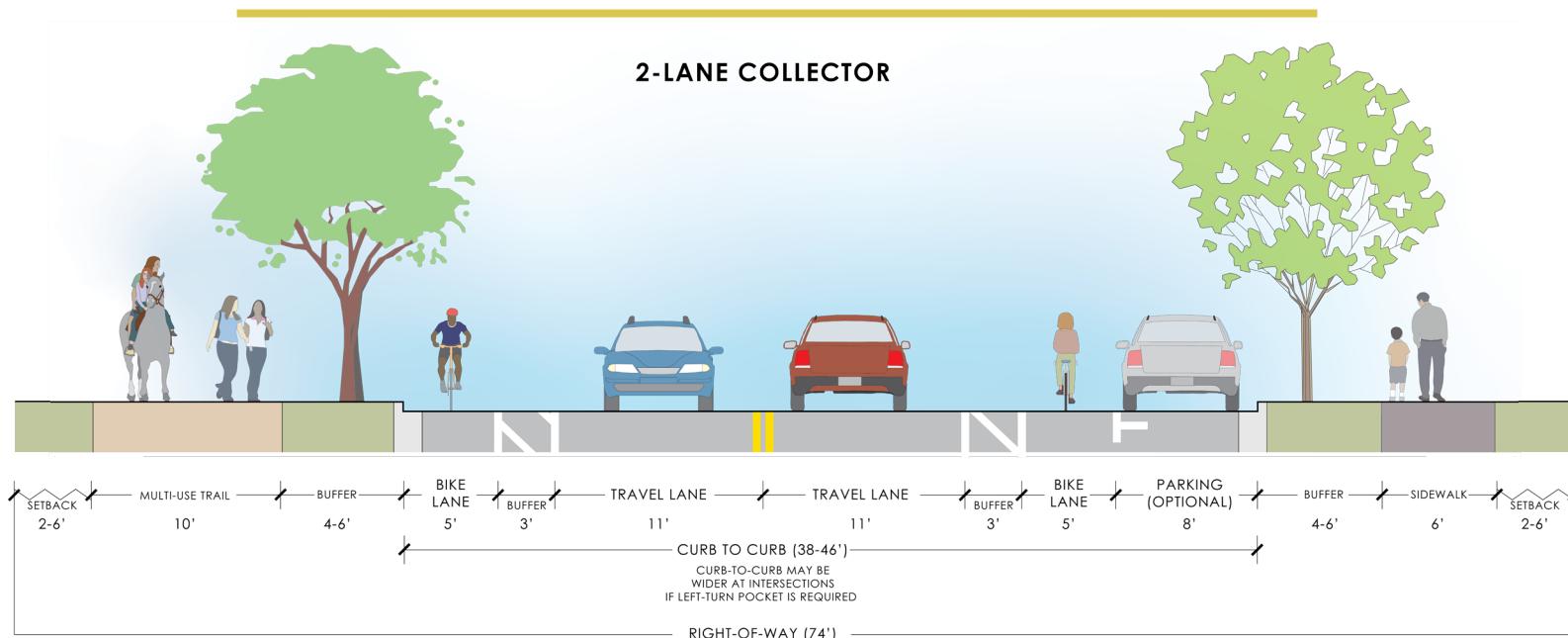
Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 3

(e)



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

(f)



Palomar Street, between Corydon Road and Mission Trail
Grand Avenue, between Corydon Road and Clinton Keith Road
Orange Street, between Bundy Canyon Road and Gruwell Street

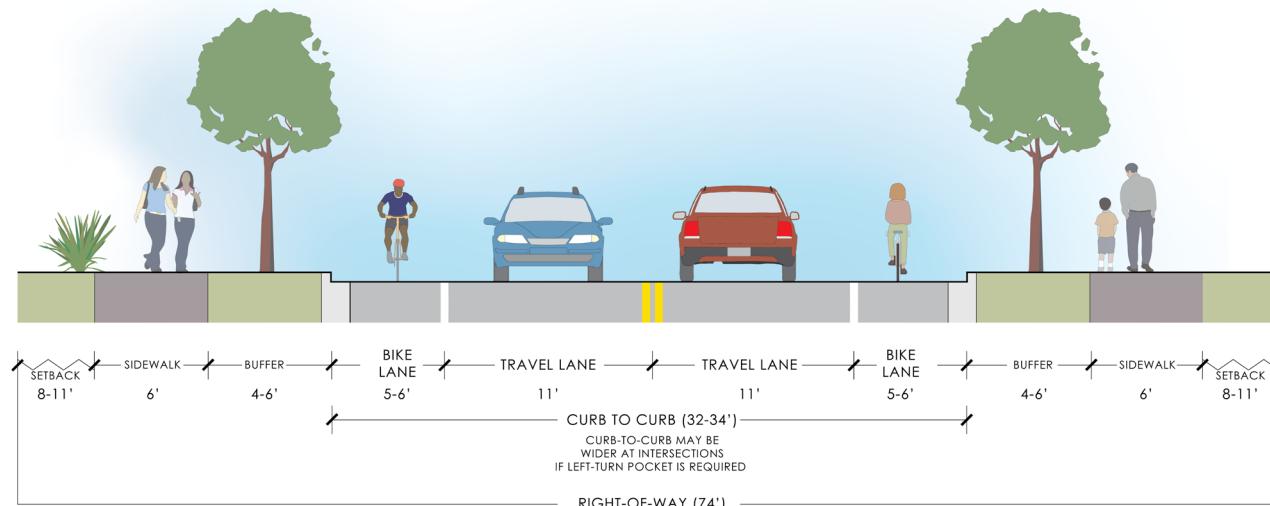
Gruwell Street, between Orange Street and Palomar Street
McVicar Street, between Palomar Street and Grand Avenue
Lemon Street, between Grape Street and Citrus Grove Lane

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

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

(g)

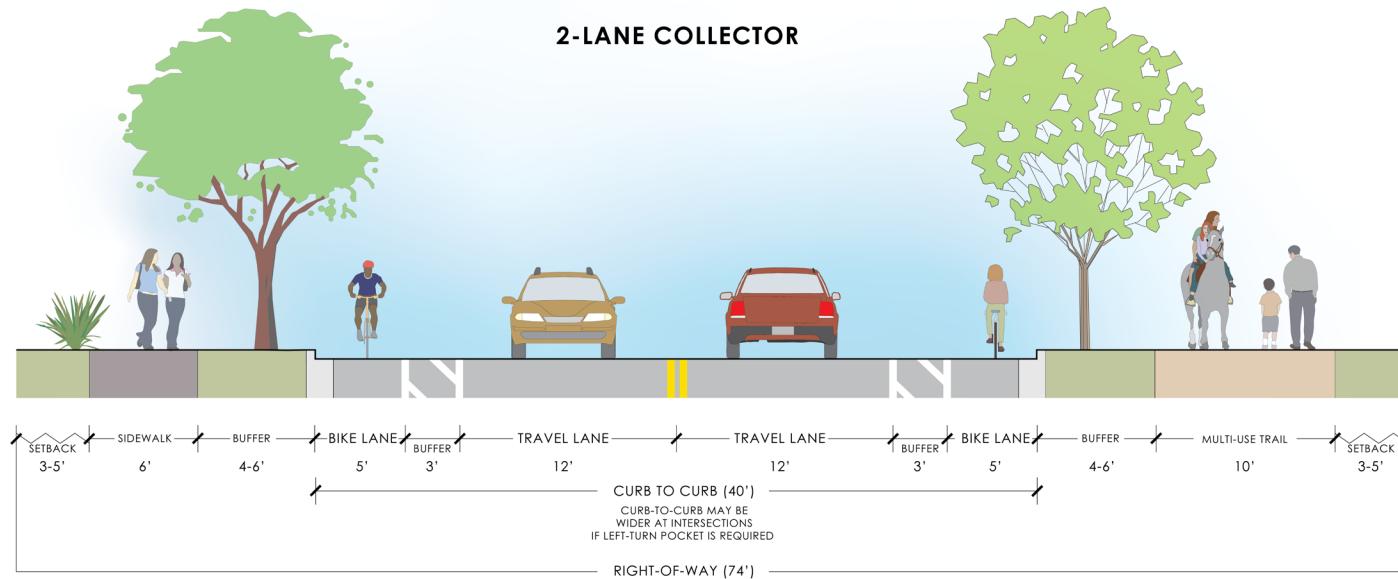
2-LANE COLLECTOR



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

(h)

2-LANE COLLECTOR

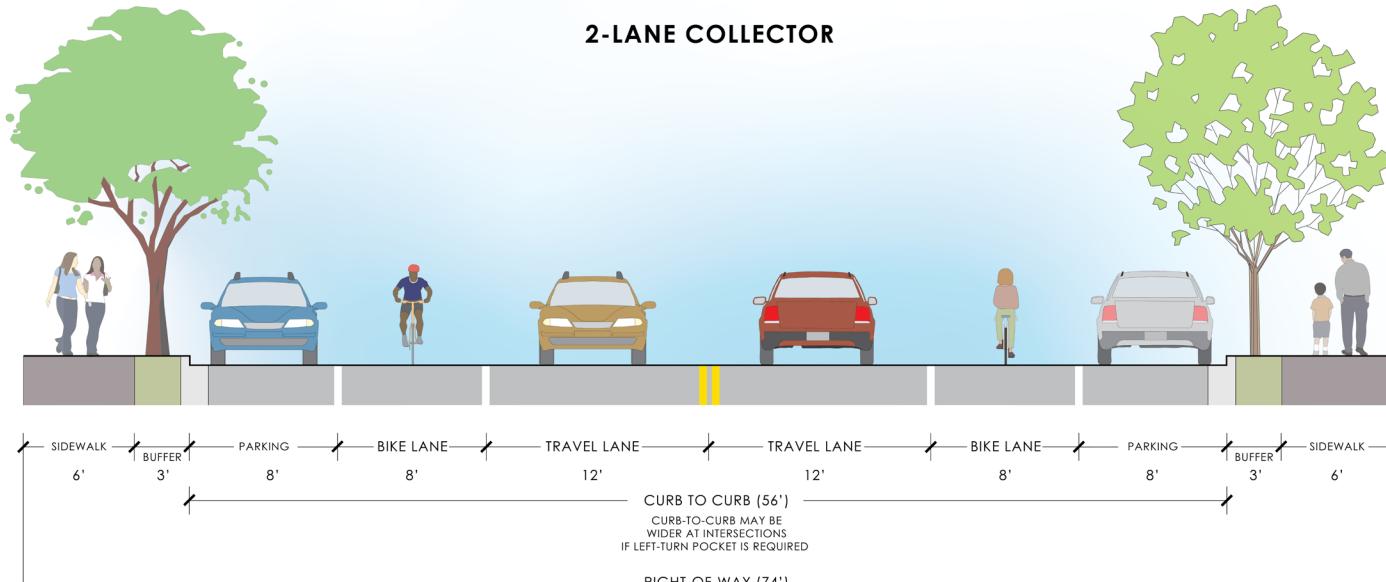


Bryant Street, between Palomar Street and Grand Avenue

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

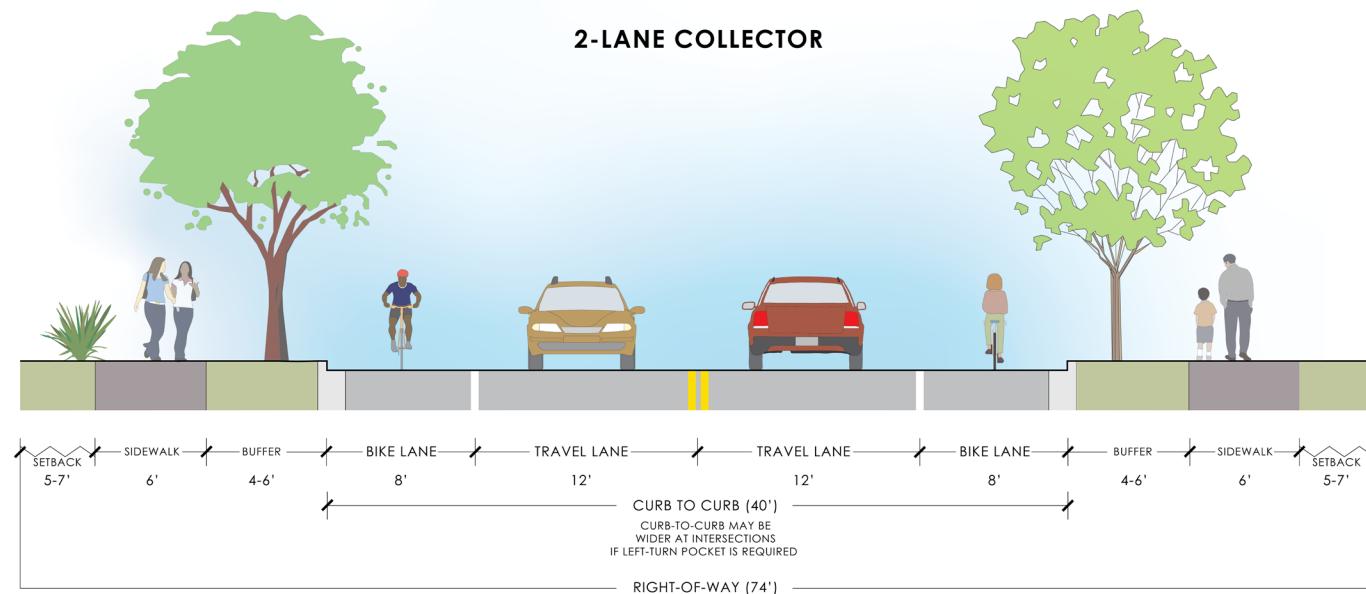
Figure 3-8 Typical Cross-Sections of Designated 2-Lane Collector Roadways, Part 5

(i)



Elizabeth Lane, between Clinton Keith Road and Prielipp Road

(j)

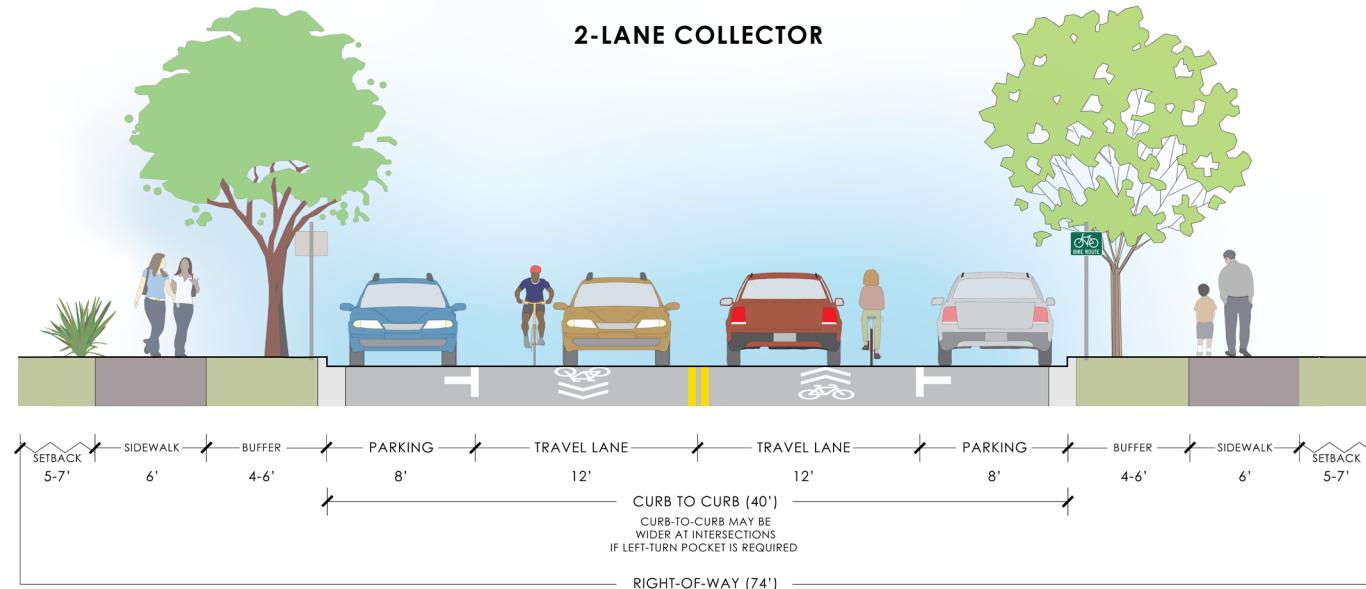


Olive Street, between Mission Trail and Grape Street

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

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

(k)



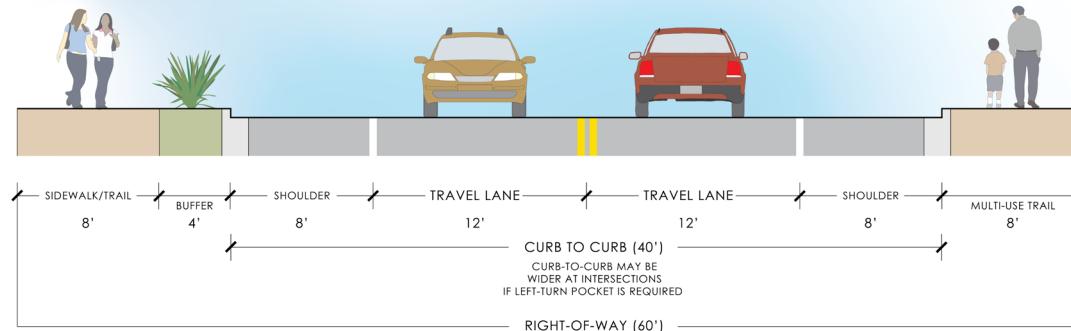
Walnut Street, between Mission Trail and Wildomar Trail
Bunny Trail, between Yamas Drive and Elizabeth Lane
Yamas Drive, between Clinton Keith Road and Prielipp Road
Bryant Street, between Corydon Road and Palomar Street

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

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

(l)

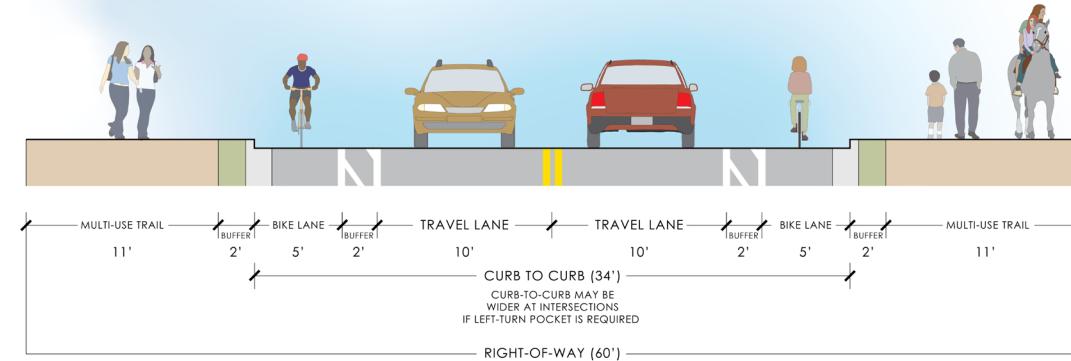
2-LANE RURAL COLLECTOR



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

(m)

2-LANE RURAL COLLECTOR



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

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

(n)

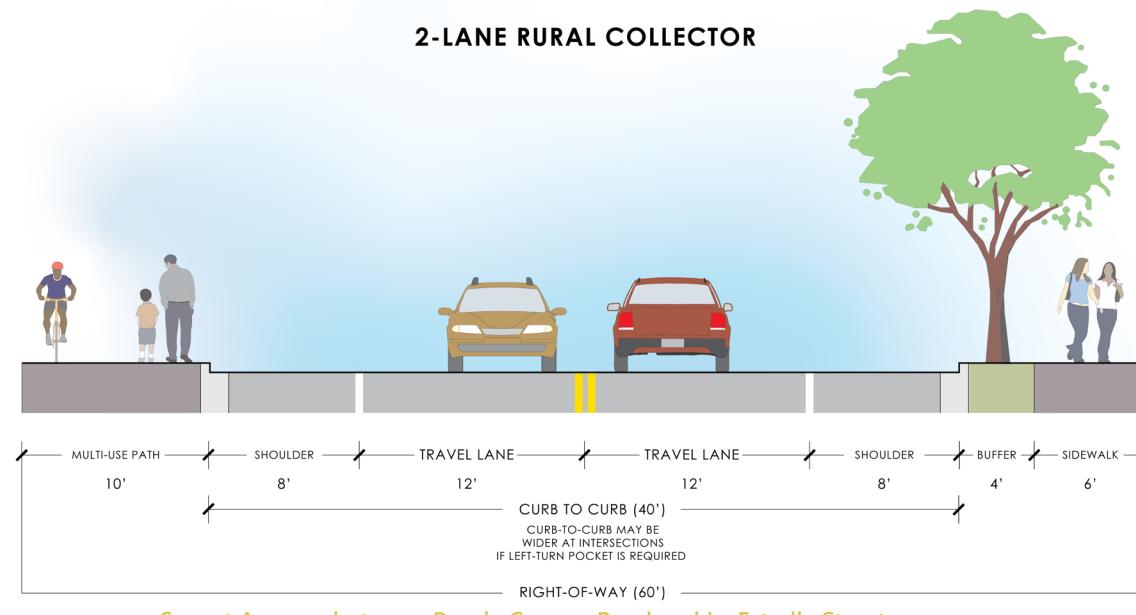
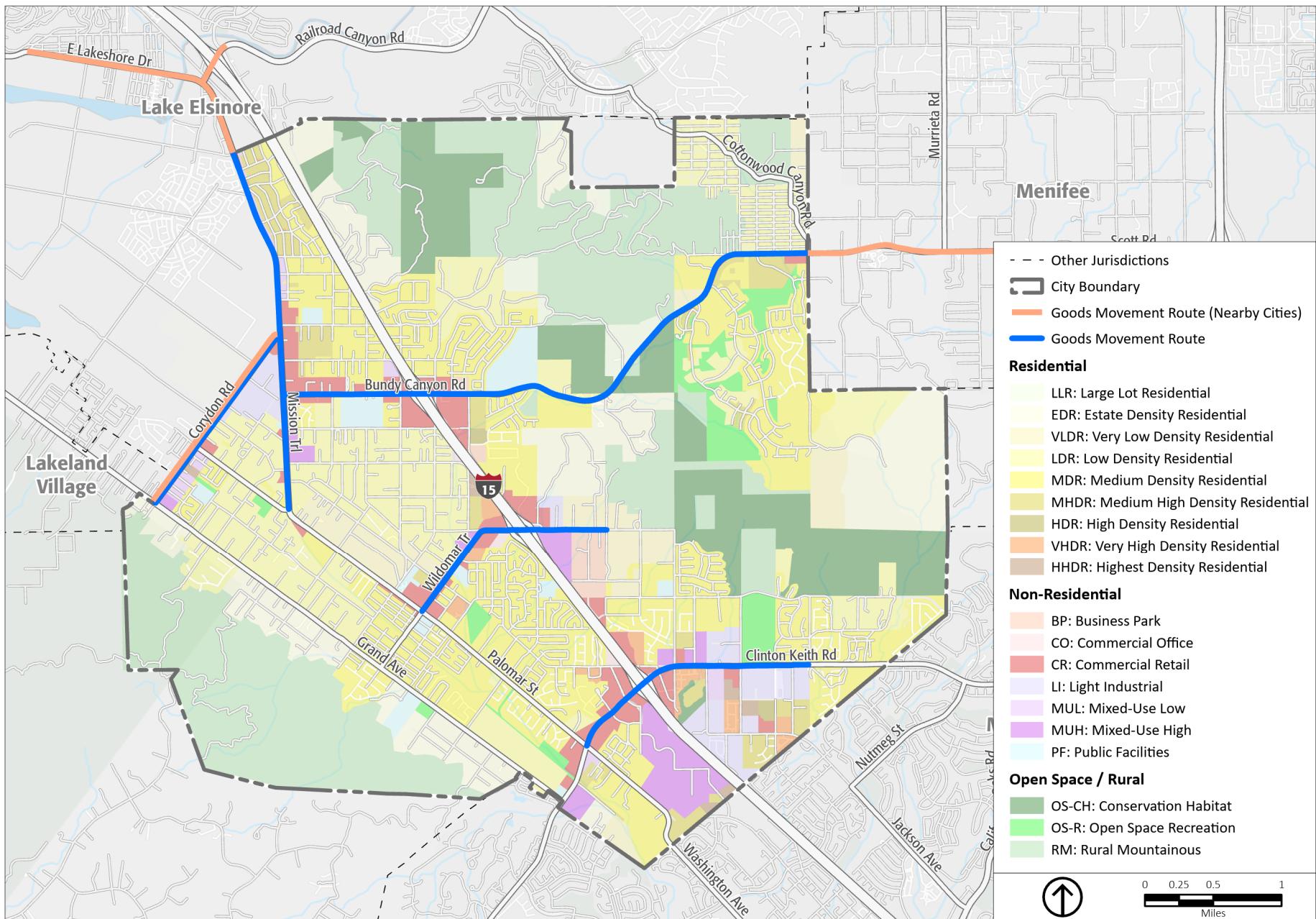


FIG 3-9: GOODS MOVEMENT ROUTES



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

3.4 Goals and Policies

GOAL CI 1

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

Policy CI 1.1

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

Policy CI 1.2

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

Policy CI 1.3

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

Policy CI 1.4

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

Policy CI 1.5

Traffic Calming. Use traffic-calming tools to assist in implementing Complete Streets principles and reducing vehicular travel speeds along Circulation

Element roadways serving residential neighborhoods and schools—such as Grand Avenue, Orange Street, Lemon Street, Gruwell Street, and McVicar Street—and other roadways serving similar land uses. Traffic-calming tools may include but not be limited to curb extensions, speed cushions, chokers/neck-downs, raised medians, narrowing lanes, raised crosswalks, and neighborhood traffic circles or roundabouts. The feasibility of deploying traffic-calming devices shall be considered prior to increasing any posted speed limits.

Policy CI 1.6

Monitor Safety and Usage. Regularly monitor and evaluate citywide safety and usage trends for all travel modes. Additionally, as new infrastructure is implemented, such as bicycle facilities, pedestrian facilities, and traffic-calming measures, pre- and post-project evaluations should be considered and conducted where appropriate or warranted and when funding to conduct such evaluations is available, to better understand project benefits.

Policy CI 1.7

Dedications. Require developments to provide appropriate dedications to implement planned transportation infrastructure as indicated in this Circulation Element and future documents adopted by City Council.

Policy CI 1.8

Enhance Connectivity. When feasible, require developments to incorporate short block spacing and a strong street grid network as a means to enhance connectivity for all travel modes. Encourage the inclusion of non-motorized transportation corridors, such as paseos, promenades, and multi-use paths, to improve connectivity along long blocks or non-continuous streets.

Policy CI 1.9

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

Policy CI 1.10

Development Impact Fees. Regularly update the City's Development Impact Fees (DIF) program to ensure adequate funding is allocated for the development, operation, and maintenance of the City's transportation system across all travel modes.

Policy CI 1.11

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

GOAL CI 2

Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features.

Policy CI 2.1

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

Policy CI 2.2

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

Policy CI 2.3

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

(as adopted and amended from time to time) to enhance the safety of trips made by foot to and from neighborhoods, schools, parks, retail locations, employment centers, government offices, and bus stops.

Policy CI 2.4

Implement Pedestrian Route Types. As adjacent parcels are developed and/or capital improvement projects are undertaken, implement the designated pedestrian route types, inclusive of the respective pedestrian route type toolkit features, where feasible.

Policy CI 2.5

Pedestrian Crossing Safety. Improve pedestrian crossing safety and efficiency through appropriate signal hardware and timing, installation of marked and high visibility marked crosswalks and accessible curb ramps, and other intersection design features, where relevant.

Policy CI 2.6

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

Policy CI 2.7

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

Policy CI 2.8

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

Policy CI 2.9

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

Policy CI 2.10

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



Example of an existing Class II bike lane in Wildomar.

GOAL CI 3

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

Policy CI 3.1

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

Policy CI 3.2

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

Policy CI 3.3

Implement Local Roadway Safety Plan. Implementation of recommended projects in the Local Roadway Safety Plan (as adopted and amended from time to time) to enhance the safety of trips made by bicycle to and from neighborhoods, schools, parks,

retail locations, employment centers, government offices, and bus stops.

Policy CI 3.4

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

Policy CI 3.5

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

Policy CI 3.6

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

Policy CI 3.7

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

Policy CI 3.8

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

Policy CI 3.9

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

Policy CI 3.10

Bicycle Racks. Encourage existing retailers, shops, and shopping centers to install bicycle racks. Permit the reallocation of vehicular parking space(s) to bicycle parking spaces, if supported by a parking utilization study and/or if the remaining spaces are consistent with the minimum required for the respective

land use as identified in Section 17.188.030 of Wildomar's Municipal Code.

Policy CI 3.11

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

Policy CI 3.12

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

Policy CI 3.13

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



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

GOAL CI 4

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

Policy CI 4.1

Transit Network. Work with Riverside Transit Agency (RTA), Southern California Association of Governments (SCAG), and other regional partners to

ensure that adequate transit service is provided consistent with future growth (shown on Figure 3-3).

Policy CI 4.2

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

Policy CI 4.3

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

GOAL CI 5

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

Policy CI 5.1

Roadway Network. Implement the planned roadway network and classification designations (as shown on Figure 3-4) through new development, redevelopment, resurfacing, and/or other capital improvement projects. This includes the new potential connections at Sunset Avenue between Bundy Canyon Road and La Estrella Street, and at Inland Valley Drive between Priellip Road and Hidden Springs Road, if feasibility is demonstrated and appropriate funding is identified.

Policy CI 5.2

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

Policy CI 5.3

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

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

Policy CI 5.4

Level of Service Threshold. Although Vehicle Miles Traveled (VMT) will be utilized as the traffic impact metric for California Environmental Quality Act (CEQA) review process, Level of Service (LOS) is still a critical measure and indicator of traffic operations. LOS D shall be the threshold for all Circulation Element roadways and intersections, consistent with Transportation Impact Analysis (TIA) Guidelines adopted by the City Council, unless otherwise approved by the City Engineer.

Policy CI 5.5

Vehicle Miles Traveled Threshold. All projects in the City shall be in compliance with Resolution No. 2020-40, Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines. Efforts should be made to reduce VMT by prioritizing pedestrian and bicycle travel and/or incorporating active transportation enhancements, to the extent feasible. Efforts to reduce VMT may not necessarily have to be implemented on-site; instead, in coordination with city staff, off-site projects can be identified that would offset the VMT increase caused by a particular project. Applicants/developers would have the option to either construct the project/improvement or calculate the costs associated with the construction of the project/improvement and pay that as an in-lieu fee.

Policy CI 5.6

Achieve Level of Service Threshold. All development projects shall achieve the LOS threshold identified in Policy 5.4; otherwise, the City reserves the right to request the proposed development to amend existing roadway designations to ensure roadways and intersections can adequately handle volumes of traffic generated by the development.

Policy CI 5.7

Evaluate Roadway Network. As development occurs, evaluate the need to designate additional roads as Circulation Element roadways, or amend existing designations to help enhance vehicle circulation, reduce congestion, and increase connectivity

throughout the city. Measures shall not come at the expense of pedestrian and/or bicycle safety, mobility, and access unless approved by the City Engineer.

Policy CI 5.8

Evaluate Intersections. Evaluate intersection geometrics and treatments at the intersections of Crescent Avenue/Elbertha Road and Crescent Avenue/Olive Street to improve safety and operations. This could include, but not limited to, Crescent Avenue Road closure to vehicular traffic at its northern (Elbertha Road) and southern (Olive Street) ends.

Policy CI 5.9

Connect Lake Elsinore to Interstate 15. Continue to coordinate with the City of Lake Elsinore and respective property owners in Wildomar to identify a preferred connection between Lake Elsinore and Interstate 15 via Bundy Canyon Road, or alternatives. This connection could help reduce cut-through traffic on local or Collector streets in Wildomar and capitalize on the region’s investment in Bundy Canyon Road.

Policy CI 5.10

Interchange Projects. Ensure that future interchange projects, such as the Bundy Canyon Road and Wildomar Trail Project Study Reports, incorporate recommended bicycle network and pedestrian route type features, to the extent possible.

Policy CI 5.11

Evaluate Traffic along Bundy Canyon. Evaluate local and regional traffic as development continues along the Bundy Canyon Road/Scott Road corridor to ensure adequate north-south connectivity along the corridor to facilitate expected traffic volumes and circulation and determine when improvements are warranted to proposed or potential north-south connections, as shown on the Proposed Network exhibit (as shown on Figure 3-4).

Policy CI 5.12

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

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

Policy CI 5.13

Utilize Transportation System Management. Utilize Transportation System Management (TSM) measures throughout the City to ensure the circulation system is as efficient and cost-effective as possible. These measures include, but are not limited to, improvements to signal coordination, transit signal priorities, and pedestrian/bicycle prioritized signals.

Policy CI 5.14

Manage Curb Space. Manage curb space in activity areas to balance demands of all users, such as emergency vehicles, buses, vehicle parking, bicycle/scooter parking, delivery loading/unloading, rideshare pick-up/drop-off, street furniture, electric vehicle charging stations, etc.

Policy CI 5.14

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

GOAL CI 6

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

Policy CI 6.1

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

Policy CI 6.2

Commercial Loading and Unloading. Coordinate with property owners and the business community to support commercial vehicle loading/unloading in a

manner that is efficient while not compromising safety and operations of other roadway users.

GOAL CI 7

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

Policy CI 7.1

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

Policy CI 7.2

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

Policy CI 7.3

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

Policy CI 7.4

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

Policy CI 7.5

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

GOAL CI 8

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

Policy CI 8.1

Collaborate with Utilities and Service Providers. Work with utilities and service providers for water, wastewater, energy, and solid waste, including but

not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE), and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.

Policy CI 8.2

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

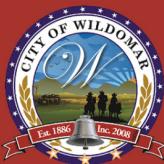
Policy CI 8.3

Telecommunications Systems and Access. Work with telecommunications service providers to meet the facility and service demands of existing and future development and to provide equitable access to telecommunications infrastructure, including encouraging retrofit and expansion of existing high speed internet systems and inclusion in all new housing.



4. Economic Development





4. Economic Development Element

4.1 Vision

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

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

4.2 Purpose

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

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

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

4.3 Planning Context and Approach

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

Smaller Households and Fewer Children

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

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

Changing Retail Environment

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

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

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

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



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

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

Changing Office Use

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

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



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

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

Industrial Land Use

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

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

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

4.4 Economic Development Strategic Planning

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

4.5 Economic Development Partners

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

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



4.6 Goals and Policies

GOAL ED 1

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

Policy ED 1.1

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

Policy ED 1.2

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

Policy ED 1.3

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

Policy ED 1.4

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

Policy ED 1.5

Employment Opportunities for Residents. Support the growth of existing businesses, the creation of new businesses, and the attraction of businesses

that provide employment opportunities suited to a variety of skills and education levels.

Policy ED 1.6

Local Preferences. When considering approval of a development agreement, take into consideration the potential for a commitment to local procurement and local hiring preferences to provide a community benefit if incorporated into the development agreement.

GOAL ED 2

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

Policy ED 2.1

Economic Development Objectives. Invest in the City's economic development program, amenities, and infrastructure to maintain and enhance the attractiveness of Wildomar for private investment, to expand and diversify the local tax base, and to facilitate growth in the local economy that contributes to and enhances Wildomar's quality of life.

Policy ED 2.2

Strategic Action Plan. Adopt and periodically update an economic development strategic plan that states the City's vision for economic development, identifies objectives for the time frame of the strategy, establishes strategies and action plans, and that may also identify target sectors, partnerships, and marketing and communications.

Policy ED 2.3

Staffing and Funding. Invest in the City's economic development to achieve long-term goals in accordance with an adopted strategic action plan, fund economic development staffing and training, and incorporate economic development thinking throughout City Hall.

Policy ED 2.4

Economic Development Partners. Leverage investments by the federal and state governments and by private and non-profit entities by collaborating with

economic development partners, including but not limited to the Economic Development Coalition, the Riverside County Office of Economic Development, Riverside County Workforce Development, the Inland Empire Small Business Development Center, the Inland Empire Center for Entrepreneurship, the Inland Empire Women's Business Center, the Murrieta/Wildomar Chamber of Commerce, other public agencies, Lake Elsinore Unified School District, Mt. San Jacinto Community College District, and other stakeholders, including but not limited to existing businesses, real estate brokers and developers, and other community organizations.

Policy ED 2.5

Marketing and Communications. Maintain regular public communications of the City's economic development efforts and successes, maintain regular communications with existing businesses and economic development stakeholders, and, consistent with the adopted economic development strategic plan, invest in communications to market Wildomar as a location for new businesses and private investment.

GOAL ED 3

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

Policy ED 3.1

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

Policy ED 3.2

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

Policy ED 3.3

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

Policy ED 3.4

Hidden Springs/Wyman Road Specific Plan Area.

Recommend a market demand study be prepared in conjunction with a future specific plan to ensure that the buildup of this 160 +/- acre area meets the City's needs for affordable and workforce housing, retail sales and services, entertainment, and employment opportunities.

Policy ED 3.5

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

GOAL ED 4

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

Policy ED 4.1

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

Policy ED 4.2

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

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

Policy ED 4.3

Fiscal Impact Analysis. Ensure that new development enhances the City's fiscal health and capacity

to provide community service programs, entertainment, and recreation opportunities by incorporating potential fiscal impacts into decision-making for General Plan amendments and zoning changes.

Wildomar 2040 General Plan

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5. Open Space and Conservation





5. Open Space and Conservation Element

5.1 Vision

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

The policies in this element recognize that Wildomar's unique natural and cultural resources are irreplaceable and seek to minimize impacts on them from the daily activities of its human inhabitants...

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

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

5.2 Purpose

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

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



Residents value Wildomar's open spaces and natural features.

Relationship to Other Planning Efforts

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

Western Riverside County Multiple Species Habitat Conservation Plan

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

5.3 Planning Context and Approach

Open Spaces and Natural Resources

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

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

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



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

Mineral Resources

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

Air Quality

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

5. Open Space and Conservation Element

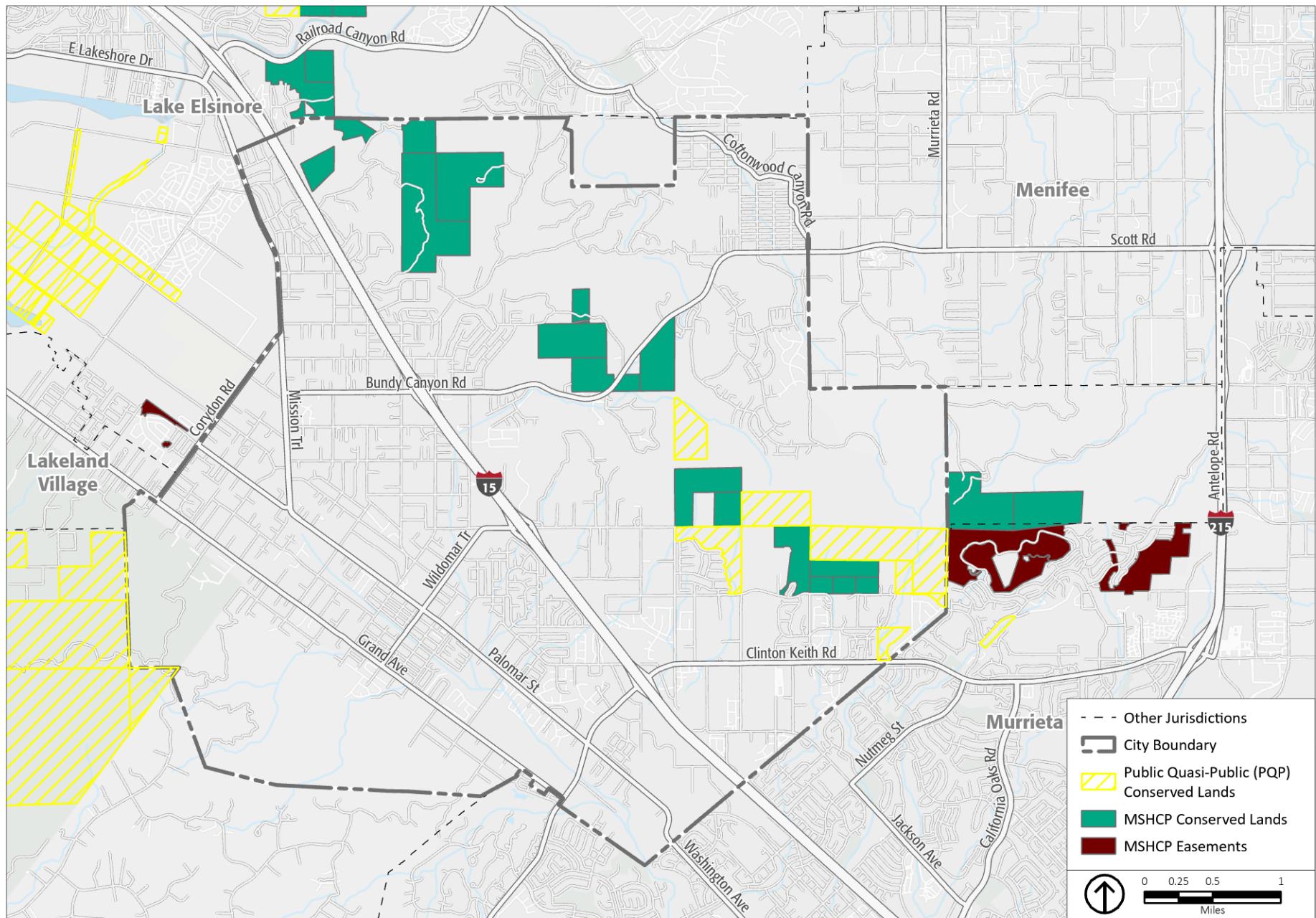


Wildomar is under the jurisdiction of the South Coast Air Quality Management District (AQMD).

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



FIG 5-1: CONSERVED LANDS



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

FIG 5-2A: VEGETATION COMMUNITIES

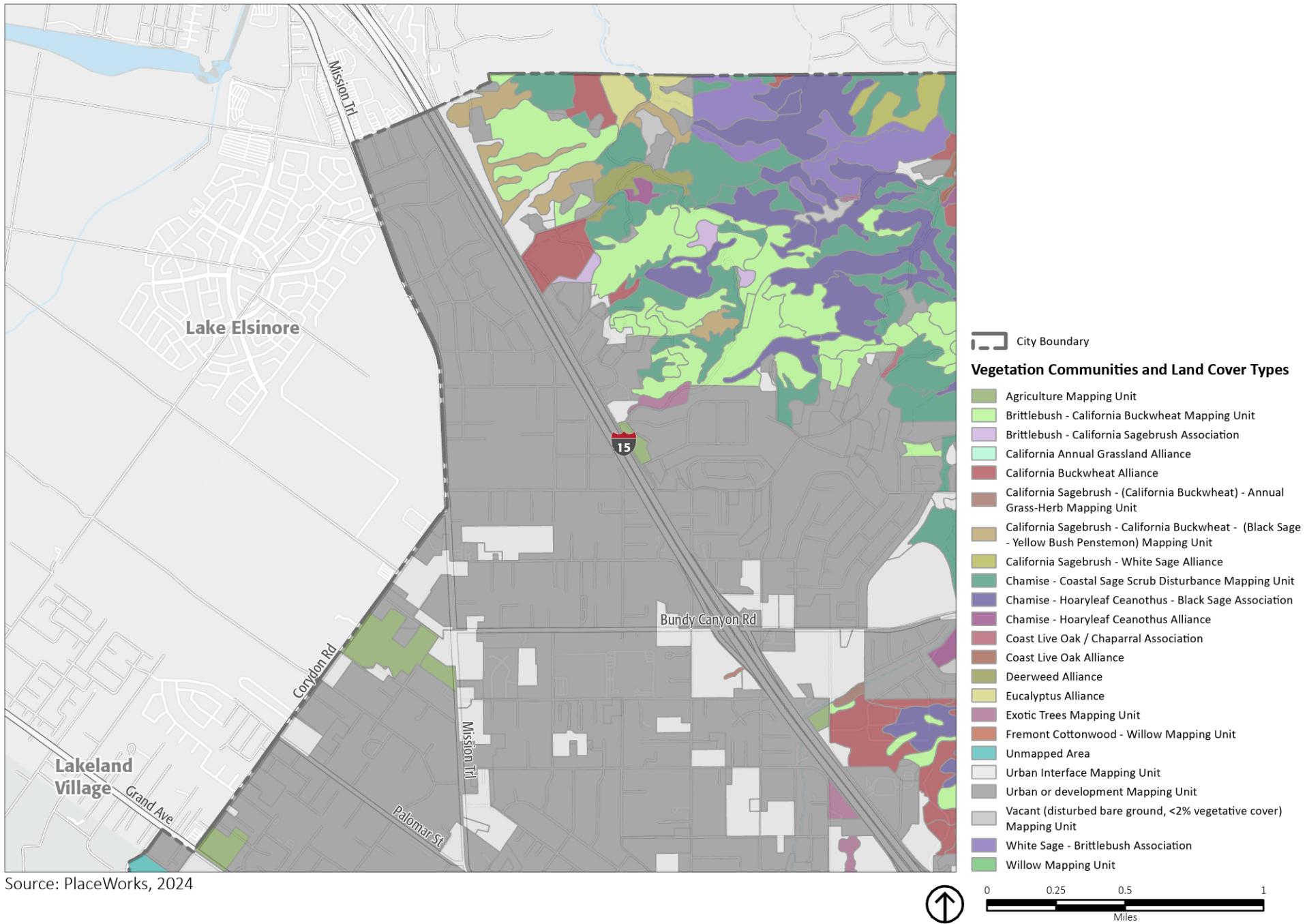
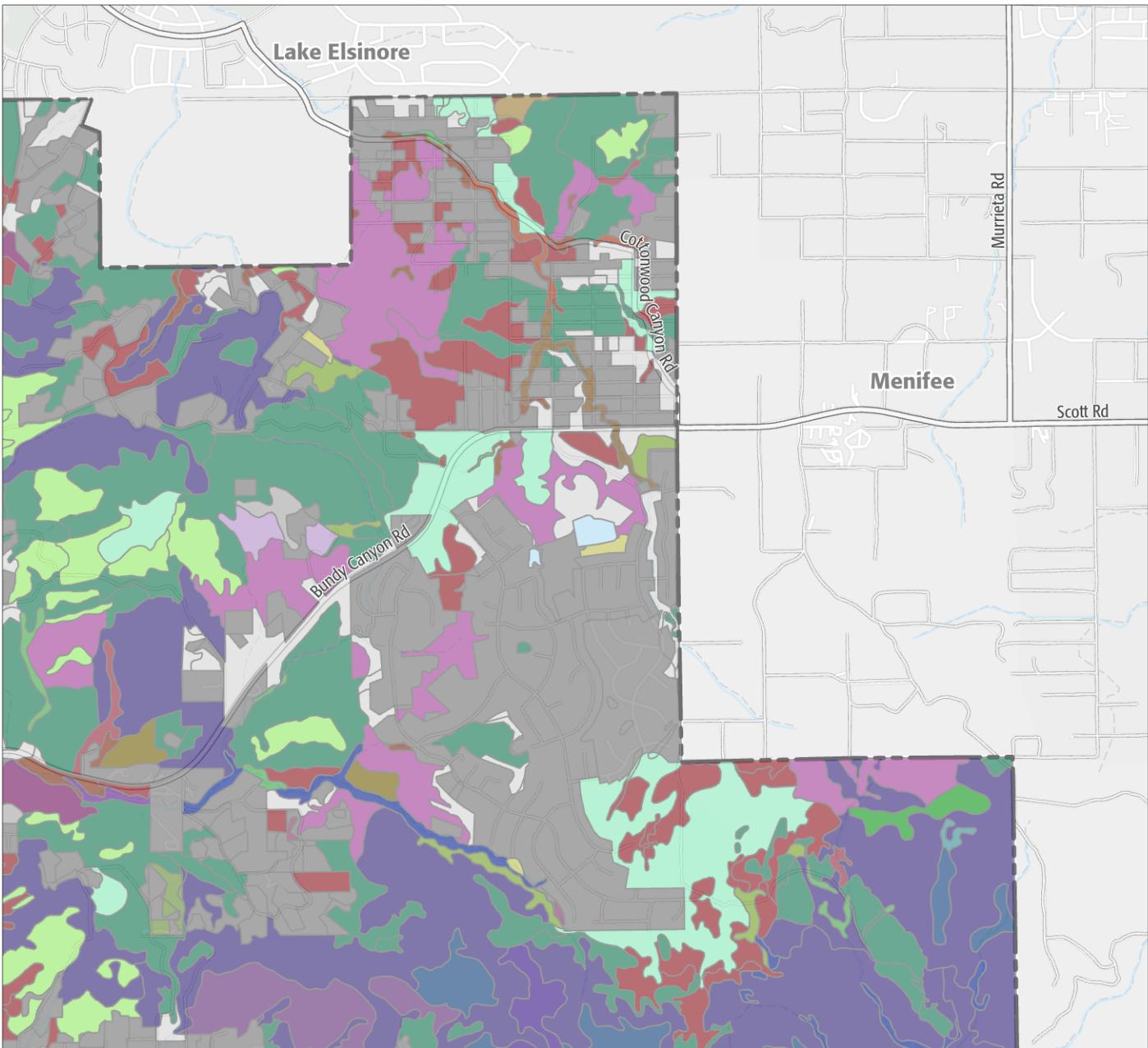


FIG 5-2B: VEGETATION COMMUNITIES

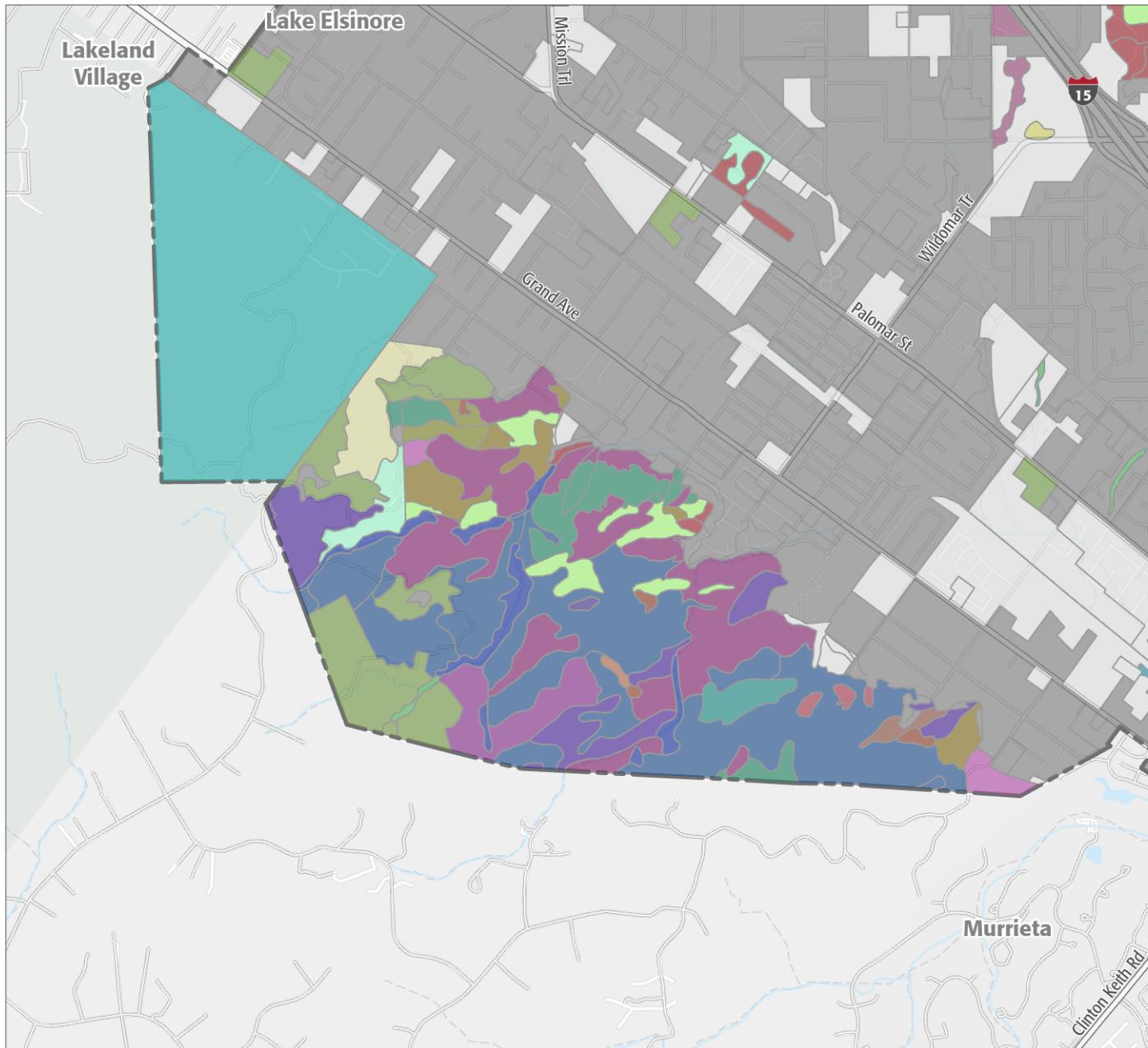


Source: PlaceWorks, 2024

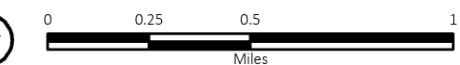


0 0.25 0.5 1
Miles

FIG 5-2C: VEGETATION COMMUNITIES

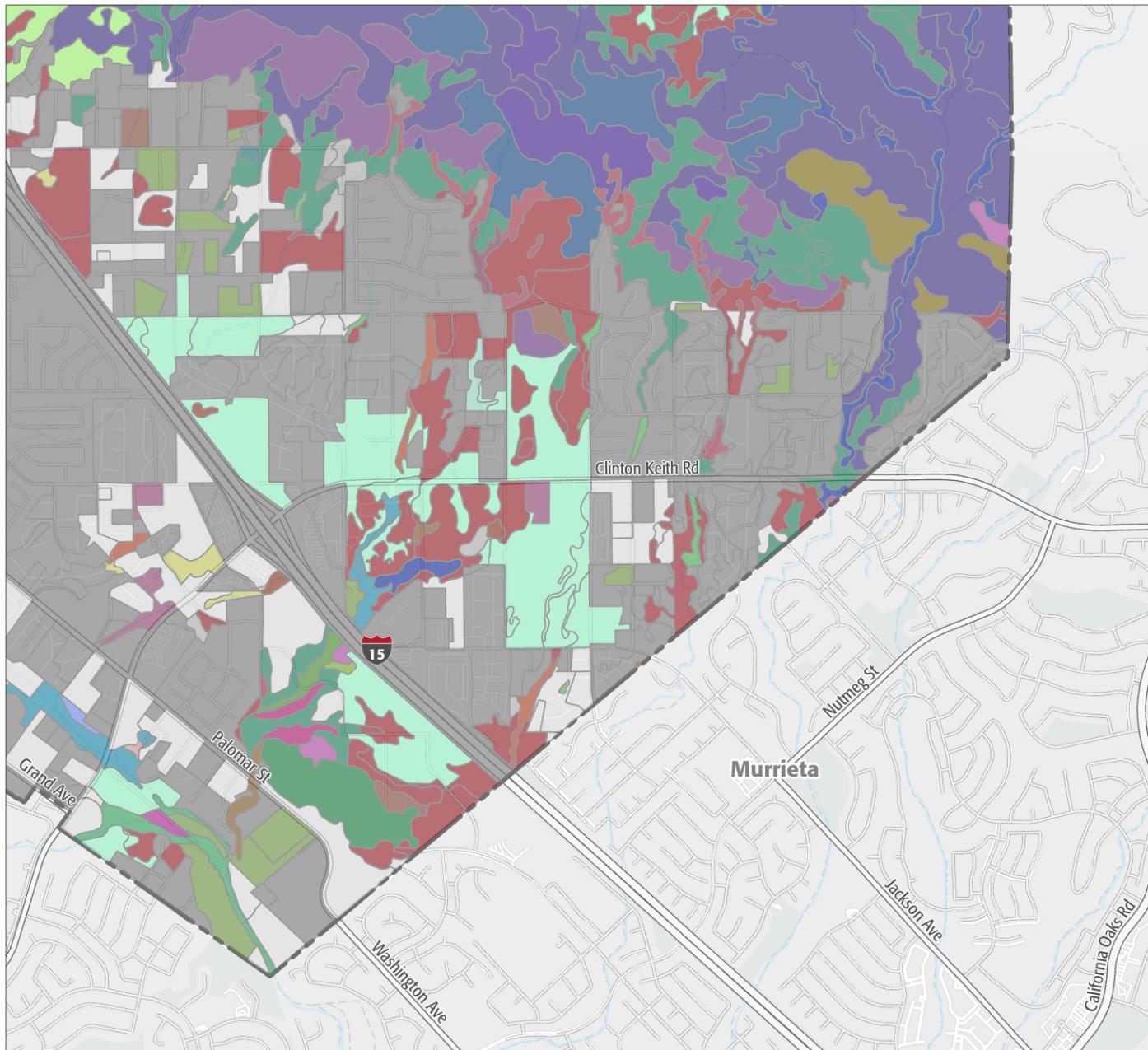


Source: PlaceWorks, 2024



	City Boundary
Vegetation Communities and Land Cover Types	
	Agriculture Mapping Unit
	Brittlebush - California Buckwheat Mapping Unit
	California Annual Grassland Alliance
	California Buckwheat Alliance
	California Chaparral Mapping Unit
	California Sagebrush - (California Buckwheat) - Annual Grass-Herb Mapping Unit
	Chamise - Black Sage Alliance
	Chamise - California Buckwheat Association
	Chamise - Coastal Sage Scrub Disturbance Mapping Unit
	Chamise - Hoaryleaf Ceanothus - Black Sage Association
	Chamise - Hoaryleaf Ceanothus Alliance
	Chamise - Laurel Sumac Association
	Coast Live Oak - Sycamore Riparian Mapping Unit
	Coast Live Oak / Chaparral Association
	Coast Live Oak Alliance
	Deerweed Alliance
	Eucalyptus Alliance
	Exotic Trees Mapping Unit
	Hoaryleaf Ceanothus - Laurel Sumac Association
	Laurel Sumac - California Buckwheat - White Sage Association
	Laurel Sumac - California Buckwheat Association
	Red Willow Alliance
	Scrub Oak - Southern Mixed Chaparral Association
	Unmapped Area
	Urban Interface Mapping Unit
	Urban or development Mapping Unit
	Willow Mapping Unit

FIG 5-2D: VEGETATION COMMUNITIES



Source: PlaceWorks, 2024

City Boundary

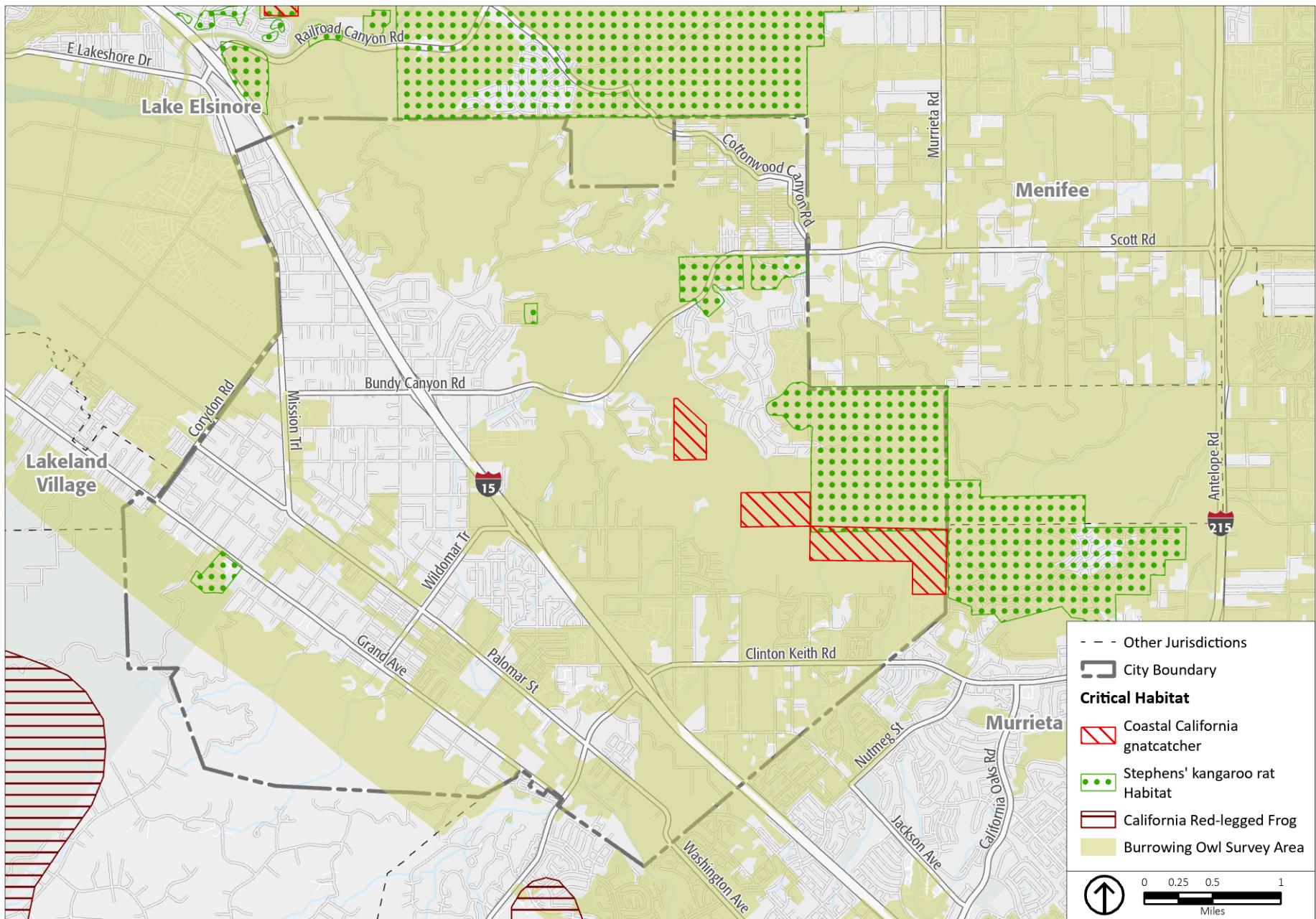
Vegetation Communities and Land Cover Types

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



0 0.25 0.5 1
Miles

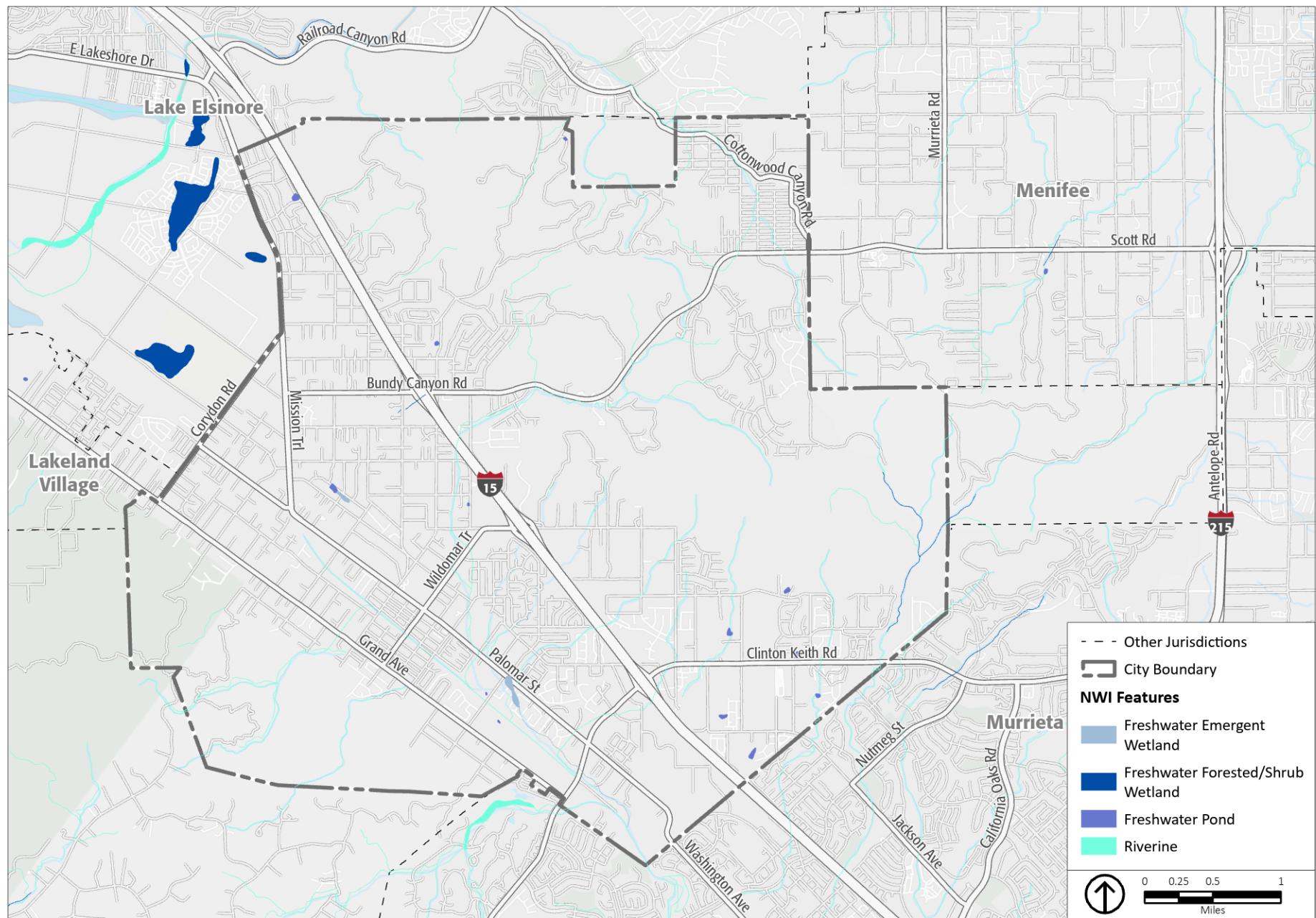
FIG 5-3: CRITICAL HABITAT



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



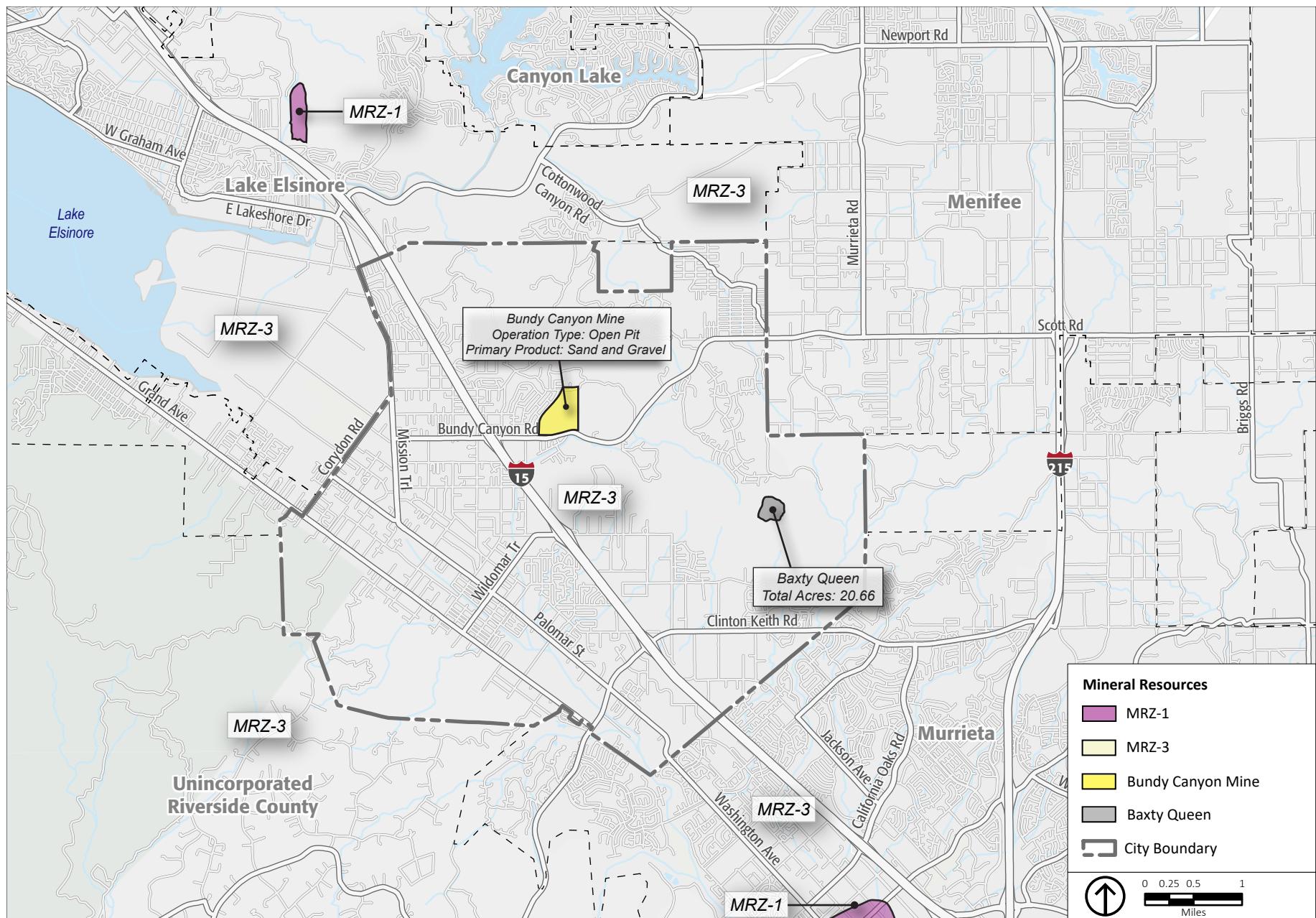
FIG 5-4: POTENTIAL AQUATIC FEATURES



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



FIG 5-5: AREAS OF MINERAL SIGNIFICANCE



Source: ESRI, 2024; PlaceWorks, 2024

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

Water Supply and Quality

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

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

Energy

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

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

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

Solid Waste

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

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

Greenhouse Gas Emissions

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

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

5. Open Space and Conservation Element

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

Cultural and Historical Resources

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

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

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

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

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

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

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

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

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

5S2: Individually eligible for local listing or designation.

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

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

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

5.4 Goals and Policies

GOAL OS 1

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

Policy OS 1.1

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

Policy OS 1.2

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

Policy OS 1.3

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

Policy OS 1.4

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

Policy OS 1.5

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

5. Open Space and Conservation Element

Policy OS 1.6

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

Policy OS 1.7

Project Siting. Require that new development projects respect, integrate with, and complement the natural features of the land, including conforming building massing to topographic forms, restricting grading of steep slopes, and encouraging the preservation of visual horizon lines and significant hillsides as prominent visual features.

Policy OS 1.8

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

Policy OS 1.9

Contour Grading. Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas.

GOAL OS 2

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

Policy OS 2.1

Air Quality Coordination. Collaborate with the South Coast Air Quality Management District (South Coast AQMD), Southern California Association of Governments (SCAG), and the California Air Resources Board (CARB) in the preparation and application of regional air quality management plans, programs, enforcement measures, and mitigation measures designed to reduce and/or minimize the amount of primary and secondary air pollutants.

Policy OS 2.2

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

Policy OS 2.3

Compatible Development Siting. Require that siting for new developments is compatible with the existing land uses and ensure that land uses for sensitive receptors such as daycares, schools, hospitals, and elderly housing are separated and protected from polluting point sources using pollution control measures such as distance, barriers, and landscaping.

Policy OS 2.4

Landscaping and Construction Equipment. Encourage the reduction of gasoline- or diesel-powered landscaping and construction equipment and increased use of electric equipment.

Policy OS 2.5

Vehicle Charging Infrastructure. Work with utility providers to expand EV charging infrastructure throughout the community to accelerate the use of zero emission vehicles, prioritizing multifamily, commercial, office, and municipal properties.

Policy OS 2.6

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

GOAL OS 3

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

Policy OS 3.1

Collaboration with EVMWD. Collaborate with the Elsinore Valley Municipal Water District (EVMWD) to conserve and protect water quality and supply and continue to provide assistance for urban water management plans.

Policy OS 3.2

Water Quality Protection. Require that new developments do not degrade natural water bodies such as streams and rivers, and protect groundwater resources.

Policy OS 3.3

Water Conservation Strategies. Encourage water-conserving site design and the use of water-conserving fixtures in new development, and advocate for the adoption and implementation of water conservation strategies by water service agencies.

Policy OS 3.4

Water Conservation in Existing Development. Encourage existing development to use water-conserving mechanisms such as stormwater capture systems, graywater systems, water-efficient appliances, and drought-tolerant landscape planting.

Policy OS 3.5

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



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

GOAL OS 4

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

Policy OS 4.1

Adaptive Reuse. Repurpose buildings or structures of historical significance to preserve, maintain, and enhance them for future use where appropriate and feasible.

Policy OS 4.2

Tribal Consultation. Consult Native American tribes as part of the SB 18 and AB 52 regulations on projects that could potentially have an impact on archeological sites and other culturally significant properties. Ensure that any inadvertent discoveries of Native American cultural resources are treated with appropriate dignity.

Policy OS 4.3

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

Policy OS 4.4

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

GOAL OS 5

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

Policy OS 5.1

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

Policy OS 5.2

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

GOAL OS 6

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

Policy OS 6.1

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

Policy OS 6.2

Energy Transition. Work with local energy providers and contractors to support residents and business owners transitioning to all-electric appliances and renewable energy.

Policy OS 6.3

Grid Reliability. Support and encourage efforts by local energy service providers and other public agencies to improve the safety and resilience of the local power grid.

Policy OS 6.4

Energy Independence. Increase the installation of on-site renewable energy systems in new and existing developments with the capacity to support these systems, enforcing the renewable energy requirements of the California Building Standards Code and encouraging buildings not covered by State requirements to install renewable energy systems.

Policy OS 6.5

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

Policy OS 6.6

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

Policy OS 6.7

Tree Canopy. Maintain and expand the tree canopy in residential and commercial neighborhoods to provide shade, improve air and water quality, reduce the heat island effect, and create habitat for birds and pollinators.

Policy OS 6.8

Urban Cooling. Promote the construction of cool roofs, green roofs, and rooftop gardens, as feasible, to support decreased energy demand and urban cooling. Rooftop gardens also cool the surrounding area through moisture retention and surface reflectivity. The construction of rooftop gardens would reduce energy consumption and associated GHG emissions in the building energy sector.

Policy OS 6.9

Cooling Elements. Encourage site and building design that avoids unwanted heat gain from solar exposure and considers passive solar and wind design. Features that provide shading at suitable times of the day and year generally should be “passive” or automatic, avoiding the need for occupants to regularly monitor or adjust them. Examples of passive and active solar and wind design include orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing, and locating landscaping and landscape structures to shade buildings.

Policy OS 6.10

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

GOAL OS 7

Waste generation is decreased through recycling and waste diversion programs.

Policy OS 7.1

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

Policy OS 7.2

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

GOAL 8

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

Policy OS 8.1

Climate Action Plan. Work collaboratively with regional agencies, neighboring cities, community-based organizations, businesses, and other partners,

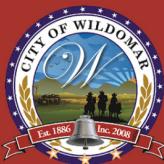
as appropriate, to develop and implement a climate action plan or equivalent approach to identify current and future sources and quantify local GHG emissions and strategies to reduce Wildomar's GHG emissions to levels consistent with statewide GHG reduction and elimination goals, including those of Assembly Bill 1279, Executive Order B-55-18, Senate Bill 32, and Executive Order S-03-05.

Policy OS 8.2

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



6. Recreation and Community Services



6. Recreation and Community Services Element

6.1 Vision

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

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

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

6.2 Purpose

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

Relationship to Other Planning Efforts

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

Wildomar Parks Master Plan

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

Wildomar Active Transportation Plan

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

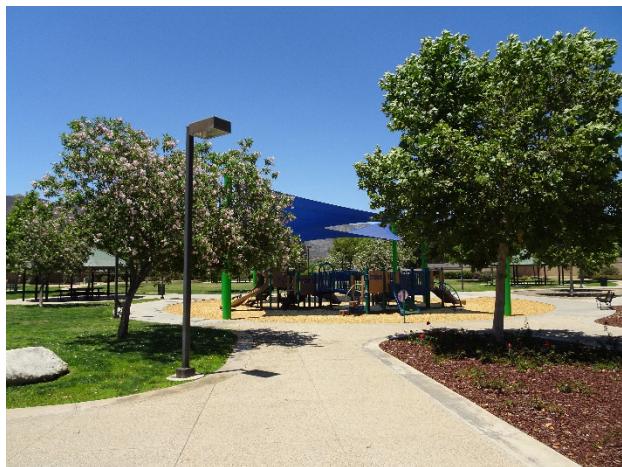
Murrieta Creek Regional Trail Project

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

6.3 Planning Context and Approach

Parks and Recreation

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



Play structure at Marna O'Brien Park.

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

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

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

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

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

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

Trails

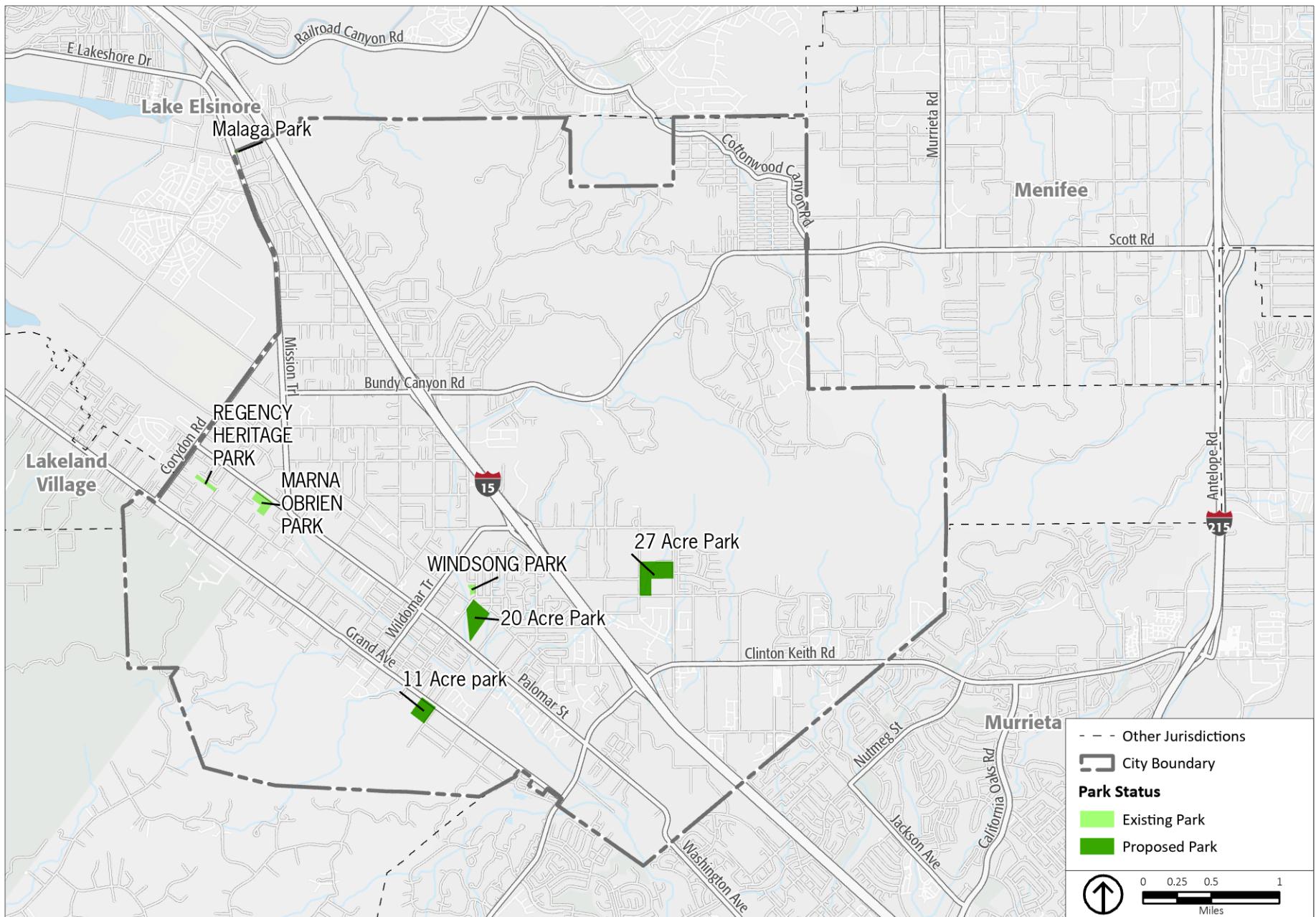
Wildomar has a network of multi-use and equestrian trails that serve as both recreational facilities and transportation routes for pedestrians, hikers, and cyclists. The trails connect to different parts of Wildomar and regional trail networks. Existing and proposed trails are shown on Figure 6-2.



Multi-use trail along Grand Avenue.



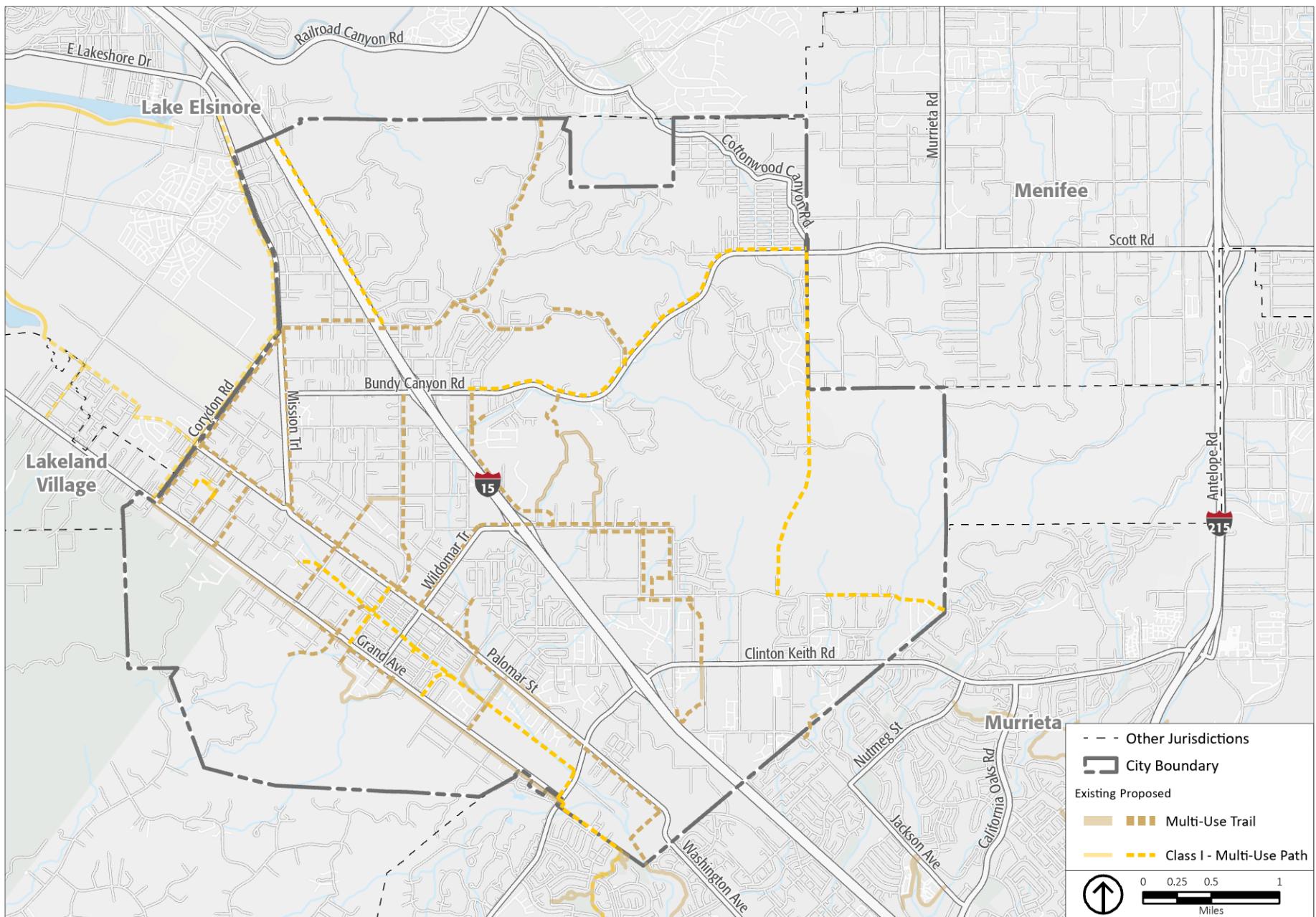
FIG 6-1: PLANNED PARKS NETWORK



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



FIG 6-2: PLANNED MULTI-USE TRAILS



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

6. Recreation and Community Services Element

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

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

Community Services

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

School Services

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

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

Library Services

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

Fire Protection Services

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



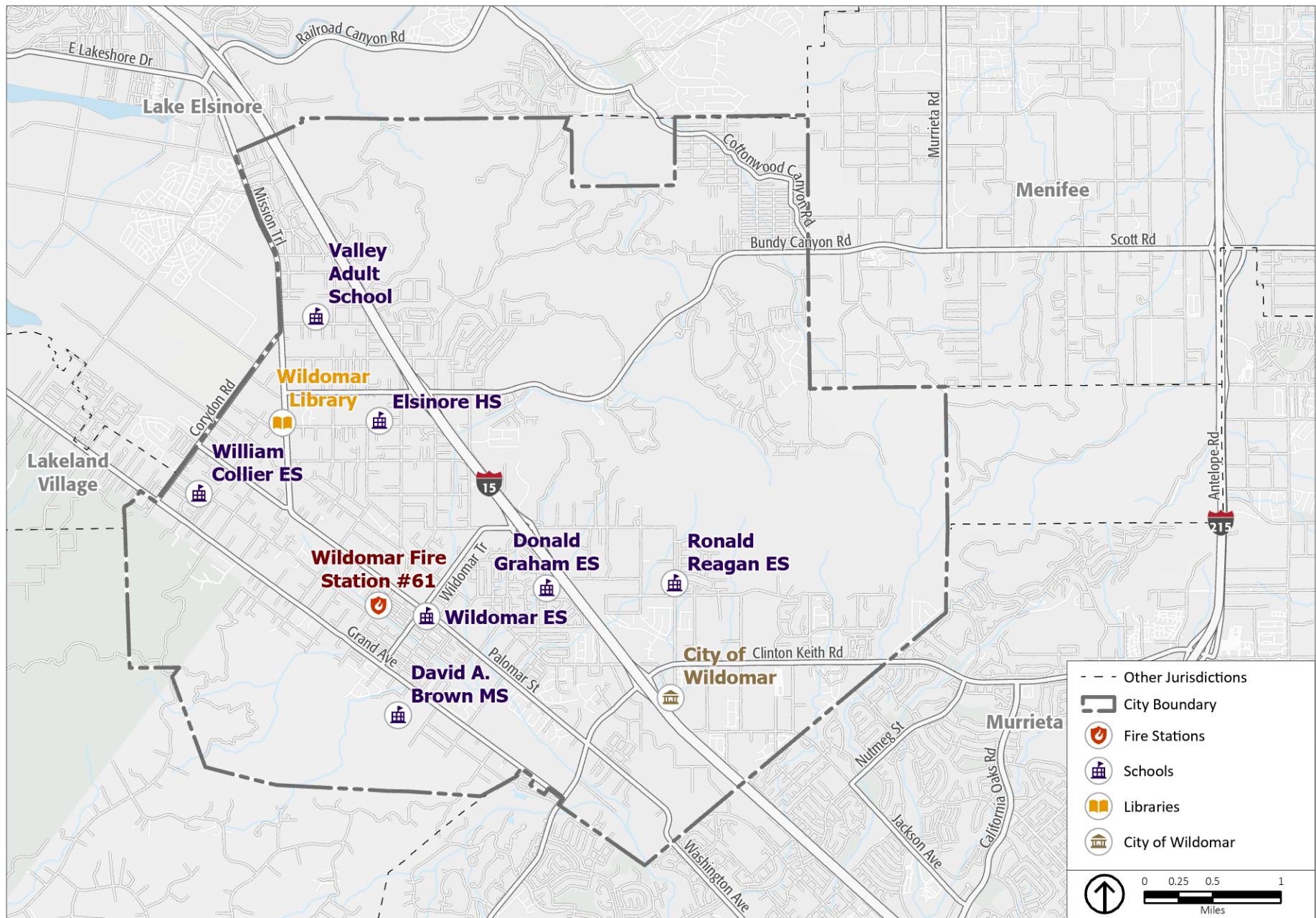
Wildomar Fire Station.

Police Protection Services

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



FIG 6-3: COMMUNITY SERVICES



Source: City of Wildomar, 2023; PlaceWorks, 2024

6.4 Goals and Policies

GOAL RC 1

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

Policy RC 1.1

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

Policy RC 1.2

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

Policy RC 1.3

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

Policy RC 1.4

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

Policy RC 1.5

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

Policy RC 1.6

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

Policy RC 1.7

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

Policy RC 1.8

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



Decorative landmark at Marna O'Brien Park.

GOAL RC 2

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

Policy RC 2.1

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

Policy RC 2.2

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

Policy RC 2.3

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

GOAL RC 3

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

Policy RC 3.1

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

Policy RC 3.2

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

Policy RC 3.3

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

Policy RC 3.4

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

RC 3.5

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



Wildomar Elementary School.

GOAL RC 4

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

Policy RC 4.1

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

Policy RC 4.2

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

RC 4.3

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

Policy RC 4.4

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

Policy RC 4.5

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

Policy RC 4.6

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



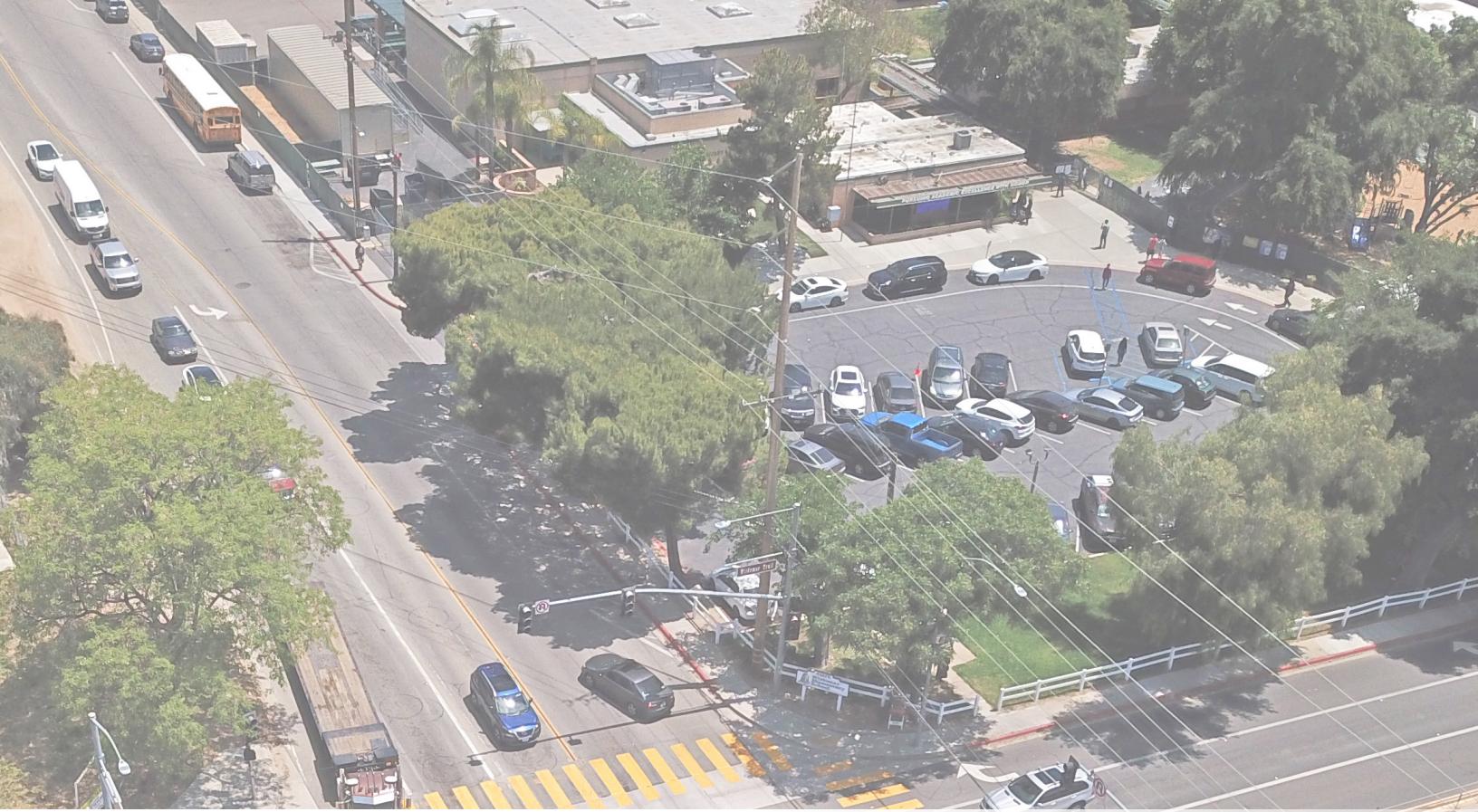
Wildomar Library.

Policy RC 4.7

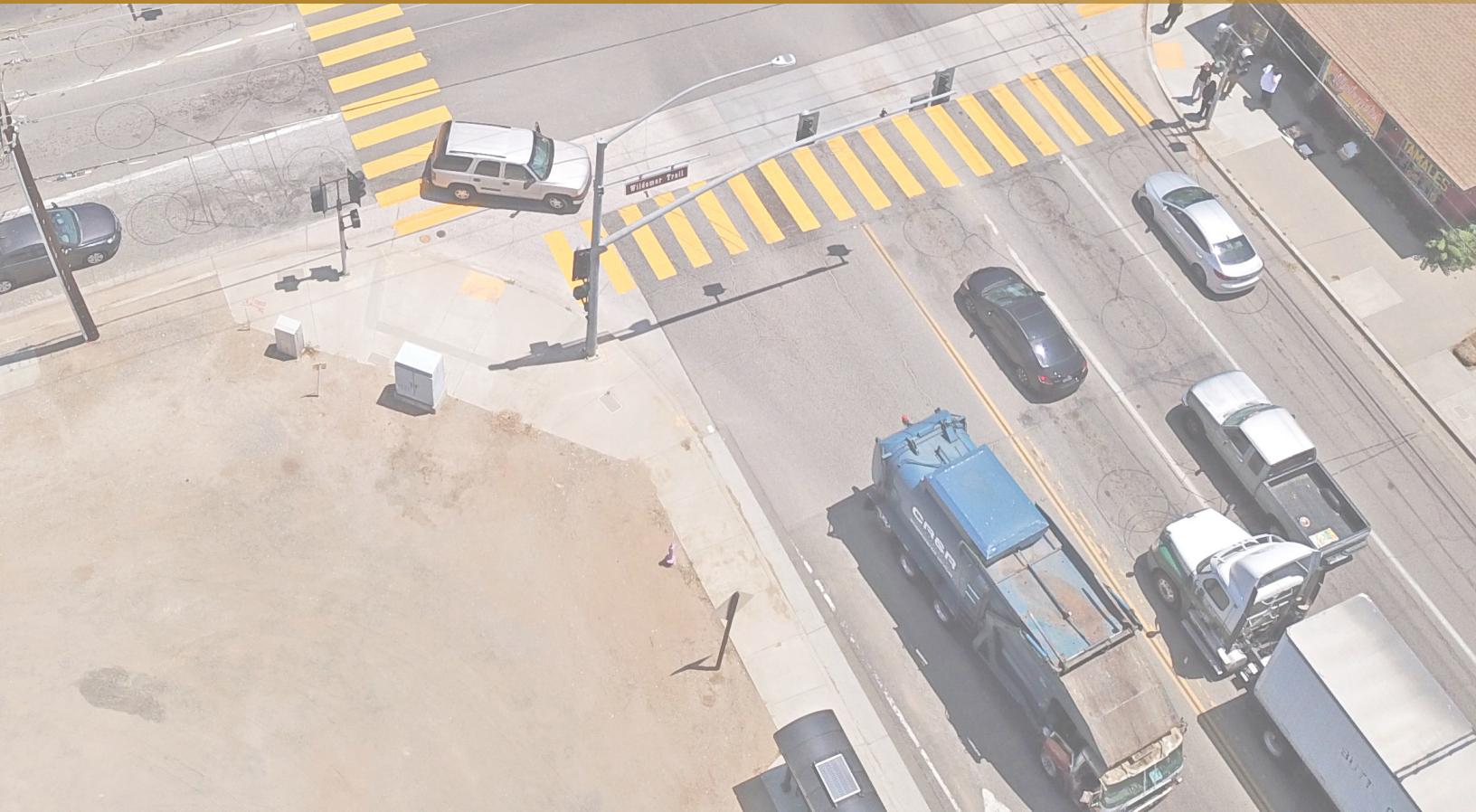
Police, Fire and Emergency Medical Services. Work with the Riverside County Sheriff's Department and CAL FIRE Riverside County Fire Department to continue to provide effective law enforcement, fire, and emergency medical services.

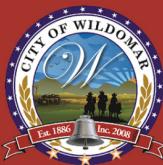
Wildomar 2040 General Plan

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7. Noise





7. Noise Element

7.1 Vision

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

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

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

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

7.2 Purpose

California Government Code § 65302(f) requires municipalities to prepare and adopt "a Noise

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

7.3 Noise

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

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

7.4 Terminology

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

- **Decibel (dB)**

This is a unit for measuring the amplitude of a sound that is based on a logarithmic scale, which compresses the wide range of sound pressure levels to a more usable range of numbers.

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

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

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

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

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

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

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

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

- **Noise Contours**

Noise contours are a graphical representation of projected noise exposure levels associated with noise sources such as roadways, aircraft, and

railroad operations. They are expressed as the physical distance from the noise source at which different noise levels can be heard.

7.5 Noise Environments & Measurements

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

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

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

7.6 Planning Context

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

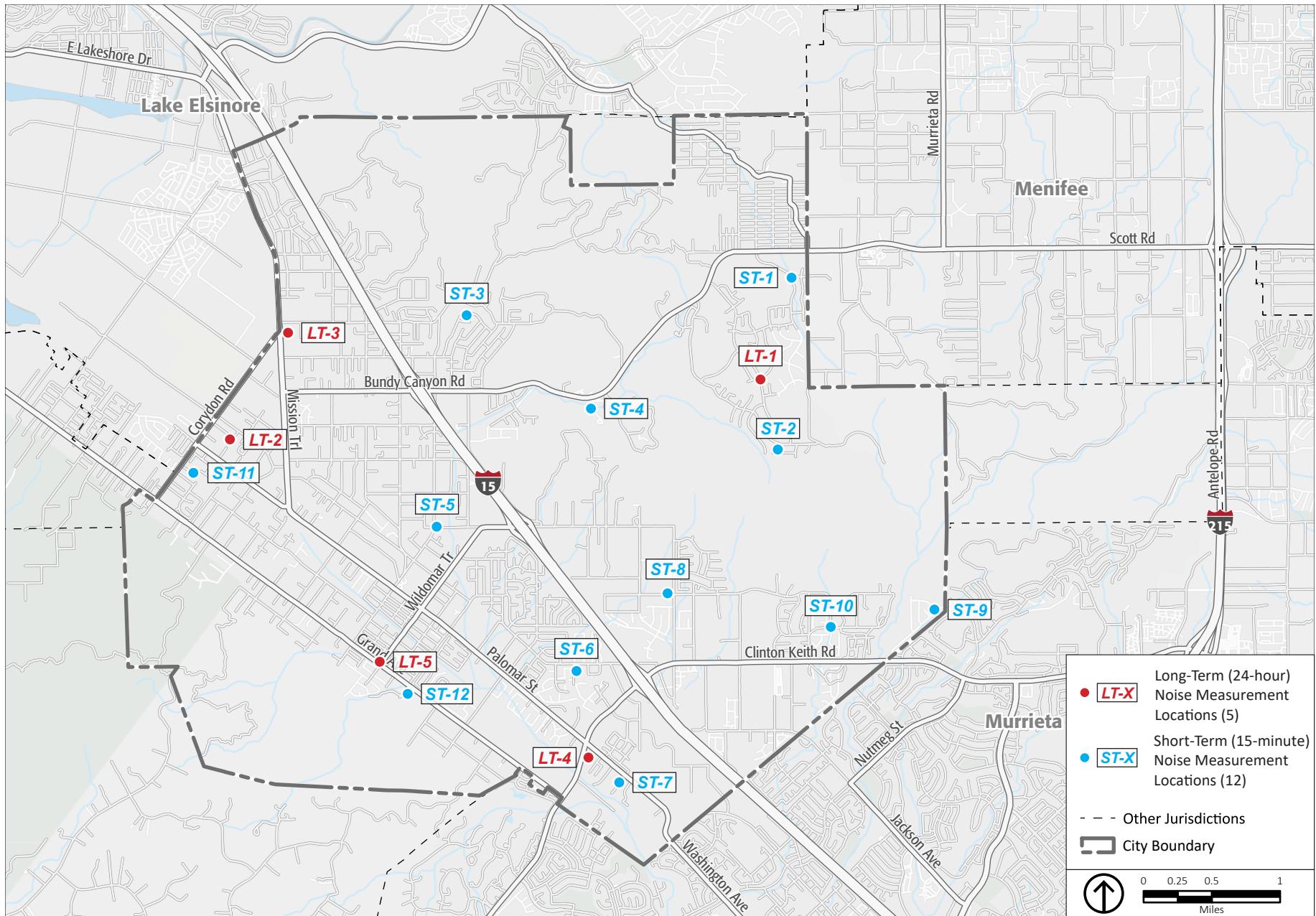
Table 7-1: Long-Term Measurement Summary

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

Source: General Plan EIR, Appendix 5.13-1.



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



Source: City of Wildomar, 2023; PlaceWorks, 2024

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

Monitoring Location	Description	15-minute Noise Level, dBA						
		L _{eq}	L _{max}	L _{min}	L ₅₀	L ₂₅	L ₈	L ₂
ST-1	Intersection of Deep Wells Road and Hidden Hollow Road near 24960 Deep Well Road (Residence) 09/15/2023 12:38 PM	46.9	69.8	36.3	40.5	45.0	51.5	56.1
ST-2	Intersection of The Farm Road and Wheelbarrow Road near 34474 Wheelbarrow Lane (Residence) 09/15/2023 1:07 PM	40.9	54.2	35.4	38.7	41.4	44.3	47.5
ST-3	Intersection of Gafford Road and Great Falls Road, near 33514 Great Falls Road (Residence) 9/15/2023 2:03 PM	49.3	69.7	39.6	41.6	43.3	49.5	58.0
ST-4	Near intersection of Oak Circle Drive and Bundy Canyon Road, near 23411 Bundy Canyon Road (Church) 9/15/2023 1:33 PM.	63.6	74.3	42.2	62.4	65.0	67.3	69.7
ST-5	Intersection of Gruwell Street and Wildomar Trail near 22271 Wildomar Trail (Residence) 9/15/2023 3:00 PM	47.9	95.2	38.8	42.2	46.1	52.2	56.8
ST-6	Intersection of Avry Road and Catt Road near 35992 Avry Way (Residence) 9/15/2023 3:00 PM.	62.3	62.5	62.2	62.3	62.4	62.5	62.5
ST-7	Near Washington Avenue near Murrieta Springs Adventist Christian Academy near 32477 Starbucks Circle (Church) 9/15/23 3:25 PM	49.6	61.2	42.8	48.8	50.5	52.3	54.7
ST-8	Intersection of Brillante Drive and El Diamante Drive near 5335 El Diamante Drive 9/18/23 12:02 PM	64.3	87.0	44.6	52.5	59.8	66.7	72.6
ST-9	Intersection of Seagrass Trail and Via Sarah, near 25934 Seagrass Trail (Residence) 9/18/2023 12:30 PM.	46.5	61.1	34.3	40.9	40.9	46.1	55.6

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

Monitoring Location	Description	15-minute Noise Level, dBA						
		L_{eq}	L_{max}	L_{min}	L_{50}	L_{25}	L_8	L_2
ST-10	Intersection of Cassandra Street and Loring Road, near 25139 Loring Road (Residence) 9/18/2023 12:55 PM	51.9	70.0	38.1	42.1	45.0	52.7	63.1
ST-11	Intersection of Union Street and Trailwood Court, near 32755 Trailwood Court (Residence) 9/18/23 1:38 PM	64.0	64.2	64.0	64.0	64.1	64.1	64.2
ST-12	Intersection of Athea Way and Willow Road, near 21827 Athea Way (Residence) 9/18/23 2:09 PM	65.0	77.3	47.8	60.8	65.8	69.8	72.5

Source: General Plan EIR, Appendix 5.13-1.

7.7 Noise Standards

Interior Noise Standards

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction for the purpose of providing suitable interior noise environments.

Noise studies must be prepared when a project seeks to place people near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. A project must demonstrate that structures have been designed to limit interior noise in habitable rooms.

Exterior Noise Standards

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

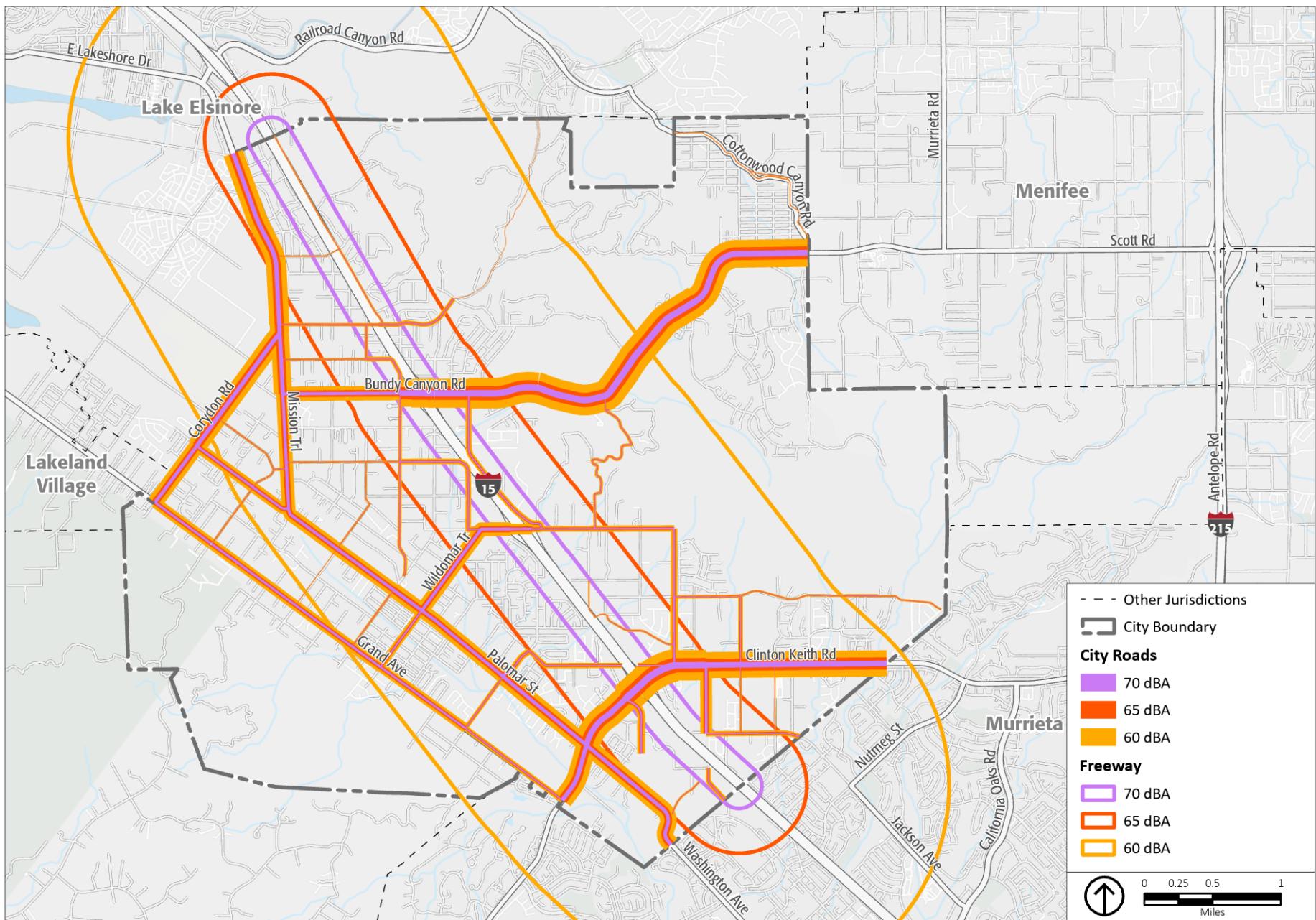
berms, walls, windows, and setbacks will all be factored into review of the project.

7.8 Noise Contours

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



FIG 7-2: FUTURE NOISE CONTOURS



Source: City of Wildomar, 2023; PlaceWorks, 2024

Table 7-3: Noise Compatibility Standards for Land Uses

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

Aircraft Noise Levels

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

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

Roadway Noise Levels

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

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

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

Table 7-4: Noise Contours from Centerline for Roadways

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

Table 7-4: Noise Contours from Centerline for Roadways

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

Table 7-4: Noise Contours from Centerline for Roadways

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

Table 7-4: Noise Contours from Centerline for Roadways

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

Table 7-4: Noise Contours from Centerline for Roadways

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

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

Note: Distances are measured in feet from centerline.

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

7.9 Stationary Noise

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

While new noise should be minimized, placing new noise-sensitive land uses in areas subject to noise currently or in the future should also be discouraged.

Noise-generating uses are often those that provide jobs, manufacture goods, and services. It is important to protect these types of land use because encroachment of people into existing noise environments often shortens the longevity of the noise-generating land use.

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

7.10 Construction Noise

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

7.11 Vibration

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

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

However, PPV is not always suitable for evaluating human response. It takes time for the human body to respond to vibration signals. The human body responds to average vibration amplitude. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB). The typical background vibration velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

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

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

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

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

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

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

7.12 Goals and Policies

GOAL N 1

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

Policy N 1.1

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

Policy N 1.2

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

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

Policy N 1.3

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

Policy N 1.4

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

Policy N 1.5

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

Policy N 1.6

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

Policy N 1.7

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

Policy N 1.8

Vibration Velocity Level. Require new development to generate operational and/or construction vibration levels no greater than 75 VdB at the property

line of a sensitive receptor where feasible, as indicated in Table 7-4.

GOAL N 2

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

Policy N 2.1

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

Policy N 2.2

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

Policy N 2.3

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

Policy N 2.4

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

Policy N 2.5

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

GOAL N 3

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

Policy N 3.1

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

Policy N 3.2

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

GOAL N 4

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

Policy N 4.1

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

Policy N 4.2

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



8. Housing





City of Wildomar General Plan



8. Housing Element

Wildomar's 6th Cycle Housing Element (2021-2029) was adopted on October 13, 2021. It is included as Appendix C.

Wildomar 2040 General Plan

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9. Safety





City of Wildomar General Plan

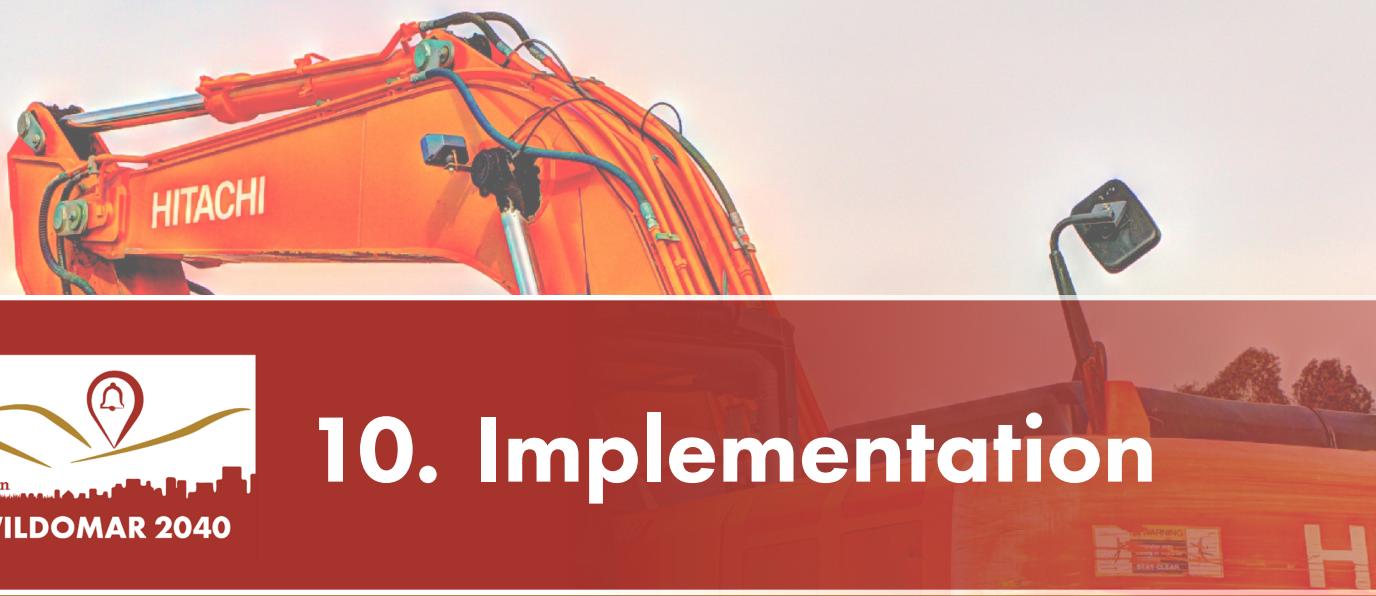


9. Safety Element

Wildomar's updated Safety Element was adopted on October 13, 2021. It is included as Appendix D.

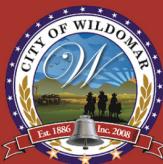
Wildomar 2040 General Plan

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10. Implementation





10. Implementation

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

The following tables describe the relevant actions and programs to implement the Plan's goals and policies and identifies the corresponding policies, responsible city departments, and the time frame for application. The latter are expressed in four general time periods: short refers to immediately following to within two years of the General Plan's adoption, medium refers to three to five years, long to five years and longer, and ongoing to those actions that continue or are periodically implemented through the life of the General Plan.

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

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

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

Table 10-1: How to Read Implementation Actions

Implementation Program describes, in general terms, the nature of the implementation action. Specifics of the action item will be developed as part of the budget process.
Relevant Policies list the General Plan policies for each Element that are implemented by this action.
Responsible Party specifies the city department with the primary responsibility for implementing the action, and in some cases may include an external agency or organization that has a secondary role with leadership provided by the City.
Timing indicates whether the action is an effort that should happen on an ongoing basis, or as a short-, medium-, or long-range priority.

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

Implementation Programs	Relevant Policies	Responsibility	Timing
Land Use			
LU-I1 Intergovernmental Coordination. Continue to collaborate and work in partnership with external governmental agencies responsible for providing services and/or responsible for improvements and programs that may impact or benefit Wildomar's residents among which are Riverside County, Lake Elsinore Unified School District, Riverside Transit Agency, utility providers and adjoining cities.	LU-1.1, 3.2, 12.2, 12.4, 12.6	All applicable City Departments	Ongoing
LU-I2 Density Transfer and Clustering. Develop and implement processes, procedures, and standards enabling the transfer of density from open lands to promote infill and clustering within and adjoining existing urbanized areas. Identify candidate donor and receiver sites.	LU-1.3, 3.1	Planning Department	Short
LU-I3 Development Review and Entitlement. Review proposed development projects and applications for conformance with the General Plan Land Use and Circulation Plans, goals and policies specified for each Plan Element, and applicable regulatory codes and requirements including the Zoning Ordinance. Proposed projects shall be reviewed regarding conformance with permitted uses, development standards, and objective design guidelines and	LU-3.4, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 7.1, 8.1, 8.2, 8.3, 9.1, 9.2, 9.3, 10.1, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3, 11.4,	Planning, Building and Safety, and Public Works/Engineering Departments; Riverside County Fire Department	Ongoing

10. Implementation

Implementation Programs	Relevant Policies	Responsibility	Timing
standards. Development applicants will be required to submit pertinent studies and analyses to enable review for compliance.	12.5, 13.1, 13.2		
LU-14 Service Adequacy Review. Review development projects for their impacts on, and the adequacy of, utility and municipal infrastructure to provide service. Require the assessment of fees and/or construction of improvements to mitigate deficiencies. Require development applicants to submit technical studies and analyses as necessary to enable review.	LU-2.1	Planning and Public Works/Engineering Departments; and EVMWD	Ongoing
LU-15 Development Fees. Periodically, review and update development impact fees to assure that costs for services and improvements are adequately funded consistent with City Council policy, consistent with requirements for the nexus of fees with development impacts.	LU-2.1, 12.3	Planning, Building & Safety, Public Works and Finance Departments	Ongoing
LU-16 Old Town Vision. Work with community members and property owners to update and implement the Wildomar Old Town Vision.	LU-3.3	Planning and Economic Development Departments	Long
LU-17 Wildomar Trail/I-15 Visioning. Undertake a coordinated advanced planning process to identify economic and community development objectives for the Wildomar Trail/I-15 opportunity zone.	LU-3.5	Planning, Economic Development and Public Works/Engineering Departments; City Manager's Office	Medium
LU-18 Clinton Keith Corridor Planning. Undertake a coordinated advanced planning process to identify economic and community development objectives for the Clinton Keith Corridor, including the means and methods to discourage undesirable land uses and encourage land uses desired by the community.	LU-3.6, 4.4	Planning, Economic Development and Public Works/Engineering Departments; City Manager's Office	Short
LU-19 Mission Trail Corridor Planning. Undertake a coordinated advanced planning process to identify economic and community development objectives for redevelopment of the Mission Trail Corridor.	LU-3.7	Planning, Economic Development and Public Works/Engineering	Long

Implementation Programs	Relevant Policies	Responsibility	Timing
		Departments; City Manager's Office	
<p>LU-I10 Development Code Update. Update the City's current Zoning Ordinance for consistency with the General Plan's provisions for the types, distribution, and density/intensity of permitted uses and objectives for their physical form, scale, and character of development through consideration of the following concepts:</p> <ul style="list-style-type: none"> a) Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. b) Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems. c) Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code. d) Incorporate water conservation techniques, such as use of porous pavement and drought tolerant landscaping. e) Encourage innovative and creative design concepts. f) Encourage the provision of public art. g) Include consistent and well-designed signage that is integrated with the building's architectural character. h) Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses. i) Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods. j) Mitigate noise, odor, lighting, and other impacts on surrounding properties. k) Provide and maintain landscaping in open spaces and parking lots. l) Include extensive landscaping, including robust initial plantings. 	LU-5.1, 5.2, 5.4, 6.1, 6.2, 7.1, 8.1, 9.1, 9.2, 9.3, 9.4, 10.4, 11.1, 11.3, 11.4, 12.5, 13.2	Community Development Department	Short

10. Implementation

Implementation Programs	Relevant Policies	Responsibility	Timing
<ul style="list-style-type: none"> m) Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems. n) Ensure transitions in building height and bulk that are sensitive to the physical and visual character of adjoining uses. o) Use open space, greenways, recreational lands, and watercourses as buffers and transitions between use types. 			
<p>LU-I11 Industrial Design Standards. Prepare design standards and guidelines for industrial use types that ensure compatibility with adjacent uses and incorporate design features, such as screen walls, landscaping and setbacks, and include height and lighting restrictions, so as to minimize adverse impacts on adjacent uses and enhance the visual characteristics of the area.</p>	LU-5.3	Planning and Economic Development Departments	Short
<p>LU-I12 Mixed Use Design Standards. Prepare design standards and guidelines for mixed use developments that address the following objectives:</p> <ul style="list-style-type: none"> a) Locate along major roadways, trails and transit lines to enhance accessibility. b) Orient entrances to primary external or internal streets and provide parking in the rear and in shared parking facilities. c) Allow shared parking and reduced parking standards. d) Mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck, and automobile access. e) Provide wide sidewalks, plazas, and courtyards along building frontages for outdoor dining and gathering. f) Integrate pedestrian walkways connecting parking areas with buildings and public spaces that are well defined by paving materials, landscaping, lighting, and way-finding signage. g) Include landscaping that is sustainable and contributes to the aesthetic and economic value of 	LU-10.1	Planning and Economic Development Departments	Medium

Implementation Programs	Relevant Policies	Responsibility	Timing
the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions.			
LU-I13 Code Enforcement. Continue to maintain an active program to enforce the Municipal Code and other nuisance abatement programs that aim to keep the city's neighborhoods attractive, safe, and free from public nuisances.	LU-6.3	Code Enforcement and Building and Safety Departments	Ongoing
LU-I14 Property Improvement Loans and Grants. Pursue and administer funding for loans and grants for the maintenance and enhancement of private commercial, industrial, and residential properties and buildings.	LU-6.3	City Manager's Office, Economic Development and Community Services Departments	Medium
LU-I15 Capital Improvement Program. Review, update and expand the city's Capital Improvement Program in order to schedule and identify funding sources to implement projects providing services for existing and future residents and businesses including maintenance of existing projects and acquisition, construction, rehabilitation and replacement of public buildings, facilities and infrastructure.	LU-3.2, 12.1, 12.2, 12.6	Public Works Department	Ongoing
Circulation			
CI-I1 Roadway Design Standards and Streets Design Manual. Develop updated Roadway Design Standards and a Streets Design Manual that incorporate and provide detailed guidelines and specifications for the integration of Complete Streets principles into typical roadway cross-sections and designs. This manual will serve as a comprehensive resource for engineers, designers, and other stakeholders involved in the construction of roadway infrastructure in the City and will ensure the consistent application of Complete Streets principles.	CI-1.2	Public Works and Engineering Department	Short
CI-I2 Traffic Calming Guidelines. Update the City's Neighborhood Traffic Calming Guidelines/Manual to guide the strategic implementation of traffic calming tools on local residential and/or collector roadways consistent with the Complete Streets framework and policy objectives. This manual will enhance the standardized approach to improve safety and create more pedestrian-friendly environments.	CI-1.5	Public Works and Engineering Department	Medium

10. Implementation

Implementation Programs	Relevant Policies	Responsibility	Timing
CI-I3 Transportation Impact Analysis (TIA) Guidelines. Develop and adopt guidelines for assessing the traffic and circulation impacts of proposed projects.	CI-5.4	Public Works and Engineering Department	Medium
CI-I4 Utilize Transportation System Management. Develop an Intelligent Traffic Systems (ITS) Master Plan that outlines the vision, goals, and strategies for deploying and integrating intelligent transportation systems within the City. The plan will serve as a roadmap for leveraging technology to improve transportation operations and services.	CI-5.13	Public Works and Engineering Department	Medium
CI-I5 Trail Design. Develop Trail Design Standards and/or a Trail Design Manual to guide the creation of trails that cater to a wide range of users, promote connectivity, respect environmental considerations, and ensure a consistent and high-quality trail network throughout the community.	CI-7.5	Public Works and Engineering Department	Short
Economic Development			
ED-I1 Economic Development Strategic Action Plan. Adopt, periodically update, and implement an economic development strategic action plan with objectives for the time frame of the plan (generally 3 to 5 years) and with strategies and action plans, which may complement or supplant these implementation measures.	ED-1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 2.3, 2.4, 2.5	Economic Development and Planning Departments	Short and Ongoing
ED-I2 Economic Development Training. Ensure that key staff have the opportunity for economic development training through the California Association for Local Economic Development or similar organizations; provide in-house economic development training for other city staff and for elected and appointed officials.	ED-2.3	Economic Development Department	Ongoing
ED-I3 Business Visitation. Establish and undertake a program to regularly meet with existing businesses to maintain an understanding of local market conditions, the potential for existing businesses to expand or contract, and to identify opportunities to connect local businesses with regional economic development service providers.	ED-1.1, 2.2, 2.4,	Economic Development Department	Ongoing

Implementation Programs	Relevant Policies	Responsibility	Timing
ED-I4 Entrepreneurship Training. Collaborate with the Inland Empire Small Business Development Center, the Inland Empire Center for Entrepreneurship, the Inland Empire Women's Business Center, and the Murrieta/Wildomar Chamber of Commerce to offer periodic local informational workshops for residents who might be interested in starting a new business and to improve access of residents to business training classes and services on an ongoing basis.	ED-1.2, 1.5, 2.3	Economic Development Department	Ongoing
ED-I5 Marketing and Communications Strategy. In conjunction with the economic development strategic action plan, develop, periodically update, and implement a marketing and communications strategy to promote Wildomar as a lucrative location to operate a business; include attendance/sponsorships at industry conferences for target economic sectors and business types and a buy-local program.	ED-1.3, 2.2, 2.5	Economic Development Department	Ongoing
ED-I6 Development Review. Review proposed development applications to ensure projects conform to the vision and policies for economic activity centers described in the General Plan.	ED-3.1, 3.2, 3.3, 3.4	Planning, Economic Development, Public Works/Engineering and Economic Development Departments; RCFD	Ongoing
ED-I7 Funding and Financing Districts Policy. Prepare a policy guide that explains when and how the city supports the establishment of business improvement districts, landscape and lighting maintenance districts, enhanced infrastructure financing districts, and similar programs to support enhanced public realm improvements, public facilities, and expanded services in focus areas.	ED-4.2	City Manager, Public Works/Engineering and Administrative Services Departments	Short
ED-I8 Fiscal Analysis Policy. Prepare a policy guide that explains when and how the city requires a fiscal impact analysis for general plan amendments and changes in zoning	ED-4.3	City Manager and Administrative Services Department	Short

10. Implementation

Implementation Programs	Relevant Policies	Responsibility	Timing
Open Space and Conservation			
OS-I1 Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Develop educational resources to educate and equip city staff with the skills and knowledge to continue enforcing provisions of the MSHCP.	OS-1.1, 1.3	Community Development Department	Short
OS-I2 Development Review. Review proposed development applications to ensure that projects: <ul style="list-style-type: none"> Protect habitats for critical and endangered species, conserve superior examples of native trees/vegetation and forest land, maintain wildlife corridors, preserve productive agricultural lands, and are compatible with their surrounding natural environment. Conform with all applicable standards for criteria air pollutants, including requiring relevant studies and analyses to demonstrate compliance. <ul style="list-style-type: none"> Do not degrade surface water or groundwater quality. Preserve open spaces so that they continue to form landscape links, reduce vegetation in open spaces as a fuel management best practice, and provide easements to access open spaces where possible. Protect and preserve paleontological and archaeological resources from destruction	OS-1.2, 1.5, 1.6, 1.7, 2.1, 2.3, 3.2, 4.3, 5.1	Planning, Economic Development, Public Works/Engineering and Economic Development Departments; RCFD	Ongoing
OS-I3 Habitat Restoration and Rewilding Opportunities. Prepare a study to evaluate opportunities to restore habitats for sensitive species and areas that could be returned to their natural state.	OS-1.4	Community Development Department	Long
OS-I4 Wildlife Displacement. Coordinate with partners like Animal Friends of the Valleys to provide educational resources to residents in proximity to large scale development projects that may disturb animal habitats, prior to significant construction activity.	OS-1.5	Planning and Building and Safety Departments	Ongoing
OS-I5 Wildlife Corridor Management Plan. Prepare a Wildlife Corridor Management Plan, including identification of existing corridors and methods to protect them.	OS-1.5	Community Development Department, Public Works	Long

Implementation Programs	Relevant Policies	Responsibility	Timing
		Department, Western Riverside County Regional Conservation Authority	
OS-I6 Tree Preservation Ordinance. Draft and adopt a tree preservation ordinance that provides protections for mature and historic examples of native trees.	OS-1.6	Community Development Department, Public Works Department	Medium
OS-I7 Ridgelines. Develop a map of the city's ridgelines that need to be protected from development and identify any recommended updates to Development Code standards to protect ridgelines. Require new development projects to conduct studies to evaluate for conformance to the standards. Review development projects to ensure new projects use contour grading to conform to the natural configuration of hilly topography.	OS-1.8, 1.9	Community Development Department	Medium
OS-I8 Collaboration with Air Quality Management Agencies. On an ongoing basis, attend meetings with air quality management agencies such as South Coast AQMD, SCAG, and CARB to coordinate programs to reduce or minimize air pollutants.	OS-2.1	Community Development Department	Ongoing
OS-I9 Construction Site Evaluation. Conduct field visits of construction sites to check for compliance with measures and strategies to reduce fugitive dust during construction.	OS-2.2	Public Works/Engineering Departments	Ongoing
OS-I10 Zero-emission Landscaping and Construction Equipment. Collaborate with local construction and landscape service providers to develop a strategy, timeline, and incentives for the phasing out of gasoline- or diesel-powered equipment that considers the availability and costs of zero-emission equipment, community health benefits, and potential regulatory and enforcement mechanisms.	OS-2.4	Public Works/Engineering Departments	Short
OS-I11 Zero-emission Equipment Incentives. Work with the South Coast AQMD to provide education about available grants and loans to support the transition to zero-emission equipment.	OS-2.4	Public Works/Engineering Departments	Short

10. Implementation

Implementation Programs	Relevant Policies	Responsibility	Timing
OS-I12 Collaboration with Elsinore Valley Municipal Water District (EVMWD). On an ongoing basis, attend meetings with EVMWD to coordinate programs to conserve and protect water quality and supply.	OS-3.1	Public Works/Engineering and Planning Departments	Ongoing
OS-I13 Water-Efficient Municipal Codes. Explore potential amendments to the Wildomar Municipal Code to enable and promote water conservation strategies such as stormwater capture systems, graywater systems, recycled water systems, and drought-tolerant landscape planting in existing and new developments.	OS-3.3, 3.4, 3.5	Community Development Department	Short
OS-I14 Adaptive Reuse Education Program. Develop educational materials to inform landowners with buildings or structures of historical significance of the processes and funding opportunities available to preserve, maintain, and enhance the structures.	OS-4.1	Community Development Department	Short
OS-I15 Tribal Consultation Procedures. Educate new planning staff about the tribal consultation procedures as a part of the onboarding process.	OS-4.2	Community Development Department	Ongoing
OS-I16 Murrieta Creek. Create a multi-agency task force with the cities of Lake Elsinore, Temecula, and Murrieta to advance the planning and design process for the Murrieta Creek Regional Trail plan and protect the creek as a critical riparian area.	OS-5.2	Community Development and Public Works/Engineering Departments	Medium
OS-I17 Energy Efficiency Partnerships. Collaborate with SCE and the Southern California Regional Energy Network (SoCalREN) to promote, conduct, and provide incentives for energy efficiency audits and retrofits.	OS-6.1	Community Development and Public Works/Engineering Departments	Medium
OS-I18 Electrification Partnerships. Collaborate with SCE and SoCalREN to promote, conduct, and provide incentives to electrify existing buildings.	OS-6.2	Community Development Department	Medium
OS-I19 Energy Contractors. Work with the local builder and developer community to ensure that builders and developers understand new electrification opportunities and to promote efficiency in the electrification process.	OS-6.2	Community Development Department	Medium

Implementation Programs	Relevant Policies	Responsibility	Timing
OS-I20 Renewable Energy Partnerships. Collaborate with SCE and local solar energy installers to promote, conduct, and provide incentives and opportunities to expand renewable energy generation and storage.	OS-6.4, 6.5	Community Development Department	Medium
OS-I21 Tree Inventory. Conduct an inventory of Wildomar's existing tree cover, identifying areas that are currently underserved and trees that should be replaced.	OS-6.7	Public Works/Engineering and Planning Departments	Short
OS-I22 Urban Heat Assessment. Identify areas of Wildomar that are particularly susceptible to the effects of extreme heat, which may be priority areas for the installation of trees, cool or green roofs, and other cooling elements.	OS-6.7, 6.8, 6.9	Community Development and Public Works Departments	Short
OS-I23 Cool Design. Provide development incentives for new development that integrates passive solar and wind design, cool roofs, and other cooling building features. Consider financial assistance for major renovations that install these features in existing buildings.	OS-6.8, 6.9	Community Development and Economic Development Departments	Medium
OS-I24 Waste Education and Outreach. Support efforts led by the City's waste hauler and other community partners to provide education and outreach regarding waste sorting and local recycling requirements, and pursue the establishment of convenient public drop-off locations for electronic waste.	OS-7.1, 7.2	Public Works Department	Ongoing
OS-I25 Design for Waste Collection. Modify the residential and commercial design standards to ensure that all new developments and renovations provide adequate space for required garbage, recycling, and organic waste bins.	OS-7.1	Community Development Department	Short
OS-I26 Climate Action Plan. Prepare a Climate Action Plan or equivalent approach that builds on and makes use of regional and subregional tools such as the WRCOG Subregional Climate Action Plan Toolkit and related SCAG initiatives.	OS-8.1, 8.2	Community Development and Public Works/Engineering Departments	Medium

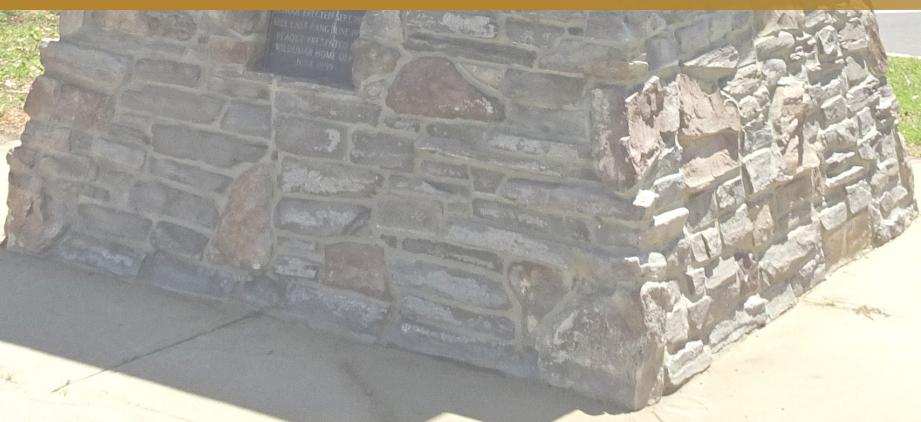
10. Implementation

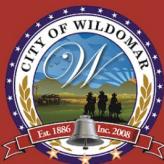
Implementation Programs	Relevant Policies	Responsibility	Timing
Recreation and Community Services			
<p>RC-I1 Parks Master Plan. Update the City's Parks Master Plan to include the following:</p> <ul style="list-style-type: none"> • New standards for park design for topics such as sustainable design, water features, shade structures, and safety through design. • Recreational programs and community services • Reference the policies in the General Plan. <p>Conduct a thorough evaluation of the plan to ensure that implementation measures meet the goals of the General Plan, and update if necessary.</p> <p>Periodically review and update the plan to enable attainment of the standard of 3 acres per 1,000 residents.</p>	RC-1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 4.1, 4.2, 4.4	Community Development, Community Services and Public Works/Engineering Departments	Medium
RC-I2 Development Impact Fees. Periodically, review and update development fees to assure that costs for parkland development and maintenance are sufficient.	RC-1.5	Public Works/Engineering, Planning and Administrative Services Departments	Ongoing
RC-I3 Parkland Acquisition, Development, and Maintenance. Implement and expand existing programs for financing, development, and/or maintenance of new parklands including collaborating with municipal agencies for joint-uses, encouraging gift and land dedications, and working with new developments to be annexed into the Community Facilities District.	RC-1.6, 1.7, 1.8	City Manager's Office, Administrative Services Department, Economic Development Department, Community Development Department, Public Works Department	Ongoing
RC-I4 Trails Master Plan. Develop a Trails Master Plan that contains a Master Trails map, standards for trail design, wayfinding and signage, and equestrian trails. The Master Trails map should contain a network of trails that connect to current and planned bike infrastructure within the City, as identified in the Active	RC-3.1, 3.2, 3.3, 3.4, 3.5	Community Development Department, Community Services Department, Public	Medium

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



11. Appendix





Appendix A: POLICIES ADDRESSING ENVIRONMENTAL JUSTICE TOPICS

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

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

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

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

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

Appendix: Policies Addressing Environmental Justice Topics

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

Wildomar 2040 General Plan

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

BACKGROUND

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

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

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

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

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

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

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



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

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

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

PURPOSE

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

LITERATURE REVIEW

The Literature Review discusses the following sources:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Study Area

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

Functional Classifications

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

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

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

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

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

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

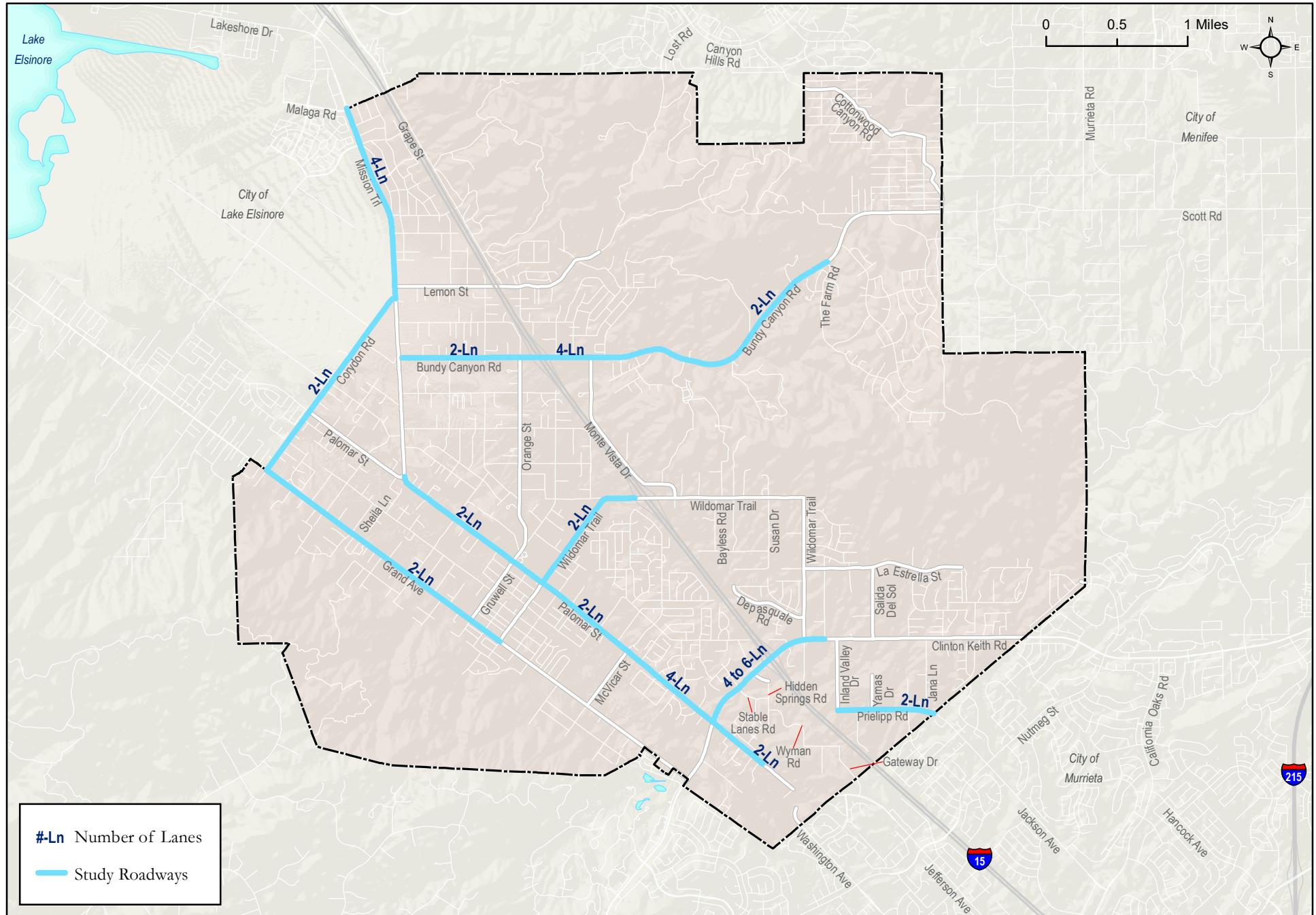
² Replica is a data provider that produces large-scale models to represent mobility throughout the United States. For more information, please visit the following: <https://replicahq.com/>.

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

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

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

Figure 1 shows the map of the studied segments.



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Figure 1
Studied Segment Locations

Data Collection

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

Classification counts were collected at the following locations:

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

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

Roadway Analysis

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

Table 1 – Existing Roadway Segment LOS

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

Source: Counts Unlimited, CR Associates (November 2023)

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

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

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

Table 2 – Existing Truck Percentage

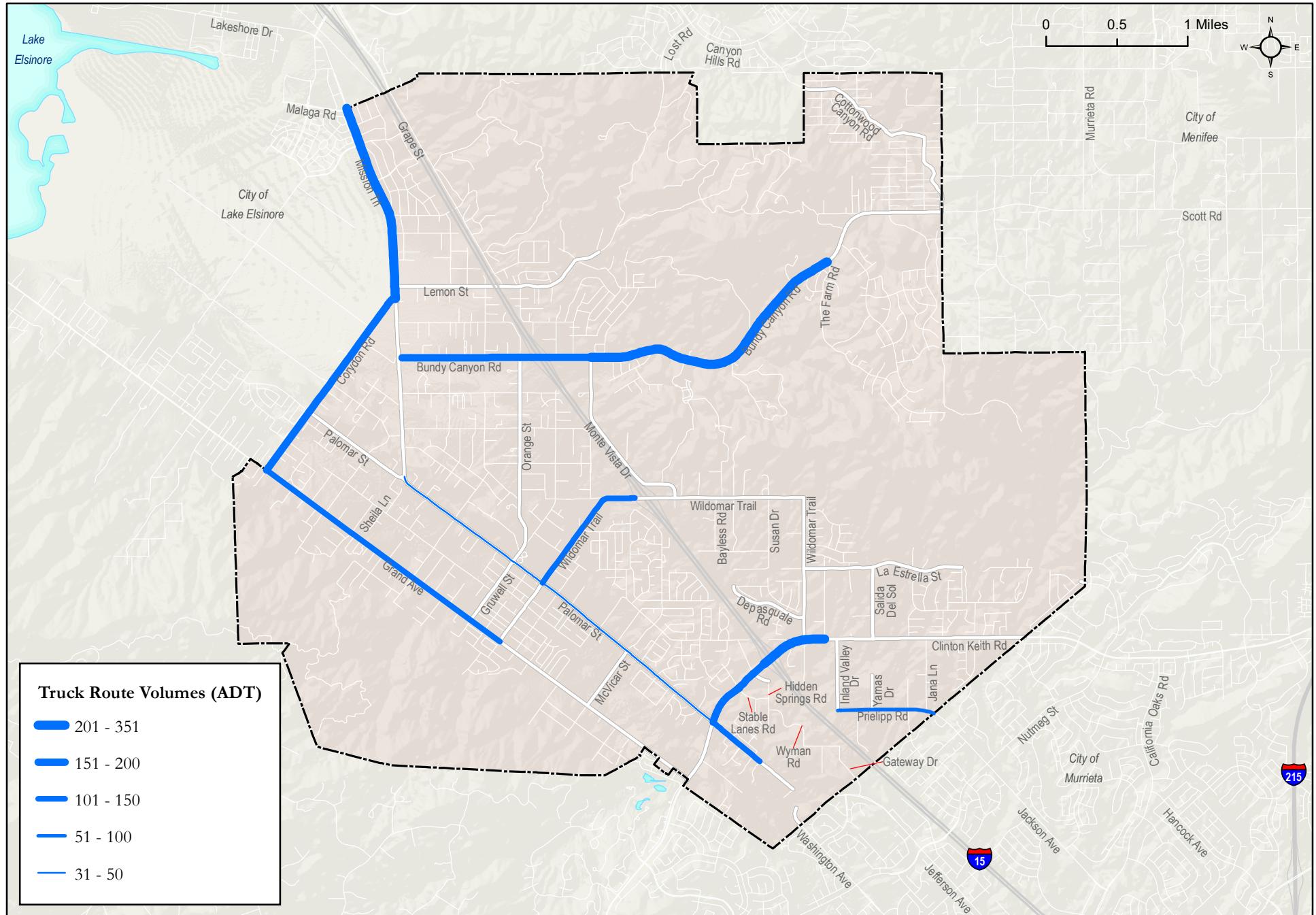
Roadway	Segment	ADT	Average Truck Volume	Average Truck Percentage ¹
Bundy Canyon Road	Mission Trail to I-15 SB Ramps	10,629	180	1.69%
Bundy Canyon Road	I-15 NB Ramps to Monte Vista Drive	15,462	296	1.49%
Bundy Canyon Road	Monte Vista Drive to Oak Canyon Drive	15,462	296	1.49%
Bundy Canyon Road	East of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

Source: CR Associates (November 2023)

Notes:

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

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



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C+R

Figure 2
Truck Volumes (ADT)

Safety

Collision data can be used to identify potential deficiencies or safety issues related to vehicular travel. The collision review draws from five years of data (2018-2023) obtained from the SWITRS. Additionally, data from the city's Crossroads database was included in the analysis. For the purpose of determining goods movement routes, only collisions involving heavy vehicles were examined. **Figure 3** displays locations of collisions involving heavy vehicles. As shown, this type of collision has primarily occurred on Bundy Canyon Road and Mission Trail over the past five years.

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

Table 3 – Top Corridors – Heavy Vehicle Collisions

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

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

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

Table 4 – Heavy Vehicle Collision Type

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

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

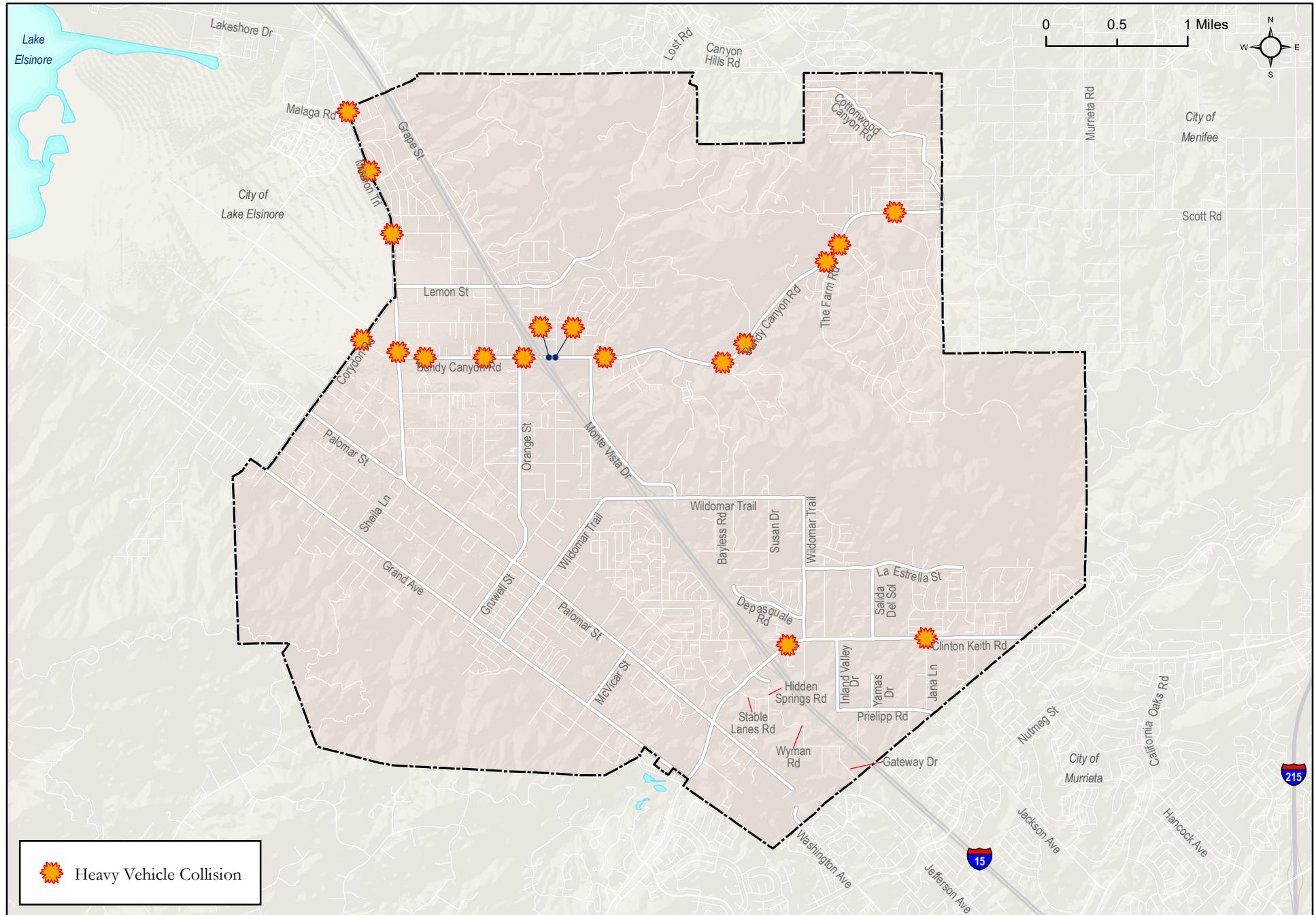


Table 5 summarizes the primary collision factor for heavy vehicle collisions reported in Wildomar in the past five years. As depicted, the most common primary collision factor violations were “Unsafe Speed” and DUI.

Table 5 – Primary Collision Factor

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

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

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

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

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

Adjacent Cities

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

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

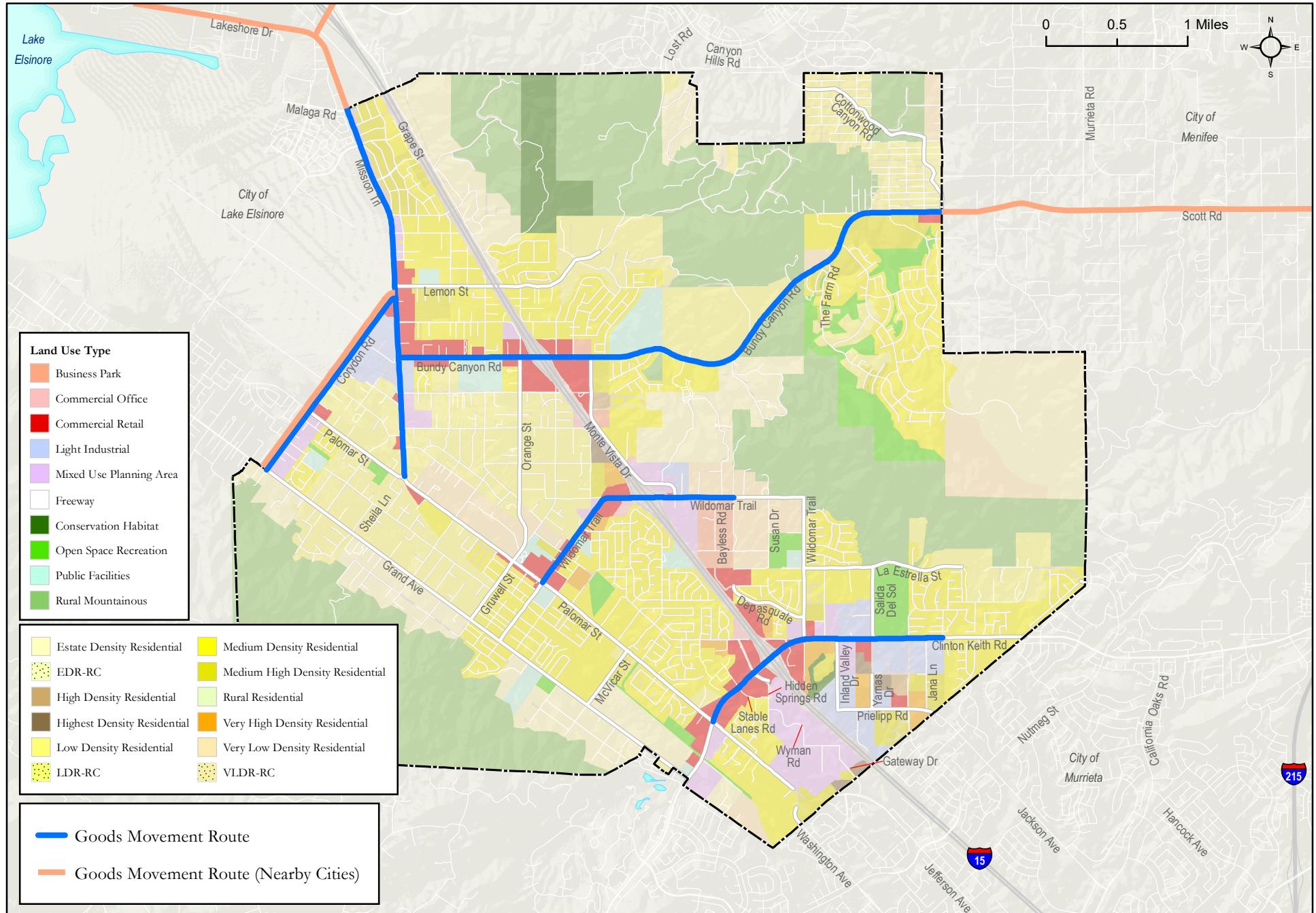
Summary

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

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

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

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



Wildomar General Plan Update Goods Movement Memorandum C-P

Figure 4
Wildomar Goods Movement Routes - Recommendations

Recommendations/Next Steps

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

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



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

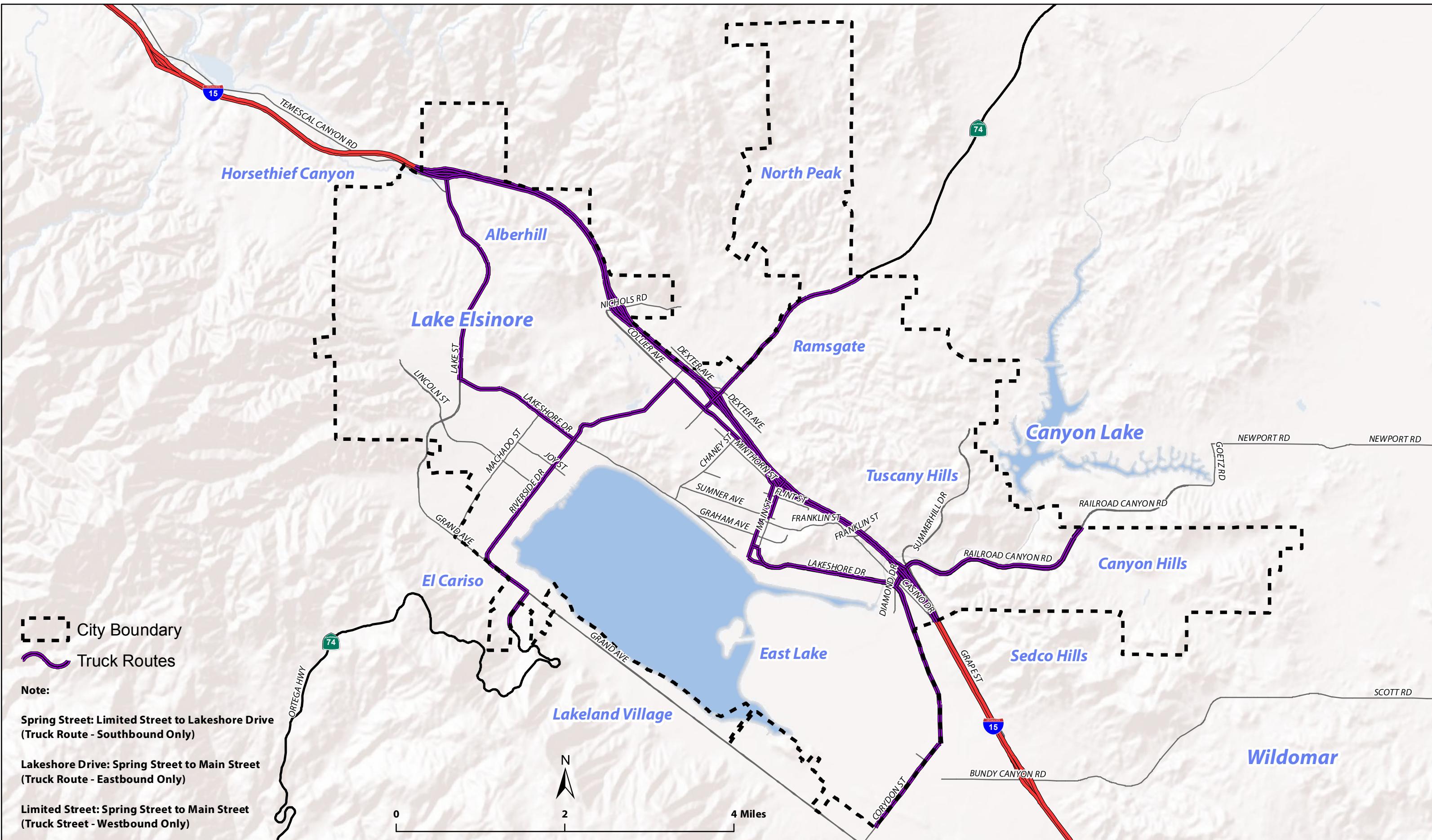
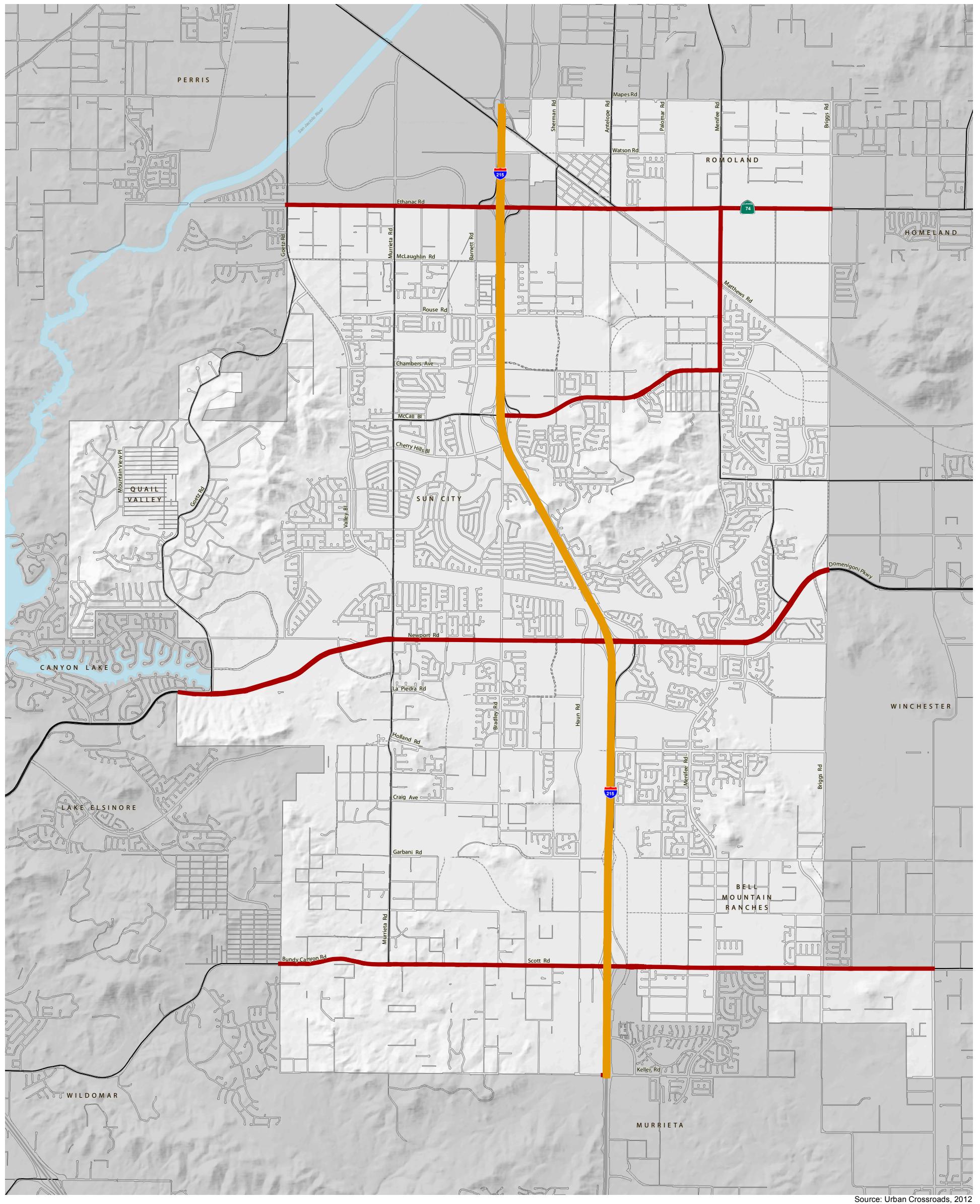


EXHIBIT C-7
POTENTIAL TRUCK ROUTES



Source: Urban Crossroads, 2012

— Truck Route

— I-215 Freeway Corridor

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



MENIFEE
GENERAL PLAN



7/26/2013 0 0.5 1 Mile
Truck_Routes_072613



Legend

- Truck Route (Yellow line with black arrows)
- Freeways (Red lines)
- City Streets (Black lines)

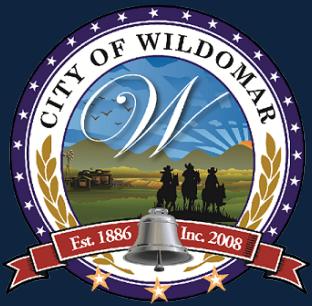


CITY OF WILDOMAR 2021-2029 HOUSING ELEMENT

Adopted By City Council on
October 13, 2021

HCD Certified on January
10, 2022







CITY OF WILDOMAR

2021-2029 HOUSING ELEMENT

Adopted | October 13, 2021



Prepared By: PlaceWorks

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WILDOMAR HOUSING ELEMENT



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APPENDICES

Appendix A – Housing Needs Assessment

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WILDOMAR HOUSING ELEMENT



INTRODUCTION

The City of Wildomar's Housing Element identifies and establishes the City's policies with respect to meeting the needs of existing and future residents in the city. It establishes policies that will guide City decision-making and sets forth an action plan to implement its housing goals. The commitments are in furtherance of the statewide housing goal of early attainment of decent housing and a suitable living environment for every California family, as well as a reflection of the concerns unique to the City of Wildomar.

PURPOSE

The purpose of the Housing Element is to identify housing solutions that solve our local housing problems and to meet or exceed the regional housing needs allocation. The City recognizes that housing is a need that is met through many resources and interest groups. This Housing Element establishes the local goals, policies, and actions (programs) the City will implement and/or facilitate to solve our identified housing issues.

State Housing Element law requires the Housing Element to be consistent and compatible with other General Plan elements. The Housing Element should provide clear policy direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (California Government Code Sections 65580 through 65589) mandates the content of the Housing Element and requires an analysis of:

- Population and employment trends
- The City's fair share of the regional housing needs
- Household characteristics
- An inventory of land suitable for residential development
- Governmental and non-governmental constraints on the improvement, maintenance, and development of housing
- Special housing needs
- Opportunities for energy conservation
- Publicly assisted housing developments that may convert to non-assisted housing developments

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The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules promoting the preservation, improvement, and development of diverse housing types available at a range of costs in Wildomar.

GENERAL PLAN CONSISTENCY

State law requires that “the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies.” The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the city. All elements of the Wildomar General Plan have been reviewed for consistency in coordination with the update to the Housing Element. The City will continue to review and revise the Housing Element as necessary, to maintain General Plan consistency.

Concurrently with the Housing Element update the City is evaluating and amending as needed the Safety and Conservation Elements of the General Plan to include analysis and policies regarding flood hazard and management information, per Assembly Bill (AB) 162 (California Government Code Section 65302). Additionally, the City is aware of Government Code Section 65302(h) requirements related to environmental justice and are addressing the requirements along with the Housing Element update.

REGIONAL HOUSING NEEDS ALLOCATION

The first step in addressing state housing needs is the Regional Housing Needs Plan, which is mandated by the State of California (California Government Code Section 65584) and requires regions to address housing issues and needs based on future growth projections for the area. The California Department of Housing and Community Development (HCD) allocates regional housing needs numbers to regional councils of governments throughout the state. The Regional Housing Needs Plan for Riverside County is developed by the Southern California Association of Governments (SCAG) and allocates to cities and the unincorporated county their “fair share” of the region’s projected housing needs, also known as the Regional Housing Needs Allocation (RHNA). The Regional Housing Needs Plan allocates the RHNA based on household income groupings over the five-year planning period for each specific jurisdiction’s Housing Element.

On March 4, 2021, SCAG adopted the Final RHNA Plan for the 2021-2029 planning period. The allocation for the City of Wildomar is a total of 2,715 housing units. The City must identify sites to accommodate these units in the Housing Element. The breakdown of this allocation by income category is shown in **Table H-1**.

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TABLE H-1: 2021-2029 REGIONAL HOUSING NEED

Income Category	Income Range ¹	2021-2029 RHNA
Extremely Low ²	\$0–\$26,200	399
Very Low	\$26,201–\$37,650	399
Low	\$37,651–\$60,250	450
Moderate	\$60,251–\$90,350	434
Above Moderate	\$90,351 or more	1,033
Total	–	2,715

Source: SCAG, March 2021

¹. Based on a four-person household.

². It is assumed that 50% of the very low-income unit allocation will be for extremely low-income households.

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HOUSING GOALS, POLICIES, AND PROGRAMS

An important component of the Housing Element is the City's description of what it hopes to achieve during the current planning period. This is accomplished with a statement of the City's goals, policies, programs, and quantified objectives relative to the maintenance, preservation, improvement, and development of housing to meet the present and future needs of all economic segments of the population.

GOAL H-1: Assist in the development of adequate housing to meet the city's fair share of the region's housing needs for all economic segments of the population.

ADEQUATE HOUSING

POLICY H-1: Ensure there is a sufficient supply of multifamily and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).

PROGRAM H-1.1: Updated Available Sites Inventory. The City will monitor the Available Sites Inventory annually as projects are processed through the Planning Department to ensure sufficient capacity is maintained to accommodate the City's remaining RHNA numbers.

Responsible Agency: Planning Department

Time Frame: Update the Available Sites Inventory on an annual basis

Funding Source: General Fund

PROGRAM H-1.2: Large Sites. The City will provide for the inclusion of mixed-income housing in future new growth areas of the city through development agreements, specific plans, and other mechanisms. To facilitate the development of affordable housing on parcels (that can accommodate 50 to 150 units), the City will routinely give high priority to processing subdivision maps that include affordable housing units. Also, an expedited review process will be available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan, and master environmental impact report.

The City will offer the following incentives for the development of affordable housing on large sites, which may include, but is not limited to:

WILDOMAR HOUSING ELEMENT



- Streamlining and expediting the approval process for land division for projects that include affordable housing units,
- Ministerial review of lot line adjustments,
- Deferral of fees related to the subdivision for projects affordable to lower-income households, and
- Providing technical assistance to acquire funding.

Responsible Agency: Planning and Public Works Departments

Time Frame: Develop incentive program by April 2022 and provide incentives as projects are submitted.

Funding Source: General Fund, developer fees

PROGRAM H-1.3: Mixed-Use Development. To promote mixed-use development, the City will provide regulatory and financial incentives to increase the probability that residences will be constructed on mixed-use sites. The City will offer the following regulatory and financial incentives, including, but not limited to, financial assistance (based on availability of federal, state, local, and private housing funds), expedited development review, streamlined development application processing, modification of development requirements, such as reduced parking standards for seniors and special needs housing on a case-by-case basis.

Responsible Agency: Planning Department

Time Frame: The City will work with developers to provide regulatory incentives, including fee deferments and flexible development standards as projects are submitted to the Planning Department.

Funding Source: General Fund

PROGRAM H-1.4: Zoning Consistency. The City will review and rezone sites assumed to meet the moderate and above moderate RHNA (Table HNA-24) to ensure zoning and general plan designations are compatible.

Responsible Agency: Planning Department

Time Frame: Concurrent with the Housing Element update and will continue to review and rezone as needed by October 2023.

Funding Source: General Fund, SB2

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POLICY H-2: Establish and maintain accurate planning and demographic data using GIS (geographic information systems).

PROGRAM H-2.1: Strategic Planning Opportunities. Use the City's GIS to facilitate preliminary strategic planning studies to identify vacant or underutilized commercial properties for infill construction or adaptive reuse in high-density areas. The City will identify the sites with GIS and do a visual assessment to confirm their current use.

Responsible Agency: Planning Department

Time Frame: Identify vacant or underutilized commercial land by June 2022, update annually thereafter.

Funding Source: General Fund

POLICY H-3: Facilitate the development of affordable housing by providing, when feasible, appropriate financial and regulatory incentives.

PROGRAM H-3.1: Multifamily Development. To assist in the development of affordable housing, the City will continue to offer density bonuses (consistent with State Law) as well as assist interested developers to apply for government financing and/or other government subsidies, assist interested developers in acquiring surplus government land suitable for multifamily development, expedite permit processing, consider reducing parking standards and lot sizes, and consider waiving impact fees for extremely low-, very low-, and low-income dwelling units (these actions identified are not limited to density bonuses).

Responsible Agency: Planning, Public Works, and Building and Safety Departments

Time Frame: Publish informational materials on density bonuses to be distributed to developers annually and posted on the City's website. Allow density bonuses on an ongoing basis as eligible projects are proposed.

Funding Source: General Fund

Quantified Objective: 150 lower-income units, 50 of these in highest resource areas

PROGRAM H-3.2: Assistance with Affordable Projects. To assist with the development of affordable housing, when funding is available, the City shall:

- Offer assistance with land acquisition and off-site infrastructure improvements,

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- Provide assistance with securing federal or state housing financing resources for affordable housing projects, and
- As funding is available, provide financial support for production and subsidization of low- and moderate-income housing, including housing for persons with special needs and developmental disabilities, with affordability requirements.

Additionally, the City will publish and make available, to developers, housing development agencies, and City residents, the City's Housing Element and updates and annual reports to ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and available funding. The purpose of these actions will be to increase the supply of affordable housing both in areas with lower-median incomes and concentrated poverty to reduce displacement risk due to cost and in high resource areas to promote housing mobility opportunities.

Responsible Agency: Planning Department

Time Frame: Meet with developers and non-profits annually to discuss affordable housing opportunities and assist with recommendation letters, regulatory assistance, or other appropriate actions as projects are processed through the Planning Department. Make the Housing Element and associated information available to developers within two months of adoption.

Funding Source: Utilize public financing tools when available, including, but not limited to, multifamily revenue bonds, the Community Development Block Grant (CDBG) Housing Loan Fund, and HOME funds, to provide low-interest loans, and where feasible, leverage other state and federal financing obtained by the developer (e.g., Low-Income Housing Tax Credits, California Housing Finance Agency (CalHFA) multifamily housing assistance programs, HCD Multifamily Housing Loans), and other available financing.

Quantified Objective: 200 units, encourage half of these in highest resource areas, near schools north of I-15, and near transit and 50 in areas with higher rates of poverty near the City of Lake Elsinore-City of Wildomar boundary

POLICY H-4: **To the extent resources are available, assist in the provision of homeownership assistance for lower- and moderate-income households.**

Program H-4.1: Expand Housing Opportunities. Work with local nonprofits and public and private sponsors to expand housing opportunities for lower-income households and special needs persons to reduce displacement risk for these residents due to overpayment and overcome a shortage of accessible housing and possible

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overcrowding by increasing housing mobility options. To encourage developers to provide affordable homeownership opportunities, the City will offer incentives, which may include, but are not limited to, fee waivers or deferrals, expedited permit processing, and/or reduced parking requirements based on the bedroom mix of the project. Additionally, the City will offer similar incentives for the construction of new rental housing for special needs groups, including persons with physical and developmental disabilities.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Apply for HOME funds annually, meet with developers annually to discuss the creation of low income ownership units. Provide information on incentives for rental units to interested developers annually.

Funding Source: HOME funds, other funding sources

Quantified Objective: 40 units, encourage 25 of these in high resource areas and near services

GOAL H-2: Where appropriate, mitigate governmental constraints to the maintenance, improvement, and development of housing.

GOVERNMENTAL CONSTRAINTS

POLICY H-5: Consistently monitor and review the effectiveness of the Housing Element programs and other City activities in addressing the housing need.

PROGRAM H-5.1: Annual Review of the Housing Element. The City will review the Housing Element on an annual basis to determine the effectiveness of the Housing Element in achieving goals and objectives. The City will provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Element. The City will take actions necessary to correct any inconsistencies. A copy of this report will be sent to the California Department of Housing and Community Development (HCD) and California's Office of Planning and Research (OPR) as required by state law.

Responsible Agency: Planning Department

Time Frame: Annually, complete by April 1 of each year (starting in April 2022)

Funding Source: General Fund

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POLICY H-6: Periodically review the City's regulations, ordinances, and development fees/exactions to ensure they do not unduly constrain the production, maintenance, and improvement of housing.

PROGRAM H-6.1: Development Review and Processing Procedures. The City will continually seek to improve its development review/processing procedures to minimize, to the extent possible, the time required for review of development projects. This reduction in time will reduce the cost to developers and may increase the housing production in the city.

Responsible Agency: Planning Department

Time Frame: Annually review processing procedures and amend as needed.

Funding Source: General Fund

PROGRAM H-6.2: Building Code. As new uniform building codes are adopted by the State of California, the City will review its building codes for current compliance and adopt the necessary revisions to further local development objectives.

Responsible Agency: Building and Safety Department

Time Frame: Review and update the City's building codes as new codes are adopted by the State of California.

Funding Source: General Fund

POLICY H-7: Provide streamlined processing of residential projects to minimize time and costs to encourage housing production.

PROGRAM H-7.1: Incentives for Development of Housing. The City will offer fast track/priority processing, density bonuses, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to lower-income households, farmworkers, seniors, and other special needs groups, including persons with physical and developmental disabilities. The intent of these incentives is to increase the supply of affordable housing in areas with lower median incomes to reduce displacement risk for these residents and in high resource areas to promote housing mobility through affordable housing near areas of opportunity.

Responsible Agency: Planning and Public Works Departments

Time Frame: Develop materials to market these incentives by December 2021, distribute annually to developers and post on the City's website.

WILDOMAR HOUSING ELEMENT



Funding Source: Where feasible, leverage state and federal financing, including Low-Income Housing Tax Credits, CalHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.

Quantified Objective: 75 units, of these, 50 in areas with higher rates of poverty and 15 in high resource areas

POLICY H-8: **Grant density bonuses to encourage the development of affordable housing.**

PROGRAM H-8.1: Density Bonus. To comply with California Government Code Section 65915, as revised, the City of Wildomar will amend its Wildomar Municipal Code to be consistent with state density bonus law.

Responsible Agency: Planning Department

Time Frame: Amend Wildomar Municipal Code by December 2022.

Funding Source: General Fund

POLICY H-9: **Allow for the development of Accessory Dwelling Units (ADU's) as an affordable housing option.**

PROGRAM H-9.1: Accessory Dwelling Units. The City will amend the Wildomar Municipal Code to clarify that Accessory Dwelling Units (ADU) are permitted in all zones that permit single-family or multi-family uses, in accordance with California Government Code Section 65852.2. The City will promote ADU development by providing guidance and educational materials on the City's website and will promote these materials in high resource areas and areas dominated by low-density residential development to encourage affordable housing in areas of high opportunity to reduce displacement risk and improve access to opportunity and services. Information will include the advantages of building ADU's, including permitting procedures and construction resources. The City will also work with City Council to identify possible incentives for the development of ADU's.

Responsible Agency: Planning Department

Time Frame: Amend Wildomar Municipal Code by June 2022.

Funding Source: General Fund

Quantified Objective: 11 ADU's, of these 5 in high resource areas to promote mobility options

WILDOMAR HOUSING ELEMENT



GOAL H-3: Address the housing needs of special needs population groups.

SPECIAL NEEDS GROUPS

POLICY H-10: Encourage housing developers to produce affordable units by providing assistance and incentives for projects that include new affordable units available to lower- and moderate-income households and/or special needs housing.

PROGRAM H-10.1: Priority for Affordable Projects. Give priority to permit processing for projects providing affordable housing when requested. Expand application of processing priority to projects providing housing for seniors and other special needs groups, including persons with physical and developmental disabilities, large families, extremely low-income households, farmworker housing, and homeless.

Responsible Agency: Planning and Building Departments

Time Frame: As projects are approved through the Planning Department

Funding Source: Where feasible, leverage state and federal financing, including Low-Income Housing Tax Credits, CalHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.

POLICY H-11: Promote the development of housing for special needs groups, such as housing for seniors, housing for persons with physical, developmental, or mental disabilities, farmworker housing, housing for extremely low-income persons, homeless, and housing for large households.

PROGRAM H-11.1: Extremely Low-Income Households. California Government Code Section 65583(a) requires the City to identify zoning to encourage and facilitate housing suitable for extremely low-income households, such as supportive housing and single-room occupancy units. Housing for extremely low-income households will provide affordable housing for persons at risk of homelessness to minimize displacement risk. The City encourages the development of housing for extremely low-income households through a variety of activities, such as performing outreach to housing developers on at least an annual basis, providing financial (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.

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Responsible Agency: Planning Department

Time Frame: Reach out to housing developers annually and as projects are processed through the Planning Department.

Funding Source: General Fund

Quantified Objective: 45 housing units for extremely low-income households in areas of concentrated poverty to reduce displacement risk

PROGRAM H-11.2: Residential Care Facilities. The City will explore amending provisions in the Wildomar Municipal Code to allow State-licensed residential care facilities for seven or more persons only subject to those restrictions that apply to residential uses in the same zone or otherwise amending the Wildomar Municipal Code to make it easier to locate a State-licensed residential care facility for seven or more persons in the City. Residential care facilities would still be subject to state licensing. Increasing the areas in which large residential care facilities are allowed would assist in creating housing for special needs groups near services; the City will encourage developers to site residential care facilities near high resource areas to improve access to services for this population and to reduce displacement risk for these residents by increasing the supply of suitable housing options in the city.

Responsible Agency: Planning and Building and Safety Departments

Time Frame: Identify if barriers exist to development of residential care facilities for seven or more persons by December 2021 and amend the Wildomar Municipal Code by July 2022 if needed.

Funding Source: General Fund

Quantified Objective: 6 residential care facility units in high resource areas

PROGRAM H-11.3: Persons with Developmental Disabilities. The City will work with the Inland Regional Center to implement an outreach program that informs families within the City about housing and services available for persons with developmental disabilities. The program could include developing an informational brochure, posting information about services on the City's website, and/or providing housing-related training for individuals/families through workshops.

Responsible Agency: Planning and Building Administration

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Time Frame: The City will continue its current outreach program with a nonprofit homeless provider and will meet bi-annually. The city will work with the Inland Regional Center to discuss opportunities for persons with developmental disabilities.

Funding Source: General Fund, CDBG, ESG and Measure AA

PROGRAM H-11.4: Farmworker Housing. The City will amend the Wildomar Municipal Code to treat employee/farmworker housing that serves six or fewer persons as a single-family structure and permit it in the same manner as other single-family structures of the same type within the same zone across all zones that allow single-family residential uses. The amendment will also treat employee/farmworker housing consisting of no more than 12 units or 36 beds as an agricultural use and permit it in the same manner as other agricultural uses in the same zone, in compliance with the California Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6). The City will also remove the Farm Labor Camp, Migrant Agricultural Workers Mobile Home Park, and Agricultural Mobile Home uses from the Wildomar Municipal Code as employee/farmworker housing will replace the Farm Labor Camp and mobile homes and mobile home parks for farmworkers are treated the same as any other mobile home or mobile home park in the City.

Responsible Agency: Planning and Building and Safety Departments

Time Frame: Amend the Wildomar Municipal Code by June 2022.

Funding Source: General Fund

POLICY H-12: Participate regionally in addressing homeless issues.

PROGRAM H-12.1: Regional Homeless Issues. The City of Wildomar participates in a regional partnership with the Western Riverside Council of Governments and four other southwest cities in Riverside County to address homelessness in the region. The City will continue to participate and engage in this process to identify actions Wildomar can take to address the homelessness issue.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Meet quarterly with members of the regional homeless partnership.

Funding Source: General Fund

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POLICY H-13: Allow transitional and supportive housing and emergency/homeless housing in appropriate zoning districts.

PROGRAM H-13.1: Homeless Housing. The City will amend the Wildomar Municipal Code to allow low-barrier navigation centers for the homeless by right in zones that allow for mixed-use and nonresidential zones permitting multifamily uses, per California Government Code Section 65662, to improve access to services for persons experiencing, or at risk of, homelessness. The City will also allow sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone, in compliance with Government Code Section 65583(a)(4)(A)(ii)). The City will work with developers to identify potential sites for emergency shelters and low barrier navigation centers in high resource areas to improve access to services and mobility for persons experiencing homelessness.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Amend the Wildomar Municipal Code by January 2022.

Funding Source: General Fund

Quantified Objective: 1 low barrier navigation center in an area with concentrated poverty and/or homeless persons

GOAL H-4: Conserve and improve the condition of the housing stock, particularly affordable housing.

CONSERVATION AND IMPROVEMENT OF HOUSING STOCK

POLICY H-14: Pursue all available federal and state funds to establish a housing rehabilitation program.

PROGRAM H-14.1: Rehabilitation Program. The City will pursue grant opportunities to create a rehabilitation program. The City will apply for HOME, CalHome, and CDBG, as well as promote Section 504 Home Repair Program loans and grants to provide housing rehabilitation loans and weatherization services for lower-income households and will work with the County to obtain available redevelopment agency funds to be used, as available, for place-based revitalization in areas with concentrated poverty or rehabilitation need. Targeted efforts to improve housing

WILDOMAR HOUSING ELEMENT



conditions in areas of need will assist in reducing displacement risk for these residents by improving living conditions and enabling them to stay in their home and community.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Starting in 2021, annually apply for funding as Notices of Funding Availability are released; meet with the County annually to assess availability of redevelopment agency funds.

Funding Source: HOME

Quantified Objective: Rehabilitation of 30 housing units, 15 of these in areas of concentrated poverty such as the area adjacent to the City of Lake Elsinore

POLICY H-15: **Concentrate rehabilitation assistance and code enforcement efforts in areas that have a concentration of older and/or substandard residential structures.**

PROGRAM H-15.1: Code Enforcement. The City's Code Enforcement staff is responsible for ensuring compliance with building and property maintenance codes. Code Enforcement handles complaints on a reactive basis and deals with a variety of issues, including property maintenance, abandoned vehicles, and housing conditions. The City will continue to use Code Enforcement, as well as Building Department staff to ensure compliance with building and property maintenance codes. The Code Enforcement program is complaint-based. The City will also develop an enforcement program to prevent displacement or mitigate through funding for rehabilitation assistance (**Program H-15.1**) and assistance with relocation costs for lower-income households.

Responsible Agency: Building and Safety and Code Enforcement Departments

Time Frame: Develop a program to reduce displacement risk as a result of code enforcement within one year of Housing Element adoption; conduct code enforcement on an ongoing basis.

Funding Source: General Fund

Quantified Objective: Conservation of 30 housing units, 15 of these in areas of concentrated poverty such as the area adjacent to the City of Lake Elsinore

WILDOMAR HOUSING ELEMENT



POLICY H-16: Preserve the affordability of federal- and state-subsidized units at risk of conversion to market rate or other affordable housing resources.

PROGRAM H-16.1: Preservation of At-Risk Housing Units. State law requires jurisdictions to provide a program in their Housing Elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. The City will contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. Participation from agencies interested in purchasing and/or managing at-risk units will be sought. Coordinate with owners of expiring subsidies to ensure tenants receive the required notices at 3 years, 6 months, and 12 months, per California law. The City will work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law. The City shall contact the Fair Housing Council of Riverside County to assist renters.

Responsible Agency: Planning Department

Time Frame: Annually monitor units at risk of converting. Coordinate noticing as required per California law.

Funding: General Fund

GOAL H-5: Promote equal housing opportunities for all persons regardless of race, age, sexual orientation, religion, or gender.

EQUAL HOUSING OPPORTUNITIES

POLICY H-17: Continue to support fair housing laws and organizations that provide fair housing information and enforcement.

PROGRAM H-17.1: Fair Housing. To comply with California Government Code Sections 8899.50, 65583(c)(5), 65583(c)(10), 65583.2(a) (AB 686), the City will develop a plan to Affirmatively Further Fair Housing (AFFH). The AFFH Plan shall take actions to address significant disparities in housing access and needs for all persons regardless of race, color, religion, sex, gender, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or disability, and any other characteristic protected by the California Fair Employment and Housing Act (Part 2.8, commencing with Section 12900, of Division 3 of Title 2), Government Code Section 65008, and any other state and federal fair housing and planning law.

Specific actions include:

WILDOMAR HOUSING ELEMENT



- Implement Programs H-4.1, H-7.1, and H-11.2 to affirmatively further fair housing, including targeting community revitalization through place-based programs, enhancing mobility between neighborhoods, and developing strategies to reduce displacement risk in areas with a higher concentration of lower-income households and overpayment (e.g. Programs H-4.1 and H-14.1), and facilitating affordable housing in high opportunity areas (e.g. Programs H-9.1 and H-11.1). By December 2021, the City will assign a point person to refer individuals, developers, landlords, and any other interested persons to the Fair Housing Council of Riverside County. Promote the availability of this service and other fair housing information on the City's website.
- Meet annually with fair housing service providers and enforcement organizations to track issues and identify patterns in Wildomar. Possible strategies to improve communication with the public on fair housing rights and resources may include inviting fair housing service providers to present annually at Planning Commission and City Council hearings, hold a resource fair for residents, hold a meeting to establish connections between fair housing providers and other community service providers and property managers and landlords, among other potential strategies.
- Meet with developers within one year of Housing Element adoption to identify mechanisms to encourage construction of housing units with three or more bedrooms. Strategies may include incentives such as fee waivers, parking reductions, or density bonuses. Review and revise development standards and processes within two years of meeting with developers.
- Ensure that public outreach is accessible to all people by offering translation services at all public meetings and workshops, in addition to bilingual written materials.
- Conduct targeted outreach to underrepresented groups by recruiting them to participate in the public outreach process and apply to committees through coordinating with service providers and posting information in grocery stores and public buildings to provide assistance to at least 50 households.
- Provide biannual training for landlords on fair housing responsibilities, source of income discrimination and other discriminatory practices, and the benefits of marketing their housing units to Housing Choice Voucher program participants to encourage landlords in high opportunity areas to register their units with Section 8 providers and expand housing mobility opportunities throughout the City to provide assistance to at least 50 households. Additionally, the City will explore options by 2024 and determine next steps by 2025 to provide landlord

WILDOMAR HOUSING ELEMENT



incentives for Housing Choice Voucher distribution such as cash bonuses and property tax incentives.

- Meet with disability service providers, including the Inland Regional Center, to identify whether there is unmet demand anywhere in the City by March 2022. If an unmet demand is realized, work with providers to secure funding to expand services by March 2023.
- Meet with school districts by June 2022 to assess whether existing and projected need can be accommodated with existing facilities. If not, work with developers in underserved areas to identify sites for new school facilities.
- Meet annually with the Riverside Transit Agency to assess unmet transit needs in the city and expand routes and frequency as needed to connect residents with educational facilities (both for youth and adults), employment centers, medical centers, and other resources and services. If expansion needs are identified, provide technical support to RTA to apply for funding to support infrastructure improvements. Work with developers to encourage transit access be included in new projects.
- By December 2022, develop a targeted program to connect lower-income residents with affordable homeownership and rental opportunities within the City.
- Within one year of Housing Element adoption, review open space requirements for new developments and revise as necessary to ensure all new units have access to outdoor spaces.
- Within 6 months of housing element adoption, provide a link on the City's website to Riverside County's CalWORKs program to assist lower-income households to enter or reenter the workforce.

Responsible Agency: Planning Department

Time Frame: Refer to each strategy in the AFFH program for specific timeframes.

Funding Source: General Fund

POLICY H-18: **Support programs that offer low- and moderate-income households the opportunity for homeownership.**

PROGRAM H-18.1: Mortgage Credit Certificate Program. Refer eligible residents to the Riverside County Mortgage Credit Certificate Program for assistance. Promote the availability of this program by posting it on the City's website and in City buildings as well as by providing materials with information on this and other programs to provide to

WILDOMAR HOUSING ELEMENT



affordable housing providers to distribute to lower-income households that they work with.

Responsible Agency: County of Riverside Economic Development Agency, Planning Department

Time Frame: Develop informational materials to distribute and post on the City's website by October 2021.

Funding Source: General Fund

Quantified Objective: Connect 15 eligible residents with the Mortgage Credit Certificate Program

PROGRAM H-18.2: First-Time Homebuyer Program. Consider the implementation of a First-Time Homebuyer Program to provide down-payment and closing-cost assistance to low-income first-time homebuyers. In order to reduce displacement risk of prospective first-time homebuyers being priced out of the community, the City will promote the availability of this program in areas with concentrations of renters, particularly low-income renters.

Responsible Agency: Planning Department

Time Frame: Consider applying for funding annually to establish a program

Funding Source: HOME funds

Quantified Objective: Provide assistance to 6 low-income first-time homebuyers

POLICY H-19: **Expand the availability of affordable and/or special needs housing through acquisition or conversion.**

PROGRAM H-19.1: Acquisition/Rehabilitation. The City will meet with public and/or private sponsors to discuss creating a partnership for the acquisition/rehabilitation of existing multifamily units to be converted to senior housing and housing for persons with disabilities, with a portion of the units required to be reserved for households with lower incomes to increase the supply of units for these populations and thus reduce displacement that may occur due to a shortage of suitable housing.

Responsible Agency: Planning Department

Time Frame: Meet with sponsors within one year of Housing Element adoption to assess interest in creating a partnership.

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Funding Source: HOME, CDBG

Quantified Objective: Acquire and/or rehabilitate 30 units in areas of with concentrated housing repair need

GOAL H-6: Conserve energy in the development of new housing and the rehabilitation of existing housing.

ENERGY CONSERVATION

POLICY H-20: Encourage the use of energy conservation features in residential construction and remodeling.

PROGRAM H-20.1: Promote Energy Conservation. The City will promote energy efficiency in existing housing and new development by:

- Annually reviewing local building codes to ensure consistency with State-mandated green buildings standards.
- Partnering with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs, such as the residential Multifamily Energy Efficiency Rebate program and the heating and cooling rebate program, available to SCE and SoCalGas residential customers.
- Encouraging developers to be innovative in designing energy-efficient homes and improving the energy efficiency of new construction.
- Promote the Low-Income Home Energy Assistance Program (LIHEAP) to assist low-income residents with one-time energy bill payments and home weatherization services for improved energy efficiency and health and safety.
- Promote California's Low-Income Weatherization Program which provides low-income households with solar photovoltaic (PV) systems and energy efficiency upgrades at no cost to residents.

Responsible Agency: Planning and Building Department, SCE, SoCalGas

Time Frame: Make information available on the City's website and in public places, such as the library and City Hall, by January 2022.

Funding Source: General Fund, SCE, and SoCalGas funding sources

WILDOMAR HOUSING ELEMENT



QUANTIFIED OBJECTIVES

Quantified objectives estimate the number of units likely to be constructed, rehabilitated, or conserved/preserved by income level during the planning period. The quantified objectives do not represent a ceiling on development and do not require the City to construct these units, but rather set a target goal for the jurisdiction to achieve based on needs, resources, and constraints. Each quantified objective is detailed by income level, as illustrated in **Table H-2**.

- The **Construction** objective refers to the number of new units that potentially may be constructed using public and/or private sources over the planning period of the Housing Element given the locality's land resources, constraints, and proposed programs.
- The **Rehabilitation** objective refers to the number of existing units expected to be rehabilitated during the Housing Element planning period.
- The **Conservation** objective refers to the preservation of the existing affordable housing stock throughout the Housing Element planning period.

TABLE H-2: QUANTIFIED OBJECTIVES SUMMARY

Task	Income Level				
	Extremely Low	Very Low	Low	Moderate	Above Moderate
RHNA	399	399	450	434	1,033
New Construction					
Program H-3.1	50	50	50		
Program H-3.2		50	100	50	
Program H-4.1			40	25	
Program H-7.1		25	30	20	
Program H-9.1	2	2	2	5	
Program H-11.1		45			
Program H-11.2			3	3	
Rehabilitation					
Program H-14.1		15	15		
Program H-19.1		15	15		
Conservation					
Program H-15.1	10	10	10		
Total	107	167	265	103	0*

Source: City of Wildomar, March 2021

** It is assumed that the market will address the need for above moderate-income households.*

APPENDIX A

Housing Needs Assessment

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PUBLIC PARTICIPATION

The California Government Code Section 65583(c)(6) requires that local governments make diligent efforts to solicit public participation from all economic segments of the community, especially low-income persons, in the development of the Housing Element. During the preparation of this Housing Element update, public input was actively encouraged in a variety of ways. The element was posted to the City of Wildomar's website, and a hard copy was available for review at City Hall. The draft and final Housing Element were also provided to the California Department of Housing and Community Development (HCD) for review and comment. The City offers translation services as requested. No services were requested as a part of this outreach program.

PLANNING COMMISSION STUDY SESSION

On December 2, 2020, the City held a Planning Commission Study Session on the 2021-2029 Housing Element update and invited the public to attend and participate in this virtual event. The City sent a flyer with information about the workshop to local service providers, affordable housing developers, and other community organizations in an effort to reach special needs groups and lower-income households that may not have seen the information posted at City buildings or on the City's website. City staff presented an overview of the Housing Element update process and required contents of the element, discussed early strategies to meet their regional housing need allocation, and solicited feedback from the Planning Commission and community members on these strategies and other housing needs in Wildomar. Commissioners expressed their support for increasing the availability of affordable housing and interest in considering a variety of units, including accessory dwelling units (ADU's) to meet this need. No community members chose to participate during the open discussion and questions portion of the presentation; however, the event was held virtually and is available on the City's website, so residents have ongoing access to this information.

Summaries of the April 21 Planning Commission and May 21 City Council study sessions will be added following each meeting.

AGENCY CONSULTATIONS

To ensure that the City was soliciting feedback from all segments of the community, consultations were conducted with service providers and other stakeholders who represent different socio-economic groups. Between December 2020 and January 2021, the City of Wildomar reached out to 12 stakeholder organizations to offer the opportunity for each to provide on-on-one input on housing needs and programs. Of these 12 organizations, 5 responded and provided input to the City. These included:

- Inland Regional Center – December 15, 2020

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- Affordable Housing Clearinghouse – December 16, 2020
- Fair Housing Council of Riverside County – December 18, 2020
- Habitat for Humanity-Inland Empire – December 23, 2020
- Southern California Association of Non-Profit Housing – January 12, 2021

In each consultation, the stakeholders were asked the following questions:

1. What three top opportunities do you see for the future of housing in Wildomar? What are your three top concerns for the future of housing in Wildomar?
2. What types of housing do your clients prefer? Is there adequate rental housing in the City? Are there opportunities for home ownership? Are there accessible rental units for seniors and persons with disabilities?
3. Where have your clients been able to afford housing, if at all? What continues to be a struggle in allowing your clients/people you serve to find and keep affordable, decent housing?
4. What are the biggest barriers to finding affordable, decent housing? Are there specific unmet housing needs in the community?
5. How do you feel about the physical condition of housing in Wildomar? What opportunities do you see to improve housing in the future?

Through these consultations, stakeholders identified several barriers to housing, especially for lower-income households. These included the cost of land and construction, as well as the availability of land at a reasonable price that is zoned to support the densities required for affordable housing, and the current limited availability of affordable housing options. Stakeholders noted that while there are available rental and homeownership opportunities in general, many of these are not accessible to lower-income households, persons with disabilities, and large households. Multiple stakeholders discussed the shortage of housing units with three or more bedrooms to accommodate larger households. Stakeholders identified opportunities to address barriers to housing as increased investment in transitional services for homeless individuals, down payment assistance programs, training opportunities on the homebuying process, and health inspections of units that residents report as having physical issues, such as insect infestations or mold. The City has included several programs under Housing Element Goal H-4 -- Conserve and improve the condition of the housing stock, particularly affordable housing, to assist with these identified needs.

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PUBLIC HEARINGS

August 18, 2021 Planning Commission and September 8 City Council meetings.

PUBLIC COMMENT

This section will be updated after public comment is received.

NOTICING OF THE DRAFT HOUSING ELEMENT

The Draft Housing Element was released on April 21, 2021 for public review and was made available on the City's website and noticed to residents through the same methods as the Planning Commission and City Council meetings. Additional direct noticing was sent to local housing advocate groups.

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EVALUATION OF THE PREVIOUS HOUSING ELEMENT

Per California Government Code Section 65588, “Each local government shall review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal. (2) The effectiveness of the housing element in attainment of the community’s housing goals and objectives. (3) The progress of the city, county, or city and county in implementation of the housing element. (4) The effectiveness of the housing element goals, policies, and related actions to meet the community’s needs, pursuant to paragraph (7) of subdivision (a) of Section 65583.”

The following table describes the results and evaluates the effectiveness of 2013–2021 Housing Element programs.

EFFORTS TO ADDRESS SPECIAL HOUSING NEEDS

Government Code Section 65588 requires that local governments review the effectiveness of the housing element goals, policies, and related actions to meet the community’s special housing needs. As shown in the Review of Previous Housing Element matrix on page HNA-4, the 2013 Housing Element, the City worked diligently to continuously promote housing for special needs groups in a variety of ways by continuing to permit residential care facilities by right in specific zones, allowing for the development of ADUs consistent with state law, providing handouts and other materials on fair housing, and is currently working through the approval process of a 100 percent affordable housing project.

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Program	Implementation Status	Continue-Modify-Delete
<p>PROGRAM H-1.1: General Plan Land Use Change to Provide Additional Sites. To ensure there is enough land available for the development of housing affordable to lower-income households, the City will amend its General Plan Land Use and Zoning maps to redesignate and rezone sites 22, 23, 24, and 25 (see Table HNA-25 in the Housing Needs Assessment), a total of 25.96 acres to the Highest Density Residential (HHDR) land use designation and with R-4 zoning to allow for at least 30 units to the acre by right. Additionally, to comply with state law, the City has identified and will re-zone sites to accommodate the City's housing needs, with at least 50 percent of the 4th cycle unmet need coming from sites that are zoned for residential uses only. The City had an unaccommodated need of 538 units and has re-zoned 25.96 acres to HHDR to accommodate 623 units at 20 to 40 dwelling unit per acre. All sites will accommodate a minimum of 20 units per acre, allow up to 30 units per acre and at least 16 units per site, per state law requirements.</p> <p>All rezoned sites will permit owner-occupied and rental multi-family developments by right with a minor plot plan to verify development standards (i.e., setbacks) and will not require a conditional use permit, a planned unit development permit, or any other discretionary review.</p> <p>In addition, the City is creating a mixed-use overlay zone to apply to 20 sites, totaling 117 acres within the inventory.</p>	<p>Responsible Agency: Planning Department Time Frame: By December 2013 Funding Source: General Fund</p>	<p>In 2013, the City completed all necessary rezones consistent with Government Code Section 65583.2, (resolutions 2013-45 and 2013-46) to ensure there were sufficient sites available to meet the City's lower-income Regional Housing Needs Allocation (RHNA). The City continues to ensure there is sufficient capacity to meet its regional housing need.</p>

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Program	Implementation Status	Continue-Modify-Delete
The mixed-use overlay will have a 30 percent residential requirement.		
<p>PROGRAM H-1.2: Large Sites. The City will provide for the inclusion of mixed-income housing in future new growth areas of the city through development agreements, specific plans, and other mechanisms. To facilitate the development of affordable housing on parcels (50 to 150 units in size), the City will routinely give high priority to processing subdivision maps that include affordable housing units. Also, an expedited review process will be available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan, and master environmental impact report.</p>	<p>Responsible Agency: Planning Department Time Frame: Ongoing, as projects are processed through the Planning Department Funding Source: General Fund, developer fees</p>	<p>No affordable housing projects have come forward, but the City continues to encourage mixed-income housing for future projects. This is a priority moving forward. The program will be revised to include proactive efforts in hopes of making this program more successful.</p>
<p>PROGRAM H-2.1: Assistance with Affordable Projects. Where feasible and/or necessary and as funding is available, the City shall offer assistance with land acquisition and off-site infrastructure improvements, as well as assistance in securing federal or state housing financing resources for developers, (for and non-profit) for projects affordable to extremely low-, very low-, low-, and moderate-income households within the planning period.</p>	<p>Responsible Agency: Planning Department Time Frame: Meet with developers and non-profits annually to discuss affordable housing opportunities and assist with recommendation letters, regulatory assistance or other appropriate actions as projects are processed through the Planning Department Funding Source: Where feasible, leverage state and federal financing</p>	<p>The City provides fair housing educational brochures in English and Spanish at City Hall and the City library and provides a link to these services on the City's website. Due to limited funding and lack of developer interest, the City did not provide assistance with land acquisition and/or off-site infrastructure improvements, or assistance securing federal or state housing financial resources, in the previous planning period. The City is</p>

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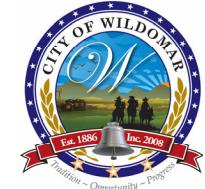
Program	Implementation Status	Continue-Modify-Delete
including Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.	committed to providing this assistance to interested developers during the 2021-2029 planning period.	
PROGRAM H-3.1: Updated Land Inventory. The City will establish a Land Inventory that provides the mechanism to monitor acreage and location, by General Plan designation, of vacant and underutilized land, as well as buildup of approved projects, utilizing the City's GIS.	Responsible Agency: Planning Department Time Frame: Update the Land Inventory on an annual basis Funding Source: General Fund	The City uses GIS to maintain a current land inventory. This is done as projects are submitted to, and approved by, the Planning Department. Continue.
PROGRAM H-3.2: Strategic Planning Opportunities. Utilize the City's GIS to facilitate preliminary strategic planning studies to identify vacant or underutilized commercial properties for infill construction or adaptive reuse in high-density areas.	Responsible Agency: Planning Department Time Frame: Annually Funding Source: General Fund	Due to limited funding, the City has not taken action to identify vacant or commercial properties for infill construction or adaptive reuse. This is a priority moving forward. The program will be revised to include proactive efforts in hopes of making this program more successful. Continue.
PROGRAM H-4.1: Funding Opportunities. Use, to the greatest extent possible, a portion of available funds for the production and subsidization of low- and moderate-income housing including persons with special needs and developmental disabilities. All projects receiving public assistance will be required to remain affordable in compliance with the requirements of the program in which	Responsible Agency: Planning Department Time Frame: Ongoing as projects are processed through the Planning Department Funding Source: Utilize public financing tools when available,	Due to limited funding, the City has not taken action to identify vacant or commercial properties for infill construction or adaptive reuse. This is a priority moving forward. The program will be revised to include proactive efforts in hopes of making this program more successful. Continue, combine with Programs H-2.1, H-4.2.

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Program	Implementation Status	Continue-Modify-Delete
they participate. These actions are not limited to density bonus, but are offered above and beyond.	including but not limited to multifamily revenue bonds, the CDBG Housing Loan Fund, and HOME funds, to provide low interest loans, and where feasible, leverage other state and federal financing obtained by the developer (e.g., Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans), and other available financing.	
PROGRAM H-4.2: Available Housing Programs and Assistance. To ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and funding available, the City will publish and make available, to developers, housing development agencies, and City residents, the City's Housing Element and updates and annual reports.	Responsible Agency: Planning and Building Department Time Frame: Ongoing, as developers approach the City for assistance Funding Source: General Fund	All Housing Element updates and the annual reports (2014, 2015, 2016, 2017, 2018, 2019) are posted on the City's website.
PROGRAM H-4.3: Multi-Family Development. To assist in the development of affordable housing, the City will offer density bonuses as well as assist interested developers to apply for government financing and/or other government subsidies, assist interested developers in acquiring surplus government land suitable for multi-family development, expedite permit processing, consider reducing parking standards and lot sizes, and consider waiving impact fees for extremely low-, very low-, and low-income dwelling	Responsible Agency: Planning, Public Works, and Building and Safety Departments Time Frame: Ongoing, as applications are processed through the Planning and Building and Safety Departments Funding Source: General Fund	Between 2017 and 2020, the City was contacted by several affordable housing developers expressing interest in developing affordable housing. In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project. A formal

HOUSING NEEDS ASSESSMENT



Program	Implementation Status	Continue-Modify-Delete
units (these actions identified are not limited to density bonuses).	SB 35 application was submitted in May 2021 and is currently being processed. The project submittal includes a 7.5-percent density bonus request as permitted under Section 17.290 of the Wildomar Municipal Code, and in compliance with State Density bonus Laws. This density bonus request also includes allowable concessions to parking, architectural design and expedited processing under SB 35 requirements. The project could yield 180 housing units affordable to extremely low-, very low-, and low-income households and 42 housing units affordable to moderate-income households.	
PROGRAM H-5.1: Homeownership Opportunities. Explore opportunities to work with local nonprofits in an effort to provide homeownership opportunities.	Responsible Agency: Planning Department Time Frame: Apply for HOME funds annually Funding Source: HOME funds, other funding sources	The City met with nonprofit developers in 2018 and 2019, but developers have not decided to move forward with any proposals. One developer was interested in developing manufactured affordable units with covenants. The developer met with several Council members

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Program	Implementation Status	Continue-Modify-Delete
	but has not yet submitted an application.	
<p>PROGRAM H-6.1: Annual Review of the Housing Element. The City will review the Housing Element on an annual basis to determine the effectiveness of the Housing Element in achieving goals and objectives. The City will provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Element. The City will take actions necessary to correct any inconsistencies. A copy of this report will be sent to the California Department of Housing and Community Development (as required by state law).</p>	<p>Responsible Agency: Planning Department Time Frame: Annually, starting in April 2014 Funding Source: General Fund</p>	<p>The City completes its Housing Element annual reports annually and submits them to HCD by April 1 each year. Prior to submittal to HCD, the Housing Element annual reports are presented to the Planning Commission and City Council at public meetings where citizens have an opportunity to ask questions.</p>

HOUSING NEEDS ASSESSMENT



Program	Implementation Status	Continue-Modify-Delete	
<p>PROGRAM H-7.1: Development Review and Processing Procedures. The City will continually seek to improve its development review/processing procedures to minimize, to the extent possible, the time required for review of development projects. This reduction in time will reduce the cost to developers and may increase the housing production in the city.</p>	<p>Responsible Agency: Planning Department Time Frame: Annually, starting in December 2014 Funding Source: General Fund</p>	<p>The City is constantly seeking ways to streamline development review and processing procedures. The City has a pre-application review process that has decreased review time for the formal application.</p>	Continue.
<p>PROGRAM H-7.2: Building Code. As new uniform building codes are adopted, the City will review its building codes for current compliance and adopt the necessary revisions so as to further local development objectives.</p>	<p>Responsible Agency: Building and Safety Department Time Frame: As new uniform codes are adopted Funding Source: General Fund</p>	<p>The building code was updated in 2010, 2013, 2016, and in 2019 per State law.</p>	Continue.
<p>PROGRAM H-8.1: Incentives for Development of Housing. The City will offer fast track/priority processing, density bonuses, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to lower-income households, farmworkers, seniors, and other special needs groups including persons with physical and developmental disabilities.</p>	<p>Responsible Agency: Planning and Public Works Departments Time Frame: As projects are proposed to the Planning Department Funding Source: Where feasible, leverage state and federal financing including Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.</p>	<p>Between 2017 and 2020, the City was contacted by several affordable housing developers expressing interest in developing affordable housing. In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project. A formal SB 35 application was submitted in May 2021 and is currently being processed. The project submittal includes a 7.5-percent density bonus request as permitted under Section</p>	Continue.

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Program	Implementation Status	Continue-Modify-Delete
	<p>17.290 of the Wildomar Municipal Code, and in compliance with State Density bonus Laws. This density bonus request also includes allowable concessions to parking, architectural design and expedited processing under SB 35 requirements. The project could yield 180 housing units affordable to extremely low-, very low-, and low-income households and 42 housing units affordable to moderate-income households.</p>	
<p>PROGRAM H-9.1: Density Bonus. In an effort to comply with Government Code Section 65915 and Senate Bill (SB) 1818, the City of Wildomar will amend its Zoning Ordinance to be consistent with state density bonus law.</p>	<p>Responsible Agency: Planning Department Time Frame: Comply by December 2013 Funding Source: General Fund</p>	<p>This program was completed in December 2013. The City is undergoing an update to its density bonus ordinance to comply with the newly adopted state changes to density bonus laws in 2019/2020.</p>
<p>PROGRAM H-10.1: Second Units. In order to comply with AB 1866, the City will permit secondary dwelling units via a ministerial action (by right) in all single-family residential zones.</p>	<p>Responsible Agency: Planning Department Time Frame: Comply by December 2013; ongoing, as projects are processed through the Planning Department Funding Source: General Fund</p>	<p>This program was completed in December 2013. Mandatory State changes from 2016 and 2017 and 2020 have been addressed and new city ordinances adopted to address Accessory Dwelling Units.</p>

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<p>PROGRAM H-11.1: Priority for Affordable Projects. Give priority to permit processing for projects providing affordable housing when requested. Expand application of processing priority to projects providing housing for seniors and other special needs groups including persons with physical and developmental disabilities.</p>	<p>Responsible Agency: Planning Department Time Frame: As projects are approved through the Planning Department Funding Source: Where feasible, leverage state and federal financing including Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.</p>	<p>Between 2017 and 2020, the City was contacted by several affordable housing developers expressing interest in developing affordable housing. In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project. A formal SB 35 application was submitted in May 2021 and is currently being processed. The project submittal includes a 7.5-percent density bonus request as permitted under Section 17.290 of the Wildomar Municipal Code, and in compliance with State Density bonus Laws. This density bonus request also includes allowable concessions to parking, architectural design and expedited processing under SB 35 requirements. The project could yield 180 housing units affordable to extremely low-, very low-, and low-income households and 42 housing units affordable to moderate-income households.</p> <p>No projects providing senior or special needs housing have been</p>	<p>Continue.</p>
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HOUSING NEEDS ASSESSMENT



Program	Implementation Status	Continue-Modify-Delete
	proposed due to difficulty securing financing for affordable senior housing. The City will implement this program as projects are proposed.	
<p>PROGRAM H-12.1: Special Needs Housing. Work with public or private sponsors to identify candidate sites for new construction of rental housing for special needs including persons with physical and developmental disabilities, and take all actions necessary to expedite processing of such projects.</p>	<p>Responsible Agency: Planning Department Time Frame: As projects are approved through the Planning Department Funding Source: General Fund</p>	<p>No public or private sponsors have requested to identify candidate sites. The City has not been proactive in recruiting public or private sponsors due to limited staffing and financial resources but is open to this proposal if a request was submitted.</p>
<p>PROGRAM H-13.1: Extremely Low-Income Households. AB2634 requires the City to identify zoning to encourage and facilitate housing suitable for extremely low-income households, such as supportive housing and single-room occupancy units. The City will encourage the development of housing for extremely low-income households through a variety of activities such as performing outreach to housing developers on at least an annual basis, providing financial (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.</p>	<p>Responsible Agency: Planning Department Time Frame: Comply by December 2013; ongoing, as projects are processed through the Planning Department and annual outreach with local developers Funding Source: General Fund</p>	<p>This program was completed in December 2013.</p>

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Program	Implementation Status	Continue-Modify-Delete
In addition, the City will allow single-room occupancy units to be permitted in the R-4 and R-6 residential designations with a conditional use permit.		
<p>PROGRAM H-13.2: Farmworkers. The City will amend its Zoning Ordinance in an effort to comply with Sections 17021.5 and 17021.6 of the Health and Safety Code. In addition, the City will allow for farmworker housing in the A-1, A-2, and R-A zones by right.</p>	<p>Responsible Agency: Planning and Building and Safety Departments</p>	<p>The City amended the Zoning Ordinance in December 2013 but to ensure compliance with Health and Safety Code Sections 17021.5 and 17021.6 this program will be continued.</p>
<p>PROGRAM H-13.3: Reasonable Accommodation. Develop and formalize a general process for reasonable accommodation requests in order to accommodate the needs of persons with physical as well as development disabilities and streamline the permit review process (Sections 4450–4460 of the California Government Code and Title 24 of the California Code of Regulations). The City will provide information to individuals with disabilities regarding reasonable accommodation policies, practices, and procedures based on the guidelines from HCD. This information will be available through postings and pamphlets at the City and on the City's website.</p> <p>In addition, the City will encourage housing developers to include mobility-impaired accessibility in their project designs.</p> <p>The City will include accessibility considerations in the preparation of the City's capital improvement plan and the</p>	<p>Time Frame: Comply by December 2013</p> <p>Funding Source: General Fund</p> <p>Responsible Agency: Planning and Building and Safety Departments</p> <p>Time Frame: Comply with SB 520 by December 2013</p> <p>Funding Source: General Fund</p>	<p>This program was completed in December 2013.</p>

HOUSING NEEDS ASSESSMENT



Program	Implementation Status	Continue-Modify-Delete
<p>allocation of funding for capital improvements in support of housing and residential neighborhoods for persons with physical and developmental disabilities.</p> <p>The City will provide exceptions in zoning and land use for housing for persons with physical and developmental disabilities. This procedure will be ministerial process, with minimal or no processing fee, subject to approval by the Planning Director by applying the following criteria:</p> <ol style="list-style-type: none"> 1. The request for reasonable accommodation will be used by an individual with a physical or developmental disability or their representative protected under fair housing laws. 2. The requested accommodation is necessary to make housing accessible and suitable to an individual with a physical or developmental disability protected under fair housing laws. 3. The requested accommodation would not impose an undue financial or administrative burden on the City. 4. The requested accommodation would not require a fundamental alteration in the nature of the City's land use and zoning program. 		
<p>PROGRAM H-13.4: Residential Care Facilities. SB 520 requires residential care facilities of six or fewer persons to be permitted in all residential zones. Currently, residential care homes with six or fewer persons are permitted in some zones with a conditional use permit.</p>	<p>Responsible Agency: Planning and Building and Safety Departments Time Frame: Comply with SB 520 by December 2013</p>	<p>In December 2013 the Zoning Ordinance was updated to allow for residential care facilities consistent with state law and comply with state law and the definition of family was</p> <p>Modify to reflect current State guidance.</p>

HOUSING NEEDS ASSESSMENT



Program	Implementation Status	Continue-Modify-Delete
<p>The City will revise the current regulations to meet state law requirements. The City will amend the Zoning Ordinance to allow for residential care facilities with six or fewer persons by right in all residential zones subject only to the same restriction in that zone, and will allow larger licensed residential care facilities of seven or more persons in the R-2 and R-3 zones with a conditional use permit. Additionally, the City will amend the Zoning Ordinance to update its definition of family to be consistent with current housing law.</p>	<p>Funding Source: General Fund</p>	<p>updated to state -- "Family" shall mean one or more persons living together in a dwelling unit, with common access to and common use of all living, kitchen, and eating areas within the dwelling unit</p>
<p>PROGRAM H-14.1: Child Care Program. In cooperation with private developers, the City will evaluate on a case-by-case basis the feasibility of pairing a childcare center with affordable, multi-family housing developments or nearby major residential subdivisions.</p>	<p>Responsible Agency: Planning Department Time Frame: Ongoing Funding Source: General Fund</p>	<p>Private developers have not expressed any interest in this program to date.</p>
<p>PROGRAM H-15.1: Regional Homeless Issues. The City shall cooperate with the other cities, the County, and other agencies in the development of programs aimed at providing homeless shelters and related services.</p>	<p>Responsible Agency: Planning Department Time Frame: Meet with neighboring cities and the County annually to discuss homeless issues Funding Source: General Fund</p>	<p>Along with the Western Riverside Council of Governments (WRCOG), five southwest cities in Riverside County have created a partnership to address homelessness in the region. This alliance will be meeting regularly to discuss a regional plan for homeless aid.</p>
<p>PROGRAM H-16.1: Emergency Shelters. Pursuant to SB 2, the City will allow emergency shelters as a permitted use</p>	<p>Responsible Agency: Planning Department</p>	<p>In December 2013 Chapter 17.88 of the Wildomar Municipal Code was</p>
		<p>Completed. Continue to address state law</p>

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Program	Implementation Status	Continue-Modify-Delete
<p>(by right) in the Industrial Park (I-P) zone without a conditional use permit or other discretionary review. The I-P zone is close to services and future transit as development occurs. In addition, the City will evaluate adopting development and managerial standards that will be consistent with Government Code Section 65583(a)(4). These standards may include such items as:</p> <ul style="list-style-type: none"> • Lighting • On-site management • Maximum number of beds or persons to be served nightly by the facility • Off-street parking based on demonstrated need • Security during hours that the emergency shelter is in operation 	<p>Time Frame: Comply with SB 2 by December 2013 Funding Source: General Fund</p>	<p>amended to permit emergency shelters in the I-P zone and managerial standards were adopted. The City does required a plot plan review, which is a ministerial process and it used to verify that the proposed project meets the City's development standards as part of a plan check review. No public hearing is required.</p>
<p>PROGRAM H-16.2: Transitional and Supportive Housing. Pursuant to SB 2, the City must explicitly allow both supportive and transitional housing types in all zones allowing residential uses exclusively. The City shall amend the Zoning Ordinance to provide separate definitions of transitional and supportive housing as defined in Health and Safety Code Sections 50675.2 and 50675.14, and both transitional and supportive housing types will be allowed as a permitted use subject to only the same restrictions on residential uses contained in the same type of structure.</p>	<p>Responsible Agency: Planning Department Time Frame: Comply with SB 2 by December 2013 Funding Source: General Fund</p>	<p>This program was completed in December 2013.</p>
<p>PROGRAM H-17.1: Rehabilitation Program. The City will pursue grant opportunities to create a rehabilitation program. The City will apply for HOME funding for this</p>	<p>Responsible Agency: Planning Department</p>	<p>Due to limited staffing and financial resources, the City has not applied</p>

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Program	Implementation Status	Continue-Modify-Delete
program and will work with the County to obtain available redevelopment agency funds.	Time Frame: Starting in 2014, annually apply for HOME funds as Notices of Funding Availability are released Funding Source: HOME	for HOME funding to create a housing rehabilitation program.
PROGRAM H-18.1: Code Enforcement. The City's Code Enforcement staff is responsible for ensuring compliance with building and property maintenance codes. Code Enforcement handles complaints on a reactive basis and deals with a variety of issues, including property maintenance, abandoned vehicles, and housing conditions. The City will continue to use Code Enforcement, as well as Building Division, staff to ensure compliance with building and property maintenance codes. The Code Enforcement program is complaint-based.	Responsible Agency: Building and Safety and Code Enforcement Departments Time Frame: Ongoing Funding Source: General Fund	The City continues to use the Code Enforcement and Building Division staff to ensure compliance. Continue.

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Program	Implementation Status	Continue-Modify-Delete
<p>PROGRAM H-19.1: Preservation of At-Risk Housing Units. State law requires jurisdictions to provide a program in their Housing Elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. The City will monitor the status of all affordable housing projects and, as their funding sources near expiration, will work with owners and other agencies to consider options to preserve such units. The City will also provide technical support to property owners and tenants regarding proper procedures related to noticing and options for preservation.</p>	<p>Responsible Agency: Planning Department Time Frame: Annually monitor starting October 2014 Funding Source: General Fund</p>	<p>The City did not have any units at risk of converting to market rate during the planning period.</p>
<p>PROGRAM H-20.1: Fair Housing. The City will assign a point person to refer individuals, developers, landlords, and any other interested persons to the Fair Housing Council of Riverside County, which provides a number of programs including (1) audits of lending institutions and rental establishments, and (2) education and outreach to apartment owners, associations, management companies, lending institutions, building industry associations, homebuyers, and residents in emergency shelters and transitional housing facilities. The City will also post a link on its website to direct interested parties to the Fair Housing Council's website and any other important information regarding fair housing.</p>	<p>Responsible Agency: Fair Housing Council of Riverside County, Planning Department Time Frame: Ongoing; assign a point person and post a link to the website by December 2013 Funding Source: General Fund</p>	<p>The City's Planning Director is the assigned point person for this program. No complaints have been received to date. The City's website includes a link to the Fair Housing Council's website.</p>

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Program	Implementation Status	Continue-Modify-Delete	
<p>PROGRAM H-21.1: Fair Housing Education. The City will make fair housing educational brochures available at City Hall, the City library, and will post a link on its website referring interested persons to the Fair Housing Council's website as well as to the Fair Housing Council, which provides education and outreach services to the public in both Spanish and English.</p>	<p>Responsible Agency: Fair Housing Council of Riverside County, Planning Department Time Frame: Ongoing; assign a point person and post a link to the website by December 2013 Funding Source: General Fund</p>	<p>The City provides fair housing educational brochures in English and Spanish at City Hall and the City library and has a link on the City's website.</p>	<p>Combine with Program H-20.1</p>
<p>PROGRAM H-22.1: Mortgage Credit Certificate Program. Refer eligible residents to the Riverside County Mortgage Credit Certificate Program for assistance.</p>	<p>Responsible Agency: County of Riverside Economic Development Agency, Planning Department Time Frame: Ongoing; assign a point person and post a link to the website by December 2013 Funding Source: General Fund</p>	<p>There has been no interest within the City regarding the Riverside County Mortgage Credit Certificate Program to date.</p>	<p>Continue</p>
<p>PROGRAM H-22.2: First-Time Homebuyer Program. Consider the implementation of a First-Time Homebuyer Program to provide down payment assistance and closing cost assistance to low-income first-time homebuyers.</p>	<p>Responsible Agency: Planning Department Time Frame: Consider applying for funding annually to establish a program Funding Source: HOME funds</p>	<p>Due to lack of financial resources and the loss of Redevelopment Agency (RDA) monies, the City has not yet implemented a First-Time Homebuyer Program.</p>	<p>Continue.</p>

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Program	Implementation Status	Continue-Modify-Delete	
<p>PROGRAM H-22.3: Foreclosures. Investigate the feasibility of acquiring foreclosure homes and offering them to residents at prices affordable to low- and moderate-income households.</p>	<p>Responsible Agency: Administration and Planning Department Time Frame: Annually or as funding is available; consider applying for funding to establish a program. Funding Source: Neighborhood Stabilization Program funding</p>	<p>Due to a lack of financial resources and the current economic conditions of the housing market, the City has not investigated the feasibility of acquiring foreclosure homes.</p>	<p>Delete.</p>
<p>PROGRAM H-23.1: Acquisition/Rehabilitation. Work with public or private sponsors to encourage acquisition/rehabilitation of existing multi-family units to be converted to senior housing and housing for persons with disabilities, with a portion of the units required to be reserved for households with lower income.</p>	<p>Responsible Agency: Planning Department Time Frame: Ongoing as opportunities arise Funding Source: HOME, CDBG</p>	<p>The City has not worked with public or private sponsors to encourage acquisition/rehabilitation of multifamily housing units. The County offers similar opportunities through CDBG funding to the low- and moderate-income areas of the City but there has been little success.</p>	<p>Continue.</p>
<p>PROGRAM H-24.1: Promote Energy Conservation. The City will partner with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs, such as the residential Multifamily Energy Efficiency Rebate program and the heating and cooling rebate program, available to SCE and SoCalGas residential customers.</p>	<p>Responsible Agency: Planning and Building Department, SCE, SoCalGas Time Frame: Ongoing as programs are available Funding Source: SCE and SoCalGas funding sources</p>	<p>The City partners with WRCOG and SCE as part of the HERO Program created by the WRCOG. This program has been successful in saving costs and providing solar energy solutions.</p>	<p>Continue.</p>
<p>PROGRAM H-24.2: Ensure Consistency with Green Building Standards. The City annually ensure that local building codes are consistent with state-mandated green building standards.</p>	<p>Responsible Agency: Building Department Time Frame: Annually Funding Source: General Fund</p>	<p>The City is diligent in implementing state-mandated green building standards on development projects as part of its development review process.</p>	<p>Delete.</p>

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Program	Implementation Status	Continue-Modify-Delete
<p>PROGRAM H-24.3: Implement State Energy Conservation Standards. The City's Building and Safety Department will be responsible for implementing the state's energy conservation standards (e.g., Title 24 Energy Standards). This includes checking building plans and other written documentation showing compliance and inspecting construction to ensure that the dwelling units are constructed according to those plans. Applicants for building permits must show compliance with the state's energy conservation requirements at the time building plans are submitted.</p>	<p>Responsible Agency: Building Department Time Frame: Ongoing Funding Source: General Fund</p>	<p>The City implements the state's energy conservation standards through standard operating procedures.</p> <p>Delete.</p>

HOUSING NEEDS ASSESSMENT



COMMUNITY PROFILE

An accurate assessment of existing and future residents' demographic characteristics and housing needs forms the basis for establishing program priorities and quantified objectives in the Housing Element. This section presents statistical information and analysis of demographic and housing factors that influence housing demand, availability, and cost. The focus of this section is on identifying the need for housing according to income level as well as by special needs groups.

NOTE: The most current and relevant data sources were used in the preparation of this Housing Element. This document contains data from the 2010 Census, 2014-2018 American Community Survey, Department of Finance, and Southern California Association of Governments, as well as from other sources.

POPULATION CHARACTERISTICS

Housing needs are largely determined by population and employment growth, coupled with various demographic variables. Characteristics such as age, household size, occupation, and income combine to influence the type of housing needed and its affordability.

POPULATION TRENDS

Between 2010 and 2020, Wildomar experienced a population growth of 15.6 percent and Riverside County as a whole grew by 11.5 percent. This shows that Wildomar's population growth in the last 10 years was slightly higher compared to Riverside County (see **Table HNA-1**).

TABLE HNA-1: POPULATION GROWTH

Jurisdiction	Total Population		Growth	
	2010	2020	Total	Percentage
Wildomar	32,176	37,183	5,007	15.6%
Riverside County	2,189,641	2,442,304	252,663	11.5%

Source: California Department of Finance (DOF) E-5 Population Estimates

HOUSING NEEDS ASSESSMENT



AGE CHARACTERISTICS

Although population growth strongly affects total demand for new housing, housing needs are also influenced by age characteristics. Typically, different age groups have distinct lifestyles, family characteristics, incomes, and housing preferences. As people move through each stage of life, their housing needs and preferences also change. Age characteristics are therefore important in planning for the changing housing needs of residents.

Housing needs often differ by age group. For instance, most young adults (under 34) are single or starting families. Housing needs for younger adults are addressed through apartments or first-time homeownership opportunities. Middle-aged residents (34–64) may already be homeowners, are usually in the prime earning power of their careers, and thus tend to seek larger homes. Seniors often own a home but, due to limited income or disabilities, may need assistance to remain in their homes.

The age distribution for the City of Wildomar and Riverside County is presented in **Table HNA-2**. According to the 2014–2018 American Community Survey (ACS), in the City of Wildomar more than half (59.6 percent) of the population was working age, between 20 and 64 years of age, and almost one-third (27.9 percent) of the population was school age or below, between 0 and 19 years of age. The population 65 years and over represents the remaining 12.5 percent. When compared to Riverside County, the age distribution is similar, although Wildomar had a lower percentage of persons between the age of 45 to 54 and 65 to 84 and a higher percentage of persons between the age 55 to 64 and 85 and over.

TABLE HNA-2: AGE CHARACTERISTICS

Jurisdiction	Median Age	Percentage of Age Groups*								
		0-9	10-19	20-24	25-34	35-44	45-54	55-64	65-84	85 and over
Wildomar	34.9	13.1%	14.8%	7.0%	15.3%	12.9%	11.6%	12.8%	10.3%	2.2%
Riverside County	35.3	13.7%	14.9%	7.1%	13.8%	12.7%	12.8%	11.1%	12.1%	1.7%

Source: 2014-2018 ACS

** Due to rounding, totals may not equal 100%.*

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RACE AND ETHNICITY

As shown in **Table HNA-3**, the largest racial group in Wildomar identified themselves as White (68.1 percent). Riverside County as a whole had a lower percentage, 60.8 percent, in the White racial group. There was almost a 10-percent difference in the Hispanic population: 41.2 percent in Wildomar and 48.4 percent in Riverside County as a whole.

TABLE HNA-3: RACE AND ETHNICITY

Income Category	Race/Ethnicity of Population							
	White	African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Pacific Islander	Other	Two or More	Hispanic or Latino
Wildomar	68.1%	5.1%	0.9%	4.9%	0.8%	16.6%	3.7%	41.2%
Riverside County	60.8%	6.4%	0.8%	6.4%	0.3%	20.8%	4.5%	48.4%

Source: 2014-2018 ACS

** Note: Hispanic is not including in the race percentage.*

Due to rounding, totals may not equal 100%.

HOUSEHOLD CHARACTERISTICS

Household type and size, income levels, and other household characteristics determine the type of housing needed by residents. This section details the various household characteristics affecting housing needs.

HOUSEHOLDS TYPE AND SIZE

A household refers to the people occupying a home, such as a family, a single person, or unrelated persons living together. Family households often prefer single-family homes or condominiums to accommodate children, while non-family households generally occupy smaller apartments or condominiums.

Table HNA-4 displays household composition as reported by the 2014-2018 ACS. In the City of Wildomar, families made up 79.4 percent of all households, of which, 33.8 percent have children under 18 years of age. Riverside County as a whole has a lower percentage of families (72.0 percent) and slightly lower percentage of families with children under 18 years of age (30.3 percent).

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TABLE HNA-4: HOUSEHOLD CHARACTERISTICS

Jurisdiction	Households	Average Household Size	Percentage of Households		
			Families	Families with Children Under 18	Nonfamily
Wildomar	10,109	3.57	79.4%	33.8%	20.6%
Riverside County	728,103	3.31	72.0%	30.3%	28.0%

Source: 2014-2018 ACS, Table S1101

OVERCROWDING

Overcrowding is often closely related to household income and the cost of housing. The U.S. Census Bureau considers a household to be overcrowded when there is more than one person per room, excluding bathrooms and kitchens, and to be severely overcrowded when there are more than 1.5 occupants per room. Overcrowded households are usually a reflection of the lack of affordable housing.

According to the 2014–2018 ACS and as shown in **Table HNA-5**, 3.1 percent of Wildomar's owner-occupied households were overcrowded and 0.6 percent were severely overcrowded, as compared to the county as a whole, where 3.2 percent of the households were overcrowded, and 1.1 percent were severely overcrowded. In renter-occupied households, 7.2 percent of Wildomar households were overcrowded and 2.2 percent were severely overcrowded, as compared to the county, where 8.6 percent were overcrowded, and 3.3 percent were severely overcrowded.

TABLE HNA-5: OVERCROWDED HOUSEHOLDS

Household Size	Owner Households		Renter Households		Total Households	
	Number	Percentage	Number	Percentage	Number	Percentage
City of Wildomar						
Less than 1.00	6,758	96.3%	2,799	90.6%	9,557	94.5%
1.01–1.50	221	3.1%	223	7.2%	444	4.4%
1.51 or more	39	0.6%	69	2.2%	108	1.1%
Wildomar Total	7,018	100.0%	3,091	100.0%	10,109	100.0%

HOUSING NEEDS ASSESSMENT



Household Size	Owner Households		Renter Households		Total Households	
	Number	Percentage	Number	Percentage	Number	Percentage
Riverside County						
Less than 1.00	451,938	95.7%	216,825	88.2%	668,763	93.1%
1.01–1.50	15,189	3.2%	21,040	8.6%	36,229	5.0%
1.51 or more	5,274	1.1%	8,083	3.3%	13,357	1.9%
Riverside County Total	472,401	100.0%	245,948	100.0%	718,349	100.0%

Source: 2014-2018 ACS

* Based on occupied housing units.

HOUSEHOLD INCOME

Along with housing prices and rents, household income is the most important factor affecting housing opportunities in Wildomar. Housing choices such as tenure (owning versus renting), housing type, and location are dependent on household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by HCD. According to HCD's 2020 State Income Limits, the area median income (AMI) for a family of four in Riverside County in 2020 was \$75,300.

- Extremely Low Income Up to 30 percent of AMI (\$0–\$26,200)
- Very Low Income 31–50 percent of AMI (\$26,201–\$37,650)
- Low Income 51–80 percent of AMI (\$37,651–\$60,250)
- Moderate Income 81–120 percent of AMI (\$60,251–\$90,350)
- Above Moderate Income Above 120 percent of AMI (\$90,350 or more)

Table HNA-6 shows the maximum annual income level for each income group adjusted for household size for Riverside County. The maximum annual income data is then used to calculate the maximum affordable housing payments for different households (varying by income level) and their eligibility for federal housing assistance.

HOUSING NEEDS ASSESSMENT



TABLE HNA-6: MAXIMUM HOUSEHOLD INCOME BY HOUSEHOLD SIZE, 2020

Income Category	Household Size							
	1	2	3	4	5	6	7	8
Extremely Low	\$15,850	\$18,100	\$21,720	\$26,200	\$30,680	\$35,160	\$39,640	\$44,120
Very Low	\$26,400	\$30,150	\$33,900	\$37,650	\$40,700	\$43,700	\$46,700	\$49,700
Low	\$42,200	\$48,200	\$54,250	\$60,250	\$65,100	\$69,900	\$74,750	\$79,550
Median	\$52,700	\$60,250	\$67,750	\$75,300	\$81,300	\$87,350	\$93,350	\$99,400
Moderate	\$63,250	\$72,300	\$81,300	\$90,350	\$97,600	\$104,800	\$112,050	\$119,250

Source: HCD State Income Limits 2020

HOUSEHOLD INCOME

Table HNA-7 provides a summary of Wildomar households in the extremely low-income, very low-income, and low-income range. As shown in Table HNA-7, 22.1 percent of Wildomar households are in the low-income range, 7.7 percent are within the very low-income range, and 11.5 percent have an extremely low-income range.

TABLE HNA-7: HOUSEHOLD BY INCOME CATEGORY, 2020

Income Range	Renter Households		Owner Households		Total Households	
	Number	Percentage	Number	Percentage	Number	Percentage
Extremely Low (0-30% AMI)	615	19.9%	547	7.8%	1162	11.5%
Very Low (30%-50% AMI)	276	8.9%	505	7.2%	781	7.7%
Low (50%-80% AMI)	736	23.8%	1500	21.4%	2,236	22.1%
Moderate (80-120% AMI)	666	21.5%	1162	16.6%	1828	18.1%
Above Moderate (120% AMI or Greater)	799	25.8%	3305	47.1%	4104	40.6%
Total Households	3,091	100.0%	7,018	100.0%	10,109	100.0%

Source: 2014-2018 ACS, Table S1901; HCD State Income Limits 2020

HOUSING NEEDS ASSESSMENT



OVERPAYMENT

State and federal housing law defines overpayment (or cost burdened) as a household paying more than 30 percent of gross income for housing expenses. Severe cost burden occurs when a household pays more than 50 percent of its income on housing. Housing overpayment is especially problematic for lower-income households that have limited resources for other living expenses and is an important measure of the affordability of housing within a city. Overpayment for housing is based on the total cost of shelter compared to a household's ability to pay. Specifically, overpayment is defined as a household paying more than 30 percent of their gross household income for shelter. According to the U.S. Census, shelter cost is the monthly owner costs (mortgages, deeds of trust, contracts to purchase or similar debts on the property, taxes, and insurance) or the gross rent (contract rent plus the estimated average monthly cost of utilities).

A total of 2,060 owner households (20.7 percent of total households) were paying more than 30 percent of their income for housing between 2013 to 2017 (see **Table HNA-8**). In contrast, 1,660 renter households (16.7 percent of total households) were paying more than 30 percent of their income for housing.

Of all owner-occupied households within Wildomar, 285 (2.9 percent) are considered extremely low-income; for 50 percent of those households, the cost of housing is greater than half of the gross household income. Out of all renter-occupied households within Wildomar, 450 (4.5 percent) are considered extremely low income; for 85 percent of those households, the cost of housing is greater than half of their household incomes. The City has included program 11-1 to assist with the

TABLE HNA-8: HOUSING OVERPAYMENT FOR LOW INCOME HOUSEHOLDS

Total Household Characteristics	Number	Percent of Total Households
Total occupied units (households)	9,935	100.0%
Total Renter households	3,035	30.5%
Total Owner Households	6,900	69.5%
Total lower income (0-80% of HAMFI) households	3,070	30.9%
Lower-income renters (0-80%)	1,430	14.4%
Lower-income owners (0-80%)	1,640	16.5%
Extremely low-income renters (0-30%)	450	4.5%
Extremely low-income owners (0-30%)	285	2.9%
Lower-income households paying more than 50%	1,515	15.2%
Lower-income renter households severely overpaying	810	8.2%

HOUSING NEEDS ASSESSMENT



Total Household Characteristics	Number	Percent of Total Households
Lower-income owner households severely overpaying	700	7.0%
Extremely Low Income (0-30%)	735	7.4%
ELI Renter HH severely overpaying	385	3.9%
ELI Owner HH severely overpaying	145	1.5%
Income between 30%-50%	520	5.2%
Income between 50% -80%	460	4.6%
Lower income households paying more than 30%	2,310	23.3%
Lower-income renter households overpaying	1,215	12.2%
Lower-income owner households overpaying	1,095	11.0%
Extremely Low Income (0-30%)	625	6.3%
Income between 30%-50%	760	7.6%
Income between 50% -80%	925	9.3%
Total Households Overpaying	3,720	37.4%
Total Renter Households Overpaying	1,660	16.7%
Total Owner Households Overpaying	2,060	20.7%

Source: 2013-2017 CHAS Data Sets <https://www.huduser.gov/portal/datasets/cp.html>

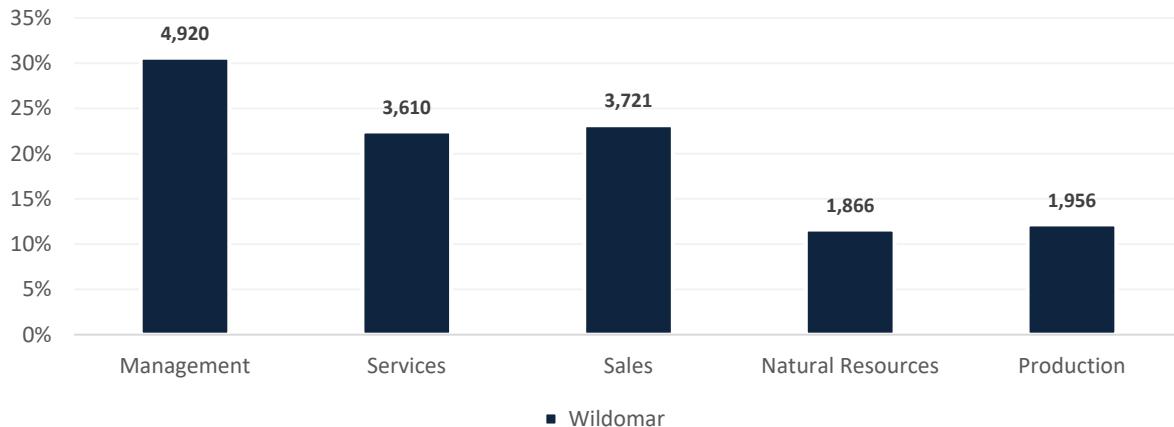
EMPLOYMENT BY INDUSTRY

The economy has an important impact on housing needs. Employment growth typically results in increased housing demand in areas that serve as regional employment centers. Moreover, the type of occupation and income levels for new employment also affect housing demand. This section describes the economic and employment patterns in Wildomar and how these patterns influence housing needs. As of 2018, the management economic sector was the largest employer of Wildomar residents, providing 4,920 jobs, or 31 percent of the workforce. The second-largest sector was sales, which employed 3,721 Wildomar residents, or 23 percent, of the workforce. Other large economic sectors include services (3,610 people, or 23 percent); production (1,956 people, or 12 percent); and natural resources (1,866 people, or 12 percent). **Figure HNA-1** shows the types of industries for residents working in the City of Wildomar in 2018 and the employment percentage per occupation.

HOUSING NEEDS ASSESSMENT



FIGURE HNA-1: EMPLOYMENT BY OCCUPATION, 2018



Source: 2014-2018 ACS using groupings of Standard Occupational Classification (SOC) codes.

HOUSING STOCK CHARACTERISTICS

This section describes the housing characteristics and conditions that affect housing needs in Wildomar. Important housing stock characteristics include housing type, tenure, vacancy rates, age, condition, cost, and affordability.

HOUSING TYPE

According to California's Department of Finance, 69.4 percent of the city's housing stock consisted of single-family homes and 5.0 percent were multifamily units, with the remaining 25.2 percent being mobile homes. Riverside County had almost the same proportion of single-family homes (68.4 percent) but had three times more multifamily units (16.0 percent) (Table HNA-9). Riverside County had a significantly lower proportion of mobile homes (9.4 percent) than Wildomar (25.2 percent).

TABLE HNA-9: HOUSING UNITS BY HOUSING TYPE

Housing Type	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Single-Family Detached	8,044	69.4%	585,544	68.4%
Single-Family Attached	45	0.4%	52,844	6.2%
Multifamily 2-4 Units	27	0.2%	39,044	4.6%

HOUSING NEEDS ASSESSMENT



Housing Type	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Multifamily 5+ Units	552	4.8%	98,023	11.4%
Mobile Homes	2,916	25.2%	80,669	9.4%
Total Housing Units	11,584	100.0%	856,124	100.0%

Source: CA DOF E-5 Population and Housing Unit Estimates

HOUSING TENURE

Housing tenure (owner versus renter) can be affected by many factors, such as housing cost (interest rates, economics, land supply, and development constraints), housing type, housing availability, job availability, and consumer preference. **Table HNA-10** details housing tenure in Wildomar and Riverside County according to the 2014-2018 ACS. The City of Wildomar has a slightly higher owner-occupied household percentage (69.4 percent) than that of Riverside County (65.8 percent).

TABLE HNA-10: HOUSING TENURE

Housing Tenure	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Owner-Occupied Households	7,018	69.4%	472,401	65.8%
Renter-Occupied Households	3,091	30.6%	245,948	34.2%

Source: 2014-2018 ACS

VACANCY RATE

Vacancy rates of 5 percent for rental housing and 1.5 percent for ownership housing are generally considered to be healthy. A higher vacancy rate may indicate an excess supply of units and a softer market, and result in lower housing prices. A lower vacancy rate may indicate a shortage of housing and high competition for available housing, which generally leads to higher housing prices and diminished affordability.

Table HNA-11 shows the occupancy status of the housing stock according to the 2014-2018 ACS. The City of Wildomar had a total vacancy rate of 4.5 percent as compared to Riverside County as a whole, which had a vacancy rate of 13.8 percent. As shown in **Table HNA-11**, the City of Wildomar homeowner vacancy rate was 0.4 percent and the rental vacancy rate was 1.0 percent. For the county as a whole, the homeowner vacancy rate was 1.1 percent, and the rental vacancy rate was 1.7 percent.

HOUSING NEEDS ASSESSMENT



TABLE HNA-11: OCCUPANCY STATUS OF HOUSING STOCK

Type	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Occupied	10,109	95.5%	718,349	86.2%
Vacant	474	4.5%	115,253	13.8%
For rent	109	1.0%	13,906	1.7%
For sale	45	0.4%	9,184	1.1%
Rented/sold, not occupied	88	0.8%	5,980	0.7%
For seasonal/recreational or occasional use	83	0.8%	65,882	7.9%
For migrant workers	0	0.0%	656	0.1%
Other vacant	149	1.4%	19,645	2.4%
Total Housing Units	10,583	100.0%	833,602	100.0%

Source: 2014-2018 ACS

HOUSING CONDITIONS

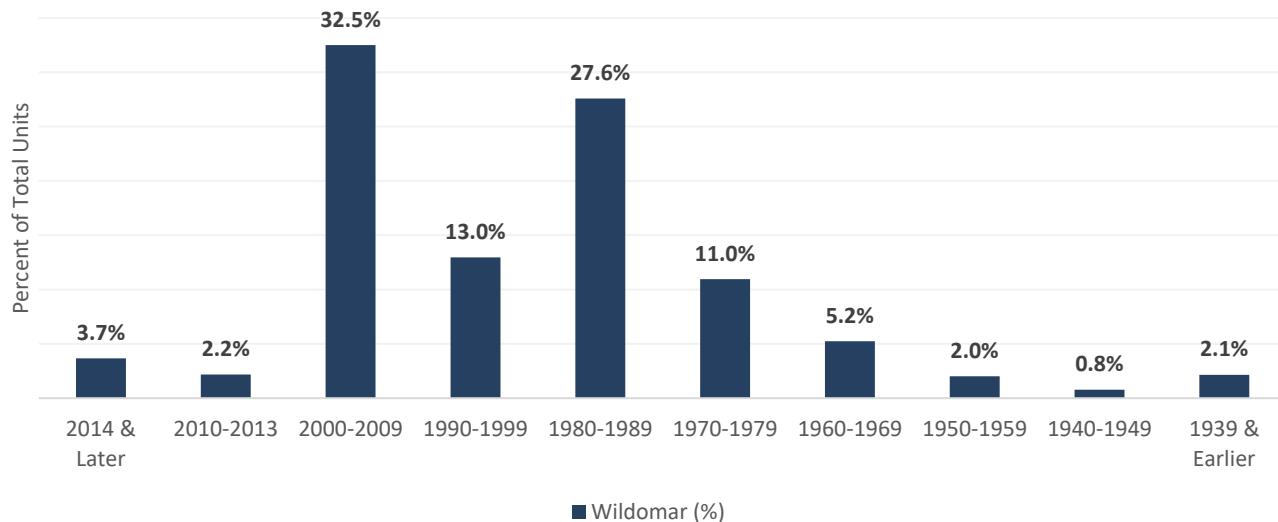
Housing conditions are an important indicator of quality of life in the City of Wildomar. Like any asset, housing ages and deteriorates over time. If not regularly maintained, structures can deteriorate and discourage reinvestment, depress neighborhood property values, and even become health hazards. Thus, maintaining and improving housing quality is an important goal for communities.

An indication of the quality of the housing stock is its general age. Typically, housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs. **Figure HNA-2** displays the age of Wildomar's housing stock starting from before 1939 up until 2014 and later, per the 2014-2018 ACS. Among the housing stock, 51.4 percent of the housing units in Wildomar were built since 1990. The remaining 48.7 percent of the housing stock is over 30 years old, meaning rehabilitation needs could be necessary in certain homes. The City estimates that approximately 10 percent of the housing stock needs rehabilitation.

HOUSING NEEDS ASSESSMENT



FIGURE HNA-2: AGE OF HOUSING STOCK



Source: 2014-2018 ACS

HOUSING COST AND AFFORDABILITY

One of the major barriers to housing availability is the cost of housing. To provide housing to all economic levels in the community, a wide variety of housing opportunities at various prices should be made available. Housing affordability is dependent on income and housing costs.

Housing affordability is based on the relationship between household income and housing expenses. According to the U.S. Department of Housing and Urban Development (HUD) and HCD, housing is considered “affordable” if the monthly housing cost is no more than 30 percent of a household’s gross income.

Sales Prices

According to Realtor.com, the median sales price for homes in Wildomar as of December 2020 was \$477,500 (**Table HNA-12**). The median sales price in Wildomar is higher than Lake Elsinore and Menifee at \$435,000 and \$426,000, respectively. However, the median sales price in Wildomar is slightly lower compared to Murrieta (\$505,000).

HOUSING NEEDS ASSESSMENT



TABLE HNA-12: MEDIAN SALES PRICES, 2020

Jurisdiction	Median Sales Price
Wildomar	\$477,500
Lake Elsinore	\$435,000
Menifee	\$426,000
Murrieta	\$505,000

Source: Realtor.com, December 2020

Rental Prices

Table HNA-13 shows the rental costs in Wildomar by the number of bedrooms. Two-bedrooms homes had the highest number of listings and were available for rent at an average price of \$2,039. One-bedroom homes had the second-highest number of listings at an average rental price of \$1,965. As indicated by **Table HNA-13**, Wildomar only had 12 rental homes listed during October 2020.

TABLE HNA-13: MEDIAN RENTAL COST BY HOUSING TYPE, 2020

Housing Type	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms
Number of Listings	3	6	2	1
Median Price	\$1,965	\$2,039	\$2,145	\$2,745
Price Range	\$1,786-\$1,970	\$1,695-\$2,369	\$1,550-\$2,740	-

Source: Hotpads.com, Zillow.com, Realtor.com, October 2020

Housing Affordability

Table HNA-14 provides the affordable rents and maximum purchase price, based on the HCD income limits for Riverside County. As shown in **Table HNA-14**, the maximum affordable rent is \$655 for an extremely low-income four-person household, \$941 monthly for a very low-income household, \$1,506 for a low-income household, and \$2,259 for a moderate-income household. As shown in **Table HNA-13**, two- and three-bedroom units were renting at median prices of \$2,039 to \$2,145, respectively, and therefore are out of the affordability range for extremely low-income, very low-income, and low-income households. The two- and three-bedroom units are within the price range for moderate-income households. As shown in **Table HNA-13**, some units on the lower end of the price range are only within the affordability range for low-income and moderate-income households.

HOUSING NEEDS ASSESSMENT



As of December 2020, the median sales price for all single-family homes in the city was \$477,500. The maximum affordable sales price for a four-person household is \$163,536 for an extremely low-income household, \$235,005 for a very low-income household, \$376,070 for a low-income household, and \$563,949 for a moderate-income household. This indicates that only moderate-income households would be able to afford existing and newly constructed homes in Wildomar at a median sales price of \$477,500.

**TABLE HNA-14: HOUSING AFFORDABILITY BY INCOME LEVEL
(BASED ON A FOUR-PERSON HOUSEHOLD)**

	Income Level (Based on a 4-Person Household)			
	Extremely Low	Very Low	Low	Moderate
Annual Income	\$26,200	\$37,650	\$60,250	\$90,350
Monthly Income	\$2,183	\$3,138	\$5,021	\$7,529
Maximum Monthly Gross Rent ¹	\$655	\$941	\$1,506	\$2,259
Maximum Purchase Price ²	\$163,536	\$235,005	\$376,070	\$563,949

Source: California Department of Housing and Community Development 2020 State Income Limits

Notes:

1. Affordable cost 30 percent of gross household income spent on housing.

2. Affordable housing sales price is based on conventional 30-year loan at 3 percent interest and a 5% down payment.

HOUSING NEEDS ASSESSMENT



SPECIAL NEEDS GROUPS

Certain groups have greater difficulty in finding acceptable, affordable housing due to special circumstances relating to employment and income, household characteristics, and disabilities, among others. These “special needs” groups include seniors, persons with disabilities, large households, single-parent households (female-headed households with children, in particular), homeless persons, and farmworkers.

SENIORS

Senior residents have many different housing needs, depending on their age, level of income, current tenure status, cultural background, and health status. Senior households may need assistance with personal and financial affairs, networks of care to provide services and daily assistance, and even possible architectural design features that could accommodate disabilities that would help ensure continued independent living.

According to the 2014-2018 ACS, there were 4,534 seniors or 12.5 percent of the total population (age 65 and over) in the City of Wildomar. Riverside County as a whole had a slightly higher percentage of seniors with 13.8 percent of persons ages 65 and over.

Of the senior population, 2,366 seniors were householders in Wildomar, representing 23.2 percent of all households in the city. Of those senior householders, approximately 76.0 percent were owner-occupied and 24.0 percent were renter-occupied. Riverside County’s breakdown was similar with 79.2 percent and 20.8 percent, respectively.

PERSONS WITH DISABILITIES

Physical, mental, and/or developmental disabilities may prevent a person from working, may restrict one’s mobility, or may make it difficult to care for oneself. Persons with disabilities have special housing needs often related to the limited ability to earn a sufficient income and a lack of accessible and affordable housing. Some residents have disabilities that require living in a supportive or institutional setting.

The American Disabilities Act (ADA) defines an individual with a disability as “as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.”

HOUSING NEEDS ASSESSMENT



The City of Wildomar has a disabled population of 9,925 persons, approximately 27.6 percent of the total population, according to the 2014–2018 ACS. **Table HNA-15** provides additional characteristics for the disabled population.

To meet the special needs of disabled residents, the City supports the upgrade of existing buildings to conform to ADA requirements. The City has included **Program H-5.1** to support development of housing accessible to persons with a disability.

TABLE HNA-15: DISABILITIES BY AGE

Type of Disability	Age Group			With Disability	Total Population	Percentage with a Disability
	Under 18 Years	18-64 Years	65+ Years			
City of Wildomar						
Hearing Difficulty	17	376	920	1,313	35,973	27.6%
Vision Difficulty	27	589	340	956		
Cognitive Difficulty	548	879	630	2,057		
Ambulatory Difficulty	28	1,186	1,440	2,654		
Self-Care Difficulty	130	475	672	1,277		
Independent Living Difficulty	--*	753	915	1,668		
Riverside County						
Hearing Difficulty	3,516	24,921	48,125	76,562	2,361,744	22.5%
Vision Difficulty	4,518	26,258	22,570	53,346		
Cognitive Difficulty	15,171	53,819	29,630	98,620		
Ambulatory Difficulty	2,433	63,836	76,195	142,464		
Self-Care Difficulty	4,472	26,019	29,419	59,910		
Independent Living Difficulty	--*	50,110	51,241	101,351		

Source: 2014-2018 ACS

** No data available for this age group with this disability.*

Persons with Developmental Disabilities (Senate Bill 812)

Senate Bill (SB) 812 (Ashburn, 2010) requires the City to include in its analysis of “Special Needs Groups” the needs of those with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, “developmental disability” means a disability that originates before an individual attains 18 years of age, continues, or can be expected to continue, indefinitely, and constitutes a

HOUSING NEEDS ASSESSMENT



substantial disability for that individual. It includes intellectual disabilities, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to intellectual disability or to require treatment similar to that required for individuals with intellectual disabilities but does not include other conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled persons require a group living environment where supervision is provided. The most severely affected persons may require an institutional environment where medical aid and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services (CDDS) currently provides community-based services to approximately 330,000 with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Inland Regional Center is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

The information in **Table HNA-16** is from the California Department of Developmental Services, charged by the State of California to oversee the coordination and care of people with developmental disabilities, provides a closer look at the disabled population by age.

TABLE HNA-16: DEVELOPMENTALLY DISABLED RESIDENTS, BY AGE

Zip Code Area	0-17 Years	18+ Years	Total
92595	152	114	266

Source: California Department of Developmental Services, Quarterly Consumer Report, September 2020

There are a number of housing types appropriate for people living with a development disability: rent-subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group.

HOUSING NEEDS ASSESSMENT



LARGE HOUSEHOLDS

Large households are defined as households with five or more members. Large households comprise a special needs group because of the need for larger dwelling units, which are often in limited supply and therefore command higher prices. To save for other basic necessities, such as food, clothing, and medical care, it is common for lower-income large households to reside in smaller dwelling units, frequently resulting in overcrowding.

Based on estimates from the 2014-2018 ACS, 19.9 percent (2,012) of Wildomar's households were large households, including 5.3 percent (537) that had six or more persons and 3.7 percent (376) that had seven or more persons.

As previously mentioned, 2,012 households in Wildomar were occupied by five or more persons. Of those, 1,323 were owner-occupied households and 689 were renter-occupied households.

SINGLE-PARENT HOUSEHOLDS

Single-parent households (which are predominantly female-headed) are one-parent households with children under the age of 18 living at home. For these households, living expenses generally require a larger proportion of income relative to two-parent households. Therefore, finding affordable, decent, and safe housing is often more difficult for single-parent households. Additionally, single-parent households have special needs involving access to daycare or childcare, healthcare, and other supportive services.

According to the 2014-2018 ACS, 21.7 percent (2,190 households) of households in the city were single-parent households. Of these households, approximately 64.0 percent (1,401 households) were female-headed and the remaining 36.0 percent (789 households) were male-headed.

FARMWORKERS

Farmworkers are generally considered to have special housing needs because of limited income and the unstable nature of employment (i.e., having to move throughout the year from one harvest to the next). The typical temporary nature of farm work is not the case in Wildomar. The only work of this nature is dairy work, which goes on year-round and is not seasonal.

HOUSING NEEDS ASSESSMENT



Based on the 2014–2018 ACS, it is estimated that there are approximately 127 persons employed in the agriculture, forestry, fishing, and hunting industry, representing only 0.8 percent of the total population. The demand for specific farmworker housing is estimated to be very minimal if at all and therefore housing is addressed through the current housing stock and through overall programs for affordability.

When looking at Riverside County as a whole, according to the US Department of Agriculture's (USDA) 2017 Census of Agriculture, there were 11,365 farm workers in Riverside County. Of those farm workers, the majority (8,469 or 75 percent) were seasonal employees, working less than 150 days per year. The remaining one-quarter of farmworkers (3,714 persons) were permanent employees.

EXTREMELY LOW-INCOME HOUSEHOLDS

In 2020, the median income for a household of four in Riverside County was \$75,300. Households that earn 30 percent or less than the county's median income are considered "extremely low-income", making \$26,200 or less annually for a household of 4.

Households and individuals with extremely low incomes may experience the greatest challenges in finding suitable, affordable housing. Extremely low-income households often have a combination of housing challenges related to income, credit status, disability or mobility status, family size, household characteristics, supportive service needs, or a lack of affordable housing opportunities. These households typically include seniors on Social Security, individuals with disabilities, single parents, farmworkers, and low-wage workers. Some extremely low-income individuals and households are homeless. Many extremely low-income households seek rental housing and most likely face overpayment, overcrowding, or substandard housing condition. Some extremely low-income households could have members with mental or other disabilities and special needs.

Approximately 7.4 percent (or 735 households) of households in Wildomar fell into the extremely low-income range, according 2013–2017 Comprehensive Housing Affordability Strategy [CHAS]). Of those households, 38.8 percent (285 households) were owner occupied households and 61.2 percent (450 households) were renter occupied households. Of the 735 extremely low-income households, 85 percent were overpaying (paying more than 30 percent of their income on housing costs) for housing and 72.8 percent were severely overpaying (paying more than 50 percent of their income on housing costs).

To address the need for extremely low-income housing, the City has included Program 3.1, 10.1, and 11.1. Additionally, the City permits single-room occupancy units, in compliance with Government Code Section 65583(c)(1).

HOUSING NEEDS ASSESSMENT



HOMELESS

Homeless individuals and families have perhaps the most immediate housing need of any group. They also have one of the most difficult sets of housing needs to meet, due to both the diversity and the complexity of factors that lead to homelessness and to community opposition to the siting of facilities that serve homeless clients. California law requires that Housing Elements estimate the need for emergency shelter for homeless people.

The County of Riverside completed a Point-in-Time Homeless Count in January 2020. According to this data, there are approximately six unsheltered persons within the City of Wildomar. The Riverside County Sheriff's Department and the Social Work Action Group estimated a total of 15 unsheltered persons living in Wildomar and the surrounding areas but did not have an estimate specific to the City of Wildomar available. **Table HNA-17** shows some of the shelter resources available to the homeless in Riverside County.

TABLE HNA-17: HOMELESS SHELTER RESOURCES

Shelter Name	Type of Shelter	City	Clientele or Needs Serviced	Number of Beds
Operation SafeHouse	Emergency	Riverside	Runaway youth	17
Operation SafeHouse	Transitional	Riverside	Ages 18-22 years	15
Path of Life Ministries	Emergency	Riverside	General	135
Project T.O.U.C.H.	Transitional	Temecula	General	215
Project T.O.U.C.H.	Emergency	Temecula	Winter Shelter	25
Valley Restart Shelter	Emergency	Hemet	Families	35
Lutheran Social Services	Permanent	Riverside	General	30
Anchor in Christ	Transitional	Lake Elsinore	Substance Abuse	28
The Hacienda (God's Helping Hand)	Transitional	Perris	Substance Abuse	70
Project Touch	Transitional	Temecula	General	215
Rancho Damacitas Project Independence	Transitional	Temecula	Former Foster Youth	19
Set Free Ministry	Transitional	Lake Elsinore	Substance Abuse	110
Teen Challenge of Riverside	Transitional	Riverside	Substance Abuse	140

Source: Dreamcenterle.org, Murrieta Community Resource Guide, 2018

HOUSING NEEDS ASSESSMENT



ANALYSIS OF AT-RISK HOUSING

California Housing Element law requires the analysis of government-assisted housing units that are eligible to convert from low-income housing to market-rate housing during the next 10 years due to expiring subsidies, mortgage prepayments, or expiration of affordability restrictions and development of programs aimed at their preservation.

INVENTORY OF AFFORDABLE UNITS

An inventory of assisted units in the City of Wildomar was compiled based on information gathered from the California Housing Partnership Corporation (**Table HNA-18**). According to the California Housing Partnership Corporation, there is one assisted property in Wildomar. This property is not at risk of opting out of programs that keep them affordable to very low- and low-income households over the Housing Element period (2021-2029).

TABLE HNA-18: ASSISTED UNITS INVENTORY

Projects	Total Units	Assisted Units	Type	Funding Source	Earliest Date of Conversion
Wildomar Senior Leisure Living	176	175	Senior	LIHTC	2053

Source: California Housing Partnership Corporation 2021

Preservation Resources

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: organizational and financial. Qualified nonprofit entities need to be made aware of the future possibilities of units becoming at risk. Should a property become at risk, the City maintains an active list of resources by which to preserve that property.

In addition, the City of Wildomar will develop procedures for monitoring and preserving at-risk units, which will include the following:

- Monitor the Risk Assessment report published by the California Housing Partnership Corporation.
- Maintain regular contact with the local HUD office regarding early warnings of possible opt-outs.

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- Maintain contact with the owners and managers of existing affordable housing to determine if there are plans to opt out in the future and offer assistance in locating eligible buyers.
- Develop and maintain a list of potential purchasers of at-risk units and act as a liaison between owners and eligible purchasers.
- Ensure that all owners and managers of affordable housing are provided with applicable state and federal laws regarding notice to tenants of the owner's desire to opt out or prepay. State law requires a 12-month notice.

Nonprofit Entities

Nonprofit entities serving Riverside County, including Wildomar, can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Riverside County area includes:

- Alternatives for Domestic Violence
- Shelter from the Storm
- Nexus for Affordable Housing
- Catholic Charities
- Coachella Valley Housing Coalition
- Fair Housing Council of Riverside County
- Family Service Association of Riverside County
- Habitat for Humanity
- Lutheran Social Services
- BUILD Leadership Development

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ASSESSMENT OF FAIR HOUSING

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.

Under state law, AFFH means “taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.”

In order to comply with AB 686, the City has completed the following outreach and analysis.

OUTREACH

As discussed in the Public Participation section of the Housing Element, the City held a Planning Commission Study Session and invited the public to attend and participate. This study session was held in addition to the standard public hearing process and conducted individual consultations with stakeholders. A flyer with information about the workshop was sent to local service providers, affordable housing developers, and legal aid providers in an effort to reach lower-income residents and special needs groups. At this public outreach presentation, the Planning Commission discussed the need to address affordable housing issues in general. No community members elected to participate; however, the event was held virtually and is available on the City’s website, so residents have ongoing access to this information. The City has included **Program H-17.1** to conduct ongoing outreach to engage members of all socio-economic groups and recruit members of underrepresented groups to participate in Planning Commission, City Council, and committees as they are formed. Members of the community were also encouraged to share input to ask questions before and after the workshop by emailing the Planning Director.

The City also conducted one-on-one consultation meetings with housing advocates, housing and service providers, and community organizations who serve the general public and special needs groups. As with the workshop, the purpose of these consultations was to solicit direct feedback on housing needs, barriers to fair and affordable housing, and opportunities for development from all community groups, not just those who are able to attend the study session and public hearings. The primary concerns that stakeholders raised related to fair housing included:

- Limited availability of appropriately zoned land to accommodate high-density affordable housing that limits mobility options for lower income households;

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- Lack of a varied housing supply that can result in occupants living in inaccessible housing for their needs or overcrowded situations;
- Discriminatory practices by landlords against low-income persons and persons with disabilities; and
- Community opposition to affordable, high-density housing in the City.

The issues raised by stakeholders identified barriers to fair housing in the form of housing mobility opportunities and exclusionary behaviors that may result in displacement. In order to address these, the City has included **Programs H-1.1** and **H-1.2** to ensure there is a supply of high-density land available and **Program H-17.1** to address discriminatory practices and community position on high-density housing. The collection process for this qualitative data is described in greater detail in the Public Participation section of this Housing Element.

The primary fair housing issues identified by the Fair Housing Council of Riverside County (FHCRC) were refusal by landlords to grant reasonable accommodation requests and poor housing conditions, specifically pest infestations and mold that can create health problems for occupants. In both instances, FHCRC noted that these issues, and others, present barriers to safe and equal housing opportunities, particularly for lower-income households that may have more limited housing options. The City will provide biannual training for landlords on their responsibilities to their tenants and fair housing laws (**Program H-17.1**) and will develop a code enforcement program to ensure owners are addressing building and maintenance issues without displacing occupants, or with relocation assistance (**Program H-15.1**). Additional data collected from the FHCRC on local and regional fair housing issues is described in the Enforcement and Outreach Capacity section of this assessment.

The local data and knowledge gathered during these consultations was used to inform this assessment of fair housing issues, reveal barriers to fair housing, and identify factors that contribute to these issues (**Table HNA-19**). In an effort to gather ongoing local input and data and encourage all residents to participate in planning processes, the City has included **Program H-17.1** to meet annually with fair housing providers to discuss local fair housing issues and concerns, offer translation services to improve accessibility for all residents, conduct targeted outreach to underrepresented groups, and meet with service providers for special needs and underrepresented groups.

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ASSESSMENT OF FAIR HOUSING ISSUES

The California Government Code Section 65583 (10)(A)(ii) requires the City of Wildomar to analyze areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk. Since 2017, the California Tax Allocation Committee (TCAC) and HCD have developed annual maps of access to resources such as high-paying job opportunities, proficient schools, safe and clean neighborhoods, and other healthy economic, social, and environmental indicators to provide evidence-based research for policy recommendations. This effort has been dubbed “opportunity mapping” and is available to all jurisdictions to assess access to opportunities within their community. According to the HCD/TCAC 2020 Opportunity Areas Map, the City of Wildomar is split between high/highest resource areas south of Wildomar Trail and moderate resource in most areas to the north of Wildomar Trail, except for high resource areas south of Palomar Street (**Figure HNA-3**). While there are no low resource areas or areas of high segregation and poverty in the City of Wildomar, all areas west of the City in Lake Elsinore are considered low resource. Although the City does not plan for housing for these areas, it is likely that many of these residents rely on Wildomar for services and it is possible that people that work in Wildomar live in these areas. As such, the City has taken a broader view than just the city limits when assessing fair housing issues.

Some of the indicators identified by TCAC and HCD to determine the access to opportunity include high levels of employment and close proximity to jobs, access to effective educational opportunities for both children and adults, low concentration of poverty, and low levels of environmental pollutants, among others. These indicator scores decrease as the level of designation decreases until “Low Resource” areas, which typically have limited access to education and employment opportunities and may have poor environmental quality. The trends and factors that have resulted in these patterns of access to resources, and other fair housing issues, may have stemmed from historical patterns or from current practices.

Patterns of Integration and Segregation

Diversity

As shown in **Figure HNA-4**, in 2018 the City of Wildomar had a similar diversity index score to much of the surrounding areas. However, while the majority of residents in communities north of Wildomar identify as Hispanic, Wildomar is predominantly White and non-Hispanic, as described in the Community Profile of the Housing Element. In the Southern California Association of Governments (SCAG) region, northern areas in Los Angeles and San Bernardino Counties have a higher percentage of residents that identify as Hispanic than White. This trend differs from more southern areas of the SCAG region, including Wildomar. Wildomar more closely reflects the patterns of diversity found in urban areas of Riverside County, where the diversity index is consistent across communities, indicating that there are not concentrated areas of more or less diversity.

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While 68.1 percent of Wildomar residents identify as White, there do not appear to be any areas with significantly higher or lower levels of diversity than any other within the city or immediately adjacent areas (**Figure HNA-4**), suggesting that the community is well integrated in this regard. This trend is an increase in the distribution of diversity scores across the city since even 2010, when the diversity index scores were slightly lower in the southeastern portion of the city.

Income and Race

A racially or ethnically concentrated area of poverty (R/ECAPs) is an area in which 50 percent or more of the population identifies as non-White and 40 percent or more of residents are living in poverty. In the SCAG region, there are several R/ECAPs located in major cities and unincorporated areas. However, there are no R/ECAPs located in the City of Wildomar. The nearest R/ECAP is the community of Meadowbrook located northeast of Wildomar. While there are no R/ECAPs in Wildomar, there is a higher percent of the population living below the poverty line along the northwestern city limit adjacent to the City of Lake Elsinore. Across Lake Elsinore, there is a significantly higher rate of poverty than anywhere in Wildomar (**Figure HNA-5**). As shown in **Figure HNA-5**, there is a slightly higher rate of poverty southwest of I-15 in Wildomar than to the north of the freeway, which corresponds with a higher concentration of Housing Choice Voucher recipients living between Palomar Street, Central Avenue, Clinton Keith Road, and I-15. In this area, 5 to 15 percent of housing units are occupied by voucher holders, while there are no notable concentrations east of I-15. Beginning January 1, 2020, under California Government Code Section 12927(i), landlords must accept Housing Choice Vouchers as an acceptable source of income for tenants. Therefore, the concentration of voucher recipients may be due to the availability of housing that is affordable with a voucher, meets the condition requirements of the voucher, or that landlords in other areas of the city are unaware of the requirement to accept vouchers. While 12.4 percent of the population in Wildomar has an income at or below the poverty line, this is a decrease from 15 percent in 2015. Despite this slight decline, the City has included **Program H-17.1** to provide regular training to landlords on requirements under fair housing law and **Programs H-3.2, H-4.1, and H-7.1** to expand the supply of affordable housing so there are more options for lower-income households throughout the city.

In contrast to a R/ECAP, a racially concentrated area of affluence (RCAA) is defined as a census tract in which 80 percent or more of the population is White and has a median income greater than \$125,000 annually. While there is a higher median income in the southern portion of the City, south of Clinton Keith Road, these areas do not correspond with a White population that is 80 percent or more of the population in that area. Therefore, there are no areas of Wildomar that qualify as a RCAA. Most RCAs in the SCAG region are located in coastal communities while inland suburban communities do not reflect this pattern.

Persons with Disabilities

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As discussed in the Community Profile section of the Housing Element, approximately 27.6 percent of Wildomar's population in 2018 had at least one disability, and 40.2 percent of those individuals were seniors, who are more likely to have an ambulatory, visual, or hearing disability. Since 2014, the percent of the population with a disability has increased slightly across the City, but still reflects the SCAG region and the rate of disability is even across the City. The rate of disability in Wildomar is similar to all incorporated jurisdictions in Riverside County and most suburban communities in the SCAG region. Disability rates are higher further inland in the region, indicating that the City of Wildomar does not have a disproportionate concentration of persons with disabilities when compared to the region or a smaller percentage of persons with disabilities that would indicate barriers to this population. In Wildomar, the senior population has increased since 2012, from 9.8 percent of the population to 12.5 percent in 2018, which may account for a large portion of the increase in the percentage of the population with a disability during this time period, from 10.4 percent in 2012 to 13.9 percent in 2018. The City will explore amending the Wildomar Municipal Code to allow residential care facilities for seven or more persons in all residential zones to ensure that residents are able to age in place with access to the resources they need (**Program H-11.2**) and will work with disability service providers to identify whether there is unmet demand for services in any area of the city (**Program H-17.1**).

Familial Status

Wildomar has historically been highly family-oriented, a pattern that exists today, and will in the future. As shown in **Figure HNA-6**, Wildomar and the surrounding areas are dominated by married-couple families and families with children. Given the low vacancy rate for both ownership units (0.4 percent) and rental units (1.0 percent) in 2018, this may suggest that there is a shortage of homes to meet the needs of existing family types in Wildomar. While many communities across the SCAG region are predominantly made up of married-couple families, like Wildomar, the percentage of households with children decreases in more rural and unincorporated areas, especially in the eastern portion of the region. The City will work with developers to promote and incentivize the development of a variety of housing types to meet the needs of all current and future residents (**Programs H-4.1**).

Other Relevant Factors

While not incorporated until 2008, development in the Wildomar area began in the 1880s with the introduction of train service to present day Lake Elsinore. In 1885, the first map of the Wildomar townsite was made by its founders and formal development began thereafter with the construction of a school, federal buildings, and a town center. The townsite was originally platted for large-lot, single-family construction, which was standard for the time but supported a lower-density downtown that persists today. While Wildomar's growth originated with the construction of the Southern Pacific Railroad through the townsite, heavy rains in 1884 washed out the tracks which were never replaced. The following century of slow growth

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therefore, was not largely influenced by the presence of the railroad beyond a concentration of retail and commercial at the original center of town where which, in some jurisdictions, can result in significantly different land use patterns and segregation.

With the opening of the Temecula Valley Freeway (Interstate [I-] 15) in 1985, Wildomar's community was revitalized, and growth began again. Due to its historic foundation as a railroad community, Wildomar's services are generally located along the in the original center of town where the railroad once was and have since stretched along the length of the I-15 corridor. Interstate 15 bisects the City in a north-south direction. Areas west of I-15 are typically smaller, older homes, indicative of the older nature of this part of the city, which tend to be more affordable than larger, newer homes east of I-15. West of I-15, poverty rates tend to be higher, ranging from approximately 6.5 percent to 13.4 percent, while east of I-15 rates range from 4.2 to 10.0 percent. While these do not differ significantly, the presence of smaller, more affordable homes may be more accessible for lower-income households, resulting in a slightly higher rate of poverty. In order to address the disproportionate concentration of lower-income households, the City will employ several strategies to encourage the construction of affordable housing in high opportunity areas and throughout the city to facilitate housing mobility (**Programs H-3.2, H-4.1, H-7.1, and H-9.1**).

The hillside arching through the eastern portion of the City present another barrier in Wildomar. The topography creates a barrier between the residential and commercial areas to the south of the mountains and the residential area to the north. Additionally, due to steeper topography adjacent to the hillside, development is more limited with regards to high density housing construction. Its historical ties to the railroad community and geographic location have resulted in the distribution of density Wildomar has today, with higher-density residential uses concentrated on the northern and southern areas of the City and lower-density uses in the historic areas. However, poverty rates, racial and ethnic concentrations, and other potential indicators of segregation do not exist between areas north and south of the topographic barrier. Housing north of the mountains reflect the development patterns south of the mountains, east of I-15, with larger homes in suburban development. Additionally, despite topographic factors and transportation routes that have influenced how the City of Wildomar has grown in the last 40 years, public investment in infrastructure has remained balanced throughout the city. There is no history of disproportionate investment in certain areas of the city, or lack of investment in others. Therefore, there are no patterns of disproportionate access to opportunity as a result of public investment.

Zoning in Wildomar was, until 2008 upon incorporation, established as part of the greater Riverside County governmental agency. The area that is present day Wildomar was part of the urbanized western Riverside County, as opposed to the more agricultural eastern Riverside County. This distinction is part of what drove targeting commercial zoning and higher density and mixed use zoning in the town center of Wildomar, along

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the interstate and other major transit routes. The County established Mixed Use Planning Areas which still exist today, emphasizing a shift toward denser, more integrated residential and commercial development. When the City of Wildomar incorporated, it inherited both the current and historic growth patterns that had resulted from being part of unincorporated Riverside County. Riverside County has no history of exclusionary zoning practices or land use policies that influenced the development of present-day Wildomar. Growth was dependent on access to transit and resources and resulted in a denser city core and more suburban exteriors that were not explicitly exclusionary.

In the last decade, population growth has primarily occurred east of I-15, in newer areas of the city with available land. West of I-15 between Almond Street and Wildomar Trail, and west of Palomar Street, the population decreased slightly. The concentration of population growth is not surprising considering that most areas west of I-15 are built out, however the declining population in some neighborhoods west of I-15 may be a symptom of residents being drawn to other neighborhoods of Wildomar or elsewhere. To ensure that residents have access to a variety of affordable housing types to remain in their neighborhood if they choose to, the City will pursue funding to assist homeowners with securing rehabilitation funding (**Program H-14.1**), allow ADU's in all residential zones (**Program H-9.1**), and will develop a program to connect lower-income residents with affordable housing opportunities. (**Programs H-4.1 and H-17.1**)

Educational attainment may also indicate discrepancies in access to educational opportunities, or varying needs for types of employment based on education levels. In 2019, approximately 81.6 percent of Wildomar residents had earned a high school diploma while approximately 11.5 percent had a bachelor's degree or higher. There are no neighborhoods in the City that have notably lower rates of attainment of a bachelor's degree or higher; however, west of Palomar Street and west of Lost Road have high school educational attainment rates of 64.4 percent and 69.9 percent, respectively. However, despite areas with lower educational attainment levels, these areas do not have lower median incomes or other indicators of fair housing issues beyond what is discussed throughout this assessment of fair housing. Educational attainment may still be a cause of fair housing issues; therefore, the City will promote the availability of the County's CalWorks program to assist lower-income households to enter or re-enter the workforce and will work with the school district and developers to ensure all neighborhoods have equal access to strong educational opportunities (**Program H-17.1**).

Access to Opportunity

Educational Opportunities

There are several schools located in Wildomar, including Wildomar Elementary School, Donald Graham Elementary School, David Brown Middle School, and Elsinore High School, among others. Of the

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approximately 11 schools located within city limits, 8 are located west of I-15. Due to geographical constraints, there are limited areas of development east of I-15 and, therefore, less need for schools in this area. However, there are no schools located in the developed northeast corner of Wildomar, reducing access to schools for residents of this area. As shown in **Figure HNA-7**, a more positive educational outcome is expected for students in the southern portion of the city, where there is greater access to resources, including schools. The access to strong educational opportunities decreases in the northern portion of the city, though remains higher than areas west of Wildomar. There is a significant discrepancy in expected educational outcome for residents between these two areas of the city, suggesting that there is more limited access to high-quality schools in the northwestern areas of the city due to the quality of schools or proximity to them. The City will work with school districts and developers to ensure residential development in the northern portion of the city can be accommodated by existing school capacity or will assist with identifying a site for a new school, if needed (**Program H-17.1**). Despite the differences in expected educational outcome between the northern and southern reaches of the city, Wildomar as a whole has a more positive educational outcome expected than many areas in the SCAG region and Riverside County. Wildomar reflects the educational scores in the nearby cities of Murrieta, Temecula, and Rancho Santa Margarita, and has a significantly higher score than the cities of Lake Elsinore, Perris, and Hemet. In the SCAG region, suburban communities tend to have higher educational scores than urban and rural, which reflects the score in Wildomar as a suburban city.

Employment Opportunities

According to HUD's 2017 analysis of proximity to jobs, Wildomar, and most of western Riverside County, are located far from employment opportunities (**Figure HNA-8**). However, the mean commute times of residents, as reported by ACS, suggest that residents of Wildomar are located within a similar distance to jobs as residents of Temecula, which HUD identified as a job center. The mean commute time for residents of Wildomar was 37.4 minutes in 2019, which has not changed since 2010. This was only slightly higher than that for residents of the cities of Temecula (36.1 minutes) and Murrieta (35.7 minutes), and lower than other surrounding communities, including the cities of Lake Elsinore (45.5 minutes), Menifee (42.9 minutes), and Perris (37.7 minutes). In addition to having a stable commute time that is similar to surrounding communities, the unemployment rate in Wildomar is similar to, or lower than, all of these jurisdictions, as well as the County as a whole, according to the California Employment Development Department. Before the COVID-19 pandemic resulted in a national spike in unemployment, the unemployment rate in the City of Wildomar in 2020 was 3.9 percent, lower than the Riverside County rate of 4.2 percent. In December 2020, that rate had increased to 8.3 percent in the city, but remained lower than Riverside County rate of 9.1 percent. Therefore, given this data, the supply of jobs for Wildomar residents appears to meet demand and does not differ significantly from the region.

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Mobility

Wildomar residents are served by Riverside Transit Agency (RTA) routes 8 and 23. Route 8 operates on a loop between Lake Elsinore and Wildomar and Route 23 runs from Wildomar to Temecula, with a stop in Murrieta. Both routes operate seven days per week, approximately 12 hours per day, but have 60- to 75-minute headways. There are very limited fixed-route transit options within the City of Wildomar, with no transit available to residents in the northeast portion of the city. All Transit is a data tool that measures access to transit, connectivity, and service availability. According to All Transit, the City of Wildomar has a transit performance score of 1.9, compared to 3.3 for Riverside County and 5.5 for the SCAG region as a whole. Given the limited routes and frequency of public transit in Wildomar, the City will work with RTA to assess unmet transit needs and expand routes and frequency as needed (**Program H-17.1**).

Housing for Persons with Disabilities

To meet the needs of the population with disabilities in Wildomar, there is one licensed adult residential care facility and 10 licensed residential care facilities for the elderly. Additionally, residents are served by Dial-A-Ride, an advanced reservation, origin-to-destination transportation option offered by RTA for seniors and persons with disabilities at locations within three-quarters of a mile of an RTA fixed route. The City also requires new developments to comply with Title 24 of the 2019 California Building Code to ensure that all new construction meets accessible design standards, thus ensuring that all new housing is accessible for all residents regardless of disability. Additionally, the City ensures that older housing that may not meet the same accessibility requirements can be adapted as needed through their reasonable accommodation process, discussed in the Governmental Constraints section of this Housing Element, and by seeking funding to assist with rehabilitations (**Program H-17.1**).

Environmental Health

In February 2021, the California Office for Environmental Health Hazard Assessment (COEHHA) released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare community's environmental scores. A community with a in the 75th percentile or above, is one with higher levels of pollution and other negative environmental indicators and is considered a disadvantaged community. There are no disadvantaged communities in the City of Wildomar. North of Lemon Street and west of Lost Road is in the highest percentile in the city (53rd percentile). Outside of that area, east of I-15 scores between the 29th and 37th percentile; west of I-15 scores between the 33rd and 46th percentile. While environmental conditions in Wildomar are similar to or lower than surrounding jurisdictions, and significantly lower than many dense urban areas in the SCAG region, there is a slight between neighborhoods on either side of the interstate within the City, despite not having any areas with considerably poor environmental conditions. In the SCAG region, many cities and communities in urban areas have poorer

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environmental conditions than are found in Wildomar while smaller communities are similar to Wildomar. To ensure residents across the City, regardless of location, have access to positive environmental conditions, the City will review open space requirements for new developments and will revise as necessary to ensure all residents have access to healthy outdoor spaces (**Program H-17.1**).

Disproportionate Housing Need and Displacement Risk

Overcrowding and Overpayment

As discussed in the Community Profile of the Housing Element, overcrowding is an issue in the City of Wildomar, especially among renter households. While there are no areas with a higher concentration of overcrowded households, 9.4 percent of renter households live in overcrowded situations, compared to 3.7 percent of owner households. Both rates are lower than overcrowding Riverside County overall (11.9 percent of renters, 4.3 percent of owners). Overcrowding typically means that either appropriately sized housing is unaffordable to current residents, or that the type of housing available does not meet the need resulting in an increased risk of displacement for households living in overcrowded situations. In either case, overcrowding means there is a disproportionate need for affordable, larger housing units in Wildomar. The City will meet with the developers to identify barriers to constructing larger housing (**Program H-17.1**) and has included several other programs to incentivize development of affordable housing.

As with overcrowding, overpayment is a widespread issue in Wildomar, with 37.4 percent of households overpaying for housing. However, the issue is even more prominent among renter households than owner households, with approximately 53.7 percent of renters overpaying for housing. **Figures HNA-9 and HNA-10** demonstrate how persistent the issue is across Wildomar. This reflects patterns of overpayment across the SCAG region, where overpayment has remained an issue among renters in recent years while decreasing among homeowners. In Wildomar, the percent of the population overpaying for housing is relatively similar between owners and renters in the eastern portion of the City but is significantly higher among renters in the western portion. This may suggest that in the more urbanized western portion of the City, with closer access to resources, either there are fewer affordable rental options for the share of the population that lives here or that the cost of housing is higher overall. While low-density land use designations are more pervasive in the western portion of the City, there are also higher-density areas surrounding commercial uses and major thoroughfares, so the availability of land for higher-density housing is similar between the eastern and western areas of the City. Overpayment increases the risk of displacing residents who are no longer able to afford their housing costs. To address displacement risks due to overpayment, the City will provide incentives to encourage affordable development and will develop a targeted program to connect lower-income residents with affordable homeownership and rental opportunities within the City (**Programs H-4.1 and H-17.1**).

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Housing Condition

In addition to extensive overpayment, just less than half of the housing stock in Wildomar is older than 30 years and may need repairs. While it is likely that some homeowners have conducted ongoing maintenance to maintain the value of their homes, it is likely that many of these homes need some degree of repairs. In some cases, the cost of repairs can be prohibitive, resulting in the owner or renter living in substandard housing conditions or being displaced if the house is designated as uninhabitable or during rehabilitation. According to Comprehensive Housing Affordability Strategy (CHAS) data compiled by the U.S. Census Bureau, approximately 22 percent of Wildomar households which may include overcrowding, lack of a complete kitchen, lack of complete plumbing, or severe cost-burden. As identified above, many homeowners and renters in Wildomar are cost burden, and may represent a large percentage of the 22 percent of households with a severe housing problem identified in CHAS. The rate of housing programs for these four categories combined is lower than most jurisdictions in western Riverside with the exception of the cities of Murrieta and Temecula. Wildomar also has a lower rate of housing programs than most jurisdictions in the SCAG region, indicating that substandard housing may be a larger issue in other communities. However, to prevent residents occupying, or being displaced from, substandard housing, the City will seek funding to assist homeowners with rehabilitation costs and will develop a code enforcement process that will prevent displacement or assist with relocation costs for lower-income households (**Programs H-14.1 and H-15.1**).

Homelessness

As discussed in the Special Needs Group section of the Housing Needs Assessment, there are approximately 15 unsheltered homeless persons living in the City of Wildomar and the surrounding area, according to the Riverside County Sheriff's Department and the Social Work Action Group. Compared to the region, Wildomar has a smaller percentage of its population that is homeless than most Riverside County cities. The 2020 point-in-time survey estimates that less than the homeless population in Wildomar makes up less than 1 percent of the total unsheltered population of District 1 in Riverside County, compared to the City of Lake Elsinore which makes up 4 percent of the homeless population in District 1. Persons experiencing homelessness, or at risk of becoming homeless, are typically extremely low-income and are displaced from housing due to inability to pay or other issues. While there are several shelters and homeless resources available to homeless residents of Wildomar (**Table HNA-17**), there are limited services available inside city limits. In order to facilitate the construction of emergency shelters, the City has included **Program H-13.1** to allow low-barrier navigation centers in all zones that allow mixed-use and non-residential zones that allow multifamily uses as well as permit emergency shelters in the I-P zone. The City also encourages development of housing for extremely low-income housing through outreach to developers, financial and technical assistance, expedited processing, and other incentives identified in **Program H-11.1**.

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Displacement Risk

The annual rate of increase in average home value or rental prices compared with annual changes in the average income in the City also indicates an increased risk of displacement due to housing costs outpacing wage increase, a trend that is felt throughout the region, state, and nation. According to Zillow, the average home value in Wildomar has increased 13.4 percent annually since 2011, increasing from \$221,000 which was affordable to a household earning approximately \$35,500 annually to \$546,000 in June 2021, a price that is affordable to a household earning approximately \$87,500. The rate of increase in rental prices still outpaces wage increases but is less than that of home values. Between July 2018 and July 2021, the average rent in Wildomar increased 5.3 percent annually, from prices affordable to households earning \$75,500 to those earning \$88,800 or more. While housing costs have increased rapidly, wages have not kept pace. The average income in Wildomar has increased approximately 2 percent annually, from \$76,357 in 2010 to \$91,355 in 2019 according to the American Community Survey. The difference in these trends indicates growing unaffordability of housing in Wildomar, as is the case throughout the region and state. In order to address affordability challenges, the City will encourage and incentivize development of affordable housing units, particularly in high opportunity areas and will develop a program to connect lower-income residents with affordable housing opportunities (see **Table HNA-19**).

Displacement risk increases when a household is paying more for housing than their income can support, their housing condition is unstable or unsafe, and when the household is overcrowded. Each of these presents barriers to stable housing for the occupants. In Wildomar, overpayment is typically, but not always, linked to areas with a lower median income. As discussed under Patterns of Integration and Segregation, there are higher rates of poverty in the northern portion of the City (see Figure HNA-5). As shown in Figures HNA-9 and HNA-10, the rate of overpayment among homeowners is slightly higher in this area of the city as well, while overpayment of renters is relatively constant across all populated areas of the city. As a result, displacement risk due to overpayment for low-income renter households is not significantly higher in any one area of the city but may be slightly higher for low-income homeowners in the northern portion of the city. The City has included **Programs H-4.1** and **H-17.1** to connect lower-income households with affordable housing opportunities, and will promote the availability of this program in the neighborhood with an increased risk of displacement due to a concentration of lower-income homeowners overpaying for housing.

Enforcement and Outreach Capacity

The City enforces fair housing and complies with fair housing laws and regulation through a twofold process: review of City policies and code for compliance with State law and referring fair housing complaints to appropriate agencies.

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At the time of this Housing Element update, the City is conducting a comprehensive review of the City's zoning laws and policies for compliance with fair housing law and anticipates completing this review and update during the 2021 calendar year. In addition to assessing fair housing issues related to development standards, fair housing issues can include disproportionate loan rates by race, housing design that is a barrier to individuals with a disability, discrimination against race, national origin, familial status, disability, religion, or sex when renting or selling a housing unit, and more. To address issues not related to development standards, all discrimination and fair housing inquiries or complaints are handled by the City Planning Director, who works directly with the complainant to refer cases to the Fair Housing Council of Riverside County. While no cases have been received through this process to date, the City will continue to promote the availability of this referral service and other fair housing information on the City's website (**Program H-17.1**).

The Fair Housing Council of Riverside County (FHCRC) provides services to residents of Riverside County and its incorporated cities to promote fair housing and protect the housing rights of all individuals. In December 2020, FHCRC reported that they receive an average of 60 to 90 calls per day from residents throughout the County regarding discrimination complaints and housing disputes. Where possible, FHCRC provides mediation services before submitting complaints to HUD. The most common type of complaint throughout Riverside County comes from people with disabilities requesting reasonable accommodations; however, since the start of the COVID-19 pandemic, FHCRC has seen an increase in complaints regarding discrimination and sexual harassment. The most common type of complaints received by FHCRC regarding the physical condition of homes are infestation of insects and cases of mold. FHCRC confirmed that these issues are not isolated to Wildomar and are experienced by residents across their service area. While they do not track the origin of complaints to Wildomar, FHCRC reported in their quarterly reports that they received a total of 1,549 complaints between January and September 2020 from residents of West County, which includes Wildomar. The data received from FHCRC supports many of the findings of this assessment of fair housing regarding housing condition and accessible housing near services for special needs groups. The local and regional context of the information provided to the City was used to inform fair housing issues while the contributing factors were identified through the more local lens of this assessment. FHCRC's feedback is reflected in the issues and factors identified in **Table HNA-19**.

In their *2019 Annual Report*, the California Department of Fair Employment and Housing (DFEH) reported that they received 36 housing complaints from residents of Riverside County, approximately 3.8 percent of the total number of cases in the state that year (934). As part of the Fair Housing Assistance Program (FHAP), DFEH dual-files fair housing cases with HUD's Region IX Office of Fair Housing and Equal Opportunity (FHEO); HUD FHEO reported that just four cases were filed by residents of the City of Wildomar between January 1, 2013, and February 8, 2021. Of these four cases, one resulted in a no-cause determination and three

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were closed through conciliation or settlement. One case alleged discrimination based on sex, two alleged discriminations based on race, and two alleged disability based on disability. The total alleged bases is higher than the number of cases due to one alleging two bases. In addition to these cases, five inquiries of unknown bases were sent to HUD to determine whether a case would be valid. In reviewing these cases, one inquirer failed to respond to HUD's follow-up, three resulted in a finding that there was no valid issue or basis, and one was not pursued for undisclosed reasons.

FHCRC and DFEH were not able to provide specific location information for cases either because they do not track the geographic origin of complaints or due to confidentiality concerns. Therefore, the City was unable to conduct a spatial analysis of fair housing cases to identify any patterns or concentrations of fair housing issues in the city. **Program H-17.1** has been included to work with fair housing enforcement organizations and agencies to track issues and identify patterns in the city.

SITES INVENTORY ANALYSIS

The City examined the opportunity area map prepared by HCD and TCAC (**Figure HNA-3**). The opportunity area map identifies areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children.

Using the statewide opportunity area map and indicators of segregation, displacement risk, and access to opportunity as overlays to the City's sites inventory, the City was able to identify if the sites identified in the inventory to accommodate the lower-income Regional Housing Need Allocation (RHNA) affirmatively further fair housing and combat any existing identified patterns. The sites identified to meet the lower-income RHNA are distributed across the city and are located primarily in areas of high or highest resource. The largest concentration of sites is located near the southeast boundary of the city where land uses are varied, and the mix of residential densities permitted promotes a variety of housing to meet all income needs. Sites, 2, 5, 6, 8, 10, and 13 identified to meet the lower-income RHNA are in this area, where the median income is approximately \$135,000 and the neighborhood is designated as a highest resource area. The integration of affordable housing into this neighborhood will promote mixed-income communities and will facilitate housing mobility and improve access to opportunity for lower-income households. There are no sites identified to meet the lower-income RHNA located in the area with a concentration of HCV holders, thus promoting integration of affordable housing with market-rate, and no lower-income sites are disproportionately concentrated in areas with overpayment, overcrowding, or known substandard housing conditions. The distribution of these sites in primarily high and highest resource areas, both north and south

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of I-15, will affirmatively further fair housing by promoting mobility opportunities and encouraging affordable housing in high opportunity areas.

The remainder of the sites, identified to meet the moderate- and above moderate-income RHNA, are located throughout the city, as shown in figures **HNA-12** through **HNA-15**. As with the lower-income sites, no moderate- or above moderate-income sites are located in areas with disproportionate rates of overpayment compared to the city or region or overcrowding. These sites are located in moderate, high, and highest resource areas along with the lower-income sites, thus affirmatively furthering fair housing through income integration and encouraging a variety of housing in all resource areas to stimulate investment through the development process. The City does not have any areas of high segregation and poverty, therefore no sites will be concentrated in an area such as this. The sites in **Tables HNA-23** and **HNA-24** will provide access to services, employment, and educational and recreational opportunities for future residents and are a mechanism of affirmatively furthering fair housing by promoting mixed-income neighborhoods, facilitating mobility to high opportunity areas, and reducing displacement risk for both tenants and homeowners.

CONTRIBUTING FACTORS

Through discussions with stakeholders, fair housing advocates, and the assessment of fair housing issues, the City identified several factors that contribute to fair housing issues in Wildomar, as shown in **Table HNA-19**.

TABLE HNA-19: FAIR HOUSING ISSUES IN WILDOMAR

AFH Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
Disproportionate access to services.	Concentration of schools southwest of I-15. Limited public transit connecting northern neighborhoods to resources. Limitations on where residential care facilities are permitted. Concentrations of individuals with lower educational attainment.	Permit residential care facilities in all zones that allow single-family units (Program H-11.2). Meet with the Regional Transit Authority to assess unmet transit needs and ensure all residents have access to schools, jobs, and services (Program H-17.1). Work with the school district to assess catchment areas and capacity for Wildomar residents (Program H-17.1).

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AFH Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
		<p>Meet with disability service providers to identify if there are unmet needs or gaps in service areas (Program H-17.1).</p> <p>Encourage construction of low-barrier navigation centers for residents experiencing, or at risk of, homelessness (Program H-13.1).</p> <p>Provide a link to Riverside County's CalWORKs program to assist lower-income households entering the workforce (Program H-17.1)</p>
Displacement of residents due to economic pressures.	<p>Unaffordable rental and sales prices.</p> <p>Concentration of affordable housing for Housing Choice Voucher holders southwest of I-15.</p> <p>Cost of repairs or rehabilitation, especially for older housing units.</p>	<p>Provide training to landlords on fair housing requirements, source of income discrimination, and benefits of marketing housing units for vouchers to expand the locations registered units in the city (Program H-17.1).</p> <p>Encourage development of ADUs in high opportunity areas (Program H-9.1).</p> <p>Incentivize development of affordable housing units (Programs H-3.2, H-4.1, H-7.1).</p> <p>Develop a program to connect lower-income residents with affordable housing opportunities. (Programs H-4.1, H-17.1)</p> <p>Pursue funding to assist homeowners with securing rehabilitation funding (Program H-14.1).</p>
Displacement of residents due to availability of a variety of housing types.	<p>Shortage of large housing units, especially for renters.</p> <p>Shortage of affordable housing without age restrictions.</p> <p>Dominance of lower-density land use designations.</p>	<p>Support the development of larger housing units (Program H-17.1).</p> <p>Allow ADU's in all residential zones (Program H-9.1)</p> <p>Encourage the construction of ADUs in existing low-density neighborhoods (Program H-9.1)</p> <p>Increase the supply of housing for lower-income households and special needs groups (Programs H-11.1)</p>

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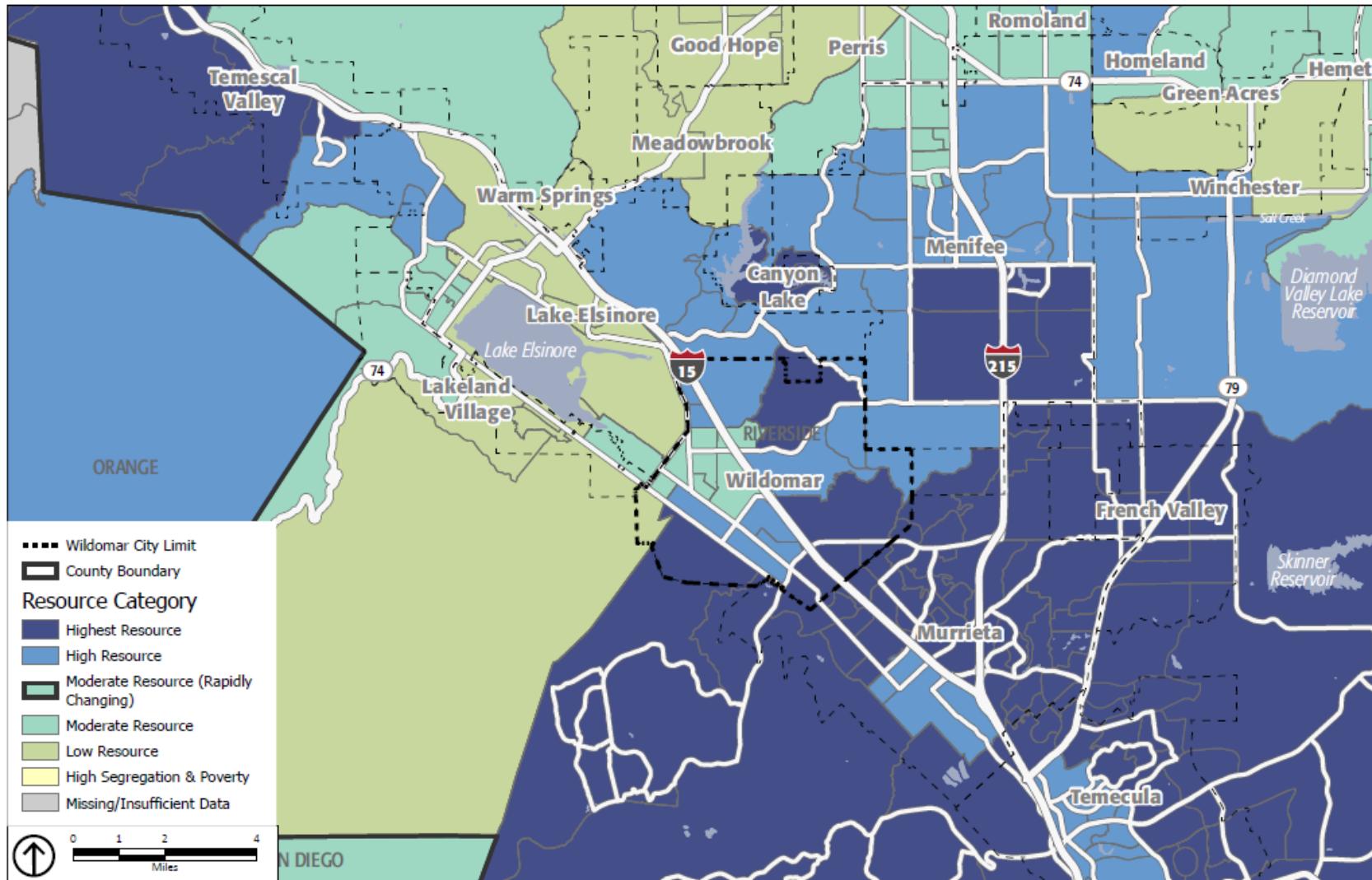
AFH Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
		Incentivize construction of high-density housing, prioritizing high resource areas and neighborhoods dominated by low-density housing (Program H-3.1)

The City has identified the shortage of larger housing units and mobility opportunities to access services, in addition to access to affordable housing in general, as the primary contributing factors to fair housing in Wildomar. The City has included actions to address these factors, as well as the other issues identified in this assessment, throughout the Housing Element programs and policies. **Program H-17.1** has been included to affirmatively further fair housing, per AB 686, and take meaningful actions that address significant disparities in housing needs and access to opportunities for all groups protect by state and federal law. Regional coordination efforts outlined in several programs will ensure that the City furthers patterns of integration and development of affordable housing in such a way that it will have a positive impact on residents of the city and region.

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FIGURE HNA-3: OPPORTUNITY AREAS

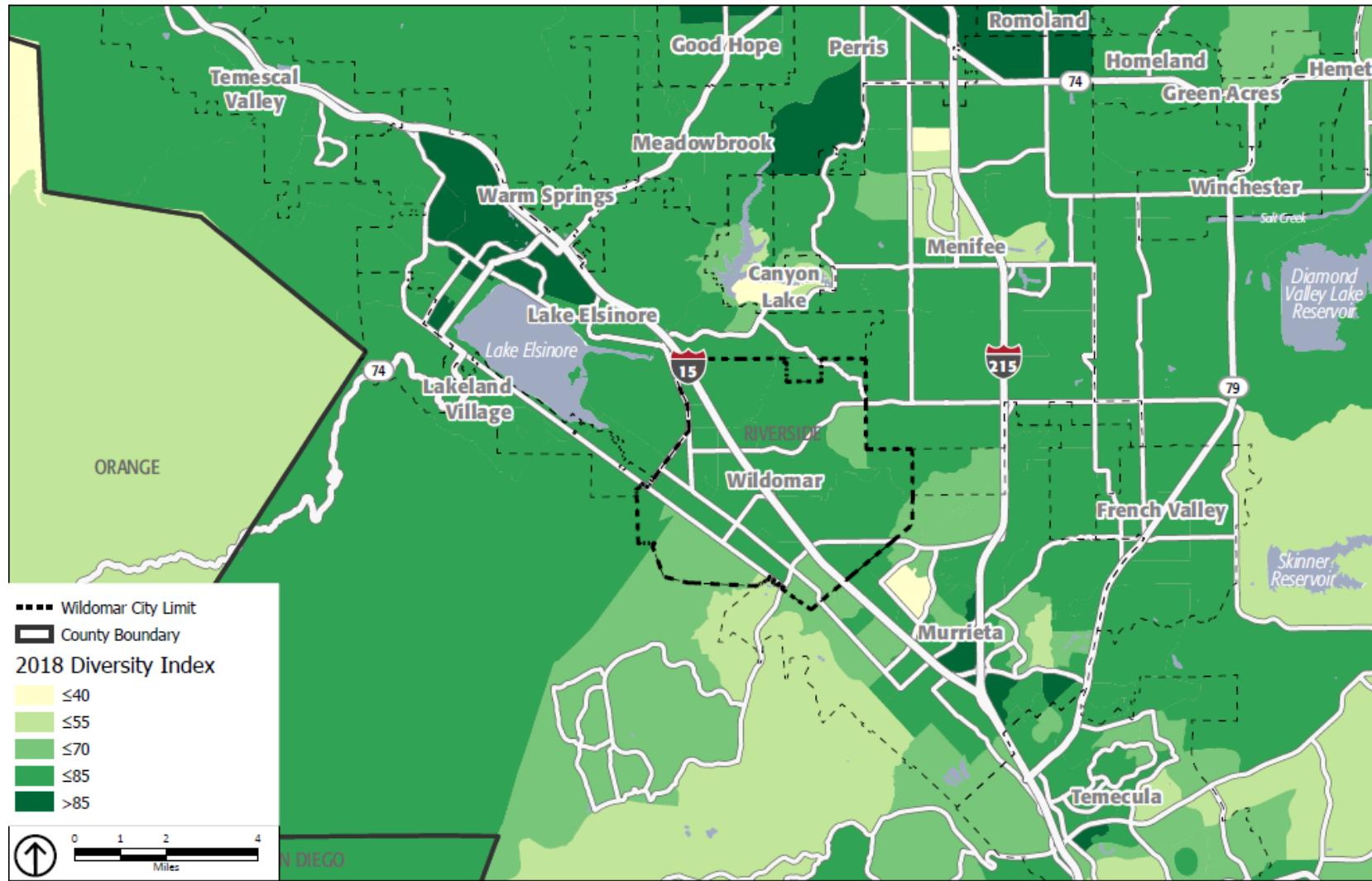


Source: TCAC/HCD, 2020.

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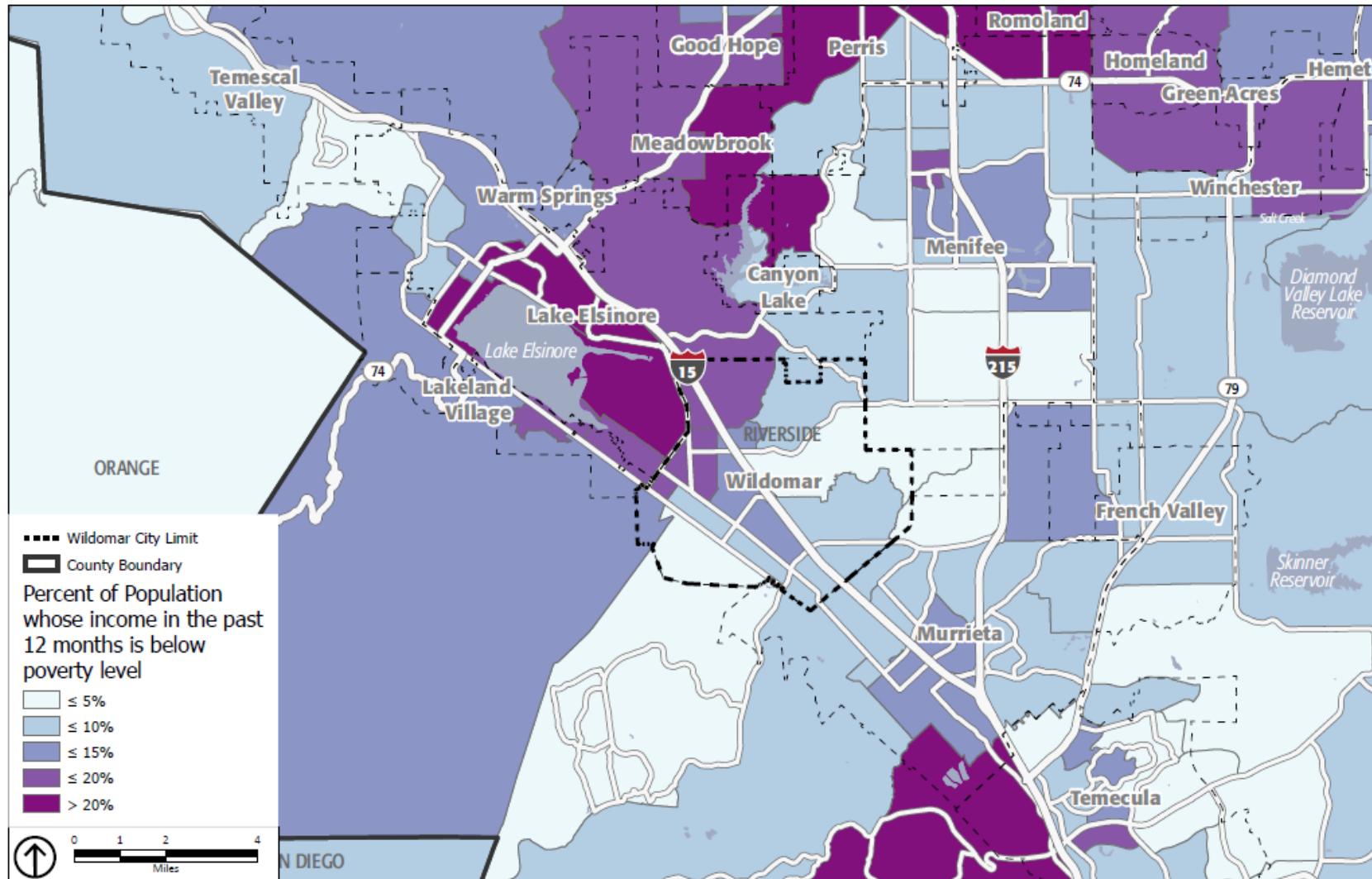
FIGURE HNA-4: DIVERSITY INDEX



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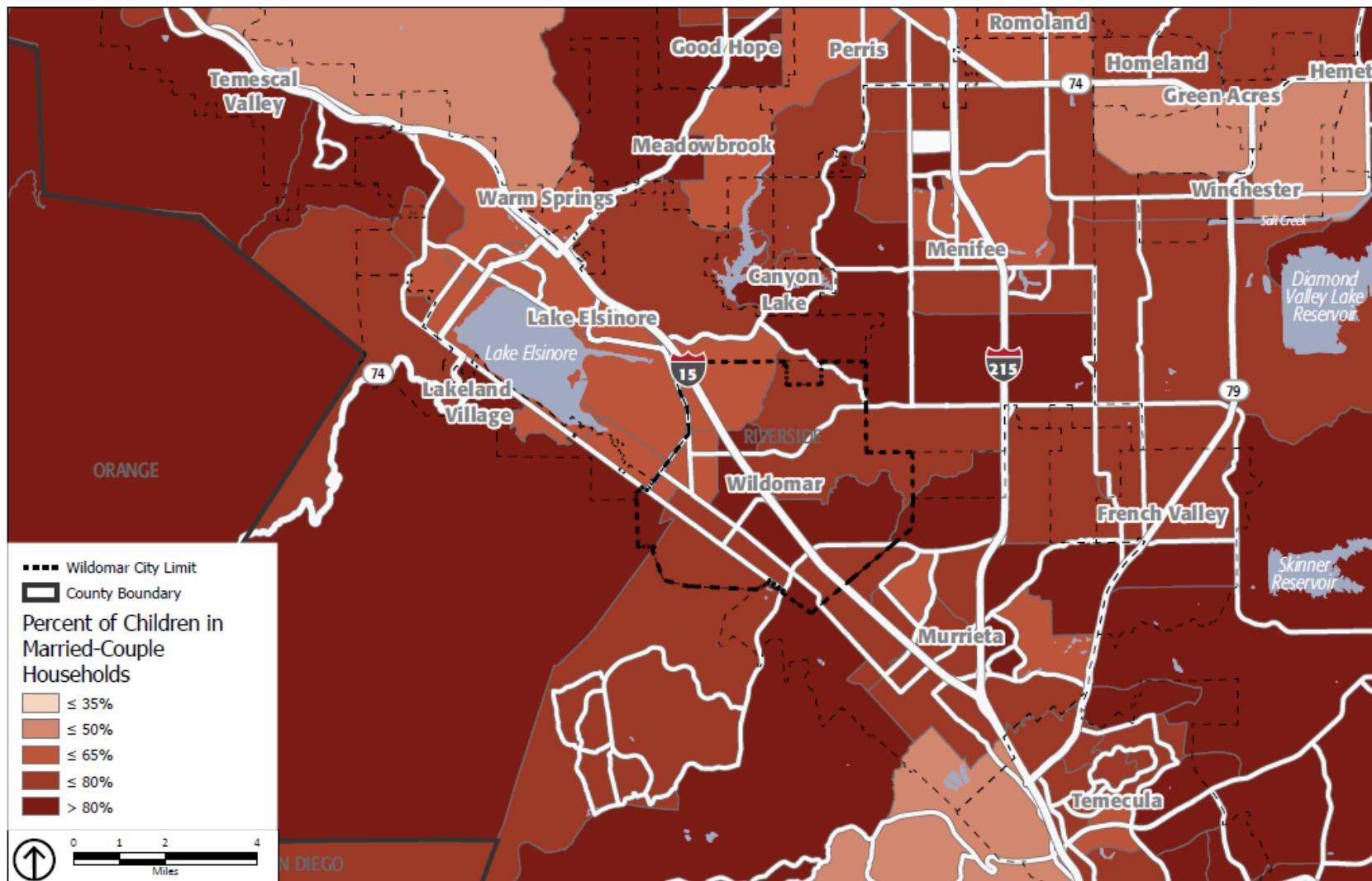
FIGURE HNA-5: POVERTY STATUS



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FIGURE HNA-6: FAMILIAL STATUS

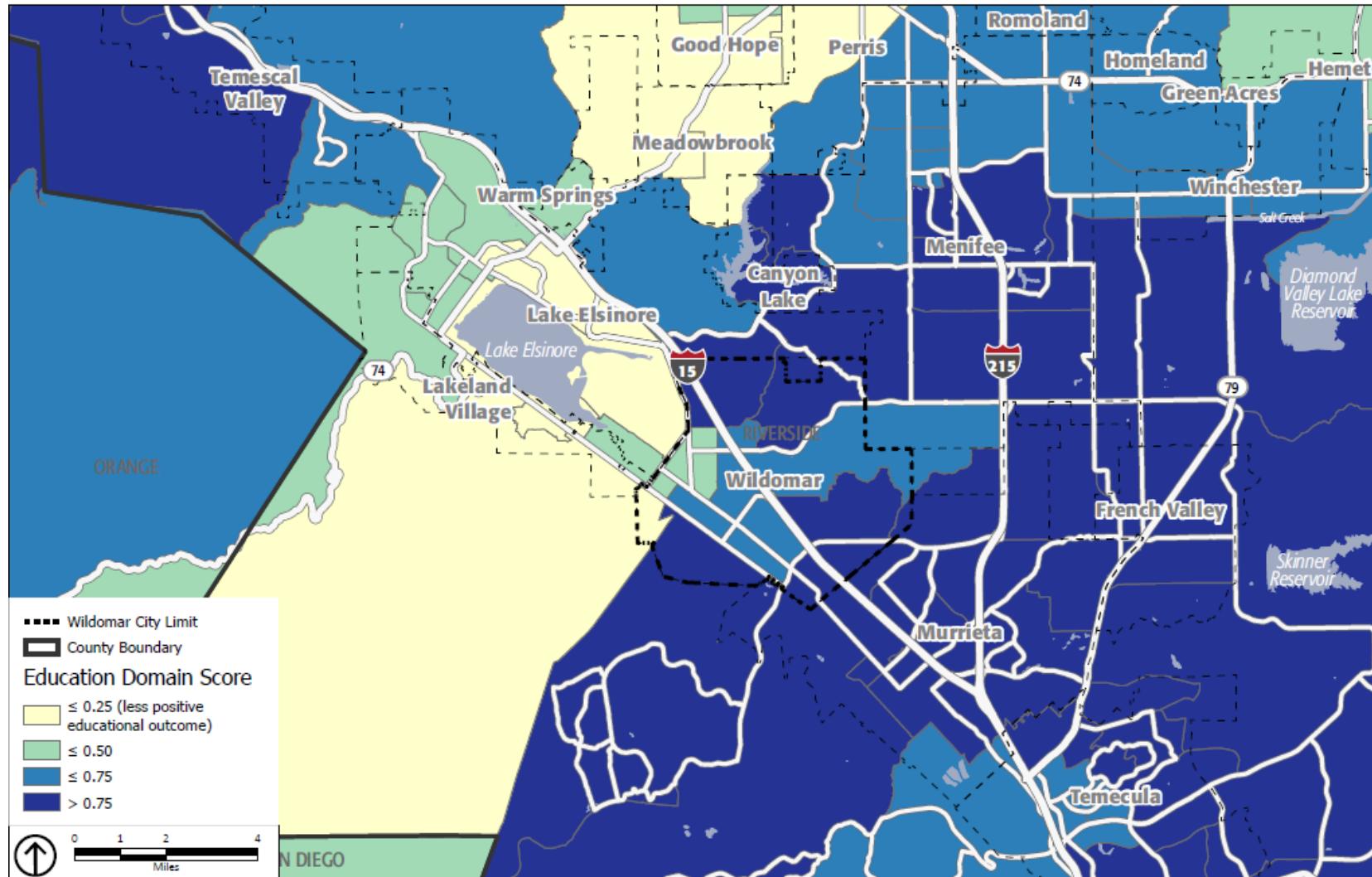


Source: ACS 5-year estimate (2015-2019), by tract.

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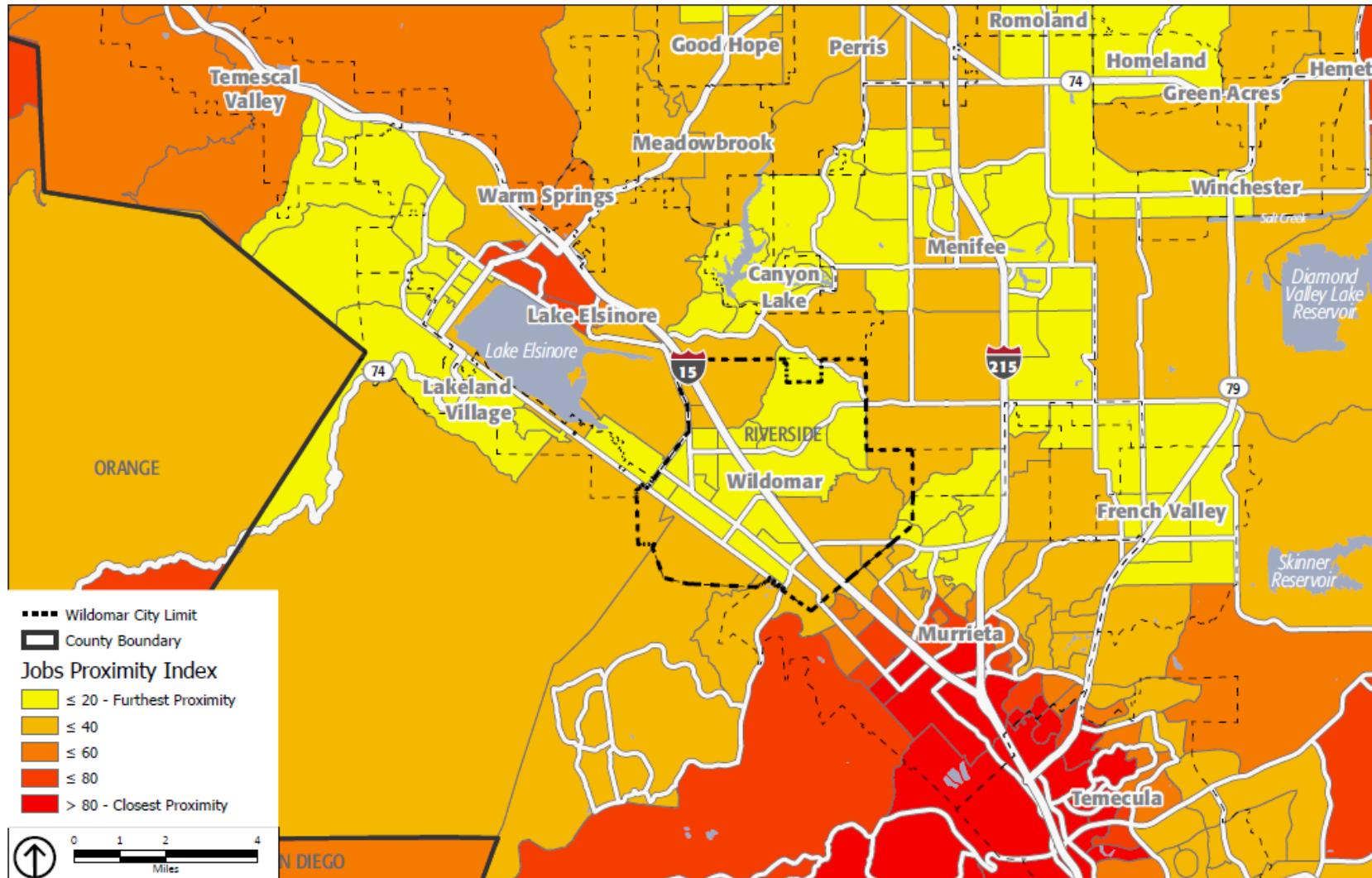
FIGURE HNA-7: EDUCATIONAL SCORE



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FIGURE HNA-8: PROXIMITY TO JOBS

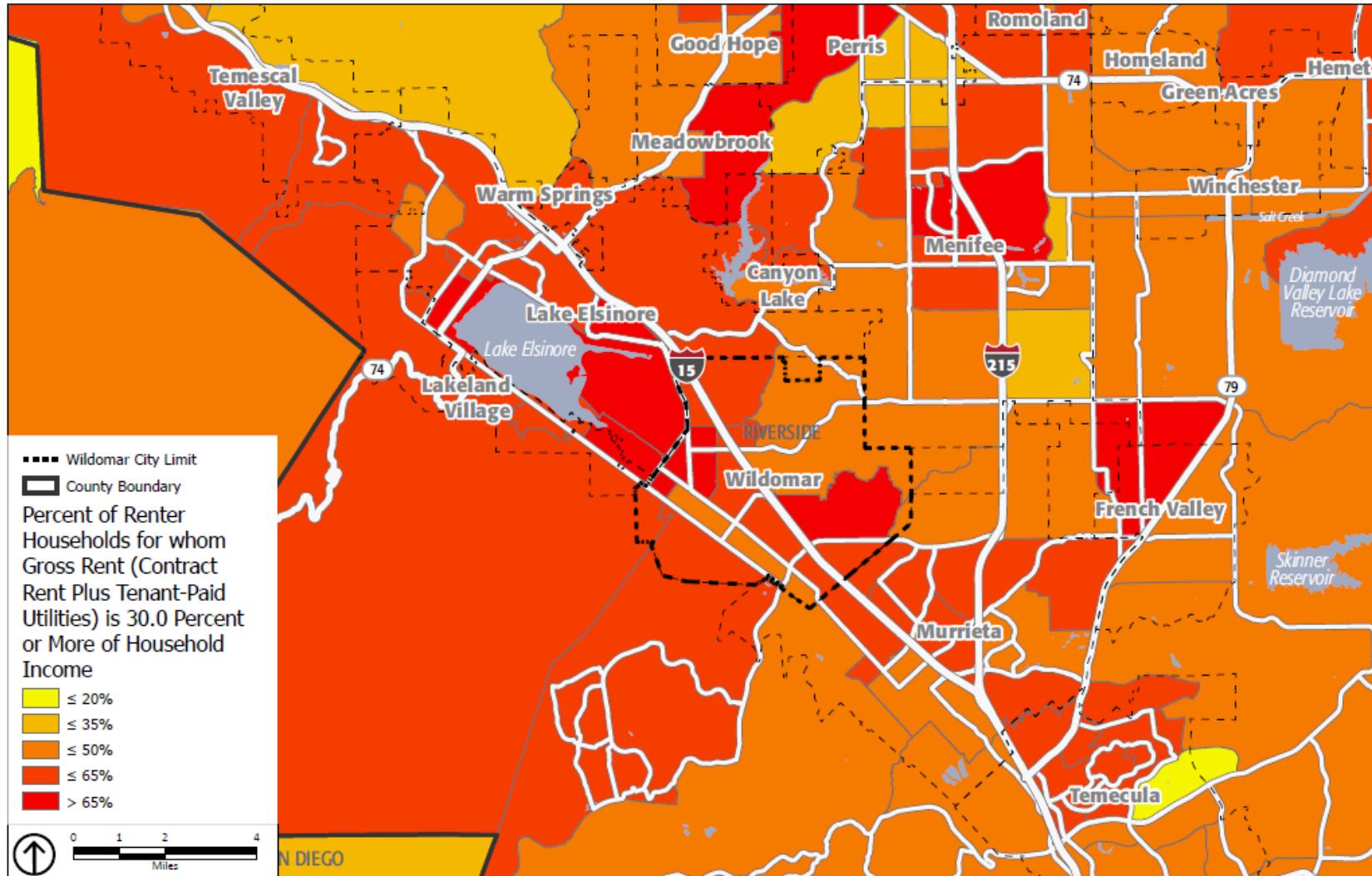


Source: HUD, 2014-2017.

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FIGURE HNA-9: RENTERS OVERPAYING FOR HOUSING

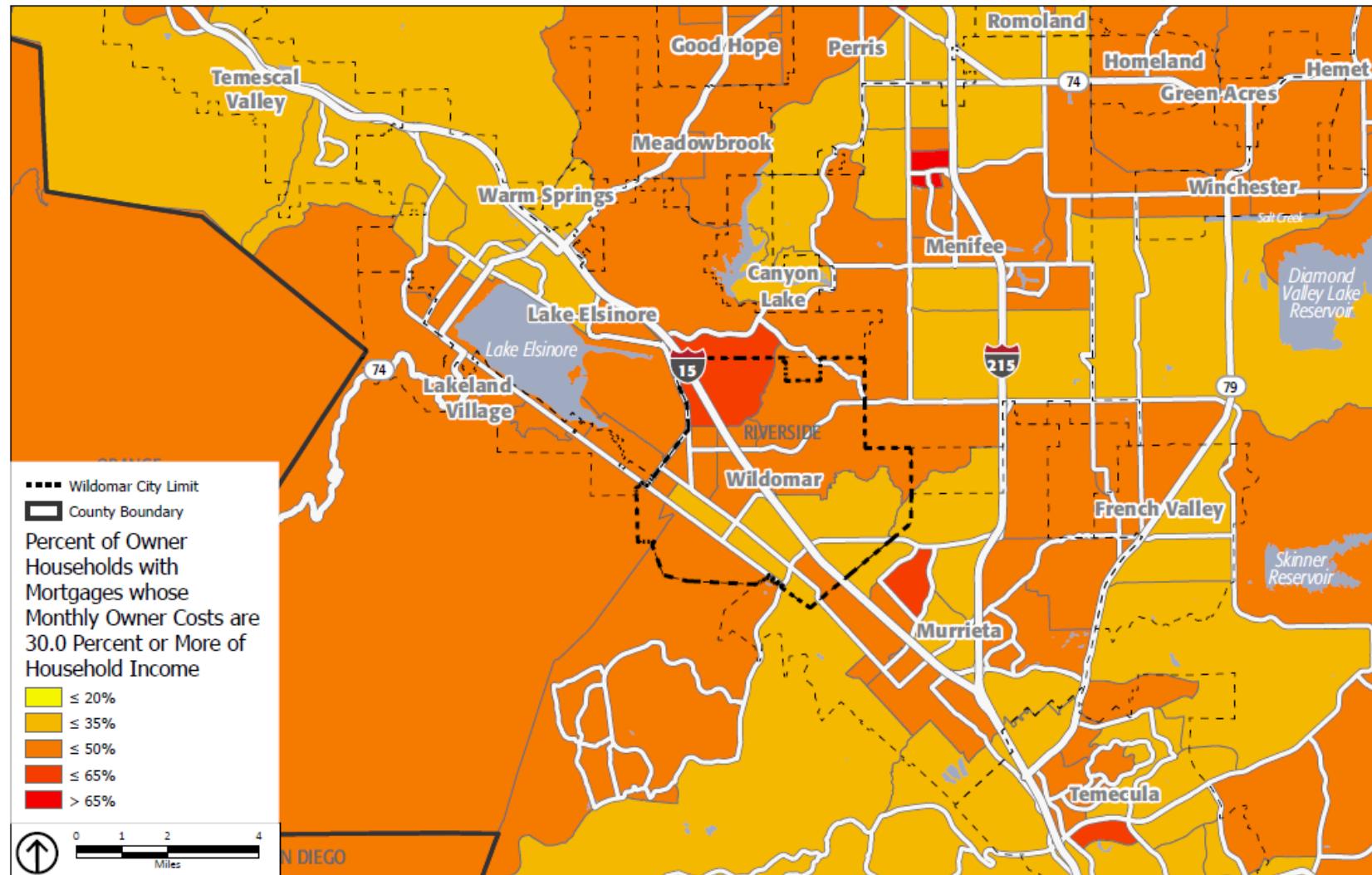


Source: ACS 5-year estimate (2015-2019), by block group.

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FIGURE HNA-10: HOMEOWNERS OVERPAYING FOR HOUSING



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HOUSING OPPORTUNITIES AND RESOURCES

This section includes an evaluation of the availability of land resources, the financial resources for future housing development, the City's ability to satisfy its share of the region's future housing needs, and the financial resources available to assist in implementing the City's housing programs. Additionally, this section examines opportunities for energy conservation.

REGIONAL HOUSING NEED

The City of Wildomar falls under the jurisdiction of SCAG. SCAG is responsible for developing a Regional Housing Needs Plan (RHNP) allocating the region's share of the statewide housing needs to lower-level councils of governments, which then allocate the needs to cities and counties in the region. The RHNA is a minimum projection of additional housing units needed to accommodate projected household growth of all income levels by the end of the Housing Element's statutory planning period.

In March 2021, the SCAG Regional Council adopted the final 6th Cycle RHNA, which assigned 2,715 units across all income categories for the City of Wildomar, as shown in **Table HNA-20**. This allocation includes 399 extremely low-income units, 399 very low-income units, 450 low-income units, 434 moderate-income units, and 1,033 above moderate-income units.

TABLE HNA-20: REGIONAL HOUSING NEED, 2021–2029

Income Category	2021-2029 RHNA
Extremely Low*	399
Very Low	399
Low	450
Moderate	434
Above Moderate	1,033
Total	2,715

Source: SCAG, 2021

**Note: It is assumed that the extremely low-income unit need is 50 percent of the very low-income allocation.*

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AVAILABILITY OF LAND

To demonstrate the capacity to meet its 2021-2029 RHNA, the City compiled an inventory of adequate sites. The sites listed in **Table HNA-23** are currently available and will allow for the development of a variety of housing types that will potentially meet the needs of all income groups as allocated by SCAG for the 2021-2029 planning period.

The inventory must identify adequate sites that will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of housing types for households of all income levels. The analysis of the relationship of suitable sites to zoning provides a means for determining the realistic number of dwelling units that could actually be constructed on those sites within the current planning period. The analysis also identifies the zoning districts the City believes can accommodate its share of the regional housing needs for all income levels.

REALISTIC CAPACITY

The City considered and evaluated the implementation of its current multifamily development standards and on-site improvement requirements (e.g., setbacks, building height, parking, and open space requirements) which provided a realistic capacity of 80 percent. The City also looked at project examples to determine the appropriate realistic capacity. The City reviewed a project that includes 225 housing units on a 10.35 acre lot. This project has a land use designation of Very High Density Residential (VHDR), which allows for a maximum of 20 units per acre. Based on the allowable density and the acreage a maximum of 207 units would be permitted on this site. Therefore, the realistic capacity of this project is over 100 percent.

Although this project example shows that over 100 percent capacity could be assumed, the City took a conservative approach and assumed an 80 percent realistic capacity on solely residential sites. To determine the realistic capacity on mixed use sites, the City requires both residential and commercial uses to be developed on each site and requires that a minimum of 30 percent of the site capacity be used for residential uses. The City is assuming a mix of 30-percent and 50-percent residential will develop on the MUPA sites.

It should be noted that each parcel's density is determined by the land use designation and not the zoning. Therefore, all sites included in the inventory have been organized by land use designation and allocated to the category in which they will develop at maximum potential.

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ZONING TO ACCOMMODATE THE DEVELOPMENT OF HOUSING AFFORDABLE TO LOWER-INCOME HOUSEHOLDS

Housing Element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; (2) utilize default density standards deemed adequate to meet the appropriate zoning test. According to state law, the default density standard for the City of Wildomar is 30 dwelling units per acre.

Land use designations of Highest-Density Residential (HHDR) and Mixed-Use Planning Area (MUPA) both allow at least 30 units per acre. HHDR allows for 20–40 units per acre and MUPA allows for at least 30 units per acre. In 2013, the City of Wildomar adopted Ordinance 85 which applied the Mixed-Use Overlay zone to all sites with the MUPA land use designation to ensure consistency, and affordable housing opportunities. The Mixed-Use Overlay zone falls under the development standards of the R-4 zoning district. Development standards can be found in Table HNA-28.

ACCESSORY DWELLING UNIT POTENTIAL

California Government Code Section 65583.1(a) states that a town, city, or county may identify sites for ADU's based on the number of ADU's developed in the prior housing element planning period, whether the units are permitted by right, the need for ADU's in the community, the resources or incentives available for their development, and any other relevant factors. Based on recent changes in state law reducing the time to review and approve ADU applications, requiring ADU's that meet requirements be allowed by right, eliminating discretionary review for most ADU's, and removing other restrictions on ADU's, it is anticipated that the production of ADU's will increase in the 6th Cycle planning period.

The City issued permits for one ADU per year from 2015 to 2017 and two in 2019. This analysis assumes that the number of ADU applications and permits will increase slightly during the 2021-2029 projection period, averaging 1.4 ADU's per year, for a total of 11 ADU's during the planning period. To promote ADU's, the City has included **Program H-9.1** to comply with state law and make construction of ADU's feasible for more property owners.

To determine assumptions on ADU affordability in the SCAG region, SCAG conducted a regional analysis of existing ADU rents in April and June 2020. The analysis resulted in affordability assumptions for Riverside County jurisdictions that allocate 57.6 percent of ADU's to lower-income households, 34.8 percent to moderate-income households, and 7.7 percent to above moderate-income households. Affordability of

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ADU's projected to be built within the city during the planning period were based on the SCAG analysis. Of the 11 ADU's projected to be built, it is estimated that 6 will be for lower-income households, 4 for moderate-income households, and one for above moderate-income households.

PROPOSED PROJECT

In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project (Tres Lagos) on a 10.35 acre site located at the SEC of Catt Road and Arnett Road. A formal SB 35 application was submitted in May 2021. The proposed project includes 180 housing units affordable to lower income households, 42 units affordable to moderate-income households, and three manager units (**Table HNA-21**). The funding for this project is still pending but the project will be 100 percent affordable. Once funding is secured the affordability breakdown for the lower income units will be determined.

It should also be noted, sites TL-1 through TL – 5 were originally purchased by Riverside County in 2007 using redevelopment funds. These sites have a covenant agreement that contains affordability restrictions for any project on these sites. Units must be affordable to very low-, low-, a moderate household for a 55-year timeframe.

TABLE HNA-21: PROPOSED PROJECT

Site #	APN	Zoning	GP Land Use	Acreage	GP Density	Proposed Units
TL-1	380100008	R-3	VHDR	1.82	20	225 units: 180 low-income units 42 moderate-income units 3 above moderate-income units
TL-2	380100009	R-3	VHDR	1.89	20	
TL-3	380100010	R-3	VHDR	1.9	20	
TL-4	380100011	R-3	VHDR	1.87	20	
TL-5	380100012	R-3	VHDR	2.85	20	

Source: City of Wildomar, 2021

Sites TL-1 through TL-5 are also listed in Table HNA – 24 as sites 25 through 29. Capacity is only accounted for in Table HNA-21.

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SITE INVENTORY

Table HNA-22 compares the City of Wildomar's RHNA to the site inventory capacity. **Table HNA-23** and **Table HNA-24** provide the characteristics of the available sites for the development of single-family homes and multifamily units. **Figure HNA-11** provides a Land Inventory Map showing all the available sites within the city. **Figures HNA-12** through **HNA-15** provide a close-up of each of the four quadrants of the city, again showing the available sites. The city has many sites available for the development of housing affordable to all income levels (**Table HNA-23** and **Table HNA-24**). Although some of the sites listed do not include parcel-specific information, the sites with parcel-specific data provide enough capacity to meet the above-moderate RHNA.

Note: The City's first adopted Housing Element was 2013-2021; therefore, no sites have been included in the inventory for two cycles.

TABLE HNA-22: COMPARISON OF REGIONAL HOUSING NEED AND RESIDENTIAL SITES

Income Group	2021-2029 RHNA	Vacant Site Capacity	MUPA Capacity	Pending Project	Projected ADU's	Unit Surplus
Extremely Low	399					
Very Low	399	621	588	180	6	147
Low	450					
Moderate	434	533		42	4	103
Above Moderate	1,033	2,062		3	1	1,030
Total	2,715	3,216	588	225	11	1,280

Source: *City of Wildomar, SCAG, 2021*

Large Sites

To facilitate the development of affordable housing on parcels 50 to 150 units in size, the City will routinely give high priority to processing subdivision maps that include affordable housing units. Also, an expedited review process is available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan, and master environmental impact report. Through adoption of these mechanisms, the City can provide adequate sites to accommodate its share of the region's housing needs (**Program H-1.2**).

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TABLE HNA-23: LAND INVENTORY – VACANT MIXED-USE SITES

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	30% Unit Potential	50% Unit Potential	Site Status ¹	Accommodating RHNA
1	376190001	R-R/MU Overlay	MUPA	Intersection of Baxter Road and Wildomar Trail	2.99	30	26		Vacant Assumes 30% MUPA	Lower
2	380160005	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	1.74	30		26	Vacant Assumes 50% MUPA	Lower
3	380160009	C-1/C-P/MU Overlay	MUPA	Adjacent to 23072 Rancho Mirlo Road	3.48	30		52	Vacant Assumes 50% MUPA	Lower
4	376410021	C-P-S/MU Overlay	MUPA	23980 Catt Road	1.6	30	14		Vacant Assumes 30% MUPA	Lower
5	380160006	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	1.54	30		23	Vacant Assumes 50% MUPA	Lower
6	380160004	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	3.73	30		56	Vacant Assumes 50% MUPA	Lower
7	376410017	C-P-S/MU Overlay	MUPA	23940 Catt Road	2.4	30	21		Vacant Assumes 30% MUPA	Lower
8	380160007	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	4.46	30		66	Vacant Assumes 50% MUPA	Lower

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	30% Unit Potential	50% Unit Potential	Site Status ¹	Accommodating RHNA
9	367050068	R-R/MU Overlay	MUPA	Intersection of Canyon Drive and Mission Trail	6.48	30	58		Vacant Assumes 30% MUPA	Lower
10	380160003	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	4.83	30		73	Vacant Assumes 50% MUPA	Lower
11	376410016	C-P-S/MU Overlay	MUPA	29400 Catt Road	2.51	30	22		Vacant Assumes 30% MUPA	Lower
12	362250029	R-R/MU Overlay	MUPA	Adjacent to 35760 Iodine Springs Road	2.63	30	23		Vacant Assumes 30% MUPA	Lower
13	380160008	C-1/C-P/MU Overlay	MUPA	Adjacent to 23072 Rancho Mirlo Road	3.65	30		54	Vacant Assumes 50% MUPA	Lower
14	367050064	R-R/MU Overlay	MUPA	Intersection of Walnut Street and Mission Trail	5.84	30	52		Vacant Assumes 30% MUPA	Lower
15	376410015	C-P-S/MU Overlay	MUPA	24850 Catt Road	2.46	30	22		Vacant Assumes 30% MUPA	Lower
Total					50.34	---	238	350		

Source: City of Wildomar 2021

Notes: All sites included in the land inventory have water and sewer available and no known site constraints exist unless listed.

All Sites included were rezoned as a part of the 5th cycle Housing Element update process.

¹ A mix of 30% and 50% capacity is assumed for mixed-use sites.

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TABLE HNA-24: LAND INVENTORY – VACANT RESIDENTIAL SITES

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
Highest-Density Residential (HHDR; 20–40 du/acre) *assumes 30 du/acre									
16	380220002	R-4	HHDR	Gateway Drive	5.06	20-40	121	Vacant	Lower
17	370400009	R-4	HHDR	Adjacent to 32700 Corydon St	4.99	20-40	119	Vacant	Lower
18	380270013	R-4	HHDR	Gateway Drive	5.91	20-40	141	Vacant	Lower
19	380250019	R-3	HHDR	Intersection of Yamas Drive and Prielipp Road	10	20-40	240	Vacant	Lower
Total				25.96			621		
Very High-Density Residential (VHDR; 14–20 du/acre) *assumes 20 du/acre									
20	365113013	R-R	VHDR	Intersection of Tokay Boulevard and Wildomar Road	0.12	20	2	Vacant	Moderate
21	365093001	R-R	VHDR	32505 Crescent Avenue	0.1	20	2	Vacant	Moderate
22	365113014	R-R	VHDR	Intersection of Tokay Boulevard and Wildomar Road	0.14	20	2	Vacant	Moderate
23	365062011	R-R	VHDR	Intersection of Elbera Road and Mission Trail	0.83	20	13	Vacant	Moderate
24	365053009	R-R	VHDR	32394 Valley View Avenue	0.2	20	3	Vacant	Moderate
Total				1.39			22		
Very High Density Residential (VHDR; 14–20 du/acre) *assumes 20 du/acre									
25	380100008	R-3	VHDR	23345 Catt Road	1.82	20	Proposed Affordable Project. Refer to Table HNA-21 for unit count and income breakdown		
26	380100009	R-3	VHDR	23365 Catt Road	1.89	20			
27	380100010	R-3	VHDR	23385 Catt Road	1.9	20			
28	380100011	R-3	VHDR	Adjacent to 23385 Catt Road	1.87	20			
29	380100012	R-3	VHDR	36101 Fox Ridge Lane	2.85	20			
Total				10.33			225		

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
Medium High-Density Residential (MHDR; 5-8 du/acre)									
30	380170012	R-R	MHDR	Adjacent to 32600 Watkins Circle	1.19	8	8	Vacant	Moderate
31	380290017	R-R	MHDR	Adjacent to 24964 Priellipp Road	2.59	8	17	Vacant	Moderate
32	380160002	R-R	MHDR	Intersection of Grand Avenue and Clinton Keith Road	1.94	8	12	Vacant	Moderate
33	380270015	R-R	MHDR	23475 Jefferson Avenue	1.32	8	8	Vacant	Moderate
34	365161005	R-R	MHDR	32960 Mesa Drive	0.14	8	1	Vacant	Moderate
35	380170005	R-R	MHDR	Adjacent to 22871 Palomar Street	5.14	8	33	Vacant	Moderate
36	376060028	R-R	MHDR	Adjacent to 21405 Como Street	3.75	8	24	Vacant	Moderate
37	380170008	R-R	MHDR	Adjacent to 32650 Watkins Circle	2.2	8	14	Vacant	Moderate
38	380270017	R-R	MHDR	Gateway Drive	1.2	8	8	Vacant	Moderate
39	380220003	R-R	MHDR	Adjacent to 42002 Kodiak Court	25.9	8	166	Vacant	Moderate
40	380290026	R-R	MHDR	24985 Cheyenne Circle	2.75	8	18	Vacant	Moderate
41	380170004	R-R	MHDR	Intersection of Robin Scott Road and Palomar Street	1.05	8	7	Vacant	Moderate
42	366330009	R-T	MHDR	Adjacent to 21482 Waite Street	8.01	8	51	Vacant	Moderate
43	380170003	R-R	MHDR	Intersection of Robin Scott Road and Palomar Street	1.25	8	8	Vacant	Moderate
44	380290016	R-R	MHDR	Adjacent to 24964 Priellipp Road	1.98	8	13	Vacant	Moderate
45	367110007	R-3	MHDR	22621 Bundy Canyon Road	7.16	8	46	Vacant	Moderate
46	367110007	R-1	MHDR	22621 Bundy Canyon Road	1.93	8	12	Vacant	Moderate
47	367110008	R-3	MHDR	Intersection of Monte Vista Drive and Bundy Canyon Road	6.27	8	40	Vacant	Moderate

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
48	367110008	R-1	MHDR	Intersection of Monte Vista Drive and Bundy Canyon Road	1.16	8	7	Vacant	Moderate
49	367110008	R-5	MHDR	Intersection of Monte Vista Drive and Bundy Canyon Road	1.2	8	8	Vacant	Moderate
50	366024010	R-R	MHDR	33130 Wildomar Road	1.5	8	10	Vacant	Moderate
				Total	79.63		511		
Medium-Density Residential (MDR; 2-5 du/acre)									
51	376410002	R-R	MDR	Intersection of Glazebrook Road and Depasquale Road	9.76	5	39	Vacant	Above Moderate
52	380110006	R-1	MDR	36211 Stable Lane Way	5.6	5	22	Vacant	Above Moderate
53	376471009	R-1	MDR	Intersection of Depasquale Road and Wildomar Trail	2.71	5	11	Vacant	Above Moderate
54	366120041	R-R	MDR	Intersection of Grape Street and Lemon Street	1.22	5	5	Vacant	Above Moderate
55	380110005	R-1	MDR	36210 Stable Lane Way	4.63	5	19	Vacant	Above Moderate
56	380032037	R-1	MDR	Adjacent to 21916 Amethyst Street	1.38	5	6	Vacant	Above Moderate
57	380080009	R-1	MDR	22425 Palomar Street	5.43	5	22	Vacant	Above Moderate
58	380210006	M-SC	MDR	Starbuck Circle	4.79	5	19	Vacant	Above Moderate
59	376350007	R-R	MDR	Adjacent to 23660 Peggy Lane	2.51	5	10	Vacant	Above Moderate
60	362130002	R-T	MDR	Pumpkin Patch Road	53.16	5	213	Vacant	Above Moderate
61	380080008	R-1	MDR	22425 Palomar Street	5.27	5	21	Vacant	Above Moderate
62	362090015	R-1	MDR	Intersection of Harvest Way and Bundy Canyon Road	15.6	5	62	Vacant	Above Moderate

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
63	366050003	R-R	MDR	Adjacent to 21403 Vine Street	3.79	5	15	Vacant	Above Moderate
64	380050011	R-1	MDR	Adjacent to 21940 Palomar Street	3.23	5	13	Vacant	Above Moderate
65	380050012	R-R	MDR	Adjacent to 21940 Palomar Street	2.77	5	11	Vacant	Above Moderate
66	380200001	R-R	MDR	Adjacent to 23124 Wing Elm Circle	7.5	5	30	Vacant	Above Moderate
67	380210015	R-1	MDR	23351 Palomar Street	4.85	5	19	Vacant	Above Moderate
68	362090009	R-1	MDR	Intersection of The Farm Road and Bundy Canyon Road	1.14	5	5	Vacant	Above Moderate
69	362070013	R-1	MDR	Adjacent to 33240 Homestead Lane	8.98	5	36	Vacant	Above Moderate
70	376410003	R-R	MDR	Intersection of Glazebrook Road and Susan Drive	10.05	5	40	Vacant	Above Moderate
71	380060008	R-5	MDR	22060 Grand Avenue	3.45	5	14	Vacant	Above Moderate
72	380060008	R-1	MDR	22060 Grand Avenue	14.34	5	57	Vacant	Above Moderate
73	368030043	C-1/C-P	MDR	Adjacent to 34915 Mission Trail	1.35	5	5	Vacant	Above Moderate
74	362671036	R-1	MDR	Intersection of Country Park Drive and Butchart Street	1.16	5	5	Vacant	Above Moderate
75	366320028	R-R	MDR	Bundy Canyon Road	1.37	5	5	Vacant	Above Moderate
76	366280032	R-R	MDR	22183 Waite Street	0.56	5	2	Vacant	Above Moderate
77	376350005	R-R	MDR	Adjacent to 35321 Susan Drive	1.9	5	8	Underutilized	Above Moderate
78	382320019	R-1	MDR	Adjacent to 21745 Grand Avenue	4.7	5	19	Underutilized	Above Moderate
79	368030033	R-R	MDR	Adjacent to 20550 Palomar Street	1.03	5	4	Vacant	Above Moderate

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
80	376350019	R-R	MDR	Adjacent to Ronald Reagan Elementary	2.79	5	11	Vacant	Above Moderate
81	380210004	R-1	MDR	23235 Palomar Street	5.25	5	21	Vacant	Above Moderate
82	362581030	R-1	MDR	24755 La Estrella Street	1.3	5	5	Vacant	Above Moderate
83	362240033	R-R	MDR	Adjacent to 35541 Salida de Sol	3.64	5	15	Vacant	Above Moderate
84	380191022	R-1	MDR	32280 White Spruce Court	3.48	5	14	Vacant	Above Moderate
85	366070007	R-R	MDR	Adjacent to 33401 Orchard Street	1.86	5	7	Vacant	Above Moderate
86	366050002	R-R	MDR	Adjacent to 21251 Vine Street	4.65	5	19	Vacant	Above Moderate
87	380370034	R-1	MDR	Mustang Spirit Lane	6.93	5	28	Vacant	Above Moderate
88	376330017	R-R	MDR	Adjacent to Donald Graham Elementary School	3.3	5	13	Vacant	Above Moderate
89	380130009	R-R	MDR	Adjacent to 22590 Palomar Street	1.99	5	8	Vacant	Above Moderate
90	362140040	R-T	MDR	24920 Butterchurn Road	36.62	5	146	Vacant	Above Moderate
91	362080009	R-1	MDR	Intersection of Harvest Way E and Bundy Canyon Road	2.65	5	11	Vacant	Above Moderate
92	367210018	R-R	MDR	Adjacent to 35440 Via Carnaghi Lane	15.34	5	61	Vacant	Above Moderate
93	376330003	R-R	MDR	Adjacent to Donald Graham Elementary School	1.37	5	5	Vacant	Above Moderate
94	362651038	R-T	MDR	Intersection of Edmiston Road and Sunset Avenue	1.88	5	8	Vacant	Above Moderate
95	362690022	R-5	MDR	Intersection of David Lane and Via Sarah	2.31	5	9	Vacant	Above Moderate

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
96	362681040	R-1	MDR	Intersection of Smith Ranch Road and Clinton Keith Road	7.82	5	31	Vacant	Above Moderate
97	380140001	R-1	MDR	22459 Palomar Street	3.54	5	14	Vacant	Above Moderate
98	366060029	R-R	MDR	Adjacent to 21345 Apricot Lane	1.24	5	5	Vacant	Above Moderate
99	376170001	R-R	MDR	Adjacent to 31950 Central Street	1.07	5	4	Vacant	Above Moderate
100	362240005	R-R	MDR	Intersection of Trig Road and La Estrella Street	6.58	5	26	Vacant	Above Moderate
101	362330024	R-T	MDR	Plowshare Road	1.21	5	5	Vacant	Above Moderate
102	380160018	R-1	MDR	23491 Washington Avenue	11.28	5	45	Vacant	Above Moderate
103	380160018	W-1	MDR	23491 Washington Avenue	3.61	5	14	Vacant	Above Moderate
104	376043027	R-R	MDR	Adjacent to 32722 Gruwell Street	4.04	5	16	Vacant	Above Moderate
105	376350017	R-R	MDR	35360 Susan Drive	6.89	5	28	Vacant	Above Moderate
106	380350035	R-1	MDR	Horseshoe Court	10.3	5	41	Vacant	Above Moderate
107	382320017	R-R	MDR	West of 21745 Grand Avenue	3.73	5	15	Vacant	Above Moderate
108	362240032	R-1	MDR	35735 Iodine Springs Road	2.57	5	10	Vacant	Above Moderate
109	380060007	R-5	MDR	Northeast of intersection of Leslie Street and Grand Avenue	1.59	5	6	Vacant	Above Moderate
110	380060007	R-1	MDR	Northeast of intersection of Leslie Street and Grand Avenue	16.62	5	66	Vacant	Above Moderate
111	362080007	R-1	MDR	Northeast of intersection of Leslie Street and Grand Avenue	1.12	5	4	Vacant	Above Moderate
112	380200002	R-R	MDR	Adjacent to 23190 Palomar Street	3.62	5	14	Vacant	Above Moderate
113	376350010	R-R	MDR	Adjacent to 23485 Peggy Lane	3.22	5	13	Vacant	Above Moderate

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
114	366300001	R-R	MDR	Adjacent to 22301 Lemon Street	2.98	5	12	Vacant	Above Moderate
115	366280022	R-1	MDR	Intersection of Waite Street and Cherry Street	2.34	5	9	Vacant	Above Moderate
116	382320018	R-1	MDR	Southwest of intersection of Cameo Lane and Coral Rock Lane	4.31	5	17	Vacant	Above Moderate
117	370330017	R-R	MDR	32397 Hallie Street	1.03	5	4	Vacant	Above Moderate
118	362720048	R-1	MDR	Portica Court	1.82	5	7	Vacant	Above Moderate
119	362180043	R-5	MDR	West of intersection of Via Sarah and Cornucopia Way	18.83	5	75	Vacant	Above Moderate
120	380210008	R-1	MDR	23249 Palomar Street	9.33	5	37	Vacant	Above Moderate
121	380210008	W-1	MDR	23249 Palomar Street	1.22	5	5	Vacant	Above Moderate
122	367140008	R-R	MDR	Northeast of Cornerstone Christian School	10.19	5	41	Vacant	Above Moderate
123	362190008	R-T	MDR	Hayfield Circle	1.97	5	8	Vacant	Above Moderate
124	366260012	R-R	MDR	Adjacent to 22101 Lemon Street	1.25	5	5	Vacant	Above Moderate
125	376470010	R-1	MDR	Intersection of Depasquale Road and Poplar Crest Road	1.74	5	7	Vacant	Above Moderate
126	362080008	R-1	MDR	Northeast of 33310 Homestead Lane	4.76	5	19	Vacant	Above Moderate
127	362240008	R-R	MDR	Adjacent to 35532 Iodine Springs Road	6.96	5	28	Vacant	Above Moderate
128	380040007	R-R	MDR	Adjacent to 22053 Palomar Street	5.68	5	23	Vacant	Above Moderate
129	362341019	R-T	MDR	Hayrake Circle	1.94	5	8	Vacant	Above Moderate
130	376132001	R-R	MDR	21615 Front Street	1.41	5	6	Vacant	Above Moderate

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Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status ¹	Accommodating RHNA
131	368080032	R-1-11000	MDR	32625 Cert Street	3.03	5	12	Vacant	Above Moderate
132	368080032	R-A-20000	MDR	32625 Cert Street	5.19	5	21	Vacant	Above Moderate
133	368080032	R-1-8000	MDR	32625 Cert Street	9.98	5	40	Vacant	Above Moderate
134	362713001	R-5	MDR	Intersection of Nutmeg Street and Via Sarah	5.36	5	21	Vacant	Above Moderate
135	362620022	R-1	MDR	East of Devonshire Lane	4.49	5	18	Vacant	Above Moderate
136	376350009	R-R	MDR	North of Ronald Reagan Elementary	19.8	5	79	Vacant	Above Moderate
137	380182003	R-1	MDR	23068 Sweetbay Circle	1.96	5	8	Vacant	Above Moderate
138	366060027	R-R	MDR	21340 Apricot Lane	1.33	5	5	Vacant	Above Moderate
139	380210003	R-1	MDR	23231 Palomar Road	4.83	5	19	Vacant	Above Moderate
140	368030057	C-1/C-P	MDR	20580 Palomar Street	3.13	5	13	Vacant	Above Moderate
141	376462035	R-1	MDR	Keane Court	1.73	5	7	Vacant	Above Moderate
142	362240023	R-1	MDR	35725 Iodine Springs Road	2.43	5	10	Vacant	Above Moderate
143	380100005	R-1	MDR	36160 Arnette Road	3.26	5	13	Vacant	Above Moderate
144	368030030	R-R	MDR	32476 Bryant Street	2.62	5	10	Vacant	Above Moderate
				Total	516.54		2,062		

Source: City of Wildomar 2021

Notes:

All sites included in the land inventory have water and sewer available and no known site constraints exist unless listed.

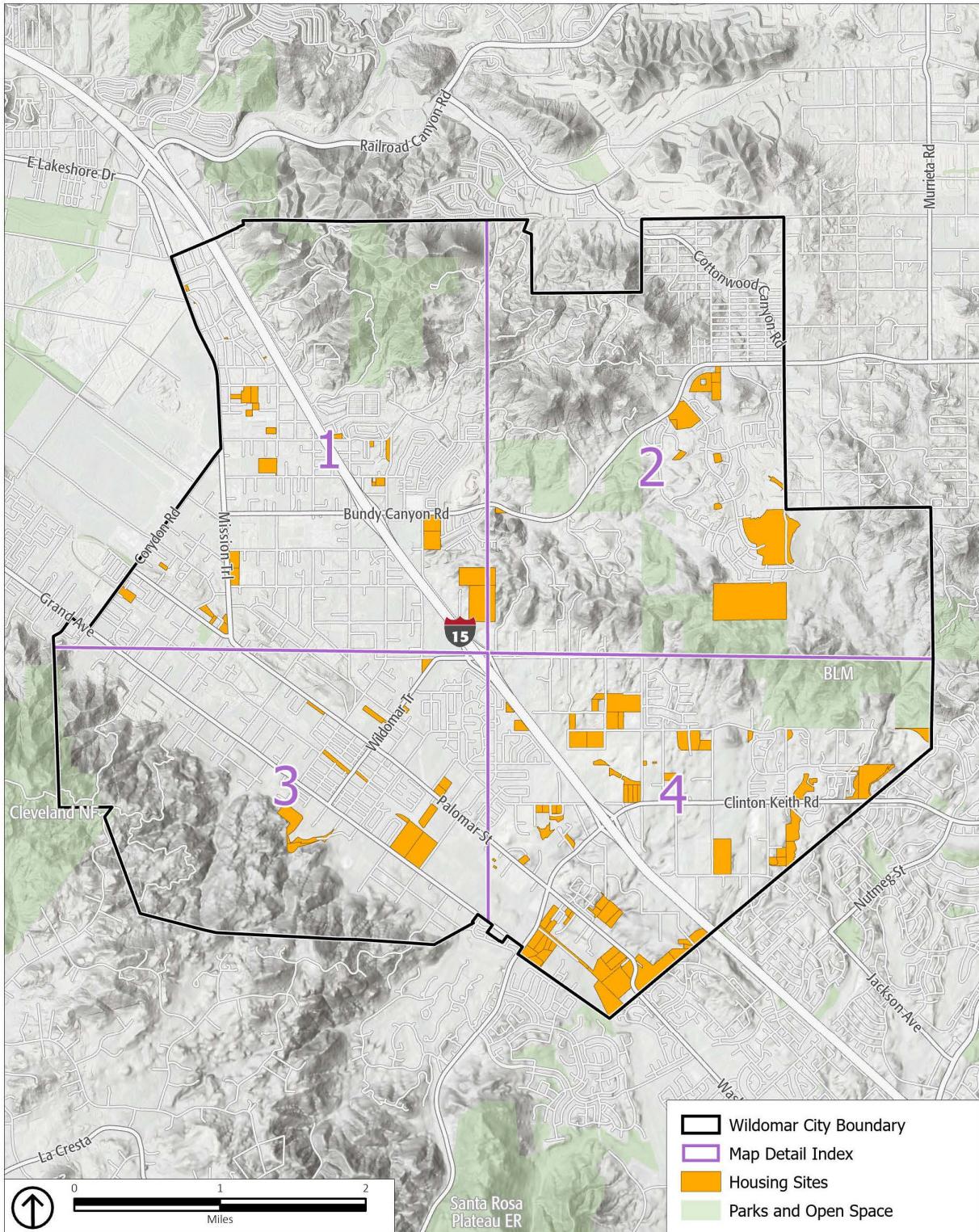
Sites 16, 17 and 18 were rezoned as a part of the 5th cycle Housing Element update process.

¹ 80% capacity is assumed for residential sites.

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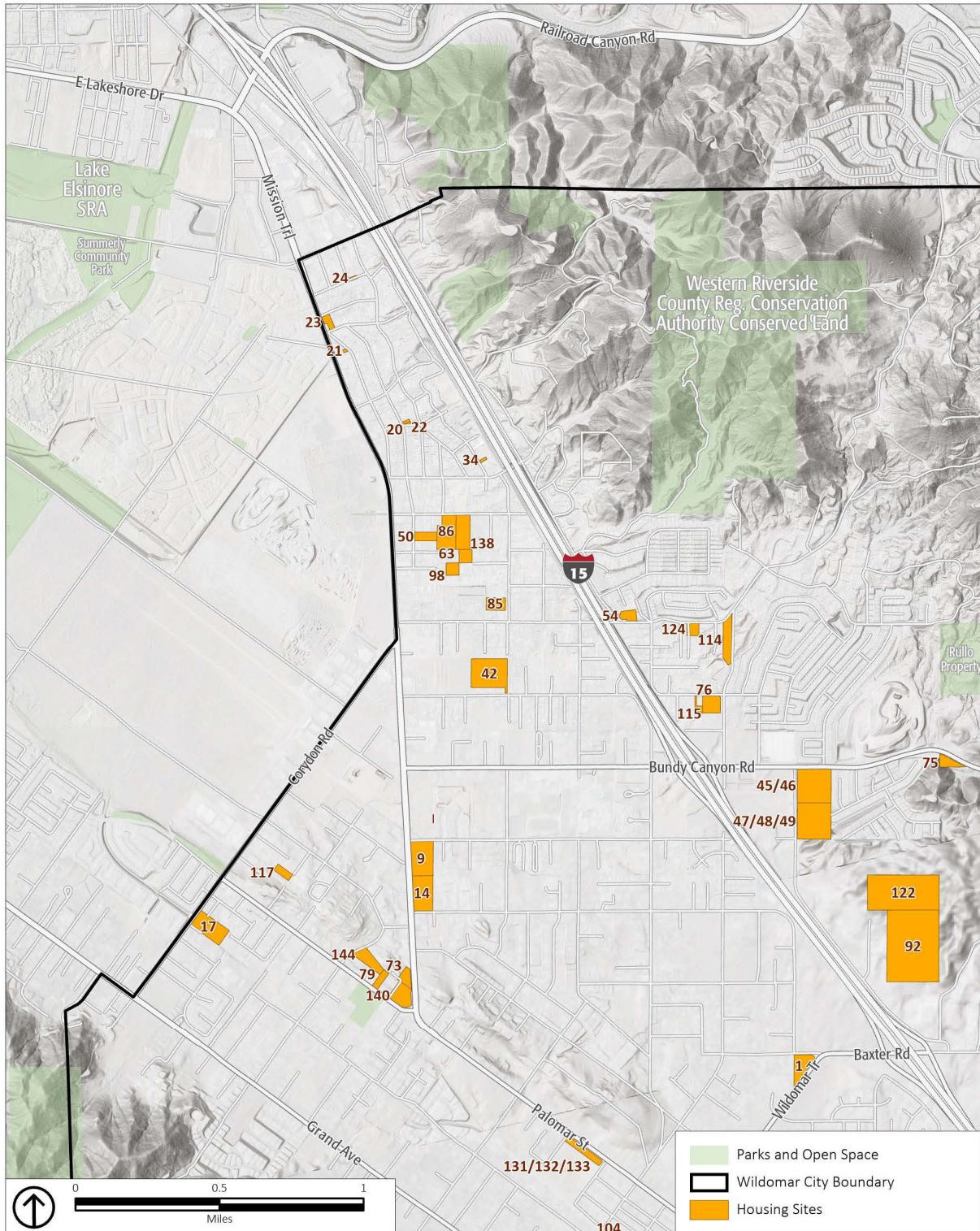
FIGURE HNA-11: LAND INVENTORY MAP



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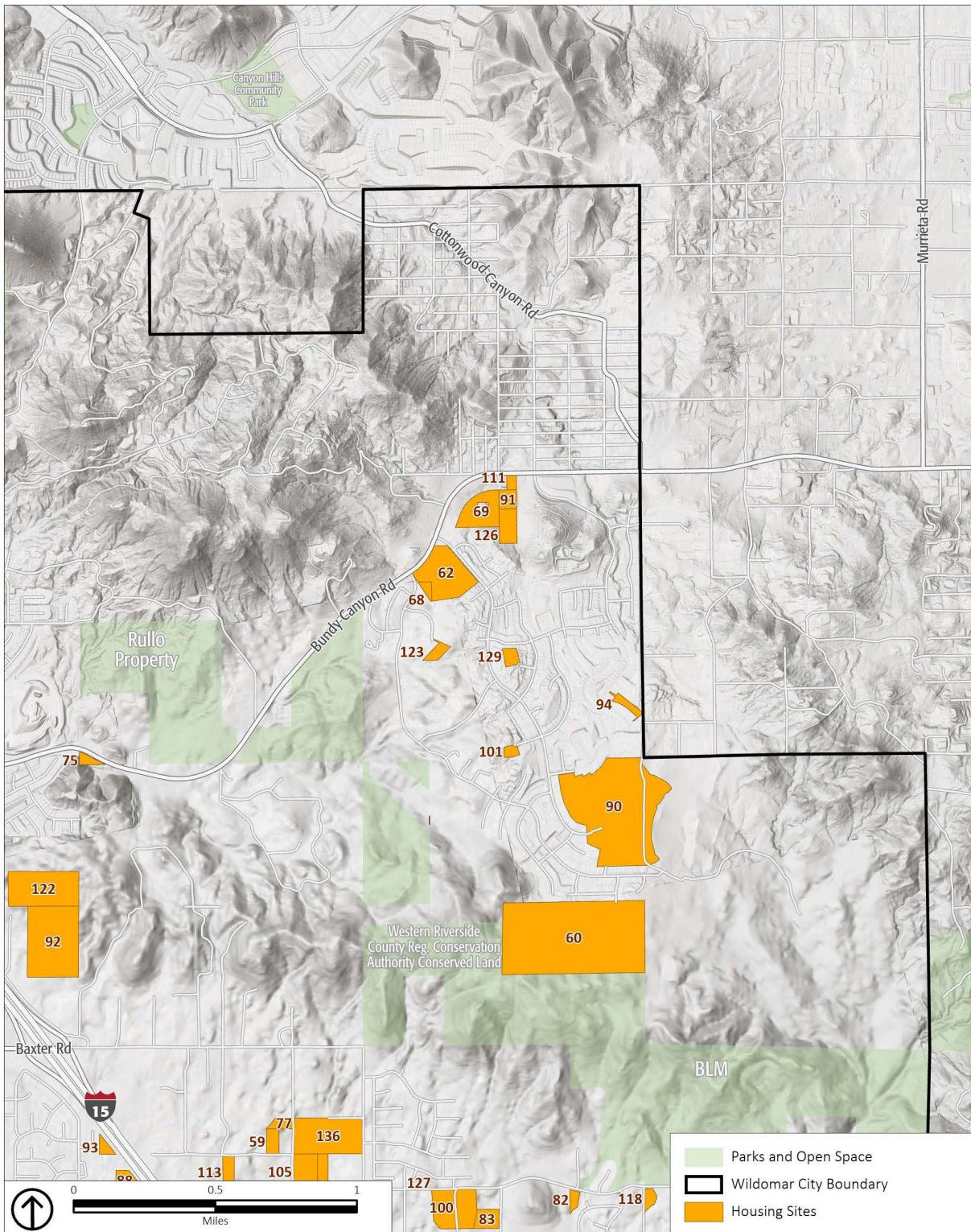
FIGURE HNA-12: LAND INVENTORY, DETAIL 1



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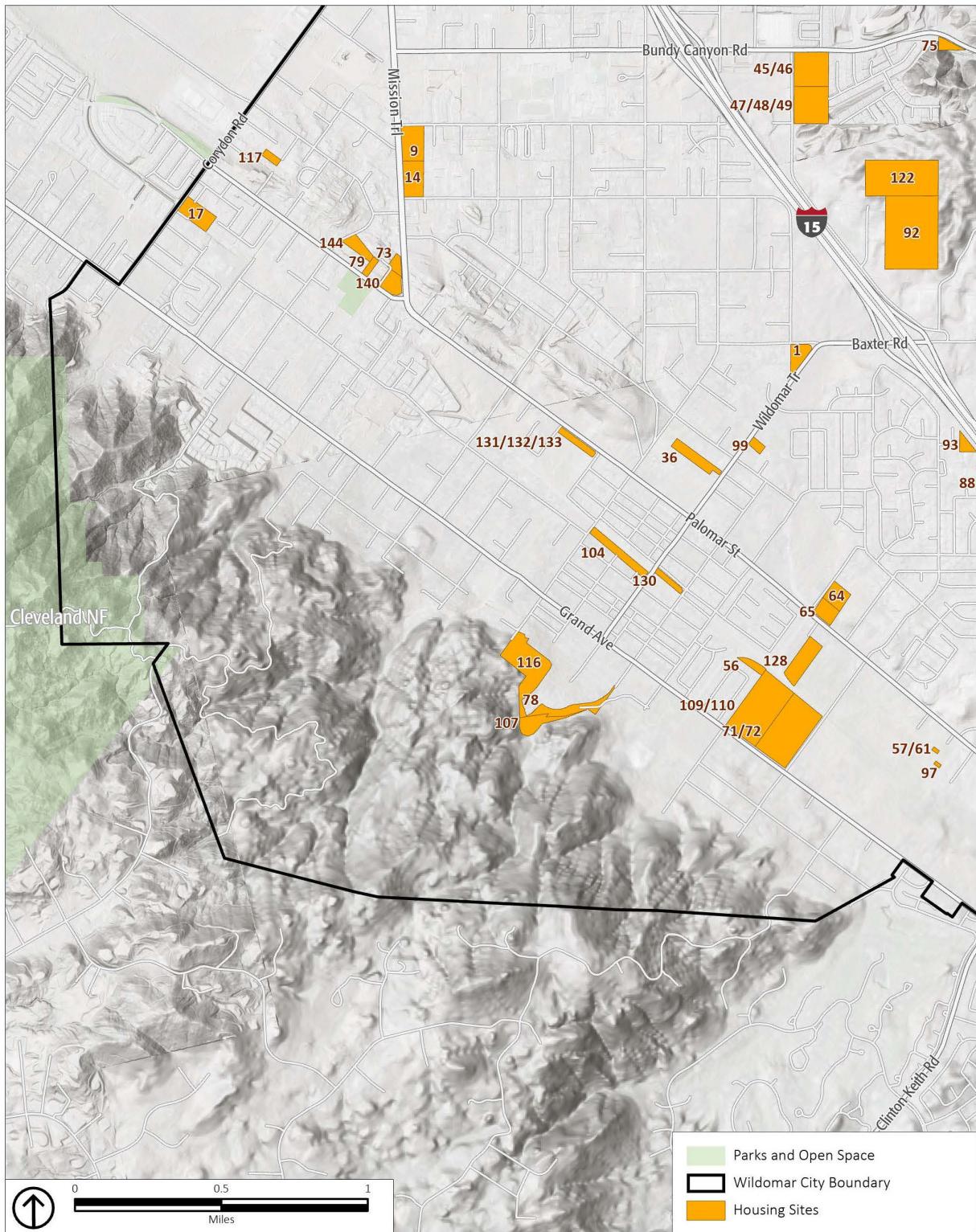
FIGURE HNA-13: LAND INVENTORY, DETAIL 2



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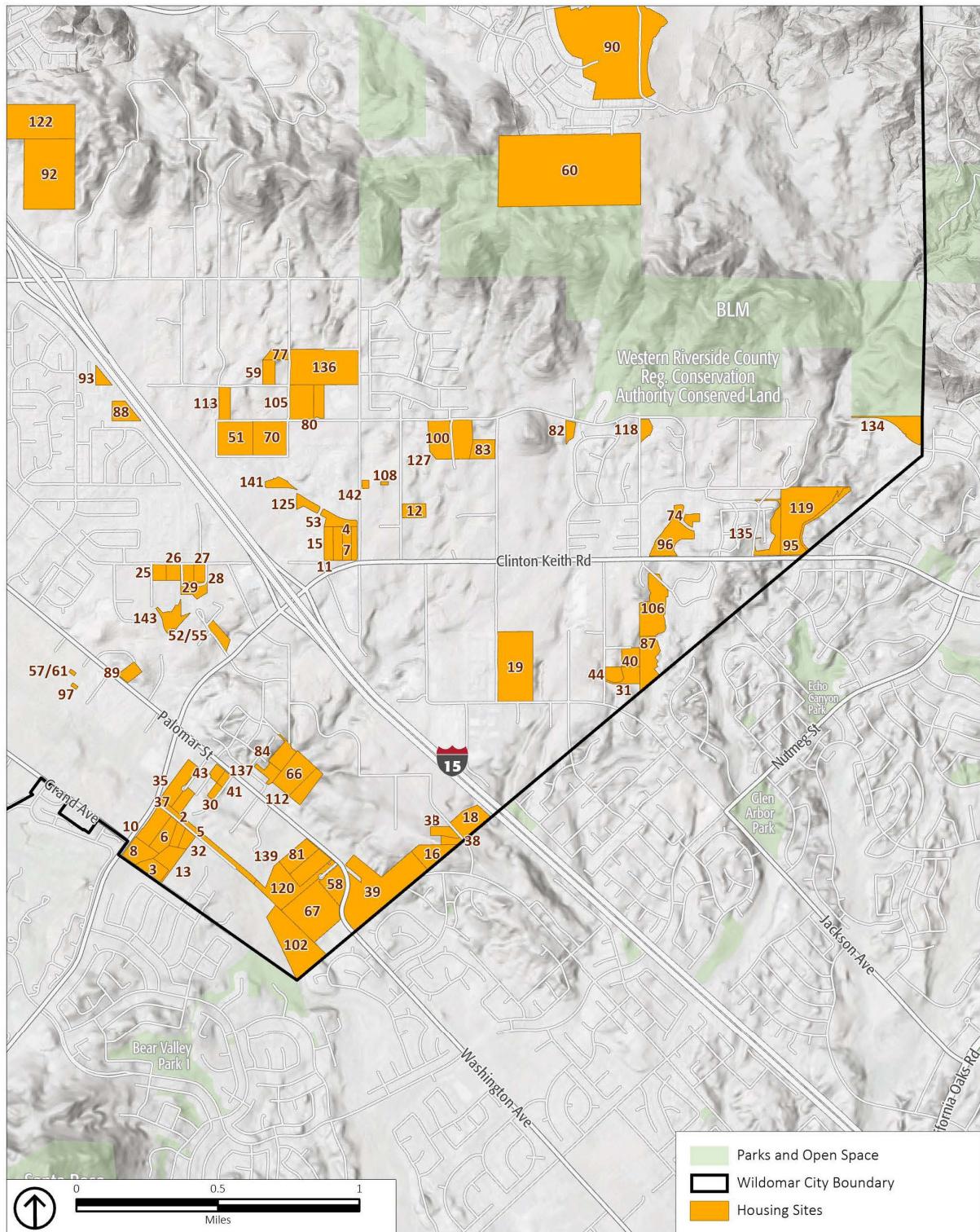
FIGURE HNA-14: LAND INVENTORY, DETAIL 3



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FIGURE HNA-15: LAND INVENTORY, DETAIL 4



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FINANCIAL RESOURCES

FEDERAL PROGRAMS

Community Development Block Grant (CDBG) – This program is intended to enhance and preserve the affordable housing stock. Eligible activities include acquisition, rehabilitation, economic development, and public services. CDBG grants benefit primarily persons/households with incomes not exceeding 80 percent of the county AMI. The City receives annual grant monies for the County of Riverside as part of their CDBG program.

HOME Investment Partnership – HOME funding is a flexible grant program that is awarded on a formula basis for housing activities that consider local market conditions, inadequate housing, poverty, and housing production costs. HOME funding is provided to jurisdictions to assist rental housing or homeownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. Funding is also provided for possible property acquisition, site improvements, and other expenses related to the provision of affordable housing and projects that serve a group identified as having special needs related to housing.

Housing Choice Voucher (Section 8) Program – This program provides rental assistance payments to owners of private market-rate units on behalf of very low-income tenants.

Section 811/202 Program – Nonprofit organizations and consumer cooperatives are eligible to receive no-interest capital advances from HUD for the construction of very low-income rental housing for senior citizens and persons with disabilities. Project-based assistance is also provided in conjunction with this program. Section 811 can be used to develop group homes, independent living facilities, and intermediate care facilities. Eligible activities include acquisition, rehabilitation, new construction, and rental assistance.

HUD Low-Income Housing Preservation and Resident Homeownership Act (LIHPRHA) – LIHPRHA was enacted in response to concern over the prepayment of HUD-assisted housing. The legislation addresses the prepayment of units assisted under Section 221(d)(3) and Section 236 (Section 236 replaced the Section 221(d)(3) program in 1968). Generally, the law facilitates the preservation of these low-income units by providing incentives to property owners to either retain their units as low income or to sell the project to priority purchasers (tenants, nonprofits, or governmental agencies). Pursuant to LIHPRHA, HUD must offer a package of incentives to property owners to extend the low-income use restrictions. These incentives would ensure property owners an 8-percent return on the recalculated equity in their property, provided the rents necessary to yield this return fall within a specified federal cost limit. The cost limits are either 120 percent of the fair market rent or the prevailing rent in the local market. If HUD can provide the owner with this return, the owner cannot prepay the mortgage. The owner must either stay in the program or

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offer to sell the project (a voluntary sale) to a priority purchaser for a 12-month option period or to other purchasers for an additional three months. The owner is required to document this choice in a Plan of Action.

If HUD cannot provide the owner with the 8-percent return, i.e., the rents required would exceed federal cost limits, the owner may prepay only after offering the sale to priority purchasers for 12 months or to other qualified buyers for an additional three months (a mandatory sale) and filing a Plan of Action that demonstrates that conversion will not adversely impact affordable housing or displace tenants. According to the California Housing Partnership Corporation, most projects in California will fall within federal cost limits, except those with exceptionally high rental value or condominium conversion potential.

Projects that are preserved under either of these methods are required to maintain affordability restrictions for the remaining useful life of the project, which is defined minimally as 50 years. Despite these requirements, property owners may still be able to prepay. First, the owner may prepay the property if no bona fide offer to purchase the property is made. Second, HUD may not provide some of the discretionary monies to priority purchasers in preservation sales. Finally, the overall success of the preservation efforts is contingent on congressional appropriation of sufficient funding to HUD.

STATE PROGRAMS

California Housing Finance Agency Multiple Rental Housing Programs – This program provides below-market-rate financing to builders and developers of multiple-family and elderly rental housing. Tax-exempt bonds provide below-market mortgage money. Eligible activities include new construction, rehabilitation, and acquisition of properties with 20–150 units.

Low-Income Housing Tax Credit (LIHTC) – This program provides tax credits to individuals and corporations that invest in low-income rental housing. Tax credits are sold to corporations and people with high tax liability, and proceeds are used to create housing. Eligible activities include new construction, rehabilitation, and acquisition.

California Community Reinvestment Corporation – This private, nonprofit mortgage banking consortium provides long-term debt financing for affordable multifamily rental housing. Eligible activities include new construction, rehabilitation, and acquisition.

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LOCAL PROGRAMS

Nonprofit Entities – Nonprofit entities serving Riverside County, including Wildomar, can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Riverside County area includes:

- Alternatives for Domestic Violence
- Shelter from the Storm
- Catholic Charities
- Coachella Valley Housing Coalition
- Fair Housing Council of Riverside County
- Family Service Association of Riverside County
- Habitat for Humanity
- Lutheran Social Services

OPPORTUNITIES FOR ENERGY CONSERVATION

The cost of housing includes not only rent but also utility costs. Higher utility expenses reduce affordability. Building affordable homes is not the same as making homes affordable to live in. Cheaply built homes invite callbacks, complaints, and discomfort, and they waste energy. Therefore, additional first costs to improve energy efficiency do not make housing less affordable in the long run. Energy efficiency in affordable housing, more than any other building sector, makes a critical impact on the lives of tenants. According to HUD, utility bills burden the poor and can cause homelessness. The following is a list of available programs related to energy conservation that can be considered and engaged in the production of affordable housing:

- **241(a) Rehabilitation Loans for Multifamily Projects** – HUD-funded program that provides mortgage insurance for improvements, repairs, or additions to multifamily projects. Energy conservation improvements are an eligible activity for mortgage financing.
- **Department of Energy (DOE) Energy Weatherization Assistance Program** – Reduces the heating and cooling costs for low-income families by improving energy efficiency of their homes. Focuses on low-income seniors, individuals with disabilities, and families with children. Assistance includes (1) in-home energy education; (2) energy-related home repairs; (3) blower door guided air sealing; (4) heat system safety tests, repair, and tune; (5) duct insulation and sealing; (6) attic insulation; and (7) hot water savings measures. The program is funded by the California Department of Community Services and Development.

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- **Low-Income Home Energy Assistance Program (LIHEAP)** – The LIHEAP block grant is funded by the Department of Health and Human Services and provides financial assistance and home weatherization. This is accomplished through three components: (1) The Weatherization Program, which provides free weatherization services to improve the energy efficiency of homes including attic insulation, weatherstripping, minor housing repairs, and related conservation measures; (2) the Home Energy Assistance Program (HEAP), which provides financial assistance to eligible households to offset the costs of heating or cooling dwellings; and (3) the Energy Crisis Intervention Program, which provides payments for weather-related emergencies. Funding for the program is provided by the California Department of Community Services and Development.
- **Neighborhood Housing Services (NHS)** – NHS is a three-way partnership funded among neighborhood residents, local government, and local businesses. Neighborhood Reinvestment Group funds the program and provides direct technical assistance, expendable grants, and capital grants to NHS, which makes loans for rehabilitation.
- **Rural Housing Preservation Grants** – Supports the rehabilitation and repair of homeownership and rental housing for very low- and low-income households living in rural substandard housing. The program is funded by the Rural Housing Service.
- **Weatherization Program** – Provides weatherization services and assistance through grants and financial assistance. Activities may include energy conservation measures, weatherization such as weatherstripping, water heater wrap, insulation of various home components, and financial assistance. The program is funded by Southern California Gas, Weatherization and Energy-Efficient Rehabilitation Program, DOE, and LIHEAP.

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CONSTRAINTS

Various interrelated factors can constrain the ability of the private and public sectors to provide adequate housing and meet the housing needs for all economic segments of the community. These factors can be divided into two categories: (1) governmental constraints and (2) non-governmental constraints. Governmental constraints consist of land use controls, development standards, processing fees, development impact fees, code enforcement, site improvement costs, development permit and approval processing, and provisions for a variety of housing. Non-governmental constraints consist of land availability, the environment, vacancy rates, land cost, construction costs, and availability of financing.

GOVERNMENTAL CONSTRAINTS

Governmental constraints are policies, standards, requirements, or actions imposed by the various levels of government upon land and housing ownership and development. Although federal and state agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document.

LAND USE CONTROLS

General Plan Land Use Designations

Each city and county in California must prepare a comprehensive, long-term General Plan to guide its future. The Land Use Element of the General Plan establishes the basic land uses and density of development within each jurisdiction. Under state law, the General Plan elements must be internally consistent, and each jurisdiction's zoning must be consistent with its General Plan. Thus, the Land Use Element must provide suitable locations and densities to implement the policies of the Housing Element.

Table HNA-25 shows the residential General Plan land use designations for the City of Wildomar. The land use designations support a variety of housing types, ranging from very low-density development, which generally includes single-family homes on large lots, to high-density development, which includes multifamily development.

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TABLE HNA-25: GENERAL PLAN LAND USE DESIGNATIONS

Land Use Designation		Allowed Density	General Uses
AG	Agriculture	10 ac min.	Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses One single-family residence allowed
RR	Rural Residential	5 ac min.	Single-family residences Allows limited animal-keeping, agricultural uses, and recreational uses
RM	Rural Mountainous	10 ac min.	Single-family residential uses Allows limited animal-keeping, agriculture, and recreational uses
RD	Rural Desert	10 ac min.	Single-family residential Allows limited animal-keeping, agriculture, recreational and renewable energy uses
EDR EDR-RC	Estate Density Residential	2 ac min.	Single-family detached residences Limited agriculture and animal-keeping
VLDR VLD-RC	Very Low Density Residential	1 ac min.	Single-family detached residences Limited agriculture and animal-keeping
LDR LDR-RC	Low Density Residential	1/2 ac min.	Single-family detached residences Limited agriculture and animal-keeping
MDR	Medium Density Residential	2–5 du/ac	Single-family detached and attached residences Limited agriculture and animal-keeping is permitted
MHDR	Medium High Density Residential	5–8 du/ac	Single-family attached and detached residences
HDR	High Density Residential	8–14 du/ac	Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes
VHDR	Very High Density Residential	14–20 du/ac	Single-family attached residences and multifamily dwellings
HHDR	Highest Density Residential	20+ du/acre	Multifamily dwellings, includes apartments and condominiums; multistoried (3+) structures are allowed.
MUPA	Mixed Use Planning Area	30 du/ac	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.

Source: City of Wildomar 2017

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Zoning Districts

Zoning, unlike the General Plan, is regulatory. Under Wildomar's Municipal Code, development must comply with specific, enforceable standards, such as minimum lot requirements, minimum setbacks, maximum building heights, and a list of allowable uses (Table HNA-26).

TABLE HNA-26: RESIDENTIAL ZONING DISTRICTS

Zone		General Uses
R-1	One-Family Dwelling	One-family dwellings, accessory dwelling units, planned residential developments, mobile home parks
R-1A	One-Family Dwelling Mountain Resort	One-family dwellings, accessory dwelling units, mobile home parks, planned residential developments
R-2	Multiple-Family Dwelling	One-family dwellings, multiple-family dwellings, accessory dwelling units, congregate care residential, single-family subdivisions, two-family dwellings, mobile home parks, boarding, rooming and lodging houses, bungalow courts, apartment houses
R-2A	Limited Multiple-Family Dwelling	One-family dwellings, multiple-family dwellings, two-family dwellings, accessory dwelling units, mobile home parks, apartment houses, planned residential developments
R-3	General Residential	One-family dwellings, multiple-family dwellings, accessory dwelling units, congregate care facilities, two-family dwellings, bungalow courts, apartment houses, boarding, rooming and lodging houses, mobile home parks
R-3A	Village Tourist Residential	One-family dwellings, accessory dwelling units, apartments, hotels, RV parks, bungalow courts, planned residential developments, mobile home parks
R-4	Planned Residential	One-family dwellings, multiple-family dwellings, accessory dwelling units, mobile home parks
R-6	Residential Incentive	One-family dwellings, mobile homes on permanent foundations, two-family dwellings, multiple-family dwellings, accessory dwelling units, planned residential developments, apartments
A-1	Light Agriculture	One-family dwellings, mobile homes, farm labor camps, mobile home parks
A-2	Heavy Agriculture	One-family dwellings, agricultural mobile homes, farm labor camps
R-A	Residential Agriculture	One-family dwellings, planned residential developments, accessory dwelling units, agricultural mobile homes, mobile home parks

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Zone		General Uses
R-D	Regulated Development Areas	One-family dwellings, apartment houses and hotels, mobile home parks, two-family dwellings, multiple-family dwellings, bungalow courts, boarding and rooming houses, congregate care facilities, RV parks, agricultural mobile homes
R-R R-R-O	Rural Residential	One-family dwellings, accessory dwelling units, mobile home parks, RV parks, farm labor camps, guest ranches, planned residential developments
R-T	Mobile Home Subdivisions and Mobile Home Parks	One-family dwellings, accessory dwelling units, mobile homes, mobile home parks, mobile home subdivisions, community recreation facilities
R-T-R	Mobile Home Subdivision Rural	One-family dwellings, accessory dwelling units, mobile homes, agricultural uses
S-P	Specific Plan	Residential, commercial, manufacturing, open space, public facilities, health, and community facilities, agricultural uses

Source: City of Wildomar Municipal Code 2020

Note: Density established by the Wildomar General Plan Land Use Map

Table HNA-27 shows the associated zoning that is consistent with the General Plan land use designation densities. As previously mentioned, density in the City of Wildomar is determined by the land use designation and not the zoning.

TABLE HNA-27: RESIDENTIAL COMPATIBILITY MATRIX

General Plan Land Use	Associated Zoning District*
Low Density Residential (LDR)	R-1, R-1A, R-3A, R-4, R-5, R-6, R-A, R-D, R-R, R-T, R-T-R, SP, W-1
Medium Density Residential (MDR)	R-1, R-1A, R-2, R-2A, R-3, R-3A, R-4, R-5, R-6, R-A, R-D, R-R, R-T, S-P, W-1
Medium High Density Residential (MHDR)	R-1, R-2, R-2A, R-3, R-3A, R-4, R-5, R-6, R-D, R-T, S-P, W-1
High Density Residential (HDR)	R-2, R-2A, R-3, R-3A, R-4, R-5, R-6, R-D, R-T, SP, W-1
Very High Density Residential (VHDR)	R-2, R-2A, R-3, R-3A, R-4, R-5, R-6, R-D, R-T, SP, W-1
Highest Density Residential (HHDR)	R-3, R-5, R-6, R-D, SP, W-1
Mixed Use Planning Area (MUPA)	All zoning districts located on parcels with the MUPA (Mixed Use Planning Area) general plan land use designation is consistent. Per state law (GP Guidelines), the general plan land use designations take precedence over zoning designations. Rezoning is not required to develop multifamily on any MUPA

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General Plan Land Use	Associated Zoning District*
	land use designation site as density is always dictated by the General Plan land use designation and not the Zoning Ordinance.

Source: City of Wildomar 2020

**Includes zone districts that are Highlight Consistent or Conditionally Consistent with each land use designation.*

DEVELOPMENT STANDARDS

The City of Wildomar regulates the type, location, density, and scale of residential development primarily through its Municipal Code. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods. The Wildomar Municipal Code sets forth the specific residential development standards summarized in **Table HNA-28**. The City's development standards are also available on the City's website.

TABLE HNA-28: RESIDENTIAL ZONING CRITERIA

Development Standards	A-1	A-2	R-A*	R-R*	R-1*	R-2*	R-3*	R-4* MU Overlay	R-6*	R-T
Lot Dimensions										
Minimum Lot Size (sf)	20,000	20,000	20,000	21,780	7,200	7,200	7,200	3,500	5,000	7,200/3,600
Minimum Lot Width	100 ft	100 ft	100 ft	80 ft	60 ft		60 ft	40 ft		60 ft/40 ft
Frontage					60 ft				30 ft	45 ft/30 ft
Minimum Lot Depth	150 ft	150 ft	150 ft		100 ft		100 ft	80 ft		100 ft/0 ft
Setbacks										
Front	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	10 ft	20 ft	10 ft	20 ft
Side – Interior	5 ft	10 ft		5 ft/ 10 ft	10%	10%	5 ft	5 ft		5 ft
Side – Street	5 ft	10 ft		10 ft	10 ft	10 ft	10 ft	10 ft		5 ft
Rear	10 ft	10 ft		20 ft	10 ft	10 ft	10 ft	10 ft	10 ft	5 ft

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Development Standards	A-1	A-2	R-A*	R-R*	R-1*	R-2*	R-3*	R-4* MU Overlay	R-6*	R-T
Lot Coverage	-	-	-	-	50%	60%	50%	-	-	-
Height										
Primary Building	40 ft	40 ft	40 ft	40 ft	40 ft/ 3 stories	40 ft/ 3 stories	50 ft	40 ft/3 stories	35 ft/3 stories	40 ft/ 3 stories

Source: Wildomar Municipal Code 2020

Note: Please see the Wildomar Municipal Code for specific footnotes regarding this table. Also, a blank in the table means there is no specified standard.

* Please see Tables HNA-33 and HNA-34 for City of Wildomar's Single-Family Residential Design Standards & Guidelines and Multi-Family Residential Objective Design Standards.

* The R-2 zoning district has a separation requirement of 15 feet between two-story buildings and 10 feet between one-story buildings on the same lot.

*The R-5 zone is an open space combining zone and residential is not permitted.

Typical Densities for Development

The City of Wildomar is a small city in Riverside County with physical constraints to outward expansion, such as steep topography to the west and the boundaries of neighboring cities to the north, east, and south. Single-family residential lots generally vary in size from approximately 7,200 to 20,000 square feet in the low-density to medium- and high-density residential zones. Multifamily densities are typically between 8 to 20 units per acre depending on the land use designation. In the previous planning period, no sites identified to accommodate the lower-income RHNA in the inventory were developed below the minimum allowable density of the zone in which the site is located and the City did not receive any requests to develop below the assumed capacity in the sites inventory.

Parking Requirements

In Southern California, providing sufficient parking for vehicles is an essential part of good planning. At the same time, however, excessive parking requirements can detract from the feasibility of developing new housing at a range of densities necessary to facilitate affordable housing. The City's Municipal Code establishes residential parking standards, as summarized in **Table HNA-29**. In addition to these standards, the City currently requires at least one parking space for every staff member in a multi-family building and for emergency shelters, in compliance with California Government Code Section 65583(a)(4)(A)(ii), and one parking space for every 10 temporary residents for emergency shelters. The parking standards included in **Table HNA-29** have already factored in the need for guest parking. Additional guest parking is not required. **Program H-13.1** specifically commits to reviewing parking standards for emergency shelters.

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Residential parking standards are not deemed to be a constraint to the development, improvement, and maintenance of housing. The current standards match current vehicle ownership patterns of residents and do not have an impact on the cost or supply of housing. To assist with the development of housing affordable to lower-income households, the City allows for parking reductions for affordable projects (see **Programs H-1.3** and **H-3.1**)

TABLE HNA-29: RESIDENTIAL PARKING REQUIREMENTS

Type of Residential Development	Required Parking
Single-Family	2 spaces/unit
Multifamily	1.25 spaces/unit
One bedroom or studio	2.25 spaces/unit
Two bedrooms	2.75 spaces/unit and 1 space/employee
Three or more bedrooms	
Planned Residential Development	
One bedroom	1.5 spaces/unit
Two or more bedrooms	2.5 spaces/unit
Senior Housing	Same as single- and multifamily requirements
Accessory Dwelling Unit	1 space/unit or 1 space/bedroom whichever is less*
Mobile Home Parks	2 spaces/unit*

Source: City of Wildomar Municipal Code

**Please refer to Section 17.204.040.D.5 of the Wildomar Municipal Code for exceptions to the ADU parking requirement.*

**Mobile Home Park spaces may be tandem but must provide one guest space for every eight mobile home spaces.*

Density Bonus

The Wildomar Municipal Code currently provides a density bonus of up to 35 percent over the otherwise maximum allowable residential density under the municipal code and the Land Use Element of the General Plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with units affordable to low- or moderate-income households. The City of Wildomar has included **Program H-8.1** to increase the density bonus allowance comply with current state law (Government Code Section 65915). Despite the need for an ordinance update, the City is currently complying with the applicable State density bonus law.

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PROVISIONS FOR A VARIETY OF HOUSING

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multifamily housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others. **Table HNA-30** summarizes the permitted housing types by zone.

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TABLE HNA-30: HOUSING TYPES PERMITTED BY ZONE

Land Use	R-R	R-R-O	R-1	R-1A	R-A	R-2	R-2A	R-3	R-3A	R-T	R-T-R	R-4		R-6	R-D	SP	A-1	A-P	A-2	A-D
Apartment Houses						PP	PP	PP	CUP					P	PP	A				
Boarding, Rooming, Lodging Houses						PP		PP							PP	A				
Dwellings – Multiple, Apartment						PP	PP	PP	CUP			P		P	PP	A				
Dwellings – One Family	P	P	P	P	P	P	P	PP	P	P	P	P		P	P	A	P	P	P	P
Farmworker Housing ¹																				
Mobile Home – Single Family	P	P	P	P	P	P	P	PP	P	P	P	P		P	P	A	P	P	P	P
Mobile Home Parks	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP		CUP	A	CUP				
Planned Residential Development	P	P	P	P	P	P	P	PP	P					P		A				
Residential Care Facility (6 or less)	P	P	P	P	P	P	P	PP	P	P	P	P		P		A	P		P	
Residential Care Facility (7 or more) ²						CUP		CUP							CUP					
Accessory Dwelling Units ³	P	P	P	P	P	P	P	P	P	P	P	P		P		A				
Single-Room Occupancy												CUP		CUP						

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Land Use	R-R	R-R-O	R-1	R-1A	R-A	R-2	R-2A	R-3	R-3A	R-T	RTR	R-4		R-6	R-D	SP	A-1	A-P	A-2	A-D
Transitional Housing	P	P	P	P	P	P	P	P	P	P	P	P		P						
Supportive Housing	P	P	P	P	P	P	P	P	P	P	P	P		P						
Emergency Shelters	Permitted in the IP zone district with a plot plan approval.																			

Source: City of Wildomar Municipal Code 2020

CUP = conditional use permit, P = permitted, PP = plot plan, PUP = public use permit, A = allowed

1. The City has included **Program H-11.4** to amend the Wildomar Municipal Code to remove the Agricultural Mobile Home, Agricultural Workers Mobile Home Park, and Farm Labor Camp uses and will permit employee/farmworker housing that serves six or fewer persons as a single-family structure and permit it in the same manner as other single-family structures of the same type within the same zone across all zones that allow single-family residential uses and employee/farmworker consisting of no more than 12 units or 36 beds as an agricultural use and permit it in the same manner as other agricultural uses in the same zone, in compliance with the California Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6).
2. The City has included **Program H-11.2** to explore amending provisions in the Wildomar Municipal Code to define and allow residential care facilities for seven or more persons only subject to those restrictions that apply to other residential uses of the same type in the same zone and would only be subject to the definition of family and occupancy standards. Residential care facilities are still subject to state licensing.
3. The City has included **Program H-9.1** to clarify ADUs are allowed as a permitted use in all zones, residential and non-residential, that allow single-family or multi-family uses, in compliance with Government Code Section 65852.150.

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Emergency Shelters

The California Health and Safety Code (Section 50801[e]) defines an emergency shelter as “housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.”

The Wildomar Municipal Code currently allows emergency shelters with approval of a plot plan in the Industrial Park zoning district. This In December 2013 Chapter 17.88 of the Wildomar Municipal Code was amended to permit emergency shelters in the I-P zone and managerial standards were adopted. The required a plot plan review is a ministerial process and it used to verify that the proposed project meets the City’s development standards as part of a plan check review. No public hearing is required.

The City also adopted objective managerial standards to encourage and facilitate the development of or conversion to an emergency shelter. Development standards for emergency shelters in Wildomar include:

- No emergency shelter shall be located within 250 feet of any other emergency shelter.
- An emergency shelter shall not exceed 40 residents, excluding staff.
- Any single resident’s stay shall not exceed six consecutive months.
- Emergency shelters shall provide one parking space for every staff member and one parking space for every 10 temporary residents.

Currently, there are approximately 83.84 acres (13 parcels ranging in size from 1.4 to 28.6 acres with a majority of the parcels being 2–5 acres) of vacant land available in Wildomar, which allows adequate capacity for an emergency shelter.

These vacant sites are close to services and future transit as development occurs. The sites surrounding these available parcels are mainly business park-type uses, service commercial and light manufacturing companies (there is no heavy hazardous manufacturing). There are also such uses as an indoor golfing range, a hospital, medical office buildings, and even a few residential units.

Low Barrier Navigation Centers

Government Code section 65662 requires that the development of Low-Barrier Navigation Centers be developed as a use by right in zones where mixed-uses are allowed or in non-residential zones that permit

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multifamily housing. For a navigation center to be considered “low barrier”, its operation should incorporate best practices to reduce barriers to entry, which may include, but is not limited to, the following:

- Permitting the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

Program 13.1 has been included to comply with State Law.

Supportive and Transitional Housing

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on- or off-site services with no limit on the length of stay and which is occupied by a target population, as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focuses on retaining housing, living and working in the community, and/or health improvement.

Transitional housing is defined in Section 50675.2(h) of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms, such as group housing and multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Pursuant to Government Code Section 65583, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. Transitional and supportive housing as defined in the Health and Safety Code are permitted by right without a conditional use permit in residential zones.

. The Wildomar Municipal Code permits transitional and supportive housing, as defined by the Health and Safety Code. Supportive housing is also permitted by right in all non-residential and mixed-use zones that permit multifamily development, consistent with Government Code Sections 65583 and 65650.

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Extremely Low-Income Households

Extremely low-income households typically comprise persons with special housing needs, including, but not limited to, persons experiencing homelessness or at risk of homelessness, persons with substance abuse problems, and farmworkers. AB 2634 (Lieber 2006) requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing Elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units.

Currently, Wildomar allows single-room occupancy units in the Planned Residential (R-4) and Residential Incentive (R-6) zones with approval of a conditional use permit. In addition, to encourage and facilitate the development of housing affordable to extremely low-income households, the City has included **Programs H-3.1, H-10.1 and H-11.1**.

Residential Care Facilities

Health and Safety Code Sections 1267.8, 1566.3, and 1568.08 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. “Six or fewer persons” does not include the operator, the operator’s family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings.

Currently, the Wildomar Municipal Code permits State-licensed residential care facilities with six or fewer residents by right in residential zones and permits residential care facilities with seven or more residents with a conditional use permit in the R-2 and R-3 zones. The City has included **Program H-13.3** to explore allowing these facilities for seven or more persons only subject to those restrictions that apply to other residential uses of the same type in the same zone.

Housing for Persons with Disabilities

The City of Wildomar incorporates the Federal Fair Housing Act and the California Fair Employment and Housing Act of 1964 as a part of its building requirements. These two statutes address the fair housing practices adhered to by the City, which include practices against housing discrimination toward persons with disabilities. In compliance with SB 520, a complete evaluation of the City’s zoning laws, practices, and policies was initiated in late 2020 and is expected to be completed in 2021. No constraints to housing development for persons with disabilities were found at that time. However, **Program H-20.1** has been incorporated into the Housing Element to address unmet housing needs for persons with a disability.

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Procedures for Ensuring Reasonable Accommodations

The City has adopted an ordinance establishing formal procedures to expeditiously review and process requests for reasonable accommodation for persons with disabilities. City staff is available via telephone, email, mail, and in person at City offices to discuss the process for providing reasonable accommodation from City zoning and building code requirements.

- **Reasonable Accommodations Procedure.** The City will grant applications to provide relief from zoning standards or other City requirements that serve as a barrier to fair housing for persons with disabilities. The City streamlines reasonable accommodation requests by not requiring approval of a variance. Requests for reasonable accommodations are reviewed by the community development director or designee. There are no application fees and requests are processed within 30 days of a complete application for a reasonable accommodation. The community development director's decision may be appealed to the Planning Commission at a public hearing. The City strives to make the permit process for reasonable accommodation as straightforward and expeditious as possible.
- **Separation requirements** – The City's Municipal Code does not impose any separation requirements between group homes or residential care facilities.
- **Site planning requirements** – The site planning requirements for residential care facilities are no different than for other residential uses in the same zone.
- **Definition of Family.** – The Wildomar Municipal Code defines family as: one or more persons living together in a dwelling unit, with common access to and common use of all living, kitchen, and eating areas within the dwelling unit.

The written decision to approve, conditionally approve, or deny a request for a reasonable accommodation shall be based on the following findings, all of which are required for approval or conditional approval of a reasonable accommodation:

- The requested accommodation is requested by or on the behalf of one or more disabled persons protected under the Acts.
- The requested accommodation is necessary to provide one or more disabled persons an equal opportunity to use and enjoy a dwelling.
- The requested accommodation will not impose an undue financial or administrative burden on the City as “undue financial or administrative burden” is defined in Acts.

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- The requested accommodation will not result in a fundamental alteration in the nature of the City's zoning program, as "fundamental alteration" is defined in the Acts.
- The requested accommodation will not, under the specific facts of the case, result in a direct threat to the health or safety of other individuals or substantial physical damage to the property of others.

LOCAL PROCESSING AND PERMIT PROCEDURES

Development review procedures exist to ensure that proposals for new residential development comply with local regulations and are compatible with adjacent land uses. As shown in **Table HNA-31**, processing times for Wildomar are relatively quick: single-family and multifamily projects require two months (see **Table HNA-32**). Note: Review times differ on a case-by-case basis depending on the type and complexity of the project.

The costs associated with development project review will vary between projects. Wildomar uses an efficient and comprehensive approach toward development review and permitting that allows for quick response to developer applications. The City uses many practices to expedite application processing, reduce costs, and clarify the process to developers and homeowners. Increased development costs resulting from delays in the City's development review, public hearing, and permitting process are not considered a constraint on housing development. Therefore, the City's development review process is not seen as a constraint to the development of housing.

Senate Bill 330 Processing Procedure

Senate Bill 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. The bill allows housing developments for which a preliminary application is submitted that complies with applicable general plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application.

Wildomar offers an optional pre-application review (PAR) for all development proposals to advise a prospective applicant of current City standards and requirements, shorten the length of time required to process a development proposal once it has been accepted for processing, provide a written record of staff's assessment of a development proposal, and limit requests for special studies to those identified in the PAR letter. Pre-application meetings have helped to shorten the review process and allow for better communication

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between applicants, City departments, and utility providers. The City has established an application process related to SB 330 in Chapter 17.214 of the City's Zoning Code.

Senate Bill 35 Approvals

Senate Bill 35 requires jurisdictions that have failed to meet their RHNA to provide streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. The City of Wildomar has a SB 35 application available to developers that includes specific requirements for the streamlining procedure. The application is available on the City's website for developers interested in pursuing the streamlined process. This procedure aids in minimizing the review time required for development processes and, in turn, reducing costs to developers that may increase the housing production in the City.

TABLE HNA-31: LOCAL DEVELOPMENT PROCESSING TIMELINES

Item	Approximate Length of Time from Submittal to Public Hearing	Approval Body
Conditional Use Permit	2-4 months	Planning Director or Planning Commission
Plot Plan	2-3 months	Planning Director
Specific Plan/Specific Plan Amendment	9-12 months	Planning Commission
Tentative Tract Map/Parcel Map/Subdivision	4-6 months	Planning Director or Planning Commission
Variance	2-3 months	Planning Commission
Zone Change	4-6 months	Planning Commission and City Council
General Plan Amendment	4-6 months	Planning Commission / City Council
Environmental Documentation (Environmental Impact Report)	9-12 months	Planning Commission

Source: City of Wildomar 2020

Notes: All CEQA documents require at least Planning Commission review

Legislative actions with Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report require Planning Commission and City Council approval (i.e., General Plan Amendments, Zoning Change, Specific Plans)

Non legislative actions with Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report require Planning Commission approval (i.e., Plot Plan, Conditional Use Permit, Variance, TPM/TTM). If non legislative actions have Categorical Exemptions, only Planning Director approval is required.

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Permit Processing Procedures

Permit processing procedures and timelines are often cited by the development community as a primary contributor to housing costs. However, the City has taken several steps to streamline the development review approval process. The City's Planning Department processes planning permits and entitlement applications, including design review, use permits, variances, rezones, and general plan amendments in accordance with state law (i.e., permit streamlining act). The City requires that construction drawings be submitted to the Community Development Department for plan review. Plans are reviewed to ensure that the project meets City requirements outlined in the Municipal Code and the California Building Code. If such requirements are not met, City staff notifies the applicant of the necessary revisions, and the applicant must re-submit for review. Once all requirements are met, the applicant must pay all remaining fees, upon which the City issues a building permit and construction can begin.

There are different steps in the approval process a housing development must go through depending on the type and conditions of the development. Housing projects that require a CEQA MND or EIR, General Plan Amendment or Zone Change require Planning Commission and City Council approval (per state law). The permit processing timelines and procedures which are established by the permit streamlining act are consistent with other jurisdictions in the state and do not pose a constraint on the development of housing but in fact ensures these projects are streamlined.

Small single-family home construction only requires a building permit as part of an administrative review. Single-family subdivisions of 4 or less lots only require Planning Director approval of a parcel map (1 hearing/2-month timeframe). Single-family subdivisions of 5 or more lots require Planning Commission approval of a tract map per state law (1 hearing / 3-month timeframe). All single-family residential development (except a single home on a single lot) are required to conform to the City's Single Family Residential Design Standards and Guidelines which further help to expedite the processing timelines.

Multifamily developments (less than 3 units) require administrative staff approval of a Minor Plot review by the Planning Director (0 public hearings / 30-day review time). Multifamily developments (more than 3 units) are subject to a Plot Plan approval by the Planning Commission (1 public hearing / 3-month review time when CEQA exempt; and 1 public hearing / 6 month review time when MND/EIR is required). If multifamily projects require a General Plan Amendment or Zone Change, then these projects require 1 additional public hearing with the City Council (per state law) which adds an extra 30 days to the timeframe.

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Plot Plan Findings

In accordance with Chapter 17.216 of the Wildomar Municipal Code (Title 17) the following findings must be met for plot plan approval.

- A. The proposed use is consistent with the Wildomar General Plan and Zoning Ordinance.
- B. The overall development of the land shall be designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property.
- C. The Plot Plan considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion.
- D. The Plot Plan takes into consideration topographical and drainage conditions, including the need for dedication and improvements of necessary structures.
- E. All plot plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Title 16 (Subdivisions) in such a manner that each building is located on a separate legally divided parcel.

Appeal

If the Planning Commission denies a project, the applicant can appeal the denial to the City Council.

Conclusion

The City's review process is typical of any jurisdiction and is intended to not constrain the development of multifamily or single-family housing. The city offers pre-application review meetings early in the process to ensure a clear understanding of the city policies and standards which are intended to streamline formal project submittals. The City's single family residential design standards and the multifamily residential design standards are intended to provide developers, builders, and architects with a clear statement of the desired architectural and site design characteristics for new single family and multi-family residential development.

The City's single family residential design standards and guidelines provide specifics including but not limited to, design style including colors and materials that are encouraged, building facades, roof planes, streetscape design, garage location and design, walls and fences. The multifamily residential design standards use language and imagery to convey architectural and site planning concepts and outline the required design elements relating to form and massing, roofs, walls and windows, materials and colors and architectural features. Staff

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relies on the city's objective design standards to promote approval certainty and minimize processing timelines.

Approval to Building Permit

After a project is approved by the Planning Commission or City Council (refer to table HNA-31 for approval body), it becomes the applicant's responsibility to initiate the steps to secure building permits and approvals and begin construction in accordance with the approved plans. These steps include obtaining additional City clearances and paying fees as outlined in a project's conditions of approval. Other necessary actions for the applicant include:

- Completing construction drawings after project approval (city does not control this timeline)
- Recording with the County Clerk subdivision (final) maps (applies to ownership projects)
- Retaining contractors
- Obtaining utility approvals (not owned by the city), required easements and rights of entry

The length of time between a project's approval and building permit issuance in many cases is determined by the applicant. Once a project begins the construction plan review process, the following general timelines can be achieved with responsive applicants:

- Land Use Entitlement timelines and procedures generally take 3-6 months, but if they are considered major projects (projects requiring CEQA compliance), the process could take 6 – 12 months.
- Building permit approval timelines generally take 1-3 months (actual timeline depends on how fast an applicant can resubmit plans with corrections, etc.)

TABLE HNA-32: TYPICAL PROCESSING PROCEDURES BY PROJECT TYPE

Single-Family and Multifamily Process	Time to Complete (days or months)
Step 1: Entitlement/submittal of construction doc.	15-day review period; then 10-day, then 5-day
Step 2: Plan check	Same as above
Step 3: Submit revised construction plans	2 weeks*
Estimated Total Processing Time	1–3 months*

Source: City of Wildomar 2020

**Note: Review times vary on a case-by-case basis and depend on whether the developer makes a timely submittal.*

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Design Guidelines

The City of Wildomar revised and adopted its design guidelines for single-family residential development in November 2018. The City also adopted objective design standards for multifamily development on September 9, 2020. The purpose of the design standards and guidelines is to ensure that the design of proposed development and new land uses assists in maintaining and enhancing the character of the community. The goals and purposes of these procedures and requirements are to:

- Ensure that new homes are constructed in neighborhoods that are interesting and varied in appearance.
- Utilize building materials and enhanced landscaping to promote a look of quality, both at the time of initial occupancy and in future years.
- Encourage efficient use of land while creating high-quality communities that will maintain their economic value and long-term desirability as places to live and work.
- Incorporate conveniently located neighborhood parks, trails, and open space.
- Provide developers with a clear statement of the desired architectural and site design characteristics for new multifamily residential development.
- Ensure multifamily buildings contribute to creating high-quality neighborhoods and desirable places to live.

Table HNA-33 summarizes the residential lot design standards for any single-family residential subdivision, as outlined in the adopted design guidelines. **Table HNA-34** summarizes site design standards for multi-family residential; additional details on form and massing, roof design, walls, windows, materials, colors and specific building types can be found in the City's Multi-Family Residential Objective Design Standards. In general, the guidelines were prepared to address market-rate housing developments.

Either the Planning Commission or City Council may be the final review authority of both single-family and multi-family projects in regards to design review based on the hearing processes. The approval, denial, or approval with conditions is based on the projects adherence to form, massing, roof design, and other aesthetic elements identified in the City's Multi-Family Residential Objective Design Standards or the Single Family Residential Design Standards and Guidelines. Exceptions to these standards and guidelines may occur under three circumstances at the discretion of the Planning Director, Planning Commission, or City Council:

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- Other standards have been imposed upon an individual development project by the Planning Commission and/or the City Council.
- Other standards have been adopted by the City Council relative to a particular designated area of a District (e.g., Community Plans / Specific Plans).
- Physical constraints of an individual site make the application of a particular standard or guideline impractical.

To ensure the entitlement does not add any time constraints to a project, Design Review is typically conducted concurrently with the various required processes including improvement plan review, building permit application, and any requests for financial assistance from the City.

TABLE HNA-33: SINGLE-FAMILY DESIGN STANDARDS

Development Standards	Lots 7,200 sf or greater	Lots less than 7,200 sf
Minimum Net Usable Area (sf)	6,500	Not less than 85% of total area
Minimum Lot Widths (Frontage)	65 ft*	50 ft*
Lot Width at Frontage on Cul-de-sac Lots or Street Knuckle	40 ft*	40 ft*
Minimum Front Yard for Side-Loaded	15 ft	10 ft
Recommended Minimum Depth of Rear Yards	20 ft	15 ft
Spacing Between Structures	10 ft	10 ft

Source: City of Wildomar 2018

Note: Please refer to the Single-Family Residential Design Standards for a complete list of the applicable design standards.

** Refer to the design standards for notes on these standards and for specific footnotes regarding this table.*

TABLE HNA-34: MULTI-FAMILY DESIGN STANDARDS

Development Standards	Requirement
Street Frontage	Minimum 60% coverage by buildings*
Ground Floor Elevation	21 in.
Outdoor Recreation-Leisure Areas	400 sf. per dwelling unit
Building Entrances	Face primary public street
Setback of Controlled Parking Facility Entrances	18 ft.

Source: City of Wildomar 2020

Note: Please refer to the Multi-Family Residential Objective Design Standards for a complete list of the applicable design standards.

** Refer to the design standards for notes on these standards and for specific footnotes regarding this table.*

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To facilitate the goals of the design guidelines, the City has a number of policies that may provide financial incentives, density bonuses fast-tracking, and fee waivers to those developers that include units in their projects that will be sold to low- and moderate-income households. Currently, design guidelines have had little or no effect on market-rate or affordable housing development and therefore the design guidelines are not seen as a constraint to the development of housing.

CONDITIONAL USE PERMIT PROCESS

The conditional use permit process is required for apartment housing in the R-3A zone. While no land is currently zoned as R-3A, should this zone district be applied to any land in the future the conditional use permit is required to review and address potential environmental impacts to hillsides.

Applicability

Whenever any section of this title requires that a conditional use permit be granted prior to the establishment of a use, the following provisions shall take effect.

Application

Every application for a conditional use permit shall be made in writing to the City's Planning Director on the forms provided by the Planning Department and shall be accompanied by the filing fee set forth in the Municipal Code. Applications will include the following information:

- Name and address of the applicant.
- Evidence that he or she is the owner of the premises involved or that he or she has written permission of the owner to make such application.
- A plot and development plan drawn in sufficient detail to clearly describe the following:
 - Physical dimensions of property and structures
 - Location of existing and proposed structures
 - Setbacks
 - Methods of circulation
 - Ingress and egress
 - Utilization of property under the requested permit

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- Such additional information as shall be required by the application form.
- Dimensioned elevations, including details of proposed materials for elevations.

Public Hearing

A public hearing shall be held on the application for a conditional use permit in accordance with the provisions of Chapter 17.200 of the Wildomar Municipal Code, and all the procedural requirements and rights of appeal as set forth therein shall govern the hearing. Notwithstanding the above, or any other provision herein to the contrary, the hearing on any conditional use permit that requires approval of a general plan amendment, a specific plan amendment, or a change of zone shall be heard in accordance with the provisions of Section 17.08.050, 17.08.060, or 17.280.040 of the Wildomar Municipal Code, whichever is applicable, and all of the procedural requirements and rights of appeal as set forth shall govern the hearing.

Conditions

A conditional use permit shall not be granted unless the applicant demonstrates that the proposed use will not be detrimental to the health, safety, or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety, or general welfare of the community.

Use of Permit

Any conditional use permit that is granted shall be valid for three years following the approval of the conditional use permit, unless the permit as granted specifies a shorter initial time period. If a permit has not been exercised within the three-year time period, the permittee may request an extension of time prior to the expiration date provided an application is filed with the City's Planning Director along with the required fee. Upon receipt of a request for a time extension request, the Planning Director shall schedule the request for Planning Commission consideration. At least 10 days prior to the scheduled meeting, the Planning Department shall mail a public notice to all property owners of real property within a 600-foot radius of the project boundary. The Planning Commission may extend the first request for an extension of time by an additional three years, the second request for an extension of time can be granted for an additional two years, and the third extension request can only be extended for a final one-year period provided the findings outlined in Section 17.200.060(C) of the Municipal Code are met.

Revocation of Permit

Any conditional use permit granted may be revoked upon the findings and procedure contained in Chapter 17.220 of the Municipal Code.

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BUILDING CODES AND ENFORCEMENT

The City of Wildomar uses the 2019 California Building Code, which establishes standards and requires inspections at various stages of construction to ensure code compliance. Although these standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties that are required to be brought up to current code standards, the intent of the codes is to provide structurally sound, safe, and energy-efficient housing.

The City has made one amendment to the local code, which was the inclusion of the 2019 California Green Building Code in 2019.

The City's Building and Safety Department is responsible for enforcing both state and city regulations governing maintenance of all buildings and property. Like most cities, Wildomar responds to code enforcement problems largely on a complaint basis.

DEVELOPMENT FEES

Like cities throughout California, Wildomar collects development fees to recover the capital costs of providing community services and the administrative costs associated with processing applications.

Payment of fees is necessary to maintain an adequate level of services and facilities, and more generally, to protect public health, safety, and welfare. Based on a review of fees in neighboring jurisdictions and discussions with local developers, development fees in Wildomar are comparable to, and in some cases lower than, most other cities in the region.

As a means of assessing the cost that fees contribute to development in Wildomar, the City has calculated the total fees associated with development of a single-family and multifamily development. As indicated in **Table HNA-35**, development impact fees for a single-family residential project are approximately \$6,954, and development fees for a multifamily project are approximately \$4,805. A full list of fees applicable to planning and building residential development fees is provided in **Table HNA-36** and are also available on the City's website or on the websites of the entities that impose the fee such as the school district or county. Fees such as school impact fees and transportation uniform mitigation fees are outside of the City's control or influence. The fees are comparable to jurisdictions in the region and are not considered a constraint to the development of housing.

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TABLE HNA-35: TYPICAL RESIDENTIAL DEVELOPMENT COST

Development Cost for a Typical Unit*	Single-Family	Multifamily
Transportation – Roads	\$3,088	\$2,169
Transportation – Signals	\$401	\$281
Police Facilities	\$227	\$161
Fire Protection	\$440	\$312
Park Land Acquisition	\$597	\$423
Park Improvements	\$3,926	\$2,787
Community Centers	\$474	\$337
Animal Shelter	\$250	\$178
City Hall	\$384	\$272
Corporation Yard	\$79	\$56
Drainage	\$1,381	\$868
Multi-Purpose Trails	\$754	\$535
County T.U.M.F.	\$9,418	\$6,134
School Impact Fee	\$4.08 per s.f.	\$4.08 per s.f.
Total	\$29,579**	\$17,777**

Source: City of Wildomar 2015, Lake Elsinore Unified School District 2020, Riverside County 2016

**Includes 0.48 percent Admin Charge.*

***School impact fees calculated for a 2,000 square foot single-family home and 800 square foot multi-family unit.*

TABLE HNA-36: RESIDENTIAL PLANNING AND BUILDING FEES

Fee Category	Fee Amount
PLANNING	
Certificate of Zoning Compliance	\$500
Certificate of Historical Appropriateness	\$750
Certificate of Compliance	\$2,500
Appeals	\$964
Conditional Use Permit	\$9,500
Development Agreement	\$5,000
Public Use Permit	\$7,500
Extensions of Time	\$4,500
General Plan Amendment (General)	\$8,500
General Plan Amendment (Circulation Section)	\$9,500

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Fee Category	Fee Amount
Minor Change (Tract and Parcel Maps)	\$4,500
Variance	\$3,500
Substantial Conformance	\$3,500
Change of Zone	\$7,000
Plot Plan (Administrative)	\$4,000
Plot Plan (Hearing)	\$5,000
Setback Adjustment	\$500
Lot Line Adjustment	\$5,000
Land Division	\$3,500
Parcel Merger	\$5,000
Tentative Parcel Map (Residential)	\$3,500-\$5,511
Tentative Tract Maps (Multifamily)	\$8,698-\$8,718
Tentative Tract Map Revised (Multifamily)	\$6,044-\$6,362
Tentative Tract Map (Single-Family)	\$8,827-\$11,146
Tentative Tract Map Revised (Single-Family)	\$3,880-\$5,722
Vesting Tentative Maps	\$8,391
Specific Plan	\$20,000
Specific Plan Amendment	\$10,000
CEQA EIR	\$8,439
CEQA ND or MND	\$8,439
CEQA Exemption	\$8,439
Pre-Application Approval	\$3,500
Tree Removal Permit	\$250
BUILDING	
Residential Addition	\$2,592.33
Residential Addition to Guest House	\$3,198
Mobile Home	
Coach - Install	\$240.72
Earthquake Resistance Bracing	\$240.72
Manufactured Accessory Structure	\$240.72
Permanent Foundation	\$240.72
Replace Residential Coach	\$240.72
Site Preparation	\$507.96

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Fee Category	Fee Amount
Multifamily Addition	\$677.59
Multifamily Individual Residential Units	\$4,009.62
New Residential	\$4,632.93
Residential Rehabilitation	\$2,677.81

Source: City of Wildomar, 2020

ON- AND OFF-SITE IMPROVEMENTS

Site improvement costs include the cost of providing access to the site, clearing the site, and grading the pad area. In the case of a subdivision, such costs may also include major improvements, such as building roads and installing sewer, water, and other utilities. As with land costs, several variables affect costs, including site topography and proximity to established roads, sewers, and water lines. Engineering and other technical assistance costs are usually included with site improvements as these services are required to ensure that development is constructed according to established codes and standards.

The City requires residential project improvements to include curb/gutter and drainage facilities, sidewalks, paved streets, landscaping, and water and sewer service. The standard street section includes 60 feet of right-of way, with 40 feet dedicated for street improvements, and 10 feet on each side for sidewalk and parkway improvements. These and other site improvement costs are typical of all cities in California and do not impose a significant constraint on the development of housing in Wildomar. The City does not impose any unusual requirements as conditions of approval for new development.

AVAILABLE DRY UTILITIES

Dry utilities, including cable, electricity, and telephone service, are available to all areas within the City. There is sufficient capacity to meet the current need and any future need. Service providers are as follows:

- Cable: Verizon and Spectrum
- Electricity: Southern California Edison
- Telephone: Verizon
- Internet Service: Verizon, Spectrum, and Frontier Communications

REVIEW OF LOCAL ORDINANCES

The City does not have any locally adopted ordinances that hinder the development of housing.

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NON-GOVERNMENTAL CONSTRAINTS

LAND COSTS

Land costs are one of the major components of housing development costs. Land prices vary to such an extent that it is difficult to give average prices within small geographic regions. Factors affecting the costs of land include overall availability within a given subregion; environmental site conditions and constraints; public service and infrastructure availability; aesthetic considerations, such as views, terrain, and vegetation; the proximity to urban areas; and parcel size. Generally, more remote areas have less expensive land available and larger tracts of land, while smaller, more expensive parcels are located closer to urbanized areas.

As of January 2021, the average cost for an acre lot of vacant land in Wildomar is \$137,634, with prices ranging from \$8,881 to \$499,444 (according to a survey of Landwatch.com listings performed in 2020). The maximum price range is significantly higher now compared to vacant land cost in 2013; however, there are a few lots available at a lower price range. While land prices declined during the economic recession, they have been increasing as shown by the current price range for available vacant land. Since there are lots available at a lower price range, land costs in the next several years may actually help keep the cost of some new housing affordable. While rising land costs tend to directly increase housing costs, declining land costs should give developers more options in serving the affordable housing market segment, recognizing that some land currently held by developers was purchased at substantially higher prices than may be the case now.

CONSTRUCTION COSTS

The cost of construction depends primarily on the cost of materials and labor, which are influenced by market demand. The cost of construction will also depend on the type of unit being built and on the quality of product being produced. The cost of labor is based on a number of factors, including housing demand, the number of contractors in the area, and the unionization of workers.

The construction cost of housing affects the affordability of new housing and may be considered a constraint to affordable housing in the Riverside County region. A reduction in construction costs can be brought about in several ways. A reduction in amenities and quality of building materials in new homes (still above the minimum acceptability for health, safety, and adequate performance) may result in lower sales prices. State housing law provides that local building departments can authorize the use of materials and

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construction methods if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the applicable building codes.

In addition, prefabricated, factory-built housing may provide lower-priced products by reducing labor and material costs. As the number of units built at one time increases, savings in construction costs over the entire development are generally realized as a result of an economy of scale, particularly when combined with density bonus provisions.

The City of Wildomar is in the process of completing an Economic Development market study and so far, the study indicates the average recent home sales price in the city is \$399,332. Using current pricing sources, the average costs for a newly constructed 2,000-square-foot single-family home (not including land) in Wildomar would be calculated as shown in **Table HNA-37**.

TABLE HNA-37: OVERALL CONSTRUCTION COST

Item	Cost
Materials	\$159,003
Labor	\$105,363
Equipment	\$5,047
Per Home Costs, Total	\$269,413

Source: Building-cost.net 2020

AVAILABILITY OF FINANCING

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower-income households. In addition, government-insured loan programs may be available to reduce mortgage down-payment requirements.

The cost of borrowing money to finance the construction of housing or to purchase a house affects the amount of affordably priced housing in Wildomar. First-time homebuyers are the group most impacted by financing requirements. As of January 2021, the current mortgage interest rate for new home purchases is approximately 3 percent for a fixed-rate 30-year loan. Lower initial rates are available with graduated payment mortgages, adjustable-rate mortgages, and buy-down mortgages; however, the subprime crisis has affected the availability of dollars for home mortgages. Variable interest rate mortgages on affordable homes may increase

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to the point where the interest rate exceeds the cost of living adjustments, which is a constraint on affordability. Although rates are currently low, they can change significantly and substantially impact the affordability of housing stock. Fluctuating interest rates can eliminate many potential homebuyers from the housing market or render a housing project infeasible that could have been successfully developed or marketed at lower interest rates. Housing prices in Wildomar are unaffordable for persons of lower incomes, even with the lower interest rates. Housing prices are only affordable for persons with moderate or higher incomes. The constraint on homeownership in Wildomar is not the availability of financing, but the cost of housing, of which is unaffordable to lower-income households. Nor is the constraint on homeownership related to the availability of land.

Interest rates at the present time are not a constraint to affordable housing. Financing for both construction and long-term mortgages is generally available in Riverside County subject to normal underwriting standards. A more critical impediment to homeownership involves both the affordability of the housing stock and the ability of potential buyers to fulfill down-payment requirements. Conventional home loans typically require 5 to 20 percent of the sales price as a down payment, which is the largest constraint to first-time homebuyers. This indicates a need for flexible loan programs and a method to bridge the gap between the down payment and a potential homeowner's available funds. The availability of financing for developers under current economic conditions may also pose a constraint on development outside of the City's control.

ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

Environmental and infrastructure issues affect the amount, location, and timing of new residential development. New housing opportunities create challenges regarding public infrastructure extensions and expansions, and encroachment into agricultural land. In addition, the availability of adequate water, public infrastructure, such as wells and wastewater treatment facilities, and other public services and facilities can impact the feasibility of new residential development.

Environmental

Earthquake risk is high in western Riverside County (which includes Wildomar), due to the presence of two of California's most active faults, the San Andreas and San Jacinto Faults. Environmental constraints were considered when determining the realistic capacity for sites listed in **Table HNA-23**.

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Infrastructure

Wildomar Southwestern Riverside County – The Southwest Riverside County Analysis Area encompasses the cities of Wildomar, Lake Elsinore, Murrieta, and Temecula. Significant unincorporated areas include Temescal Canyon, El Cerrito, and French Valley.

Primary water and sewer providers include Eastern Municipal Water District (EMWD), Western Municipal Water District (WMWD), Rancho California Water District, Elsinore Valley Municipal Water District (EVMWD), and Lee Lake Water District. Both EMWD and WMWD comply with the California Water Conservation Council and best management practices. Within this area, WMWD provides only water services and does not operate a sewer treatment plant or sewer collection facilities. All of the service districts stated that they have adequate current capacity to meet demand and adequate capacity to expand to meet projected development. The current facilities and/or infrastructure are reported to be in good operating condition. Therefore, it is determined that the City has enough capacity to meet the 2021-2029 regional housing need.

To comply with SB 1087, the City will immediately forward its adopted Housing Element to its water and wastewater provider (EVMWD) so they can grant priority for service allocations to proposed developments that include units affordable to lower-income households.

Senate Bill 244

SB 244 requires cities and counties, prior to adoption of the Housing Element, to address the infrastructure needs of disadvantaged unincorporated communities outside the city's limits but within the city's planning area. Because the city's planning area does not contain any unincorporated areas, no such conditions exist.





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CITY OF WILDOMAR

SAFETY ELEMENT

Adopted on
October 13, 2021

Amended on
November 20, 2024





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SAFETY ELEMENT



1. INTRODUCTION

PURPOSE, SCOPE, AND CONTENT

The Safety Element conveys the City of Wildomar's (City's) goals, policies, and actions to minimize the hazards to safety in and around Wildomar. This Safety Element will replace the 2003 County/City Safety Element upon adoption. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, employees, visitors, and other community members from injury and death. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize physical harm to the buildings and infrastructure in and around Wildomar to reduce damage to local economic systems, community services, and ecosystems.

Some degree of risk is inevitable because the potential for many disasters cannot be completely eliminated and the ability to predict such disasters is limited. The goal of the Safety Element is to reduce the risk of injury, death, property loss, and other hardships to acceptable levels. One of the fundamental values of the Vision for Wildomar, as adopted by the City Council on April 12, 2017 (via Resolution No. 2017-12), highlights the importance of safety to the people of Wildomar:

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

This “value” underlies the policy direction of the Safety Element and is further defined by the following Vision statement:

"Considerable protection from natural hazards such as earthquakes, fire, flooding, slope failure, and other hazardous conditions is now built into the pattern of development authorized by the General Plan."

Based on the direction provided by the Vision, and in compliance with state law, the primary objective of the Safety Element is to “reduce death, injuries, property damage, and economic and social impact from hazards.” The Safety Element serves the following functions:

- Develops a framework by which safety considerations are introduced into the land use planning process.

SAFETY ELEMENT



- Facilitates the identification and mitigation of hazards for new development, and thus strengthens existing codes, project review, and permitting processes.
- Presents policies directed at identifying and reducing hazards in existing development.
- Strengthens earthquake, flood, inundation, and wildland fire preparedness planning and post-disaster reconstruction policies.
- Identifies how hazards are likely to increase in frequency and intensity in the future and provides policies to increase community resilience.

REGULATORY FRAMEWORK

Under state law, all counties and incorporated communities in California must prepare a General Plan, which must address several topics, one of which is public health and safety. The Safety Element addresses this topic in accordance with state requirements, which are laid out in California law, particularly Section 65302(g) of the California Government Code. State law requires that the Safety Element address the following:

- Protect the community from risks associated with a variety of hazards, including seismic activity, landslides, flooding, and wildfire, as required by the California Government Code Section 65302(g)(1).
- Map and assess the risk associated with flood hazards, develop policies to minimize the flood risk to new development and essential public facilities, and establish effective working relationships among agencies with flood protection responsibilities, as required by California Government Code Section 65302(g)(2).
- Map and assess the risk associated with wildfire hazards, develop policies to reduce the wildfire risk to new land uses and essential facilities, ensure there is adequate road and water infrastructure to respond to wildfire emergencies, and establish cooperative relationships between wildfire protection agencies, as required by California Government Code Section 65302(g)(3).
- Assess the risks associated with climate change on local assets, populations, and resources. Note existing and planned development in at-risk areas and identify agencies responsible for providing public health and safety and environmental protection. Develop goals, policies, and objectives to reduce the risks associated with climate change impacts, including locating new public facilities outside of at-risk areas, providing adequate infrastructure in at-risk areas, and supporting natural infrastructure for climate adaptation, as required by California Government Code Section 65302(g)(4).

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- Identify residential developments in any hazard area identified that do not have at least two emergency evacuation routes, as required by California Government Code Section 65302(g)(5).

RELATIONSHIP TO OTHER DOCUMENTS

The Wildomar Safety Element does not exist in a vacuum but is instead one of several plans that address public safety and related topics. The Safety Element must be consistent with these other plans to minimize conflicts between documents and ensure that the City has a unified strategy to address public safety issues. The Safety Element incorporates information, technical analyses, and policies from these other documents where appropriate to help support this consistency.

OTHER GENERAL PLAN ELEMENTS

The Safety Element is one of several elements of the Wildomar General Plan. Other social, economic, political, and aesthetic factors must be considered and balanced with safety needs. Rather than compete with the policies of related elements, the Safety Element provides policy direction and designs safety improvements that complement the intent and policies of other General Plan elements. Crucial relationships exist between the Safety Element and the other General Plan elements. How land uses are determined in areas prone to natural hazards, what regulations limit development in these areas, and how hazards are mitigated for existing development, are all issues that tie the elements together. For instance, Land Use Element diagrams and policies must consider the potential for various hazards identified in the Safety Element and must be consistent with the policies to address those hazards. The Multipurpose Open Space Element is also closely tied to the Safety Element. Floodplains, for example, are not only hazard areas, but often serve as sensitive habitat for threatened or endangered species or provide recreation or passive open space opportunities for residents and visitors. As such, flood and inundation policies balance the need to protect public health and safety with the need to protect habitat and open space. Safety Element policies, especially those concerning evacuation routes and critical facilities, must also be consistent with those of the Circulation Element. The City's Circulation Plan routes are considered the backbone routes for evacuation purposes. Policies and information in this Safety Element should not conflict with those in other elements.

CITY OF WILDOMAR LOCAL HAZARD MITIGATION PLAN

The City of Wildomar's Local Hazard Mitigation Plan (LHMP) is a plan to identify and profile hazard conditions, analyze risk to people and facilities, and develop mitigation actions to reduce or eliminate hazard risks in Wildomar. The City prepared the LHMP in accordance with the federal Disaster Mitigation Act of 2000

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and the Federal Emergency Management Agency's (FEMA's) LHMP guidance. The mitigation actions in the LHMP include both short-term and long-term strategies, and involve planning, policy changes, programs, projects, and other activities. The LHMP and Safety Element address similar issues, but the Safety Element provides a higher-level framework and set of policies, while the LHMP focuses on more specific mitigation, often short-term, actions. The LHMP, as its name implies, focuses on mitigation-related actions, while the Safety Element also includes policies related to emergency response, recovery, and preparation activities. The current LHMP, as certified by FEMA, is incorporated into this Safety Element by reference, as permitted by California Government Code Section 65302.6. It is available online at: <https://www.cityofwildomar.org/314/Local-Hazard-Mitigation-Plan>.

RELATIONSHIP TO THE EMERGENCY MANAGEMENT DEPARTMENT

The County of Riverside Emergency Management Department (EMD) is responsible for providing emergency management services. EMD has four divisions that combine traditional emergency management, public health disaster management, and emergency medical services into a single, comprehensive, all hazards department. EMD works with local cities such as Wildomar, fire and law enforcement agencies, and special districts to support and implement emergency mitigation and preparation activities across Riverside County, secure resources for first responders, and coordinate with state and federal emergency agencies. EMD's emergency preparation and response activities, including many of the Safety Element policies implemented by the City in coordination with EMD, are laid out in this Safety Element.

HAZARD REDUCTION

Hazard-reduction programs are designed to improve the safety of existing development. For example, older structures, built to superseded code standards, may need seismic upgrading. Owners of older structures may voluntarily upgrade, be strongly incentivized to upgrade, or be required to do so. Additional examples of hazard-reduction programs include:

- Strengthening pipelines and developing emergency back-up capability by public utilities serving the City of Wildomar;
- Collaborating with water purveyors to ensure adequate fire flow during emergencies;
- Creating defensible space around buildings to prevent damage from wildfires;

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- Planning for emergency response at the government and individual level to reduce the risk to the public from hazards; and
- Identifying unsafe structures and posting public notices.

To reduce hazards in areas mapped as hazard zones, the City of Wildomar uses a combination of methods:

- Special investigation and reporting requirements;
- Land use planning;
- Real-estate disclosure;
- Incentives to encourage hazard mitigation;
- Public education; and
- Disincentives, including fines and fees for those who choose to take the risk of that hazard.

VULNERABLE COMMUNITIES

Due to financial limitations, mobility challenges, and lack of access to medical care, the most vulnerable populations to environmental pollution and other hazards include households in poverty, seniors living alone, outdoor workers, and persons experiencing homelessness. Based on the CalEnviroScreen 3.0 model, which uses pollution and population characteristic indicators to assess pollution burden within communities, overall pollution burden is relatively low.¹ However, there are communities that may be disproportionately impacted by pollution and hazards.

Low-income communities in Wildomar provide an effective lens for assessing where pollution and hazards may disproportionately be affecting vulnerable communities. Therefore, this Safety Element defines vulnerable communities as low-income areas that are disproportionately affected by environmental pollution and other hazards that can lead to negative health effects. A low-income area is defined as an area with household incomes at or below 80 percent of the statewide median income or with household incomes at or below the threshold

¹ California Office of Environmental Health Hazard Assessment. 2018. CalEnviroScreen 3.0. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>.

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designated as low income by the Department of Housing and Community Development's list of state income limits, which is approximately \$59,993 in Wildomar.

Vulnerable communities in Wildomar are particularly affected by pollution and hazards in the northwest region of the city, along Corydon Road and Mission Trail. Vulnerable communities are often affected first and at greater levels by pollution and climate-related impacts. These communities are burdened with poorer air quality and pollution and face a higher risk of flood and wildfire hazards. More specifically, air quality impacts are associated with elevated concentration levels of diesel particulate, ozone, and particulate matter 2.5 (PM_{2.5}). Although flood risk is present, the 100- and 500-year flood zone is limited to areas along the city boundary, near Corydon Road and Mission Trail. To the east of Interstate 15 (I-15), vulnerable communities are within a very high wildfire hazard severity zone.

Some hazards, such as toxins or traffic hazards, may be dangerous enough to harm human health in isolation. However, some hazards may not be harmful to health by themselves, but become harmful when combined with other health risks to a community. This is a compounded health risk, often referred to as cumulative risk. Today, people are often exposed to multiple health risks, such as ozone and particulate matter, while concurrently living in unhealthy housing conditions and/or experiencing poverty and other socioeconomic stressors that are associated with negative health outcomes. These conditions are experienced more often by vulnerable communities.

“Environmental justice” is defined in California law as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. “Environmental justice” includes, but is not limited to, all of the following:

- The availability of a healthy environment for all people.
- The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the effects of the pollution are not disproportionately borne by those populations and communities.
- Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision-making process.
- At a minimum, the meaningful consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions.

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Environmental justice in the community can be implemented in various ways, such as through policies and actions that improve sustainability and resilience, protect community health, and prioritize safety. This Safety Element identifies where vulnerable communities experience existing and likely future hazardous conditions and other public safety issues in Wildomar and incorporates environmental justice into its policies and actions to address specific hazards for vulnerable communities in Wildomar. These policies and actions aim to reduce the unique or compounded health risks.

CLIMATE CHANGE VULNERABILITY

Changes to the global climate system are expected to affect future occurrences of natural hazards in and around Wildomar. Many hazards are projected to become more frequent and more intense in coming years and decades, and in some cases, these trends have already begun. According to California's *Fourth Climate Change Assessment*,² Wildomar can expect the following changes to climate-related hazard events:

- Both droughts and floods are expected to become more frequent as precipitation is expected to occur in fewer, more intense storms due to climate change. Although Wildomar is likely to experience little change in overall precipitation levels from climate change, the region is also expected to see an increase in the number of extreme precipitation events. As a result, floods are expected to occur more often in Wildomar, and climate change may expand the parts of the city that are considered flood-prone. Climate change is expected to increase the frequency and severity of droughts that cause soil to dry out and condense. When precipitation does return, more water runs off the surface rather than being absorbed into the ground, which can lead to floods.
- Warmer temperatures are projected to cause an increase in extreme heat events. Because extreme heat is relative to the area, this means that extreme heat events may occur anywhere in Riverside County. The number of extreme heat days, defined in Wildomar as a day when the high temperature is at least 105 degrees Fahrenheit (°F), is expected to rise from a historical annual average of 4 to between 25 and 37 by the middle of the century (2041 to 2060), and to between 34 and 58 by the end of the century (2070 to 2099). In addition to the increases in extreme heat events, Wildomar is expected to see an increase in the average daily high temperatures. Extreme heat poses a significant human health risk, especially to senior citizens, outdoor workers, and persons who do not have access to adequate cooling, including

² Bedsworth, Louise, Dan Cayan, Guido Franco, Leah Fisher, Sonya Ziaja. (California Governor's Office of Planning and Research, Scripps Institution of Oceanography, California Energy Commission, California Public Utilities Commission). 2018. *Statewide Summary Report. California's Fourth Climate Change Assessment*. Publication number: SUMCCCA4-2018-013.

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people experiencing homelessness. Some buildings and infrastructure systems may be damaged by very high temperatures, constraining their ability to meet community needs.

- Climate change can increase the rates of infection for various diseases because many of the animals that carry diseases are more active during warmer weather. There are a number of diseases that are linked to climate change and can be harmful to the health of Wildomar community members, such as hantavirus pulmonary syndrome, Lyme disease, West Nile fever, and influenza. Many of these diseases are carried by animals, such as mice and rats, ticks, and mosquitos, which are usually seen as pests even if they do not cause infections. Warmer temperatures earlier in the spring and later in the winter can cause these animals to be active for longer periods, increasing the time that these diseases can be transmitted.
- Wildomar is expected to see an increase in wildfires due to hotter, drier weather. Although the risk is greatest in the forested areas of western Riverside County along the San Jacinto Mountains, Wildomar may still experience an increase in wildfire activity. More frequent regional wildfires may also create poor air quality. Wildfire activity across Riverside County is expected to increase approximately 16 percent above historic levels by the middle of the century.
- Severe weather events, such as strong storms and high winds, may become more frequent and intense due to climate change. Climate change is expected to cause an increase in intense rainfall, which is usually associated with strong storm systems. Heavy rainfall may also contribute to an increased risk of landslides in the hills around Wildomar. In western Riverside County, most severe weather is linked to high winds. The types of dangers posed by severe weather vary widely and include injuries or deaths, damage to buildings and structures, fallen trees, roads blocked by debris, and fires sparked by lightning.

VULNERABILITY ASSESSMENT RESULTS

Under California law, the Safety Element is required to include a vulnerability assessment that looks at how people, buildings, infrastructure, and other key community assets may be affected by climate change. The City conducted a Climate Change Vulnerability Assessment in spring of 2021, to analyze Wildomar's susceptibility to climate-related hazards. The City of Wildomar's vulnerability assessment, prepared in accordance with the most recent available guidance in the *California Adaptation Planning Guide*, assesses how eight different climate-related hazards (air quality, drought, extreme heat, flooding, human health hazards, landslides, severe weather, and wildfire) may affect 56 different population groups and community assets. Each population or asset received a score of V1 (minimal vulnerability) to V5 (severe vulnerability) for each climate-related hazard. The Climate Change Vulnerability Assessment indicates that Wildomar's populations and assets are most vulnerable to wildfires, extreme heat, severe weather, and drought.

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Populations in Wildomar tend to be vulnerable to extreme heat, human health hazards, and wildfire, which directly affect health outcomes. As discussed previously, the most vulnerable communities include households in poverty, seniors living alone, outdoor workers, and persons experiencing homelessness. Vulnerable populations, especially those located on single-access roads, are also highly vulnerable to hazards, such as landslides, severe weather, flooding, and wildfire.

Citywide, energy delivery is vulnerable to multiple hazards, including severe weather, such as high winds that can trigger public safety power shutoff (PSPS) events, extreme heat that reduces the capacity and strains the system, and wildfires that damage the system, ultimately disrupting energy service. These conditions can damage communication infrastructure, decreasing network capacity. There may be a higher demand for communication services during severe weather, potentially putting stress on the network and increasing the risk of service interruptions. Furthermore, energy delivery services, specifically electricity delivery, is subject to harm during extreme heat events. Extreme heat can lead to power outages by causing mechanical failure of grid equipment, heat damage to power lines, and by creating a high demand for electricity to power air conditioners, all of which place stress on the network. This is likely to lead to greater service disruptions.

An increase in droughts, extreme heat, and wildfire create higher vulnerabilities for chaparral, woodland, and grassland habitat. Drought and extreme heat can stress vegetation, weakening or killing a variety of native species and habitats. Although chaparral, woodland, and grassland in the region are adapted to infrequent, low-intensity wildfire, many native species are still vulnerable to large and intense wildfire events. Moreover, grasslands pose an extreme risk due to their high, easily ignitable fuel loads and the invasion of non-native species has greatly increased the risk of severe wildfire events. Pests, such as shot hole borers, have increased due to drought and higher temperatures that impact tree health and make them more vulnerable to pests. Such pests can decimate woodland habitats and these species may not be able to recover. This can in turn affect local economic activities in Wildomar, such as outdoor recreation activities and commercial activity from visitors that travel through the city to get to state and national parks and forests.

PSPS events can also create vulnerabilities for Wildomar community members. The vast majority of homes and businesses do not have backup power supplies, so a loss of electricity can cause a loss of refrigeration for food and medical supplies, limit cooking, cause loss of heating or cooling (particularly dangerous during extreme heat or cold events), lighting, and limited or no access to the Internet or other information systems. Many businesses are forced to close during a PSPS, causing economic hardships and depriving community members of important services, such as grocery stores, gas stations, and banks/ATMs. PSPS events may also be harmful to people who depend on electrically powered medical devices. Some property owners have purchased backup power generators, although these produce high levels of noise, pollution, and odors.

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The Safety Element includes goals, policies, and implementation measures to increase community resilience and help lower vulnerability scores, particularly for the populations and assets that received a score of V4 or V5 in the Vulnerability Assessment. A full list of the Vulnerability Assessment results can be found in **Appendix A**.

2. EXISTING CONDITIONS

This section outlines the existing and likely future hazardous conditions and other public safety issues in Wildomar, including:

- Code conformance and development regulations
- Seismic and geologic hazards
- Flood and inundation hazards
- Fire hazards (urban and wildland)
- Hazardous waste and materials
- Disaster preparedness, response, and recovery
- Drought
- Extreme heat
- Severe weather

This section provides details pertaining to probable locations each hazard or issue is likely to occur (per availability of data), past notable events in and around Wildomar, agencies responsible for providing protection from these public safety issues, and other background information required by the State of California Government Code Section 65302(g)(4). Goals and policies are identified following the discussion of each hazard identified, and implementation measures that support one or more of the Safety Element policies are provided in Table S-3 at the end of this Safety Element.

Additionally, the City has prepared a Vulnerability Assessment that analyzes how climate-related hazards may harm the City of Wildomar. This assessment was prepared in accordance with the California-recommended guidance in the current *California Adaptation Planning Guide*. It incorporates the findings from a subregional

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vulnerability assessment prepared for western Riverside County as part of the Resilient IE project. This Vulnerability Assessment refines the findings from Resilient IE to focus on the City of Wildomar, thus more accurately reflecting the conditions and characteristics unique to Wildomar.

The Vulnerability Assessment considers the threats from all relevant climate-related hazards, which are events or physical conditions that have the potential to cause harm or loss and emphasizes changes to hazard frequency and severity due to climate change. The Vulnerability Assessment also assesses populations or assets facing potential harm from the hazards. This includes the risk of physical damage to buildings and infrastructure, social vulnerability of persons likely to be disproportionately harmed by hazards, potential disruption to the City's economic engines, loss of important services, and damage to sensitive ecosystems. The results of the Vulnerability Assessment are integrated into the hazards and other public safety issues previously mentioned. A full list of the Vulnerability Assessment results is also provided in **Appendix A**.

CODE CONFORMANCE AND DEVELOPMENT REGULATIONS

The City of Wildomar Department of Building and Safety provides technical expertise in reviewing and enforcing the City Building and Fire Codes. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development does not pose a threat to the health, safety, and welfare of the public. Every three years, the City's Building and Fire Codes are adopted from the California Building and Fire Codes. These codes contain baseline minimum standards to guard against unsafe development.

At a minimum, it is imperative to enforce the most recently adopted regulatory codes for new development and significant redevelopment, including the City's Zoning Ordinance and Land Use Ordinance (e.g., Water-Efficient Landscape Ordinance), which support the California Building and Fire Codes. The California Environmental Quality Act (CEQA) adds another level of safety review, requiring that environmental constraints be considered prior to approval of development projects. Additional guidelines and standards are introduced through the Safety Element. Special development regulations can reinforce and augment existing code standards by raising the level of hazard-conscious project design and mitigation engineering. Examples include additional geologic/geotechnical investigation and additional reinforcement of foundations in areas of potential ground failure.

While foundation investigations are required by the City of Wildomar's Building Code, it is important to emphasize expected levels of investigation and protection. Furthermore, some requirements may only apply to critical facilities, such as detailed seismic analyses, could be expanded to include other structures and lifelines.

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Where engineering methods cannot mitigate the hazards, avoidance of the hazard is appropriate, such as where ground rupture along active or potentially active fault traces are identified during project investigation. Special minimum setbacks away from active faults, which are already required for critical facilities, can also be defined for other structures and lifelines.

GOAL S-1: To provide development regulations consistent with State of California requirements and best practices.

POLICY S-1 Enforce state laws aimed at identification, inventory, and retrofit of existing vulnerable structures and mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

POLICY S-2 Continue to enforce penalties against grading without permits and ensure the restoration of land damaged or degraded from grading activities. Continue to educate the public about the benefits of grading with permits and the penalties for grading without them. If the penalties are determined to be ineffective, explore whether levying greater penalties would be more effective in deterring illegal grading and ensuring proper restoration of damaged lands.

POLICY S-3 Incorporate the current City of Wildomar Local Hazard Mitigation Plan, as adopted by the Federal Emergency Management Agency, into this Safety Element by reference, as permitted by California Government Code Section 65302.6.

POLICY S-4 Require structural and non-structural assessment and, when necessary, mitigation of other types of potentially hazardous buildings that:

- (1) Are undergoing substantial repair or improvements resulting in more than half of the assessed property value, or
- (2) Are considered an element of blight in a redevelopment district. Potential implementation measures may include:
 - (a) Use of variances, tax rebates, fee waivers, credits, or public recognition as incentives.

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- (b) Inventory and structural assessment of potentially hazardous buildings based on screening methods developed by the Federal Emergency Management Agency.
- (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.

SEISMIC AND GEOLOGIC HAZARDS

Seismic and geologic hazards are risks caused by the movement of different parts of the Earth's crust, or surface. Seismic hazards include earthquakes and hazardous events caused by them. Geologic hazards are other hazards involving land movements that are not linked to seismic activity and are capable of inflicting harm to people or property.

SEISMIC HAZARDS

Seismic activity occurs along boundaries in the Earth's crust, called faults. Pressure along the faults build over time and is ultimately released, resulting in ground shaking that we refer to as an earthquake. Earthquakes can also trigger other hazards, including surface rupture (cracks in the ground surface), liquefaction (causing loose soil to lose its strength), landslides, and subsidence (sinking of the ground surface). Earthquakes and other seismic hazards often damage or destroy property and public infrastructure, and falling objects or structures pose a risk of injury or death.

While Wildomar is at risk from many natural and human-caused 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 affect widespread areas, trigger many secondary effects that can overwhelm the ability of local jurisdictions to respond. In Wildomar, earthquake-triggered effects include ground shaking, fault rupture, landslides, liquefaction, subsidence, and seiches. Earthquakes can also cause human-caused hazards such as urban fires, dam failures, and toxic chemical releases.

Earthquake risk is very high in the western portion of Riverside County, including the City of Wildomar, due to the presence of two of California's most active faults, the San Andreas and San Jacinto Faults. Most of the loss of life and injuries from earthquakes are due to damage and collapse of buildings and structures. Building codes for new construction have generally been made more stringent following damaging earthquakes. However, in

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Wildomar, structures built prior to the enactment of these improved building codes have generally not been upgraded to current standards and are vulnerable in earthquakes. Comprehensive hazard mitigation programs that include the identification and mapping of hazards, prudent planning and enforcement of building codes, and expedient retrofitting and rehabilitation of weak structures can significantly reduce the scope of an earthquake disaster.

Western Riverside County contains parts of several known active and potentially active earthquake faults, including the San Andreas Fault, San Jacinto Fault, and Elsinore Fault. The San Andreas Fault, the largest fault in California, runs from the Salton Sea north along the east side of the Coachella Valley, continuing north along the Transverse and Coast Ranges until running offshore in Mendocino County. The San Jacinto Fault runs from the Imperial Valley northwest through western Riverside County until it ends at the Cajon Pass. The Elsinore Fault zone extends from western Imperial County to the Chino Hills and runs along Riverside County's western border with Orange County. Historically, the San Andreas Fault is the most active among the fault network that cuts through rocks of the California coastal region. The San Jacinto Fault has had a higher level of moderate to large earthquakes during the past 50 to 100 years, although the rate of slip is not as high. The main trace of the Elsinore Fault zone has only seen one historical event greater than magnitude 5.2 – the earthquake of 1910, a magnitude 6 near Temescal Valley. Wildomar has experienced several noticeable ground movement incidents over the past years, but no local damage was sustained. Active faults located in close proximity to the city or that can cause damage to the city, include the following:

- Elsinore Fault Zone: This fault zone, which includes the Wildomar and Wolf Valley Faults, passes through the city on the west side of I-15. The fault zone is capable of generating earthquakes ranging in magnitude between 6.5 and 7.5.
- Wildomar Fault: As depicted on Figure 1-0, this fault strand of the Elsinore Fault zone runs northwest/southeast and is located in the city approximately 2,000 to 4,000 feet west of I-15. The areas adjacent to the fault are within a “Special Studies Zone,” as designated under the Alquist-Priolo Special Study Zone Act of 1972.
- San Andreas Fault Zone: This fault zone, located approximately 50 miles northeast of the city, is the dominant active fault in California. The maximum credible earthquake from this fault zone is a magnitude 8.3.
- San Jacinto Fault Zone: This fault zone is located approximately 30 miles northeast of the city and has a maximum credible earthquake magnitude of 7.5.

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In addition to these active faults, two potentially active faults, the Agua Caliente Fault zone and the Murrieta Hot Springs Fault, are also located near the city. In the event of an earthquake, the location of the epicenter, as well as the time of day and season of the year, would have a profound effect on the number of deaths and casualties, as well as property damage. There are a number of small-scale earthquakes that happen weekly, but larger scale or catastrophe shaking is less likely. Property and human life in Wildomar are at risk for a significant earthquake causing catastrophic damage and strains on response and mitigation resources. The county experiences hundreds of minor quakes and tremblers each month from the myriad of faults in the area. Studies indicate that stress is building up in major faults like the San Andreas. A major quake could happen at any time.

The San Andreas, San Jacinto, and Elsinore Faults are all capable of producing significant earthquakes, with a magnitude of 6.7 or greater. Table S-1 shows the chances of a major earthquake on these three faults within Riverside County by 2045, according to the Third California Earthquake Rupture Forecast. Other faults, both in and outside Riverside County, may also be capable of generating significant earthquakes with damaging effects in the county.

TABLE S-1: CHANCES OF SIGNIFICANT EARTHQUAKES ON MAJOR RIVERSIDE COUNTY FAULTS

Fault	Mean Chance by 2045			
	Magnitude 6.7 or greater	Magnitude 7.0 or greater	Magnitude 7.5 or greater	Magnitude 8.0 or greater
San Andreas	24.21%	21.29%	11.62%	3.15%
San Jacinto	6.71%	6.43%	5.29%	2.75%
Elsinore	3.66%	1.82%	0.95%	Less than 0.01%

Chances shown are the maximum mean probability for segments of these faults within Riverside County.

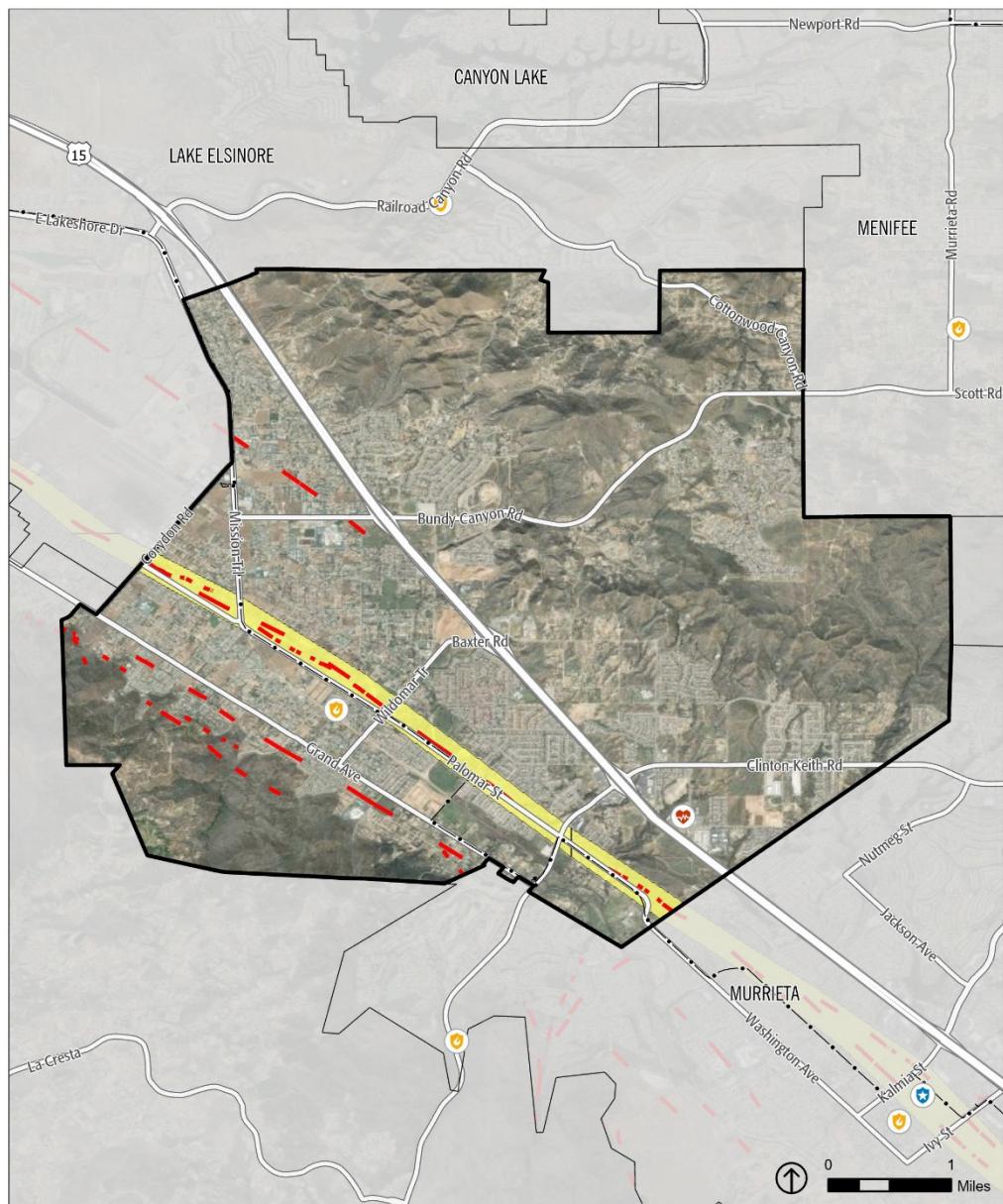
Source: Third California Earthquake Rupture Forecast

Figure 1-0 shows the fault lines in and around Wildomar.

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SAFETY ELEMENT CITY OF WILDOMAR REGIONAL FAULT LINES



- City of Wildomar
- City Boundary
- - - Regional Fault Lines
- CGS Alquist Priolo Fault Zones

- Local Law Enforcement Office
- Hospital
- Fire Station

- • — Transmission Line

Figure 1-0

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Portions of the city are susceptible to liquefaction, which is a potentially 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 can result in a water-soil slurry flowing 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. The City has delineated areas of known and suspected liquefaction hazard. In general, liquefaction susceptibility ranges from very low in the former lake footprint to moderate on much of the remainder of the valley floor and very high in the valley floor corridor formerly occupied by the axial riverine drainage. Areas identified as susceptible to liquefaction are identified in Figure 2-0.

Areas are susceptible to liquefaction based on a combination of known factors in some areas and the absence of known factors in other areas. Additionally, these potential hazard zones are not an absolute indication that the hazard truly exists nor are they an indicator of the extent of damage that may or may not occur at a given site. Research confirms there is a potential for liquefaction to occur; however, this research also confirms minimal liquefaction-induced ground settlement is anticipated to occur for the areas that were studied. In most cases, proper design and construction of subgrade soils and building foundations provides a mechanism to mitigate the risk of seismic hazards to an acceptable level in conformance with the California Building Code. The representation of areas having a liquefaction potential is only intended as notification to seek further site-specific information and analysis of this potential hazard as part of future site development. It should not be solely relied upon, without site-specific information and analysis, for design or decision-making purposes.

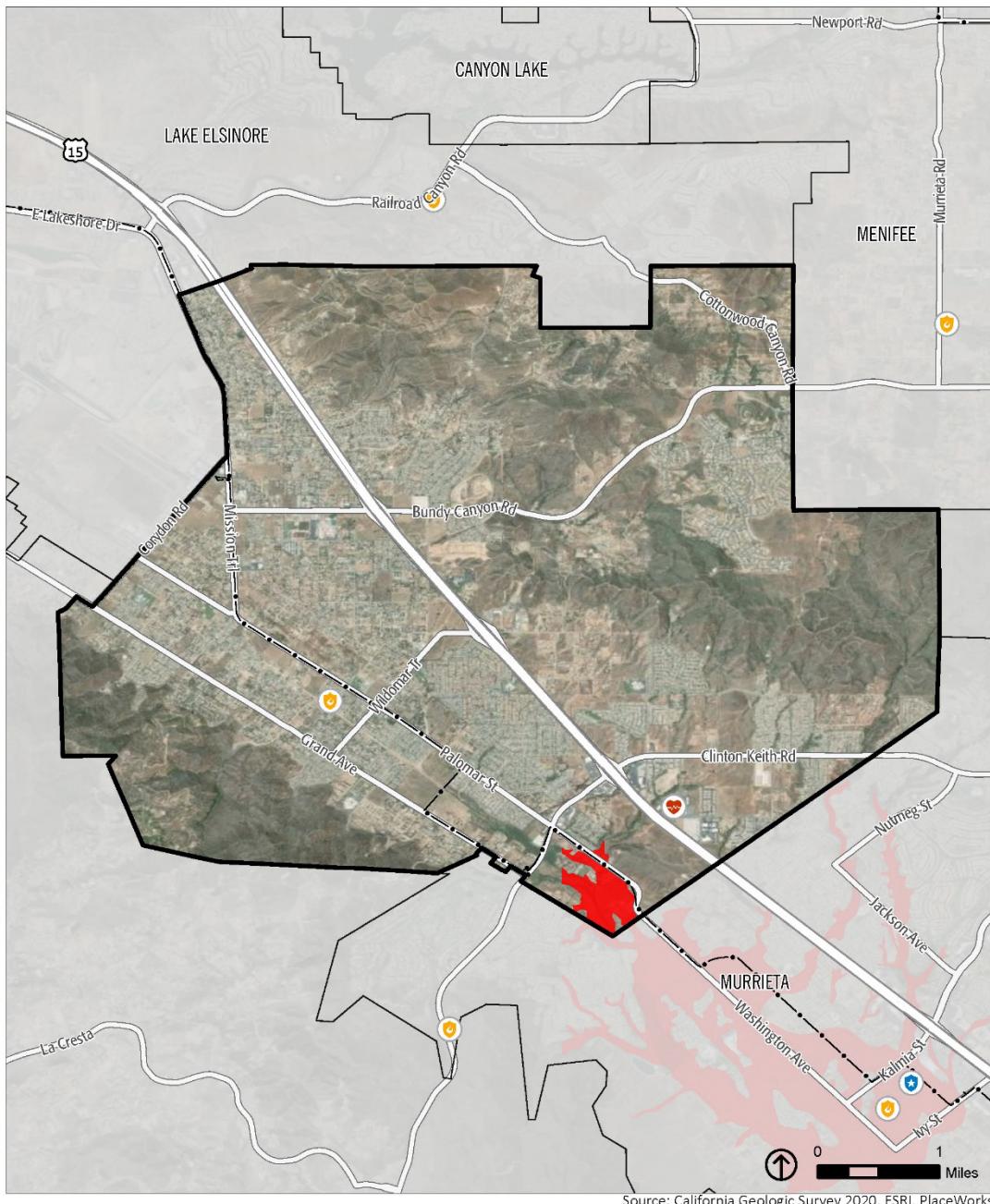
GEOLOGIC HAZARDS

Geologic hazards, such as landslides and erosion, depend on the geologic composition of the area. Landslides and rock falls may occur in sloped areas, especially areas with steep slopes, and usually in areas of loose and fragmented soil. Landslides, rockfalls, and debris flows occur continuously on all slopes; some processes act very slowly, while others occur very suddenly, often with disastrous results. They often occur as a consequence of seismic activity or heavy rainfall, either of which may cause slopes to lose structural integrity and slide. There are predictable relationships between local geology and landslides, rockfalls, and debris flows. Slope stability is dependent on many factors and interrelationships, including rock type, pore water pressure, slope steepness, and natural or human-made undercutting. Figure 3-0 shows the landslide risk in and around Wildomar. Landslide risk is greatest south of Grand Avenue and throughout a majority of the land east of I-15, particularly along hillsides. Landslide susceptibility presents a significant risk to vulnerable communities as well. The highest threat for these communities occurs in the northern region of the city, north of Lemon Street and to the west and east of I-15.

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SAFETY ELEMENT CITY OF WILDOMAR SEISMIC HAZARDS PROGRAM LIQUEFACTION ZONE



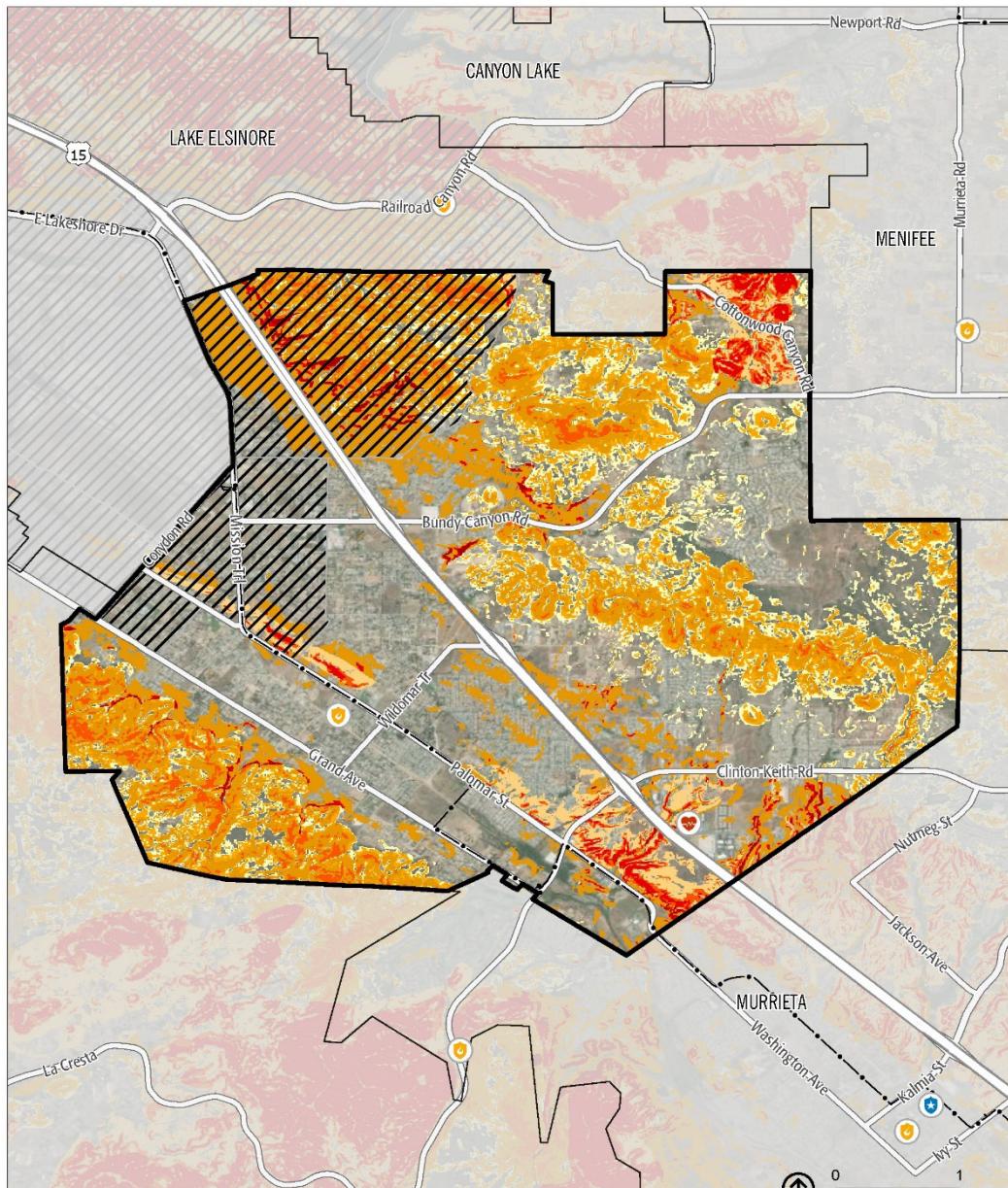
- City of Wildomar
- City Boundary
- Liquefaction Zones
- Local Law Enforcement Office
- Hospital
- Fire Station
- Transmission Line

Figure 2-0

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR LANDSLIDE SUSCEPTIBILITY



■ City of Wildomar

Landslide Susceptibility Classes

■ City Boundary

Percent of Population whose income is below poverty level (2019)

■ > 15% of Population

0

V

VII

IX

III

VI

VIII

X

Local Law Enforcement Office

Hospital

Fire Station

— • — Transmission Line

Figure 3-0

SAFETY ELEMENT



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 low-lying alluvial basins. Although expansive soils are now routinely alleviated through the City's adopted Building Code, problems related to past, inadequate codes constantly appear. Expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement, and landslides can cause similar damage, but require different mediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation, or alternatively, through the excavation and removal of expansive soils in an affected area.

Hydroconsolidation, or soil collapse, typically occurs in recently deposited, Holocene (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with human-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. When saturated, collapsible soils undergo a rearrangement of their grains, and the water removes the cohesive (or cementing) material. Rapid, substantial settlement results. In Wildomar, collapsible soils occur predominantly at the base of the mountains, where Holocene-age alluvial fan and wash sediments have been deposited during rapid runoff events. Typically, differential settlement of structures occurs when lawns or plantings are heavily irrigated in close proximity to the structure's foundation. Forensic indications of collapsible soils include tilting or sagging floors, cracking or separating structures, and windows and doors that cannot open due to shifts in the building.

Erosion is the geological process in which earthen materials are worn away and transported by natural forces such as water or wind, causing the soil to deteriorate. Eroded topsoil can be transported into streams and other waterways. Water erosion is the removal of soil by water and transportation of the eroded materials away from the point of removal. The severity of water erosion is influenced by slope, soil type, soil water storage capacity, nature of the underlying rock, vegetation cover, and rainfall intensity and period. The impact of soil erosion on water quality becomes significant, particularly as soil surface runoff. Wind erosion is a serious environmental problem attracting global attention. Soil movement is initiated as a result of wind forces exerted against the surface of the ground. Dust particles in the air create major health problems. Atmospheric dust causes respiratory discomfort, may carry pathogens that cause eye infections and skin disorders, and reduces highway and air traffic visibility. Dust storms can cause additional problems. Buildings, fences, roads, crops, trees, and shrubs can all be damaged by abrasive blowing soil.

SAFETY ELEMENT



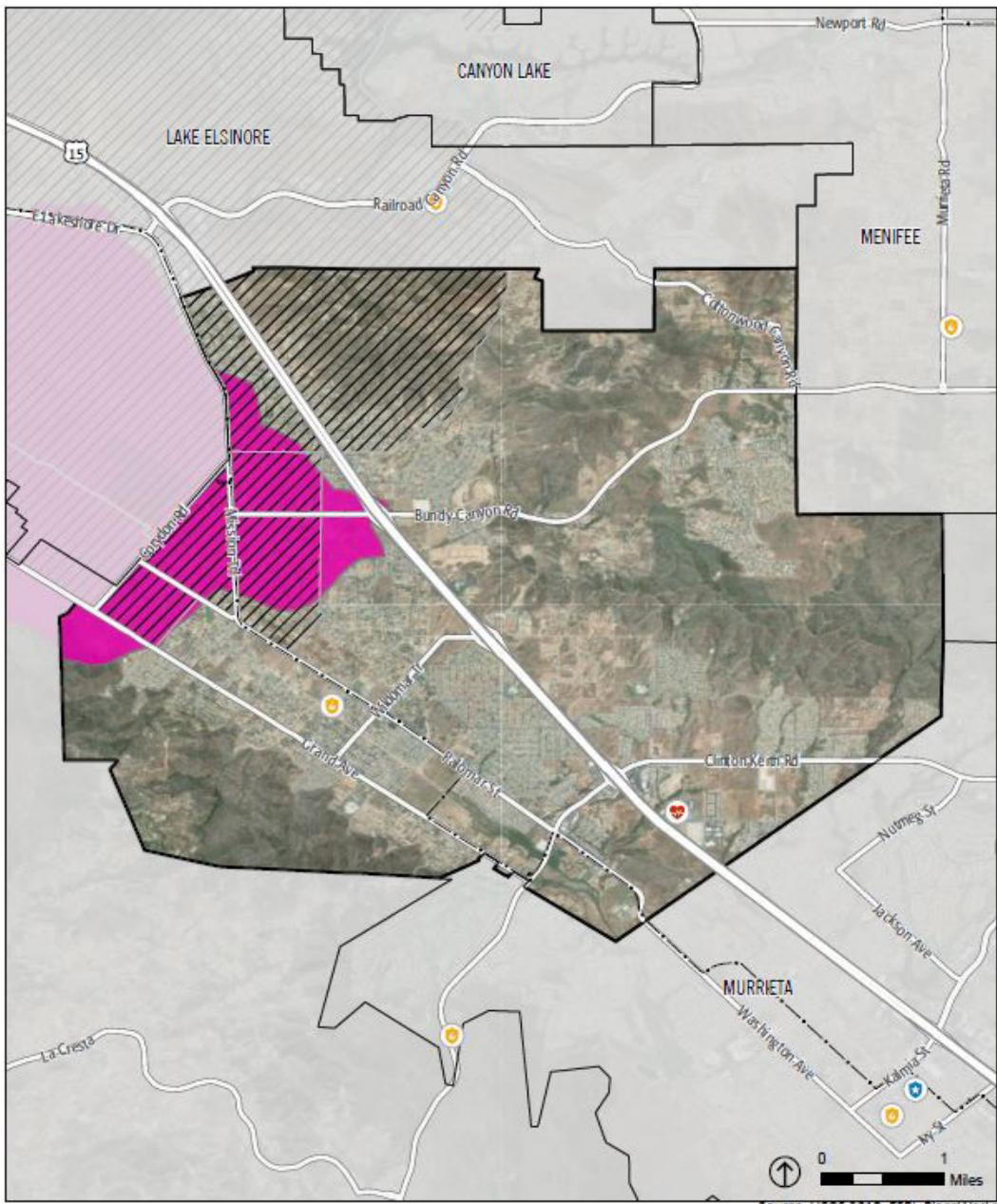
Slope instability can include deep-seated landslides, rockfalls, soil slumps, and debris flows. Without the presence of extensive flood-control devices, including large debris basins, areas with slope instability may be subject to debris flow inundation. Most often, debris flow inundation results in roadways and improvements blocked by boulders. Rarely do debris-flow-generating storms affect Wildomar. However, most areas with slope instability are within areas designated for open space or rural development.

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 water saturation. Areas identified as susceptible to subsidence are identified in Figure 3-0. Land subsidence and related issues have been well-documented in western Riverside County. Most of the early documented cases of subsidence affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of subsidence on structures for human occupancy. Ground subsidence and associated fissuring in Wildomar have resulted from both falling and rising groundwater tables. In addition, many fissures have occurred along active faults that bound the San Jacinto Valley and Elsinore Trough. Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin and along faults. In western Riverside County, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible. Figure 4-0 shows the subsidence zones in and around Wildomar. As illustrated in Figure 4-0, areas near Palomar Street, Corydon Road, and Bundy Canyon Road are within a subsidence zone. Notably, vulnerable communities in the city reside in this subsidence zone and are at risk to ground subsidence impacts.

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR SUBSIDENCE ZONE



Source: USGS 2018, ESRI, PlaceWorks

- City of Wildomar
- City Boundary
- Subsidence Zone - Groundwater Pumping

Percent of Population whose income is below poverty level (2019)

> 15% of Population

Local Law Enforcement Office

- Hospital
- Fire Station

Transmission Line

Figure 4-0

SAFETY ELEMENT



POTENTIAL CHANGES TO GEOLOGIC AND SEISMIC RISK IN FUTURE YEARS

Likelihood of Future Occurrence

Seismic Risk

Earthquakes are likely to continue to occur on an occasional basis and are likely to be small. They may cause no substantive damage and may not even be felt by most people. Major earthquakes are rare, but a possibility in the region. No major earthquakes have been recorded with epicenters within the city, although the city has felt ground shaking from earthquakes with epicenters located elsewhere. Large earthquakes from faults such as the San Andreas Fault may cause significant damage to homes and businesses in the city. Based on historical data and the location of Wildomar relative to active and potentially active faults, the city will likely experience a significantly damaging earthquake in the next two decades.

If serious shaking does occur, newer construction is in general more earthquake resistant than older construction because of improved building codes. Manufactured housing is very susceptible to damage because the foundation systems are rarely braced for earthquake motions.

Geologic Risk

Minor landslides have occurred in the past, probably over the last several hundred years, as evidenced by both past deposits exposed in erosion gullies and recent landslide events. Western Riverside County has a history of landslides during seasons of high precipitation. With significant rainfall, additional failures are likely in landslide hazard areas and minor landslides will likely continue to impact the area when heavy precipitation occurs, as they have in the past. In addition, areas affected by recent fires show an increased landslide risk.

Climate Change and Geologic and Seismic Hazards

While climate change is unlikely to increase earthquake frequency or strength, the threats from seismic and geologic hazards are expected to continue. Climate change may result in precipitation extremes (i.e., wetter rainfall periods and drier dry periods). While total average annual rainfall may not change significantly, rainfall may be concentrated in more intense precipitation events. Heavy rainfall could cause an increase in the number of landslides or make landslides larger than normal. Increased wildfire frequency can destabilize hillsides due to loss of vegetation and change soil composition, which can contribute to greater runoff and erosion. The combination of a generally drier climate in the future, which will increase the chance of drought and wildfires, and the occasional extreme downpour, is likely to cause more mudslides and landslides. Impacts from these conditions would compound landslide potential for the most susceptible locations.

SAFETY ELEMENT



GOAL S-2: To avoid the loss of life and injury and minimize property damage from seismic and related geological hazards.

Fault Rupture

POLICY S-5 **Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies:**

- (1) Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map.
- (2) Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the City of Wildomar Engineering Geologist, is presented. The City of Wildomar may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.
- (3) Require that infrastructure systems, such as energy, communications, and transportation infrastructure, be designed to resist, without failure, their crossing of a fault, should fault rupture occur.
- (4) Support efforts by the California Department of Conservation, California Geological Survey, to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity, in those areas where a fault cannot be reliably located.
- (5) Encourage and support efforts by the geologic research community to better define the locations and risks of faults in and around the City of Wildomar. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.

POLICY S-6 **Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, as well as new homes, and encourage them for all existing residences.**

SAFETY ELEMENT



Seismically-Induced Liquefaction, Landslides, and Rockfalls

POLICY S-7 Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landslides, or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings.

POLICY S-8 Require that a state-licensed civil engineer investigate the potential for liquefaction in areas designated as underlain by “Susceptible Sediments” and/or “Shallow Groundwater” for all general construction projects and proposed critical facilities, except for accessory buildings.

POLICY S-9 Require that engineered slopes be designed to resist seismically-induced failure as appropriate. For lower-risk projects, this may include requiring slope design to be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, appropriate standards may include requiring the stability analyses to factor in the intensity of expected ground-shaking.

POLICY S-10 Within landslide susceptibility areas or liquefaction zones shown in Figure 2-0 and Figure 3-0, require that cut-and-fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.

Landslides, Rockfalls, and Debris Flows

POLICY S-11 Require the following in landslide susceptibility classes III and above, or when deemed necessary by the California Environmental Quality Act, prior to the issuance of development permits or approval of project designs:

- (1) Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence.
- (2) Evaluations of site stability, including any possible impact on adjacent properties.

SAFETY ELEMENT



(3) Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, prepared by state-licensed professionals.

POLICY S-12 **Require new development in areas prone to geologic hazards (e.g., landslides, steep topography, slope instability) to be designed to adequately reduce these hazards and loss of native vegetation. Grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, shall be required as appropriate, to ensure the adequate demonstration of a project's ability to mitigate these potential impacts. Any development in hillside areas shall prepare drainage plans to direct runoff and drainage away from potentially unstable slopes.**

POLICY S-13 **During permit review, identify and require mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements. "Substantial improvements" means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the start of construction of the improvement.**

POLICY S-14 **Conduct slope stabilization practices on existing public property and support slope stabilization activities on private property located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City of Wildomar Engineer, Fire Department, or Sheriff Department.**

POLICY S-15 **Encourage building retrofits that improve resiliency to geologic and seismic hazards.**

Subsidence and Expansive and Collapsible Soils

POLICY S-16 **Require geotechnical studies within documented subsidence zones, as shown in Figure 4-0, as well as zones that may be susceptible to subsidence, prior to the issuance of development permits. Within the documented subsidence zones of the Elsinore Valley, the studies must address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.**

SAFETY ELEMENT



POLICY S-17 Coordinate with the County of Riverside and the Elsinore Valley Municipal Water District to develop a liaison program with all Riverside County water districts to prevent water extraction-induced subsidence.

POLICY S-18 Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in the Elsinore Valley Groundwater Basin, irrespective of past subsidence.

FLOOD AND INUNDATION HAZARDS

Flooding is considered the rising and overflowing of a body of water onto normally dry land. History highlights floods as one of the most frequent natural hazards impacting communities in western Riverside County. Floods are among the costliest natural disasters in terms of human hardship and economic loss nationwide, causing substantial damage to structures, landscapes, and utilities, as well as life-safety issues. Flooding can be extremely dangerous, and even six inches of moving water can knock a person over given a strong current. Floodwaters can transport large objects downstream, which can damage or remove stationary structures, such as dam spillways. Ground saturation can result in instability, collapse, or other damage. Objects can also be buried or destroyed through sediment deposition. Floodwaters can also break utility lines and interrupt services. Standing water can cause damage to roads, foundations, and electrical circuits.

Floods are usually caused by large amounts of precipitation, either from a period of very intense precipitation or a long period of steady precipitation. Historically, Wildomar has been at risk of flooding primarily during the winter and spring months when stream systems swell with heavy rainfall. This type of flood results from prolonged, heavy rainfall and is characterized by high peak flows of moderate duration and by a large volume of runoff. Flooding is more severe when prior rainfall has resulted in saturated ground conditions. Flooding susceptibility in Wildomar is primarily associated with the Murrieta Creek as well as smaller-scale and flash flood events.

Flash flooding is a common problem for western Riverside County and typically associated with short-duration, high-intensity precipitation events often during summer thunderstorms. Such events can occur even during a drought. Localized flooding also occurs in Wildomar at various times throughout the year, especially in the western side of the city and along Murrieta Creek. These areas are primarily a result of little or no drainage infrastructure, undersized pipes where runoff exceeds pipe capacity even for minor storms, obstructions, or damaged drainpipes. The majority of the damaged lines are on the west side of the city, where there are limited storm drainpipes and some of the oldest infrastructure in the system.

SAFETY ELEMENT



Historically, precipitation in and around Wildomar has been low to moderate. Precipitation occurs mainly in the fall, winter, and spring months, from November through April. Although Wildomar occasionally experiences periods of significant drought, the city can also experience periods of substantial rainfall. When Wildomar does experience heavy rain, or rain over a period of days or weeks, many areas of the city are subject to flooding. Runoff from rain drains either naturally into creeks or flood-control facilities.

Both earthquake faults and developments reduce the total ground absorption area. Earthquake faults include bedrock features that create barriers to subsurface percolation, thus increasing the velocity and erosive capacity of stormwater runoff on hillsides. Development also creates impermeable surfaces (structures, pavement, streets). Stormwater runoff is augmented by water flows from development contributing to street flooding. Moreover, developed areas generate irrigation water runoff from landscaping, which may channel stormwater and other runoff flows into nearby underdeveloped areas and street gutters. Areas at an elevated risk of flooding are generally divided into 100- and 500-year flood zones. A 100-year flood zone has a 1-percent chance of experiencing a major flood in any given year, a 200-year flood zone has a 0.5-percent chance of flooding in any given year, a 500-year flood zone has a 0.2-percent chance of flooding in any given year. Figure 5-0 shows the 100- and 500-year flood zones in and around Wildomar, as well as the flood hazard zones overlayed by vulnerable communities. The highest threat for these communities occurs in the northwestern region of the city, along Corydon Road and Mission Trail. A small portion of this community along Corydon Road is within the 500-year flood zone and to the north along Mission Trail, a small portion is within both the 100- and 500-year flood zone.

Agencies responsible for flood control in Wildomar include FEMA, the Federal Insurance Administration (FIA), and the Department of Water Resources (DWR).

- **FEMA:** FEMA manages the National Flood Insurance Program (NFIP), providing insurance to the public in communities that participate in the program. FEMA is the main federal government agency contact during natural disasters and publishes the Flood Insurance Rate Maps (FIRM), which identify the extent of flood potential in flood-prone communities based on a 100-year flood (or base flood) event.
- **FIA:** The FIA is the primary agency that delineates potential flood hazard areas and floodways through the FIRMs and the Flood Boundary and Floodway Map. Flood insurance is required of all homeowners who have federally subsidized loans.

SAFETY ELEMENT

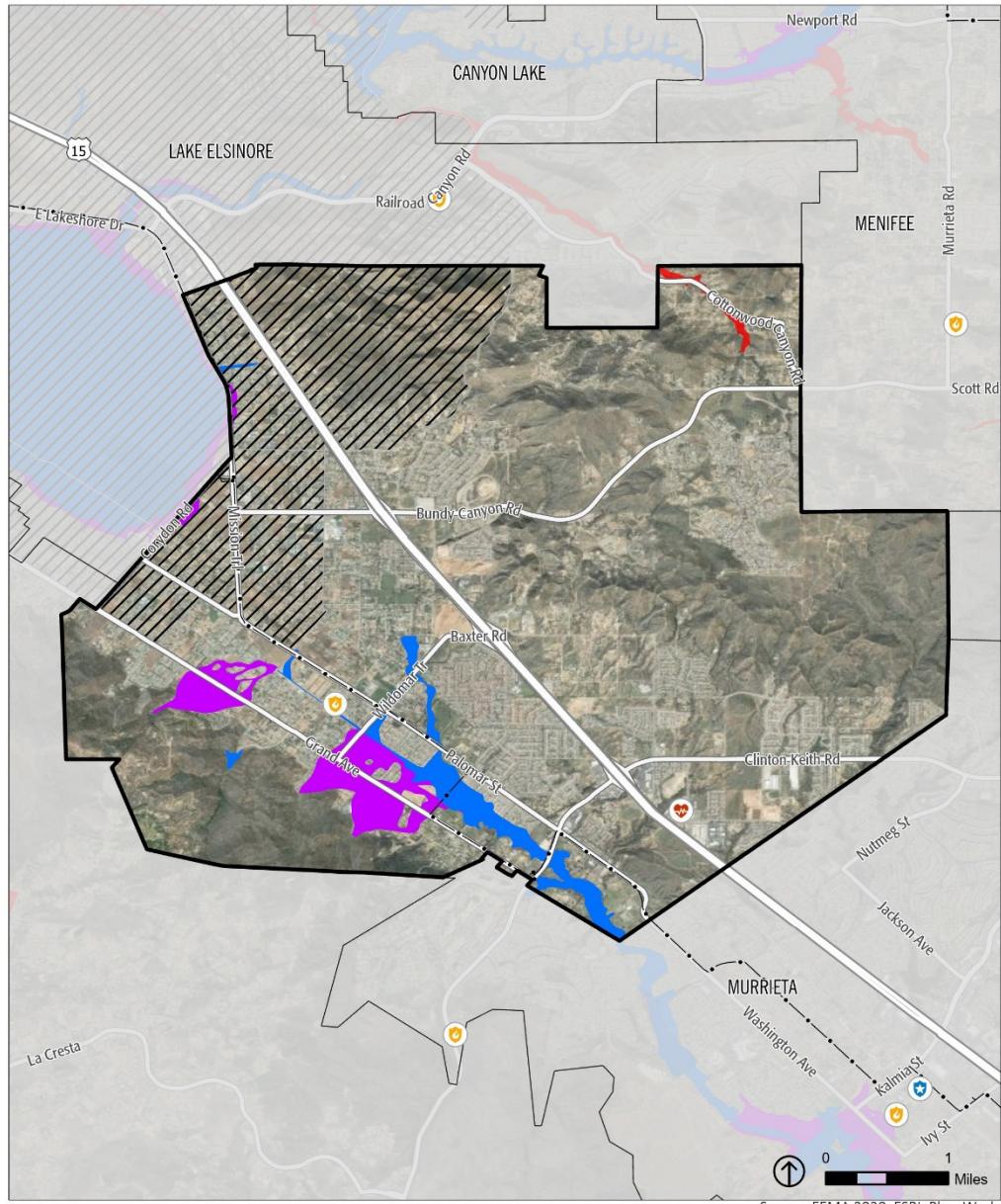


- **DWR:** DWR is responsible for managing and protecting California's water. DWR works with other agencies to benefit the state's people, and to protect, restore, and enhance the natural and human environments. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property.

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR FLOOD HAZARD ZONES



City of Wildomar
 City Boundary

Percent of Population whose income is below poverty level (2019)

> 15% of Population

100-Year Flood Zone

500-Year Flood Zone

DWR 100 Year Flood Zone

Local Law Enforcement Office

Hospital

Fire Station

Transmission Line

Figure 5-0

SAFETY ELEMENT



Dam failure also poses a risk to the City of Wildomar. Dam break floods are usually associated with intense rainfall or prolonged flood conditions. A dam failure is an uncontrolled release of water from a reservoir through a dam as a result of structural failures or deficiencies in the dam. Dam failures can range from fairly minor to catastrophic and can potentially harm human life and property downstream from the failure. In addition, ecosystems and habitats are destroyed as a result of waters flooding them. Although dam failures are very rare, these events are not unprecedented. Additionally, the older that dams get, the more potential exists for catastrophic dam failures. There are four major causes of dam failures, which include the following:

- **Overtopping:** These failures occur as a result of poor spillway design, leading to a reservoir filling too high with water, especially in times of heavy rainfall. Other causes of this type of failure include settling of the crest of the dam or spillway blockage.
- **Foundation defects:** These failures occur as a result of settling in the foundation of the dam, instability of slopes surrounding the dam, uplift pressures, and seepage around the foundation. All of these failures result in structural instability and potential dam failure.
- **Piping and seepage failures:** These failures occur as a result of internal erosion caused by seepage and erosion along hydraulic structures such as the spillways. As well, erosion as a result of animal burrows and cracks in the dam structure contribute to these failures.
- **Conduit and valve failure:** These failures occur as a result of problems with valves and conduits.

Other dam failures arise as a result of other miscellaneous causes. Many dam failures are also the secondary result of other natural disasters, such as earthquakes, landslides, extreme storms, or heavy snow-melt. Other causes include equipment malfunction, structural damage, and sabotage.

In Wildomar, a major earthquake could cause a dam failure. Dams are constructed with safety features known as “spillways” that allow water to overtop the dam if the reservoir fills too quickly. Spillway overflow events, often referred to as “design failures,” result in increased discharges downstream and increased flooding potential. In a dam failure scenario, the greatest threat to life and property typically occurs in those areas immediately below the dam since flood depths and discharges generally decrease as the flood wave moves downstream. The primary danger associated with dam failure is the high-velocity flooding downstream of the dam and limited warning times for evacuation. The Diamond Valley Dam presents a downstream hazard to the City of Wildomar. Figure 6-0 identifies the areas at risk from dam failure. Dam failure risk extends from Mission Trail, in the northern portion of the city, to Grand Avenue, in the southern portion of the city. A majority of the area at risk is adjacent to Murrieta Creek. Dam failure presents a significant risk to vulnerable communities as

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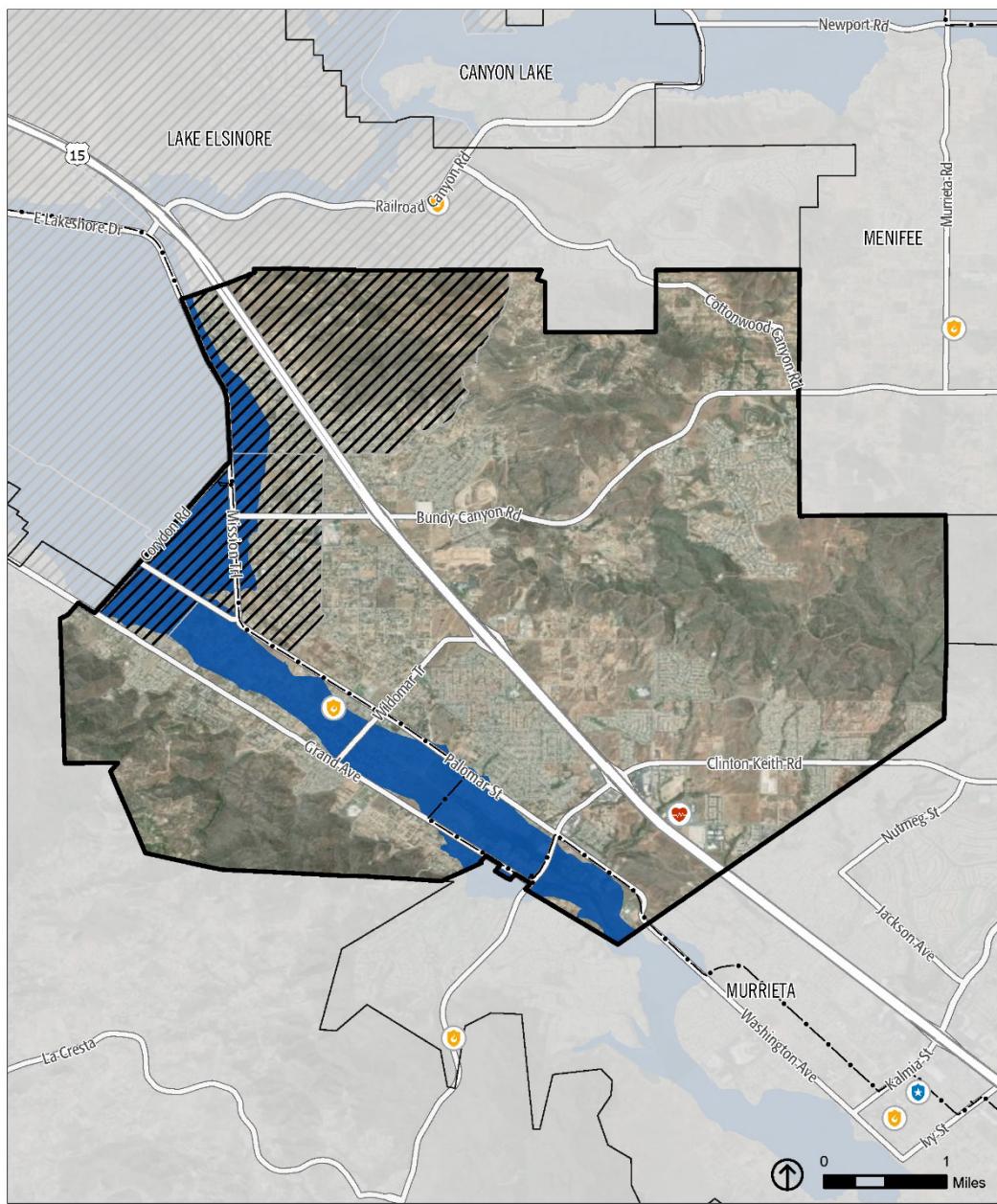


well. The highest threat for these communities occurs in the northwestern region of the city, along Corydon Road and Mission Trail. To the north of Lemon Street (Sedco Hills), dam failure presents a risk for populations living to the west of I-15.

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR DAM INUNDATION



- City of Wildomar
- City Boundary
- Percent of Population whose income is below poverty level (2019)
- Dam Inundation Area - Diamond Valley East Dam
- Transmission Line
- Local Law Enforcement Office
- Hospital
- Fire Station
- > 15% of Population

Figure 6-0

SAFETY ELEMENT



POTENTIAL CHANGES TO FLOOD RISK IN FUTURE YEARS

Likelihood of Future Occurrence

Wildomar is traversed by Murrieta Creek and is at risk to both creek flooding and localized stormwater flooding. Historically, Riverside County and the City of Wildomar have been subject to previous flooding events primarily during the winter and spring months when river systems swell with heavy rainfall runoff. Normally, stormwater is kept within defined limits by a variety of storm drainage and flood-control measures. Occasionally, extended heavy rains result in floodwaters that exceed normal high-water boundaries and cause damage. Flooding has occurred both within the 100- and 500-year floodplains and in other localized areas. As land uses and climate conditions shift and as improvements are made to flood-control channels, the size of these flood zones is likely to change.

In the City of Wildomar, much of the flood damage occurs in the floodplains of Murrieta Creek. Other problems connected with flooding and stormwater runoff include erosion, sedimentation, degradation of water quality, losses of environmental resources, and certain health hazards.

Climate Change and Flooding

Floods are among the most damaging natural hazards in Riverside County, and climate change is expected to make flood events worse. Although climate change may not change average precipitation levels significantly, scientists expect that it will cause more years with extreme precipitation events. This means that more years are likely to see particularly intense storm systems that drop enough precipitation over a short enough period to cause flooding. Although Southern California is likely to experience a decrease in overall precipitation levels from climate change, the region is also expected to see an increase in the number of extreme precipitation events. A meteorological phenomenon known as the “atmospheric river,” a narrow stream of extremely moist air, is frequently responsible for the more intense storms that strike California. Atmospheric rivers generally deliver high levels of precipitation, up to 50 percent of the state’s total precipitation in any given year.

Because of this, floods are expected to occur more often in Wildomar and climate change may expand the parts of the city that are considered flood-prone. Although there are no specific flooding projections for the city, flood events are expected to become more frequent, and it is possible that the areas subject to flooding will expand.

There are some indirect effects of climate change that may also increase flooding in the city. Climate change is expected to increase the frequency and severity of droughts that cause soil to dry out and become hard. When precipitation does return, more water runs off the surface than is absorbed into the ground, which can lead to

SAFETY ELEMENT



floods. Wildfires, which are also expected to become more frequent due to climate change, cause a similar effect by baking the surface of the ground into a harder and less-penetrable layer. Trees and other vegetation help slow water down, which lets the water absorb into the soil and prevents it from turning into runoff. Because of this, the loss of trees and other plants from wildfires, or other climate-related exposures can also increase flooding risk.

While the risk and associated short- and long-term impacts of climate change are uncertain, experts in this field tend to agree that among the most significant impacts include those resulting from increased heat and precipitation events that cause increased frequency and magnitude of flooding. Increases in damaging flood events will cause greater property damage, public health and safety concerns, displacement, and loss of life. Displacement of residents can include both temporary and long-term displacement, increase in insurance rates, or restriction of insurance coverage in vulnerable areas.

GOAL S-3: To avoid the risk of loss of life and injury, and minimize the risk of damage to property, and economic and social dislocations resulting from flooding and inundation hazards.

Flood and Inundation Hazard Abatement

POLICY S-19 For new construction and proposals for substantial improvements to residential and nonresidential development within 100-year floodplains as mapped by the Federal Emergency Management Agency (FEMA) or as determined by site-specific hydrologic studies for areas not mapped by FEMA, Wildomar shall apply a minimum level of acceptable risk and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency.

POLICY S-20 All residential, commercial, and industrial structures shall be flood-proofed from the mapped 100-year storm flow, or to an appropriate level determined by site-specific hydrologic studies for areas mapped by the Federal Emergency Management Agency. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Nonresidential (commercial or industrial) structures may be allowed with a “flood-proofed” finished floor below the Base Flood Elevation (i.e., 100-year flood surface) to the extent permitted by state, federal, and local regulations. New critical facilities shall be constructed above-grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. To the

SAFETY ELEMENT



extent that residential, commercial, or industrial structures cannot meet these standards, they shall not be approved.

POLICY S-21

Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or alternative methods are used to the maximum extent practicable. The intent is to balance floodway protection with prudent land use solutions, recreational needs, and habitat requirements, and as applicable to provide incentives for natural watercourse preservation.

- (1) Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan that provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.
- (2) Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood-control purposes in areas designated as floodways, except upon approval of a plan that provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.

POLICY S-22

Prohibit substantial modification to watercourses, unless the modification does not adversely affect adjacent wetlands or riparian habitat or become detrimental to adjacent property as a result of increased erosion, sedimentation, or water velocity. Modifications to watercourses shall be done in the least environmentally damaging manner practicable and shall restore natural conditions to the greatest extent possible, to maintain adequate wildlife corridors and linkages and maximize groundwater recharge.

POLICY S-23

Development within the floodway fringe shall only be allowed if the proposed structures can be adequately flood-proofed and will not contribute to property damage or risks to public safety. Such developments shall be required to be capable of withstanding flooding and minimize the use of fill. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, erosion backwater effects, or concentrations of flows.

SAFETY ELEMENT



POLICY S-24 Require all projects in Wildomar to address and mitigate adverse impacts to the carrying capacity of local and regional storm drain systems.

POLICY S-25 Collaborate with neighboring jurisdictions to mitigate the impacts of new development in the City of Wildomar that could increase runoff onto parcels downstream in a neighboring jurisdiction and encourage neighboring jurisdictions to require development occurring adjacent to the city to consider the impact of flooding and flood-control measures on properties within Wildomar.

POLICY S-26 Ensure that new development and infrastructure projects do not create or exacerbate flood risks elsewhere in Wildomar or in neighboring communities.

POLICY S-27 Update stormwater infrastructure design requirements as needed to maintain consistency with federal, state, and local regulatory requirements, prioritizing vulnerable communities.

POLICY S-28 Ensure that new development projects and retrofits to existing large-scale projects incorporate design strategies and features to reduce the area of impervious surfaces and flood risks with natural drainage, as well as groundwater replenishment.

POLICY S-29 Identify areas of poor drainage and install new or upgrade existing drainage systems to accommodate drainage needs. Use natural infrastructure to the extent possible.

High-Risk Facilities

POLICY S-30 Projects, including public facilities and other facilities essential for emergencies and large public assembly, within the area mapped as the City Regulatory Floodplain by the Federal Emergency Management Agency, shall not be approved unless the project is adequately protected from flood hazards, incorporates all required flood protection specific to that area in accordance with City ordinances and guidelines, and will not result in any increase in flood levels during the occurrence of a flood event. Such facilities shall have at least two routes for emergency egress and ingress, and the project design shall minimize the potential for debris or flooding to block emergency routes, either through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access.

SAFETY ELEMENT



POLICY S-31 Existing essential, dependent-care, and high-risk facilities not in conformance with provisions of the City of Wildomar zoning shall be required to upgrade or modify building use to a level of safety consistent with the inundation risk.

POLICY S-32 Development using, storing, or otherwise involved with substantial quantities of on-site hazardous materials shall not be permitted within a 100-year floodplain or dam inundation zone, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied. Hazardous materials shall be stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations. Facilities storing substantial quantities of hazardous materials within inundation zones shall be adequately flood-proofed and hazardous materials containers shall be anchored and secured to prevent flotation and contamination.

POLICY S-33 Dependent-care facilities shall be required to have all flood-vulnerable electrical circuitry flood-proofed.

POLICY S-34 High-risk facilities, such as essential public and quasi-public facilities and hazardous materials sites, shall be required to maintain and rehearse inundation response plans.

POLICY S-35 Use power of public land acquisition and other land use measures to create open space zoning of inundation zones in non-developed areas subject to flooding, as mapped by the Federal Emergency Management Agency. In areas that are destined for redevelopment and subject to flooding, low-density land uses should be encouraged and developers shall be required to meet Wildomar's minimum level of acceptable risk and incorporate mitigation measures, where feasible.

Risk Assessment

POLICY S-36 Continue to assess the flood risk within Wildomar and upgrade facilities and infrastructure at risk, prioritizing vulnerable communities.

SAFETY ELEMENT



POLICY S-37 **Designs and upgrades of street storm drains shall be based on the depth of inundation, relative risk to public health and safety, the potential for hindrance of emergency access and regress from excessive flood depth, and the threat of contamination of the storm drain system with sewage effluent. In general, the 10-year flood flows shall be contained within the top of curbs and the 100-year flood flows within the street right-of-way.**

POLICY S-38 **During updates to the Safety Element, the Local Hazard Mitigation Plan, or at other times as appropriate, review the 500-year, 100-year, and 10-year flood hazard in the city by state, federal, county, and other standards, and use such sources to improve existing protection, review protection standards proposed for new development and redevelopment, update emergency response plans, and evaluate how low-income areas may be disproportionately affected.**

POLICY S-39 **Promote flood-control measures that maintain natural conditions within Wildomar's regulatory floodplain of rivers and streams.**

POLICY S-40 **Encourage the use of Specific Plans to allow increased densities in certain areas of a proposed development or apply Transfer of Development Credits to encourage the placement of appropriate land uses in natural hazard areas, including open space, passive recreational uses, or other development capable of better adapting to these hazards.**

POLICY S-41 **Take an active role in acquiring property in high-risk flood zones and designating the land as open space for public use or wildlife habitat.**

POLICY S-42 **Coordinate with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, the Resource Conservation District, the Federal Emergency Management Agency, the California Department of Water Resources, and the Riverside County Flood Control and Water Conservation District, in defining existing and potential flood problem areas.**

POLICY S-43 **Continue to assess the dam inundation risk within Wildomar and upgrade facilities and infrastructure at risk.**

SAFETY ELEMENT



FIRE HAZARDS

Fire hazards include both wildfires and urban fires. California is recognized as one of the most fire-prone and consequently fire-adapted landscapes in the world. The combination of complex terrain, Mediterranean climate, and productive natural plant communities, along with ample natural ignition sources, has created conditions for extensive wildfires. Wildfire is an ongoing concern for the City of Wildomar. Generally, the fire season extends from early spring through late fall of each year during the hotter, dryer months. Fire conditions arise from a combination of high temperatures, low-moisture content in the air and plant matter, an accumulation of vegetation, and high winds. Three types of fires are of concern to Wildomar: (1) wildfires, (2) wildland-urban interface fires, and (3) structural fires.

WILDFIRES

Wildfires occur on mountains, hillsides, and grasslands. Vegetation, wind, temperature, humidity, and slope are all factors that affect how these fires spread. In Wildomar, native vegetation, such as chaparral, sage, and grassland provide fuel that allows fire to spread easily across large tracts of land. These plant species are capable of regeneration after a fire, making periodic wildfires a natural part of the ecology of these areas. Portions of the city are undeveloped and consist of rugged topography with highly flammable vegetation. In particular, the hillside terrain in the southwestern region near the Elsinore Mountains, as well as the hillside terrain east of I-15, have a substantial fire risk. Undeveloped hillside areas in and adjacent to the city present a serious hazard because of the potential for large-scale wildland fires. Fire potential for Riverside County is typically greatest in the months of August, September, and October, when dry vegetation coexists with hot, dry Santa Ana winds. However, in Wildomar, fires with conflagration potential can occur at any time of the year. Seasonal drought conditions exacerbate fire hazards.

WILDLAND-URBAN INTERFACE FIRES

The wildland-urban interface is an area where buildings and infrastructure (e.g., cell towers, schools, water supply facilities) mix with areas of flammable wildland vegetation. The WUI is made up of three distinct zones. The intermix zone contains housing development or improved parcels interspersed in an area dominated by wildland vegetation subject to wildfire. The interface zone contains dense housing next to vegetation, but not dominated by wildland vegetation, that can burn in a wildfire. The influence zone contains wildfire-susceptible vegetation within 1.5 miles from the WUI or wildland-urban intermix zones. Hundreds of homes now border major forests and brush areas. With thousands of people living near and visiting wildland areas, the probability of human-caused fires is growing. Wildfires and urban interface fires have occurred close to or encroached into the city, especially in large areas of grassland, scrub, and chaparral. The most recent fire was the 2019 Tenaja

SAFETY ELEMENT



Fire, located south of Wildomar in the rural community of La Cresta. The fire burned approximately 1,926 acres and damaged three structures but did not encroach into the city. Other notable fires that occurred within Wildomar are listed in Table S-2.

In the wildland-urban interface, efforts to prevent ignitions and limit wildfire losses hinge on hardening structures and creating defensible space through a multi-faceted approach, which includes engineering, enforcement, education, emergency response, and economic incentive. Different strategies in the defense and threat zones of the wildland-urban interface help to limit the spread of fire and reduce the risk to people and property.

Wildfire threat within California is described by Wildfire Hazard Severity Zones, which designate hazardous areas within State Responsibility Areas (SRAs) as moderate, high, or very high. However, incorporated areas such as Wildomar are considered Local Responsibility Areas (LRAs) and only designate very high fire hazard severity zones. Significant portions of the city are located within a very high fire hazard severity zone. Figure 7-0 shows the wildfire risk zones in and around Wildomar and Figure 8-0 identifies the wildland-urban interface. The highest threat occurs along the eastern side of I-15, as well as the western side of Grand Avenue, on land that is on and adjacent to hillsides with large areas of dry grass and chaparral. Areas adjacent to the city that are susceptible to wildfires are also of concern as these conditions could exacerbate vulnerabilities within the city. As illustrated in Figure 7-0, the highest threat for vulnerable communities occurs in the northern region of the city, north of Lemon Street and east of I-15. These communities are entirely within a very high fire hazard severity zone.

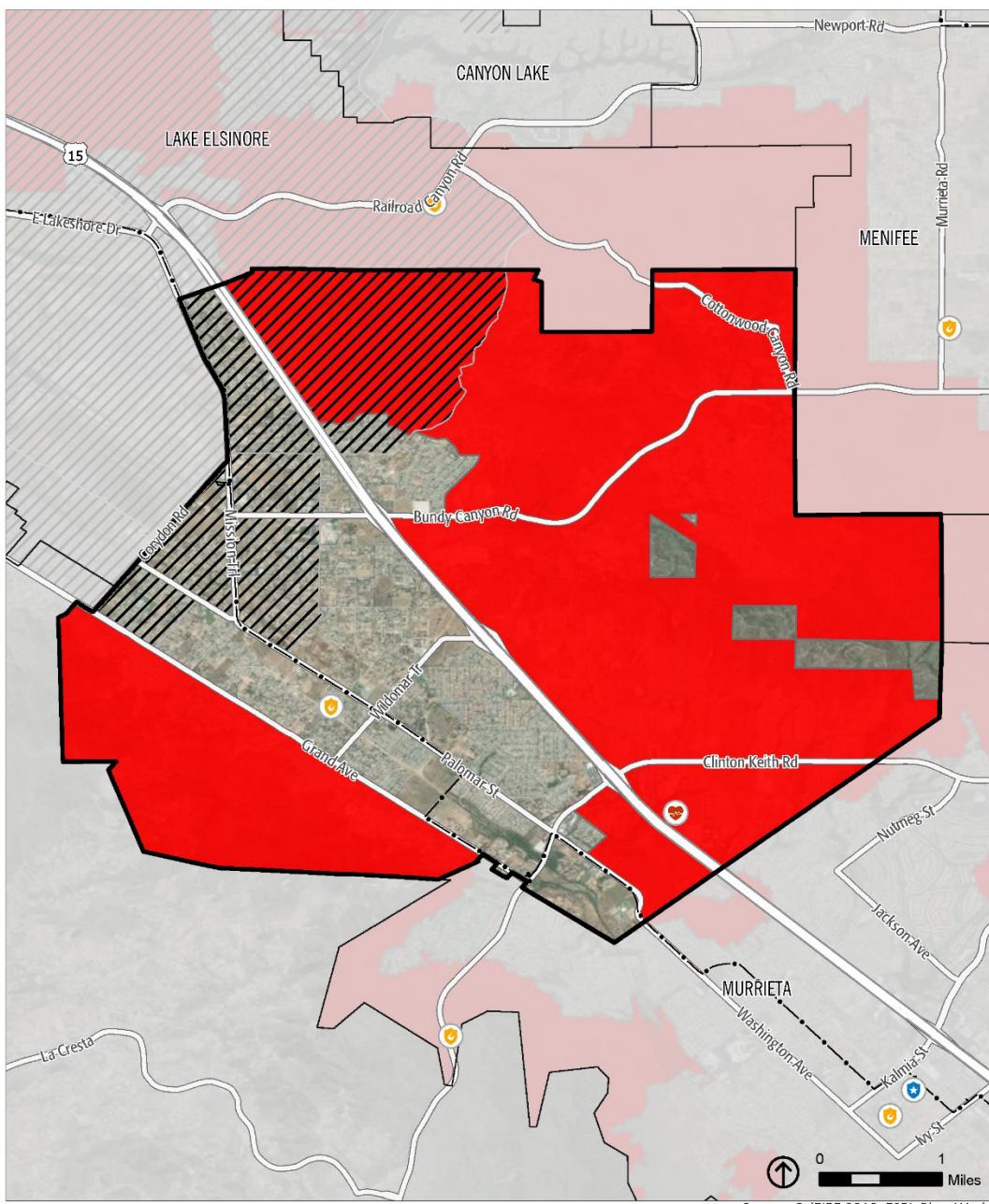
STRUCTURAL FIRES

Urban fires occur in built-up environments, destroying buildings and other human-made structures. These disasters are often due to faulty wiring or mechanical equipment, combustible construction materials, or the absence of fire alarms and fire sprinkler systems. Structural fires are largely from human accidents, although deliberate fires (arson) may be a cause of some events. Older buildings that lack modern fire safety features may face greater risk of damage from fires. To minimize fire damage and loss, the City's Fire and Building Codes, based on the California Fire and Building Codes, sets standards for building and construction. It requires the provision of adequate water supply for firefighting, fire-retardant construction, and minimum street widths, among other things. Fire prevention awareness programs and fire drills are conducted to train residents to respond quickly and correctly to reduce injury and losses during fires.

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR FIRE HAZARD SEVERITY ZONES



Source: CalFIRE 2010, ESRI, PlaceWorks

- City of Wildomar
- City Boundary
- \diagup > 15% of Population
- Percent of Population whose income is below poverty level (2019)

- Local Responsibility Area
- Very High Fire Hazard Severity Zone

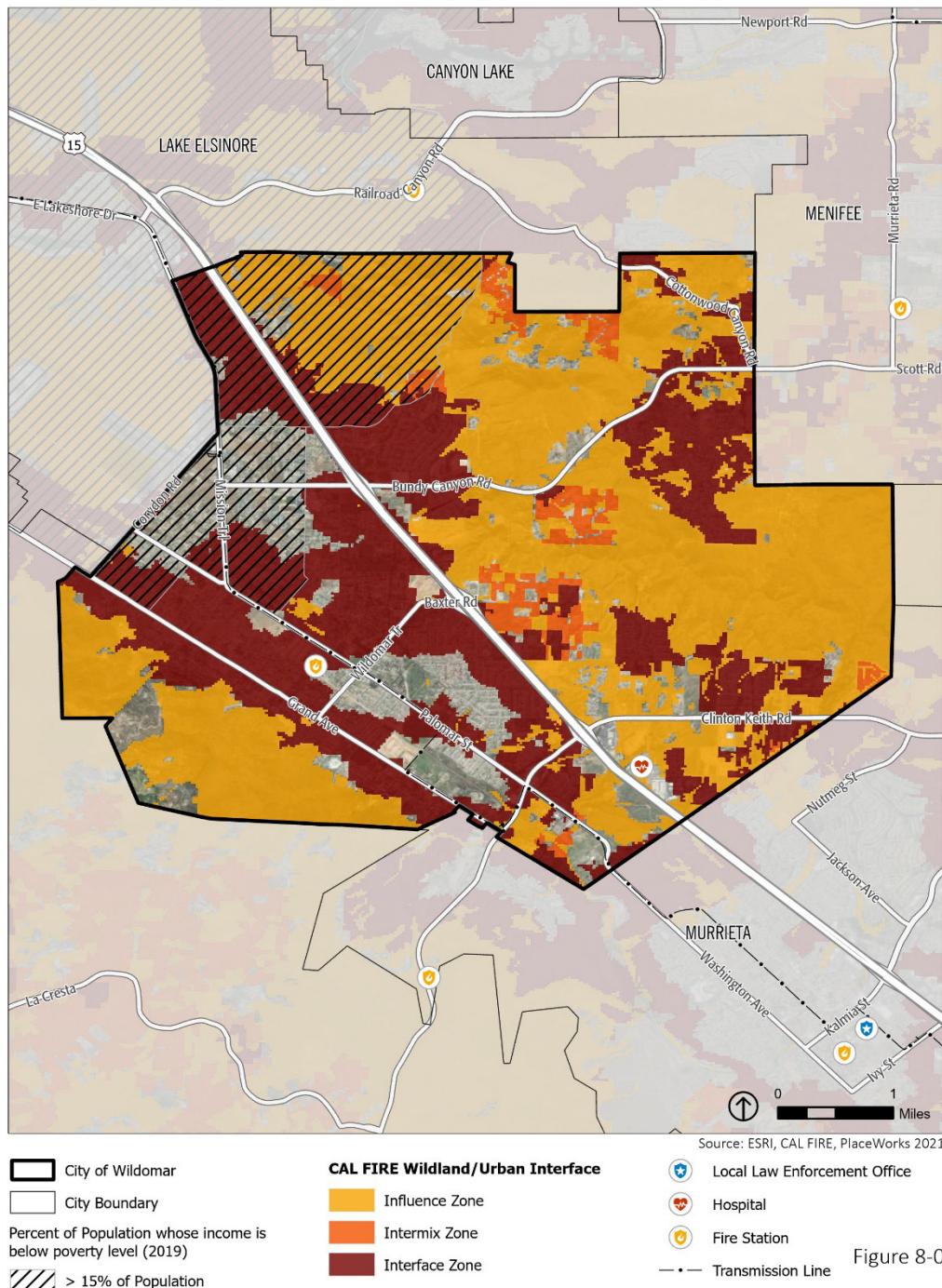
- Local Law Enforcement Office
- Fire Station
- Hospital
- Transmission Line

Figure 7-0

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR WILDLAND-URBAN INTERFACE



SAFETY ELEMENT



PAST OCCURRENCES

Table S-2 contains a list of fires that have occurred in the city dating back to 1950. Figure 9-0 shows the areas burned by historical wildfires in and around Wildomar.

TABLE S-2: FIRES IN WILDOMAR, 1950-2019

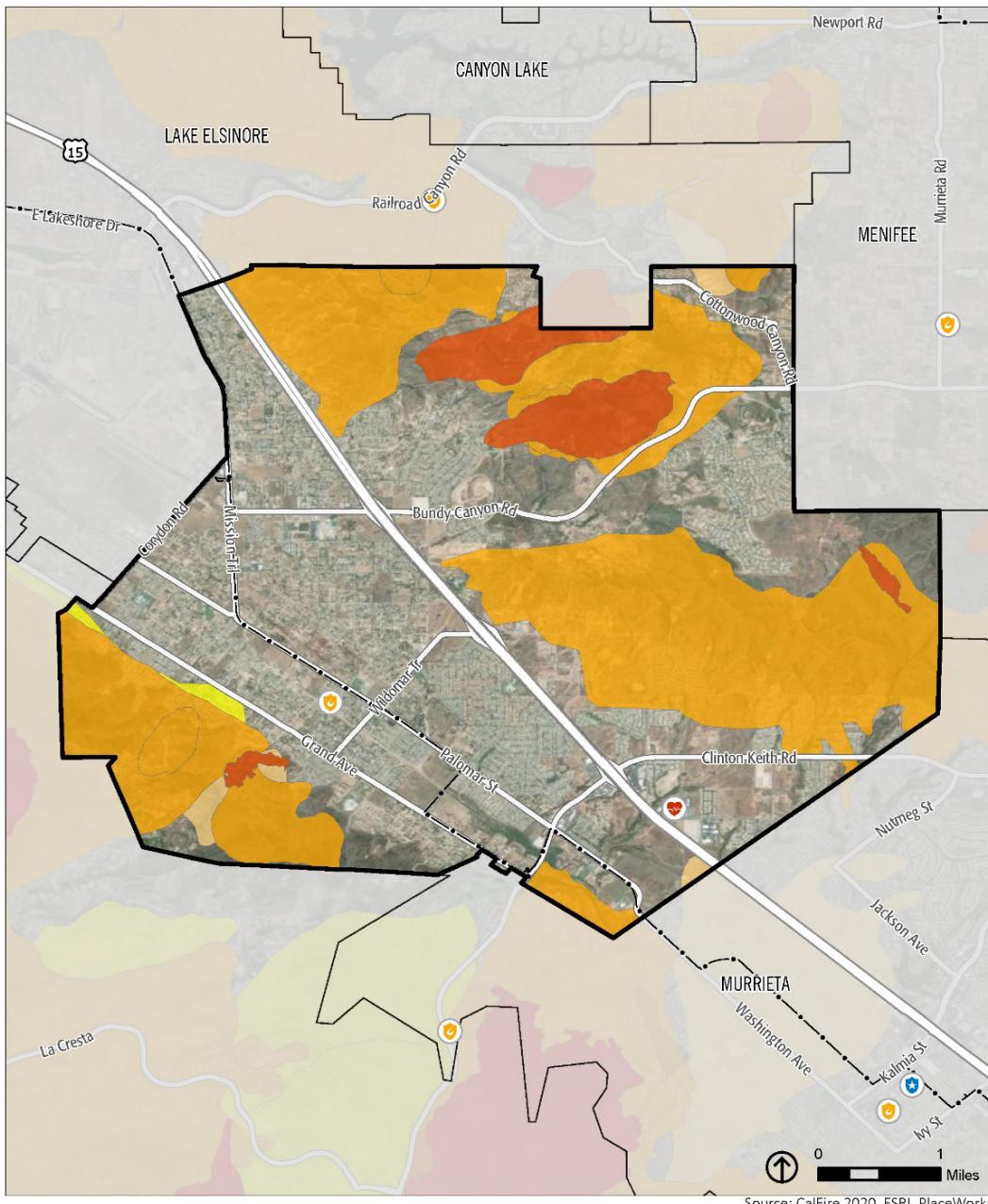
Fire Name	Date		Acres Burned	Vegetation Type	Cause	Structures	
	Start	End				Destroyed	Damaged
Morrell Fire	8/4/1950	N/A	5,118	Grass/Brush	Undetermined	N/A	N/A
Gilbert Fire	7/26/1955	N/A	486	Grass/Brush	Undetermined	N/A	N/A
Sandia Fire	9/11/1956	N/A	2,053	Grass/Brush	Undetermined	N/A	N/A
Pederson Fire	6/16/1957	N/A	1,979	Brush	Undetermined	N/A	N/A
Howell Fire	5/15/1959	N/A	369	Grass/Brush	Undetermined	N/A	N/A
Lemon Fire	8/22/1978	N/A	2,943	Grass/Brush	Undetermined	N/A	N/A
Wildomar Fire	6/14/1979	6/15/1979	101	Grass/Brush	Undetermined	N/A	N/A
Turner Fire	11/15/1980	N/A	31,447	Grass/Brush	Undetermined	N/A	N/A
Cottonwood Fire	6/14/1981	N/A	1,279	Grass/Brush	Undetermined	N/A	N/A
1981 Fire	6/14/1981	N/A	9,182	Grass/Brush	Arson	N/A	N/A
Rail Fire	9/2/1982	N/A	476	Grass/Brush	Undetermined	N/A	N/A
1987 State Fire	10/2/1987	N/A	3,276	Grass/Brush	Equipment Use	N/A	N/A
1999 State Fire	3/13/1999	N/A	127	Grass/Brush	Undetermined	N/A	N/A
Gafford Fire	5/1/2004	5/2/04	406	Brush	Undetermined	2	0
Lakeview Fire	7/12/2004	7/12/04	361	Grass/Brush	Undetermined	0	0
Wright Fire	10/5/2007	10/5/07	31	Grass/Brush	Undetermined	0	0
Rock Fire	8/18/2010	8/19/10	39	Brush	Human	0	0

Sources: California Fire Perimeters 1878 – 2019: Fire and Resource Assessment Program; Hartford Courant, 2004

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR HISTORICAL WILDFIRE PERIMETERS



 City of Wildomar
 City Boundary

Historic Wildfire Perimeters

1976 - 2000
1951 - 1975
2001 - 2010
2011 - 2019
1926 - 1950

1976 - 2000
1951 - 1975
2001 - 2010
2011 - 2019
1926 - 1950

Local Law Enforcement Office
Fire Station
Hospital

Fire Station
Transmission Line

Figure 9-0

SAFETY ELEMENT



FIRE PROTECTION

Fire protection in Wildomar is provided by the Riverside County Fire Department and the California Department of Forestry and Fire Protection (CAL FIRE). The City has a partnership with the Riverside County Fire Department and CAL FIRE to provide fire suppression, emergency medical, technical rescue, fire prevention, and related services to the city. The Riverside County Fire Department and CAL FIRE participate in a Cooperative Fire Response Agreement, where fire agencies have agreed to automatically support each other on incidents using the closest available resource.

The Riverside County Fire Department is one of the largest regional fire service organizations in California. It is staffed with a combination of County of Riverside and CAL FIRE personnel and responds to both urban and wildland emergencies. The Riverside County Fire Department serves a vast geographic area and diverse communities. Wildomar Fire Station 61 is located at 32637 Gruwell Street in the City of Wildomar.

POTENTIAL CHANGES TO FIRE RISK IN FUTURE YEARS

Likelihood of Future Occurrence

Wildomar is at a high risk from wildfire, especially in the areas of grassland and chaparral along hillsides. High fuel loads in the city, along with geographical and topographical features, create the potential for both natural and human-caused fires that can result in loss of life and property. These factors, combined with natural weather conditions common to the area, including periods of drought, high temperatures, low relative humidity, and periodic winds, can result in frequent and sometimes catastrophic fires. During the historic fire season, August to October, the dry vegetation combined with continued growth in the wildland-urban interface areas, resulted in wildfire ignitions. Any fire, once ignited, has the potential to quickly become a large, out-of-control fire. As development continues throughout the city, especially in these interface areas, the risk and vulnerability to wildfires will likely increase.

Fire hazard is among the highest-priority hazards in the city and is the hazard with the greatest potential for catastrophic loss. Wildfires can cause short-term and long-term disruption to the City, such as devastating effects on watersheds through loss of vegetation and soil erosion, which may impact the city by changing runoff patterns, increasing sedimentation, reducing natural and reservoir water storage capacity, and degrading water quality. Fires may also result in casualties and can destroy buildings and infrastructure.

SAFETY ELEMENT



Although the physical damages and casualties arising from wildland-urban interface fires may be severe, it is important to recognize that they also cause significant economic impacts by resulting in a loss of function of buildings and infrastructure. In some cases, the economic impact of this loss of services may be comparable to the economic impact of physical damages or, in some cases, even greater. Economic impacts of loss of transportation and utility services may include traffic delays/detours from road and bridge closures and loss of electric power, potable water, and wastewater services. Fires can also cause major damage to power plants and power lines needed to distribute electricity to operate facilities. The effects can be far-reaching in terms of the number of acres involved, the toll on human life, and the economic consequences. Fire will continue to be a high-risk hazard for the City of Wildomar.

Climate Change and Wildfire

Changing climate conditions are expected to increase the wildfire risk in and around Wildomar. Warmer temperatures brought on by climate change can exacerbate drought conditions. Droughts can kill or dry out plants, creating more fuel for wildfires. Warmer temperatures are also expected to increase the number of pest outbreaks, such as the shot hole borer, creating more dead trees and increasing the fuel load. Warmer temperatures are also expected to occur later in the year, extending the wildfire season, which is likely to begin earlier in the year and extend later than it has historically. Wildfire occurring later or earlier in the year are more likely to occur during Santa Ana wind events, which can cause wildfires to move more quickly and increase the likelihood to burning in the wildland-urban interface areas. According to the California Fourth Climate Change Assessment, overall burned area may increase by as much as 60 percent during Santa Ana wind events (typically October to March), and 75 percent during periods without Santa Ana winds (typically April to September).

GOAL S-4: To avoid the risk of loss of life and injury and minimize risk of property damage, community disruption, and economic loss resulting from urban and wildland fires.

Building Code and Performance Standards

POLICY S-44 **All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Wildomar Building and Safety Department for consistency with the following requirements before the issuance of any building permits:**

SAFETY ELEMENT



- (1) All proposed development and construction shall meet minimum state, county, and local standards for fire safety, as defined in the City of Wildomar Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
- (2) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Wildomar Municipal Code, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the City of Wildomar Fire Code. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.
- (3) Proposed development and construction in Very Fire Hazard Severity Zones shall provide secondary public access, in accordance with City of Wildomar ordinances. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street signs and sufficient water supplies and infrastructure for structural fire suppression.
- (4) Proposed development and construction in Very Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
- (5) Proposed development and construction in Very Fire Hazard Severity Zones shall provide a fire protection plan that includes defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.
- (6) Prior to the approval of all parcel maps and tentative maps, the City shall require as a condition of approval, the developer meet or exceed the California Fire and Building code including Title 14 Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see California Government Code, Section 66474.02.).

SAFETY ELEMENT



POLICY S-45 **Monitor fire-prevention measures (e.g., fuel reduction) required through a site-specific fire-prevention plan to reduce long-term fire risks in Very High Fire Hazard Severity Zones.**

POLICY S-46 **For existing non-conforming development, the City shall work with property owners to improve or mitigate access, water supply and fire flow, signing, and vegetation clearance to meet current State and/or locally adopted fire safety standards.**

POLICY S-47 **Require proposed development in Very High Fire Hazard Severity Zones to be located where fire and emergency services are available or will be constructed as part of the proposed development activities. These services shall meet the minimum travel times identified in Riverside County Fire Department Fire Protection and Emergency Management Services' Strategic Master Plan.**

POLICY S-48 **The City shall require all new development projects with land classified as state responsibility areas (Public Resources Code Section 4102), land classified as very high fire hazard severity zones (VHFHSZs; Section 51177), or within areas defined as a “wildland urban interface” (WUI), to prepare a long-term comprehensive fuel reduction and management program, including provisions for multiple points of ingress and egress to improve evacuation and emergency response access and adequate water infrastructure for water supply and fire flow, and fire equipment access.**

POLICY S-49 **Require that conceptual landscaping plans for development in Very High Fire Hazard Severity Zones identified by CAL FIRE and shown in Figure 7-0 be reviewed by Planning and Fire Departments prior to the issuance of development permits. The conceptual landscaping plan of the proposed development shall, at a minimum, include:**

- (1) Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards with consideration to site conditions, including slope, structures, and adjacencies.**
- (2) Defensible space maintenance plan.**

SAFETY ELEMENT



- (3) Provision of multiple points of ingress and egress to improve evacuation and emergency response access and adequate water infrastructure for water supply and fire flow, and fire equipment access.

POLICY S-50

Site design for development in Very High Fire Hazard Severity Zones shall be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by:

- (1) Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion.
- (2) Replacing combustible vegetation with fire-resistant vegetation to stabilize slopes.
- (3) Submitting topographic map with site-specific slope analysis.
- (4) Submitting erosion and sedimentation control plans.
- (5) Providing a minimum 30-foot setback from the edge of the fuel modification zones.
- (6) Minimizing disturbance of 25 percent or greater natural slopes.

POLICY S-51

Locate new critical public facilities outside of Fire Hazard Severity Zones. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve community needs during and after disaster events.

POLICY S-52

Site all new non-critical public facilities in areas outside of identified fire hazard severity zones and wildland-urban interface or fire threat areas, as feasible.

Wind-Related Hazards

POLICY S-53

Use ongoing brush clearance fire inspections to educate homeowners and residents on fire prevention tips by implementing an annual citywide weed abatement program, especially in vulnerable communities.

SAFETY ELEMENT



POLICY S-54 Coordinate with the County of Riverside Fire Department and CAL FIRE to develop high-visibility fire prevention programs, including those offering voluntary home inspections and promoting awareness of home fire prevention measures.

General and Long-Range

POLICY S-55 Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, evacuation plans, and improved mutual-aid agreements with the private and public sector.

POLICY S-56 Continue to work cooperatively with CAL FIRE to maintain existing fuel breaks and emergency access routes for effective fire suppression, and to strengthen fire-fighting capabilities and successfully respond to multiple fires.

POLICY S-57 The City shall identify existing multifamily housing, emergency shelters, residential care homes (seven or more clients) located within an area classified as an SRA (Public Resources Code Section 4102) or land classified as VHFHSZ (Section 51177) with inadequate access/evacuation routes, and implement an evacuation plan consisting of evacuation routes and or shelter-in-place plans.

POLICY S-58 Maintain inter-jurisdictional cooperation and coordination, including automatic aid agreements with fire protection/suppression agencies in Riverside County.

POLICY S-59 Develop a program to use existing nearby reservoirs, such as Railroad Canyon, tanks, and water wells in the city for emergency fire suppression water sources.

POLICY S-60 When updating the Safety Element, the Local Hazard Mitigation Plan, or at other times as appropriate, review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan to keep pace with development, to ensure that:

- Fire reporting and response times do not exceed the goals listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described.

SAFETY ELEMENT



- Fire-flow requirements (e.g., water for fire protection) are consistent with City of Wildomar Fire Code.
- The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development desired.

POLICY S-61

Continue to use the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan as the foundational document to implement the Safety Element's goals and objectives.

POLICY S-62

Encourage property owners to use clustering and Transfer of Development Rights (TDR) program when developing lands within Fire Hazard Severity Zones by:

- Restricting the development of a property through placement of conservation easement.
- Acquiring conservation easements similar to that of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

POLICY S-63

Identify, map, and update Fire Hazard Severity Zone maps on an ongoing and as-needed basis.

POLICY S-64

Coordinate with the Riverside County Fire Department to ensure that the Department has appropriate municipal staffing and Office of the Fire Marshal staff to address development pressure and adequately respond to long-range fire safety planning.

POLICY S-65

Implement a coordination program with fire protection and emergency service providers to reassess fire hazards after wildfire events and adjust fire prevention and suppression needs.

POLICY S-66

The City shall develop policies and provide updates, as appropriate, that ensure recovery and redevelopment after a large fire reduces future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and fire retarding building design and materials.

SAFETY ELEMENT



POLICY S-67 Coordinate with the Riverside County Fire Department to implement a long-term fire protection training and education program for the City of Wildomar and its citizens.

POLICY S-68 Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage these sensors for all residences.

AIR POLLUTION

Healthy air quality can be defined as the degree to which ambient air is pollution free. Although air pollution has been regulated for decades, California still has some of the worst air in the country. Air pollution can cause many serious health effects. For example, inhaling small particles called particulate matter can lead to asthma attacks and heart and lung disease with smaller particles capable of traveling farther into the lungs.

The specific pollutants of concern in Wildomar include diesel particulate, ozone, and PM_{2.5}. Diesel particulate is considered a toxic air contaminant (TAC). TACs are air pollutants that can cause serious health effects from exposure at extremely low levels – a safe level of exposure may not even exist. Diesel particulate is a particulate matter from diesel-fueled engines. Ozone and PM_{2.5} are two of six criteria air pollutants that harm health and the environment for which the US Environmental Protection Agency (EPA) and California set acceptable concentration levels for ambient air. Criteria and toxic air pollutants can cause some of the most severe health impacts.

- People exposed to diesel particulate at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. Health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of diesel particulate matter is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory responses and may exacerbate existing allergies and asthma.
- Ozone is a key ingredient of “smog” and is a gas that is formed when volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. Ozone is a secondary criteria air pollutant. Ozone concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. Ozone poses a health threat to those who

SAFETY ELEMENT



already suffer from respiratory diseases as well as to healthy people. Breathing ozone can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level ozone also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. Ozone also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas.

- PM_{2.5} is a suspended particulate matter that consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤ 2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. PM_{2.5} may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The EPA's scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Particulate matter can also cause environmental effects, such as visibility impairment, environmental damage, and aesthetic damage.

Vulnerable communities in Wildomar face compounded health risk from exposure to elevated concentration levels of diesel particulate, ozone, and PM_{2.5}. These communities are exposed to multiple health risks from pollutants such as these, while concurrently living in unhealthy housing conditions and/or experiencing poverty and other socioeconomic stressors that are associated with negative health outcomes. Although these conditions can occur anywhere throughout Wildomar, they are more often experienced by vulnerable communities. As illustrated in Figures 10-0 through 12-0, air pollution impacts to vulnerable communities is greatest in the northwest region of the city, along Corydon Road and Mission Trail. According to these figures, over 15 percent of the population's income in this region is below the 2019 poverty level.

Figure 10-0 shows that the diesel particulate percentile is 1 to 20 percent (lowest scores) for vulnerable communities living near Palomar Street, Corydon Road, and Bundy Canyon Road. To the north of Lemon Street (Sedco Hills), diesel particulate percentile is 41 to 60 percent for vulnerable communities living to the west and east of I-15.

Figure 11-0 shows that the ozone percentile is 71 to 80 percent for vulnerable communities living near Palomar Street, Corydon Road, and Bundy Canyon Road. To the north of Lemon Street (Sedco Hills), ozone percentile is 81 to 90 percent for vulnerable communities living to the west and east of I-15.

SAFETY ELEMENT



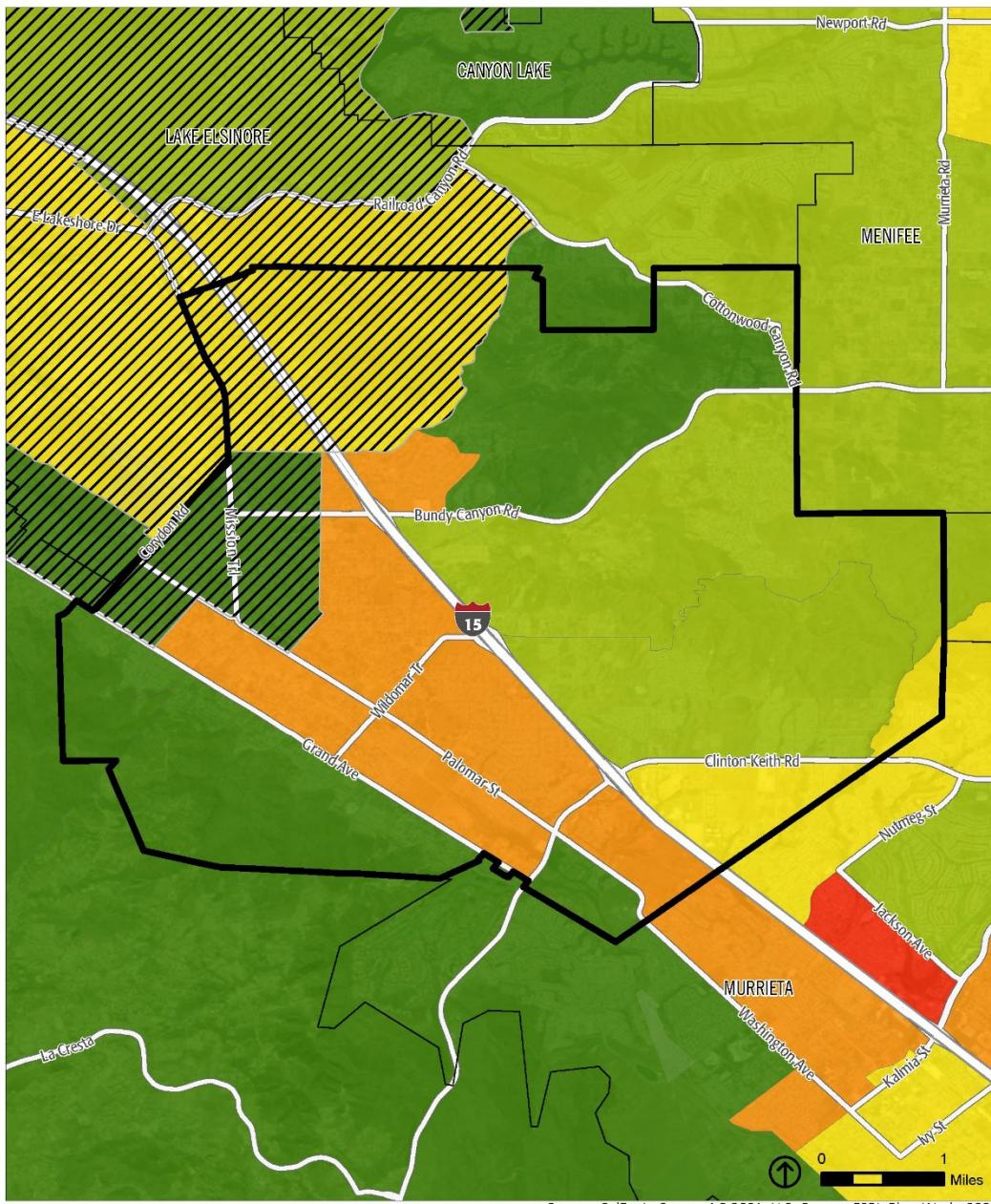
Figure 12-0 shows that the PM_{2.5} percentile is 11 to 40 percent for vulnerable communities living near Palomar Street, Corydon Road, and Bundy Canyon Road. Similarly, to the north of Lemon Street (Sedco Hills), ozone percentile is 11 to 40 percent for vulnerable communities living to the west and east of I-15.

Among the vulnerable communities in this region of the city, air pollution impacts from exposure to elevated concentration levels of diesel particulate, ozone, and PM_{2.5} are greatest to the north of Lemon Street (Sedco Hills) for populations living to the west and east of I-15.

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR DIESEL PARTICULATE PERCENTILE



Percent of Population whose income is below poverty level (2019)

 > 15% of Population

 City of Wildomar
 City Boundary

Diesel Particulate Percentile

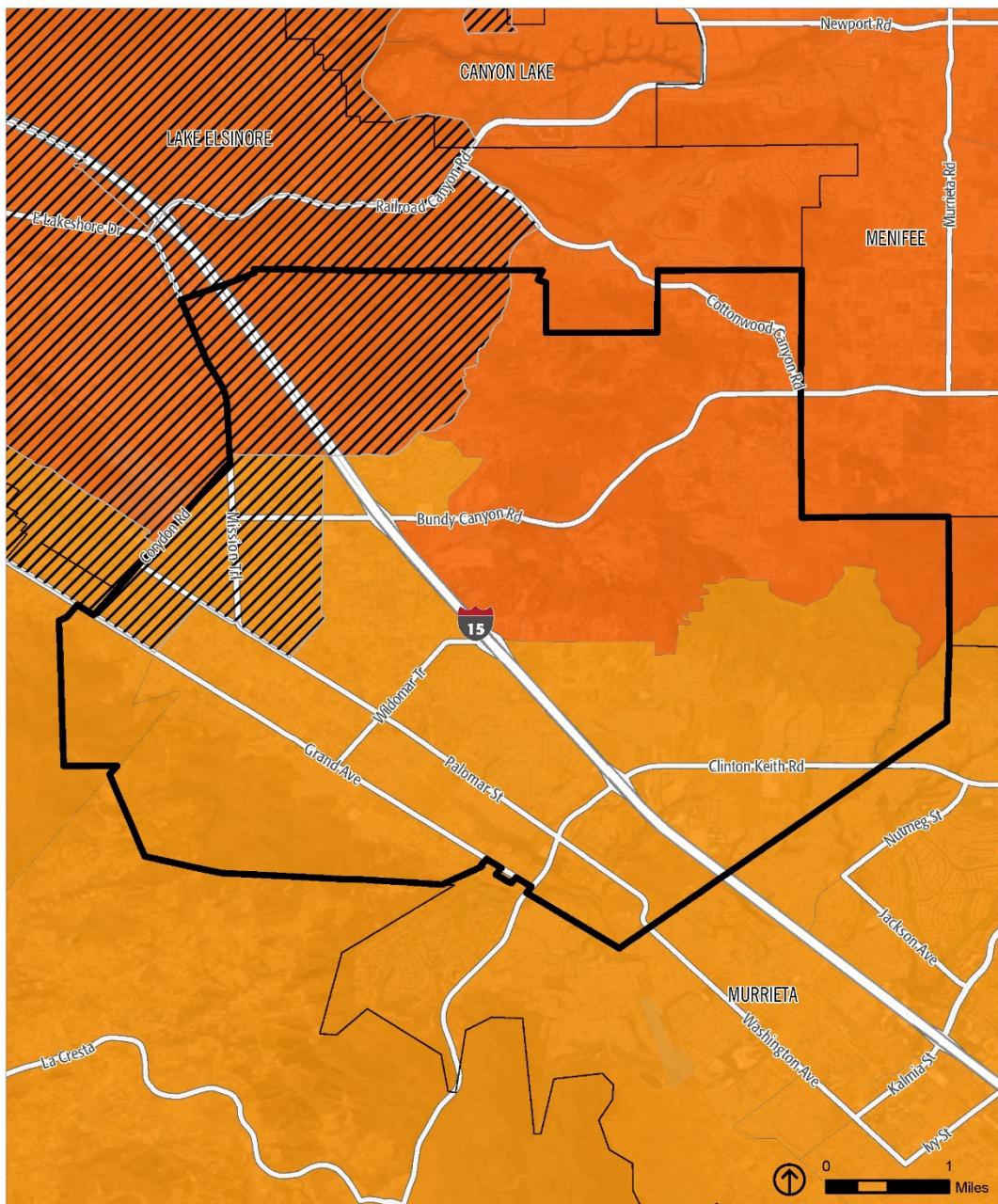
1 - 20% (Lowest Scores)	61 - 80%
21 - 40%	81 - 100% (Highest Scores)
41 - 60%	

Figure 10-0

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR OZONE PERCENTILE



Percent of Population whose income is below poverty level (2019)

> 15% of Population

City of Wildomar
 City Boundary

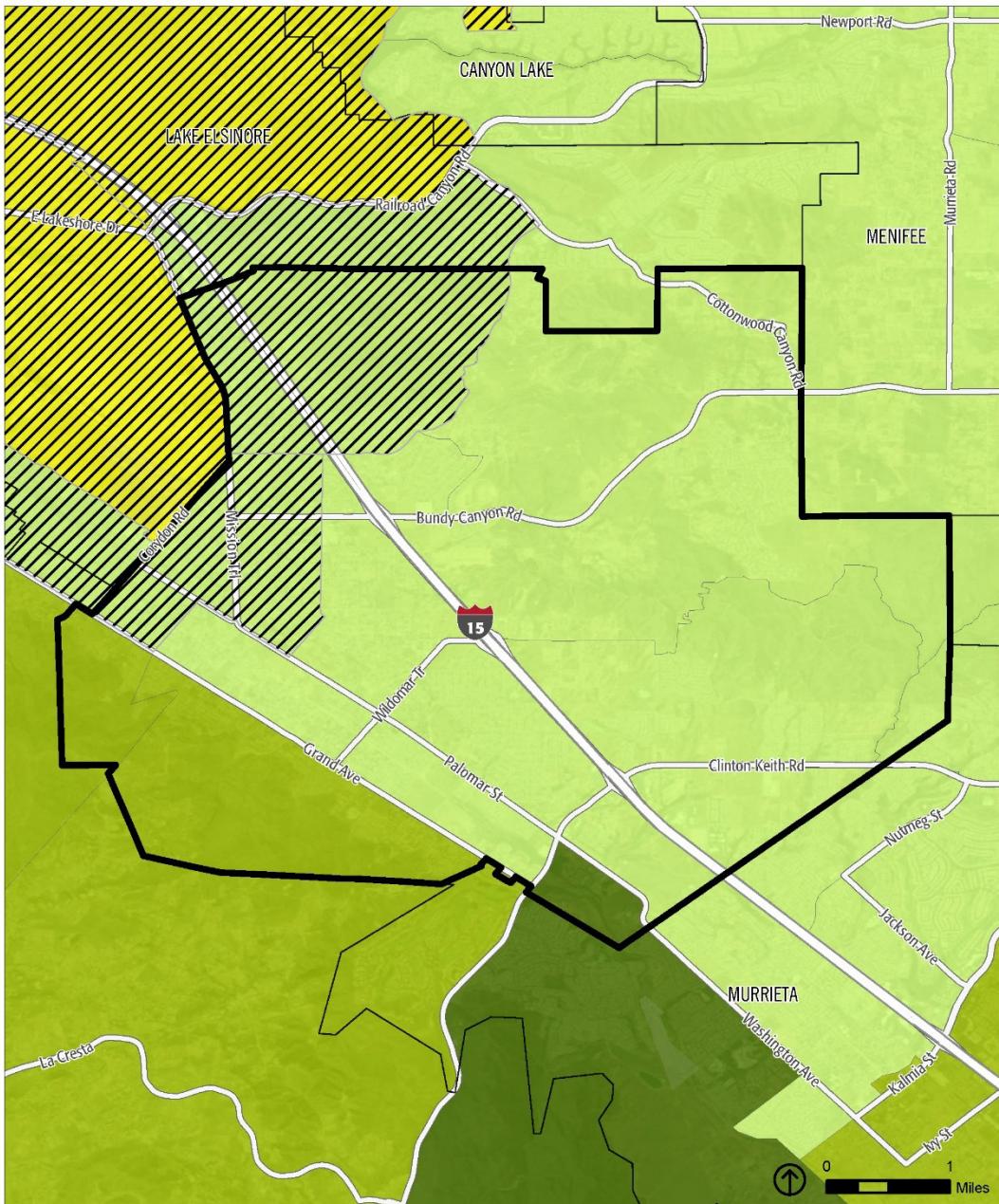
Ozone Percentile
 71 - 80%
 81 - 90%

Figure 11-0

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR PM 2.5 PERCENTILE



Percent of Population whose income is below poverty level (2019)

> 15% of Population

City of Wildomar
 City Boundary

PM 2.5 Percentile
 21 - 30%
 31 - 40%

41 - 50%
 51 - 60%

Figure 12-0

SAFETY ELEMENT



GOAL S-5: Equitable and healthy air quality so that no community bears the disproportionate burden of environmental hazards and health risks.

POLICY S-69 Require a cumulative health risk assessment, including consideration of truck traffic impacts, when a project potentially affects sensitive receptors in vulnerable communities, and require appropriate mitigation based on the findings of the assessment.

POLICY S-70 Require new development to locate sensitive receptors, such as homes, schools, playgrounds, sports fields, childcare centers, senior centers, and long-term health care facilities as far away as possible from significant pollution sources.

POLICY S-71 When evaluating air quality impacts of projects in vulnerable communities, use thresholds of significance that match or are more stringent than the air quality thresholds of significance identified in the current South Coast Air Quality Management District (SCAQMD) Air Quality Guidelines.

POLICY S-72 Preserve, restore, and enhance natural landscapes in and near vulnerable communities for their role in improving air quality and community health.

POLICY S-73 Prioritize new street tree plantings and increase the tree canopy in vulnerable communities, in particular areas with high elevated concentration levels of diesel particulate, ozone, and PM_{2.5}.

HAZARDOUS WASTE AND MATERIALS

Hazardous materials are materials that pose a significant risk to public safety or human or environmental health. These include toxic chemicals, flammable or corrosive materials, petroleum products, and unstable or dangerously reactive materials. They can be released through human error, malfunctioning or broken equipment, or as an indirect consequence of other emergencies (e.g., if a flood damages a hazardous material storage tank). Hazardous materials can also be released accidentally during transportation, as a consequence of vehicle accidents.

SAFETY ELEMENT



A release or spill of bulk hazardous materials could result in fire, explosion, toxic cloud, or direct contamination of water, people, and property. The effects may involve a local site or many square miles. Health problems may be immediate, such as corrosive effects on skin and lungs, or gradual, such as the development of cancer from a carcinogen. Damage to property could range from immediate destruction by explosion to permanent contamination by a persistent hazardous material.

Most hazardous materials in the region are being transported on truck routes along major roadways, such as I-15. Southern California Edison is currently in the process of decommissioning the San Onofre Nuclear Generating Station. The site is in Pendleton, California, approximately 22 miles southwest of Wildomar. Decommissioning is a well-defined Nuclear Regulatory Commission process that involves safely transferring the used nuclear fuel into storage, followed by the eventual removal and disposal of radioactive components and materials from the site. Decommissioning removes radiological material from the site and eliminates potential industrial hazards. Radiological material, including low-level radioactive waste from the site, and other hazardous materials could potentially be transported via I-15 through Wildomar to be disposed of in other locations. The most vulnerable areas along this route are considered the on-/off-ramps and interchanges. Since 1970, there have been no reported roadway hazardous materials incidents.

Several state agencies monitor hazardous materials/waste facilities. Potential and known contamination sites are monitored and documented by the Regional Water Quality Control Board (RWQCB) and the Department of Toxic Substances and Controls (DTSC). A review of the leaking underground storage tank list produced by the RWQCB and the DTSC EnviroStor database indicates two leaking underground storage tanks in the city at 33986 Orange Street and 36485 Inland Valley Drive and three school investigation cleanup sites at La Estrella Road/George Porras Road, 35450 Frederick Street, and Bundy Canyon Road/Orchard Street.

If an imminent public health threat is posed by an outside factor, the City will support local regulating agencies in notifying the public. The transport of hazardous materials/wastes and explosives through the city is regulated by the California Department of Transportation (Caltrans). I-15 is open to vehicles carrying hazardous materials/wastes. City streets are generally not designated as hazardous materials/waste transportation routes, but a permit may be granted on a case-by-case basis. Transporters of hazardous wastes are required to be certified by the United States Department of Transportation (DOT) and manifests are required to track the hazardous waste during transport. The danger of hazardous materials/waste spills during transport does exist and will potentially increase as transportation of these materials increase on I-15. The Riverside County Sheriff's Department, Riverside County Fire Department, CAL FIRE, Riverside County EMD, and Riverside County Division of Environmental Health are responsible for hazardous materials accidents at all locations within the city.

SAFETY ELEMENT



POTENTIAL CHANGES TO HAZARDOUS MATERIALS IN FUTURE YEARS

Likelihood of Future Occurrence

Given that there have been no hazardous materials incidents in transport through the city in the past 50 years, it is unlikely a hazardous materials incident will occur in Wildomar every year. Moreover, according to Caltrans, most incidents are related to releases of fluids from the transporting vehicles themselves and not the cargo, thus the likelihood of a significant hazardous materials release within the city is more limited and difficult to predict.

Climate Change and Hazardous Materials

Climate change is unlikely to affect hazardous materials transportation incidents. However, increases in the frequency and intensity of hazards, such as floods, landslides, and severe storms, may create a greater risk of hazardous materials releases during these events.

GOAL S-6: To avoid the risk of loss of life, injury, and serious illness and minimize damage to property and economic and social dislocations resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous materials wastes.

POLICY S-74 Enforce land use policies and siting criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan (CHWMP).

POLICY S-75 Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the City, between the installation and property boundaries sufficient to protect public safety.

POLICY S-76 Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.

POLICY S-77 Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.

SAFETY ELEMENT



POLICY S-78 Regulate the storage of hazardous materials and wastes and require secondary containment and period examination for all such materials.

POLICY S-79 Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.

POLICY S-80 Identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment. Prohibit the siting of new or expanded hazardous material sites on such sites, including areas identified as vulnerable communities.

POLICY S-81 Ensure that the use and disposal of hazardous materials in Wildomar complies with local, state, and federal safety standards.

POLICY S-82 Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake, as required by the Wildomar Fire Code.

POLICY S-83 Prohibit any new facilities using, storing, or producing hazardous materials from being located directly adjacent to existing residential or school uses.

POLICY S-84 Encourage use of on-site green infrastructure to protect and enhance community water quality with landscape design (e.g., berms, grasslands, plantings) to either contain released hazardous materials or to process and/or absorb pollutants from infiltrating the soil or watershed.

POLICY S-85 Advocate for and coordinate with local, regional, and state agencies in efforts to remediate or treat contaminated surface water, groundwater, or soils in or affecting vulnerable communities.

SAFETY ELEMENT



POLICY S-86 **Coordinate with state and federal agencies to ensure community safety from any radioactive material transported on Interstate 15.**

DISASTER PREPAREDNESS, RESPONSE, AND RECOVERY

Riverside County Emergency Services establishes the responsibilities of the various Riverside County agencies in times of a disaster. Disaster preparedness and response planning includes identifying short-term actions to reduce the scope of an emergency and managing necessary resources in the event of a disaster. After any disaster, particularly an earthquake, short-term disaster recovery requires many operations that are less urgent than fire suppression or medical attention but are equally important.

EMERGENCY PREPAREDNESS

Emergency preparedness activities in Wildomar are conducted through the County of Riverside EMD. EMD, in cooperation with the City, and fire and law enforcement agencies, provides emergency management services. EMD prepares emergency and contingency plans, ranging from evacuation plans to emergency operations plans that help specify the roles and responsibilities of first responders and emergency management personnel for an incident. Moreover, EMD plans and organizes trainings and exercises involving the City of Wildomar as well as other local, state, federal, and regional agencies.

The Riverside County Fire Department and CAL FIRE are prepared to handle most everyday emergencies, such as all types of fire, medical, or hazardous situations. However, during a disaster, the number and scope of incidents may exceed the fire department's and CAL FIRE's ability to provide effective emergency services. For this reason, Wildomar provides the public with access to a community emergency response team (CERT) training program. The CERT Program provides for community and employee self-sufficiency to meet the general public's urgent life-saving and sustenance needs until emergency personnel arrive. The CERT Program educates people about disaster preparedness and trains them in basic response skills, such as fire safety, light search and rescue, and disaster medical operations. CERT members assist their fellow citizens/coworkers in their community or workplace following a disaster. CERT members take an active role in their community by preparing for a disaster, thus reducing their own impact risk.

The City of Wildomar uses Alert RivCo, a phone alert system to alert residents and businesses in Riverside County who are affected, threatened, or might be endangered by an emergency event or a disaster, such as wildfires, floods, hazardous materials, severe weather, and certain law enforcement incidents. Alert RivCo is

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part of a group of alert and warning tools used in the county. Other systems include the Emergency Alert Systems (EAS) and the Emergency Digital Information System (EDIS).

The EAS is a national public warning system commonly used by state and local authorities to deliver important emergency information, such as weather and AMBER alerts, to affected communities. EAS participants – radio and television broadcasters, cable systems, satellite radio and television providers, and wireline video providers. FEMA, the Federal Communications System, and National Oceanic and Atmospheric Administration's (NOAA's) National Weather Service (NWS) work collaboratively to maintain the EAS and Wireless Emergency Alerts, which are the two main components of the national public warning system and enable authorities at all levels of government to send urgent emergency information to the public. The EDIS is a wireless data cast-based emergency and disaster information service operated by the State of California Governor's Office of Emergency Services and is an enhancement to the EAS. These systems are available in multiple languages. With advanced warning, evacuation can be effective in reducing injury and loss of life during a catastrophic event. Figure 13-0 shows residential parcels with evacuation constraints. All parcels within an evacuation constraint are located in at least one hazard-prone area and may have only one emergency evacuation route. The lack of multiple emergency access points limits roadway access for these properties, which may create difficulties if there is a need to evacuate, especially in vulnerable communities. Notably, the Farm Specific Plan project area (east of I-15 and south of Bundy Canyon Road) is within a hazard-prone area that lacks multiple emergency access points.

DISASTER PREPAREDNESS

In recent years, the County of Riverside has expanded its emergency preparedness planning. The County of Riverside is required under state law to prepare and maintain a Standardized Emergency Management System (SEMS) Multi-hazard Functional Plan. The California Governor's Office of Emergency Services has extensive guidelines outlining the requirements of the Riverside County SEMS.

PUBLIC SAFETY POWER SHUTOFFS

The City of Wildomar is served by Southern California Edison (SCE). Electricity utilities throughout California, including SCE, have begun to occasionally “de-energize,” or turn off the electricity for, power lines that run through areas where there is an elevated fire risk. This is intended to reduce the risk of power lines sparking or being damaged and starting a wildfire. These activities, called public safety power shutoffs (PSPSs), result in a loss of power for customers served by the affected power lines. A PSPS may occur at any time of the year, usually during high wind events, high temperatures, and dry conditions. PSPS events may be limited to specific communities or they may affect broad swaths of the state.

SAFETY ELEMENT



In January 2021, SCE conducted one large-scale event in response to a Santa Ana wind event, shutting off power to approximately 114,000 customers, including those in Riverside County. In December 2020, SCE conducted two large-scale events shutting off power to approximately 95,000 customers, including those in Riverside County. The largest PSPS event during this time occurred on December 4 and ended on December 14, 2020. During this event, 197,729 customers in seven counties (San Bernardino, Riverside, Orange, Kern, Los Angeles, Tuolumne, and Ventura) were identified as under consideration for PSPS. During this event, SCE de-energized circuits not originally in scope when unexpected high wind conditions were observed in the areas of concern. Ultimately, SCE proactively de-energized 73,137 customers in areas of Inyo, Kern, Mono, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

In October 2019, SCE conducted four large-scale events, shutting off power to approximately 160,000 customers, including those in Riverside County. The largest PSPS event during this time occurred on October 27 and ended on October 31, 2019. During this event, 498,660 customers in 12 counties (Fresno, Inyo, Kern, Los Angeles, Madera, Mono, Orange, Riverside, San Bernardino, Tulare, Tuolumne, and Ventura) served by 352 distribution circuits and seven transmission lines were identified as under consideration for PSPS. Ultimately, proactive de-energization was required for 126 circuits (including three transmission lines) affecting 126,364 customers, including some in Riverside County, over two weather systems. PSPS events can impact emergency management activities. A loss of power can make it more difficult for homes or businesses to receive emergency notifications if needed. PSPS events can also create vulnerabilities for community members that lack backup power supplies and depend on electricity for heating or cooling homes and buildings, lighting, and internet. PSPS events may also be harmful to people who depend on electrically powered medical devices. Additionally, community members may be faced with economic hardships and be deprived of important services, such as grocery stores, gas stations, and banks/ATMs. Traffic lights and other traffic control systems may not work, which can complicate any evacuation needs and may hinder emergency response (see Figure 13-0 for evacuation constraints). Although critical public health and safety facilities often have backup generators, the loss of power may also disable other key infrastructure systems.

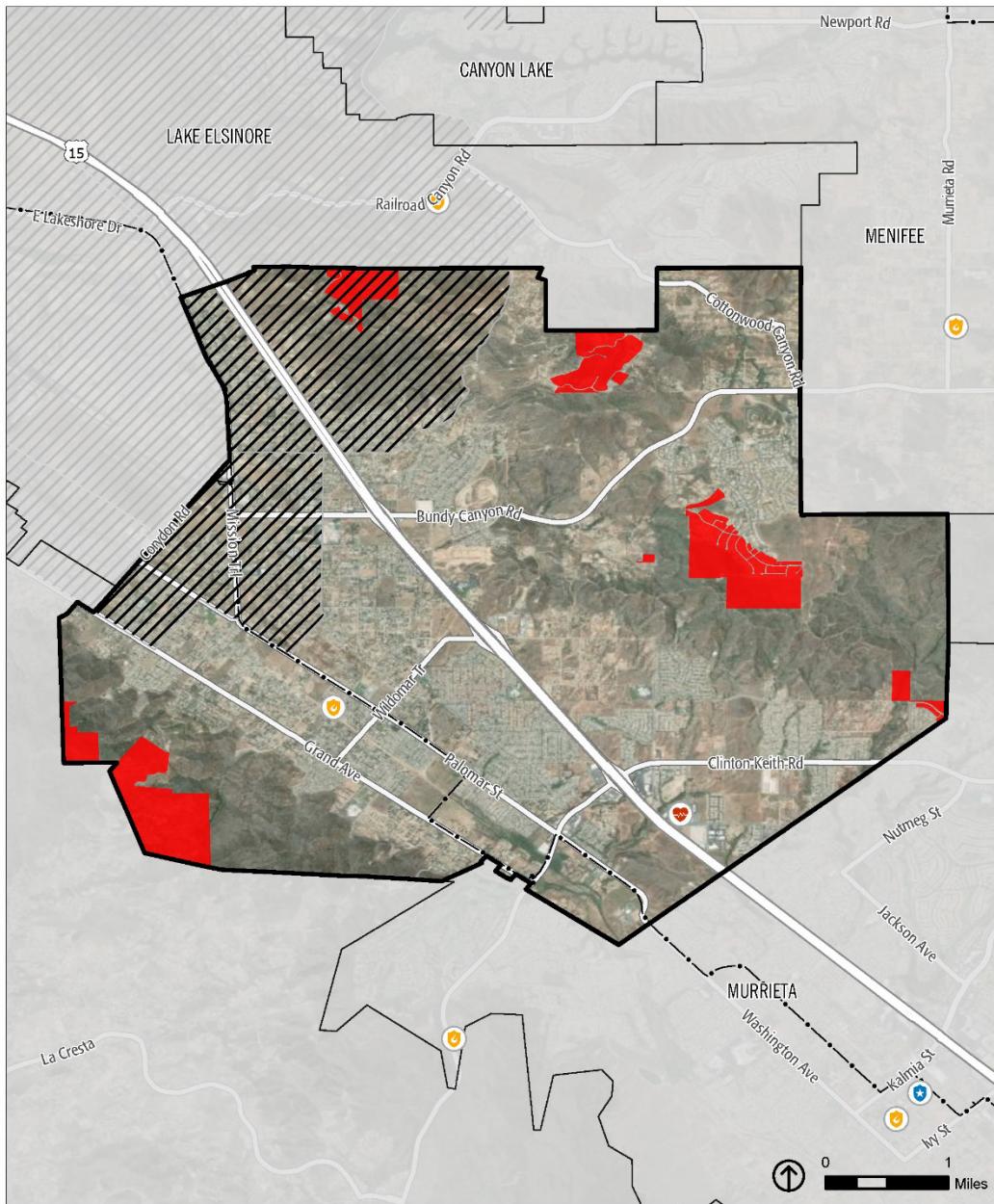
MUTUAL-AID AGREEMENTS

Additional emergency management and response services in Wildomar are provided through a mutual-aid agreement with the Riverside County Fire Department and CAL FIRE. The Riverside County Fire Department and CAL FIRE provide a variety of public safety services, including fire protection, medical aid, rescue, hazardous materials response, and educational safety programs.

SAFETY ELEMENT



SAFETY ELEMENT CITY OF WILDOMAR RESIDENTIAL PARCELS WITH EVACUATION CONSTRAINTS



Source: City of Wildomar, County of Riverside, ESRI, PlaceWorks 2021

*All residential parcels with an evacuation constraint are located in at least one hazard prone area

City of Wildomar	Evacuation Constrained Parcel*	Transmission Line
City Boundary		
Percent of Population whose income is below poverty level (2019)		
> 15% of Population		
	Local Law Enforcement Office	
	Hospital	
	Fire Station	

Figure 13-0

SAFETY ELEMENT



GOAL S-7: To ensure the maintenance of an Emergency Management Response Plan to effectively prepare for, respond to, recover from, and mitigate the effects of natural and human-caused disasters.

Disaster Preparedness

POLICY S-87 **Implement and update the City of Wildomar's Local Hazard Mitigation Plan, as directed by the California Governor's Office of Emergency Services and the Federal Emergency Management Agency, and maintain mutual-aid agreements with federal, state, and local agencies, as well as the private sector, to assist in:**

- (1) Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress
- (2) Heavy search and rescue
- (3) Fire suppression
- (4) Hazardous materials response
- (5) Temporary shelter
- (6) Geologic and engineering needs
- (7) Traffic and crowd control
- (8) Building inspection

POLICY S-88 **Provide alerts about potential, developing, and ongoing emergency situations through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.**

POLICY S-89 **Ensure residents that speak languages other than English have access to communication, educational materials, and assistance in evacuation, short-term, and long-term recovery activities.**

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POLICY S-90 Encourage private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by maintaining a fire control plan, including an on-site firefighting capability and volunteer fire response teams to respond to small fires, evacuation plans, and identifying medical personnel or residents capable and certified in first-aid and CPR.

POLICY S-91 Conduct citywide drills for earthquakes and other hazards as appropriate. Use the Federal Emergency Management Agency's HAZUS Program to develop internal scenarios for emergency response and test back-up power generators in public facilities and other critical facilities taking part in the earthquake drill. During emergency drills, encourage communication and cooperation between emergency response staff and designated contacts at hospitals, high-occupancy buildings, and dependent-care facilities.

POLICY S-92 Develop a system to respond to short-term increases in hazard on the southern San Andreas Fault, based on probabilities associated with foreshocks.

POLICY S-93 As feasible, install solar energy and battery backup systems at critical public and private facilities to ensure continuation of services if the power grid is disrupted.

POLICY S-94 Maintain and continue to improve management and emergency dissemination of information using portable computers with geographic information systems (GIS) and disaster-resistant Internet access, to obtain:

- Hazardous Materials Disclosure Program Business Plans regarding the location and type of hazardous materials;
- Real-time information on seismic, geologic, or flood hazards; and
- The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities, and other lifelines.

POLICY S-95 Continue to improve information sharing, coordination, and collaboration among public agencies, disadvantaged and vulnerable communities, and community-based organizations.

SAFETY ELEMENT



POLICY S-96 Regularly review and clarify emergency evacuation plans for dam failure, flood inundation, fire, and hazardous materials releases. The City shall also continue to maintain, periodically update, and test the effectiveness of the Emergency Operations Plan and develop plans for short-term and long-term post-disaster recovery.

POLICY S-97 Maintain a City Emergency Operations Plan to include the National Incident Management System (N.I.M.S.).

POLICY S-98 Coordinate with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and N.I.M.S. to facilitate multi-agency emergency response.

POLICY S-99 Monitor the effectiveness of public safety, preparedness, and hazard mitigation policies under changing climate conditions to continue to protect the community as local and regional conditions change.

POLICY S-100 Regularly update all appropriate planning documents, including the Safety Element, the Local Hazard Mitigation Plan, emergency operations plans, and other public safety plans, and ensure these updates integrate adaptation considerations for climate-related hazards.

POLICY S-101 Develop a blueprint for managing evacuation plans, including allocation of buses, designation and protection of disaster routes to maximize capacity and redundancy, and creation of traffic-control contingencies. Ensure that evacuation transportation services are available for those with limited mobility or lacking access to a personal vehicle.

POLICY S-102 Coordinate with utility companies to minimize service interruptions, such as Public Safety Power Shutoffs, before, during, and after hazardous conditions, including options to harden and underground utility lines.

POLICY S-103 Adopt inundation alert and readiness levels corresponding with official forecasts by the State Office of Emergency Services, regarding earthquake prediction and potential for dam failure.

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Critical Facilities and Lifelines

POLICY S-104 **Strengthen the project permit and review process to ensure that proper actions are taken to reduce hazard impacts and encourage structural and nonstructural design and construction. Damage must be minimized for critical facilities, and susceptibility to structural collapse must be minimized, if not eliminated.**

- (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. If appropriate, impact fees should be assessed to finance required actions.
- (2) Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.
- (3) Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, fit with safety shutoff valves, designed for easy maintenance, and have redundant backup lines where unstable slopes, earth cracks, active faults, or areas of liquefaction cannot be avoided.
- (4) Review proposed uses of fault setback areas closely to ensure that county infrastructure (roads, utilities, drains) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the County of Riverside for the potential costs of repair.

POLICY S-105 **Promote strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities.**

POLICY S-106 **Identify critical facilities in hazard-prone areas and work to relocate or harden these facilities to reduce risk of damage and loss of service.**

SAFETY ELEMENT



POLICY S-107 Coordinate with the Public Utilities Commission (PUC) and/or use 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 trunk electrical and telephone conduits that:

- Extend through areas of high liquefaction potential.
- Cross active faults.
- Traverse earth cracks or landslides.

POLICY S-108 Require additional design considerations for lifelines within subsidence areas.

POLICY S-109 Communicate climate risks to energy utilities and request they ensure that new and upgraded infrastructure is climate resilient.

POLICY S-110 During the development review process, when developing alternatives and adaptation projects for consideration, the city shall require applicants to identify natural infrastructure that may be used through the conservation, preservation, or sustainable management of open space to reduce climate change hazards, where feasible.

POLICY S-111 Establish a network of equitably located resilience hubs throughout Wildomar and ensure that resilience hubs are situated outside of areas at risk from hazard impacts to the extent possible, offer refuge from extreme heat and extreme weather events, as well as poor air quality and disasters, and are equipped with renewable energy generation and backup power supplies. Such facilities should be in easily accessible locations and be available to all community members, including vulnerable communities, as needed. Resilience hubs consist of well-used, existing community-serving facilities that are upgraded to provide local communities with shelter, water, and electricity during these events or disasters.

POLICY S-112 Ensure that all public services, municipal operations, and critical facilities can continue operating during and after a hazard or emergency event to meet community needs to the greatest extent possible.

SAFETY ELEMENT



POLICY S-113 Prohibit development of critical facilities that are proposed in dam failure inundation areas unless no feasible alternative exists and apply hazardous materials safety guidelines within such zones.

POLICY S-114 The City will require development applications in and adjacent to the Farm Specific Plan project area to evaluate the feasibility of the extension of Sunset Avenue to connect with La Estrella Street and provide additional ingress and egress for emergency response vehicles and residents.

Public Information and Outreach

POLICY S-115 Conduct public outreach and education efforts to inform people in Wildomar of the hazard risks, vulnerabilities, and threats in the community, especially in vulnerable communities, and what steps community members should take to reduce their risks and provide all materials and information in both English and Spanish by default, as well as any other languages, as requested.

POLICY S-116 Forge productive working relationships and foster good communication with researchers, other government agencies, and providers of mitigation services.

POLICY S-117 The City shall coordinate and share data, experience, and strategies with other emergency management agencies in state or regional efforts on disaster preparedness coordination and disaster response procedures.

POLICY S-118 Maximize use of technology and the Internet to effectively distribute emergency communications and alerts to members of the public to improve resiliency.

POLICY S-119 Ensure that communication systems used by emergency responders and key City staff have sufficient redundancy and resiliency to meet City needs during and after a hazard event.

SAFETY ELEMENT



ADDITIONAL CLIMATE-RELATED HAZARDS

DROUGHT

A drought is a long period when precipitation levels are well below normal. Wildomar chronically experiences drought cycles. Since the 1950s, Riverside County has received an average of 8 inches of rainfall per year, although that number can vary greatly between years.

Drought makes less water available for people, businesses, agricultural activities, and natural systems. Less snow falling in mountainous areas causes water levels in lakes and reservoirs to drop, which can affect recreation activities. Local ecosystems that are not well adapted to drought conditions can be more easily harmed by it. During drought events, the flow of water in creeks and streams is reduced, creating more slow-moving or standing water. This can concentrate sediment and toxins in the low water levels, causing harm to plants and animals. Many fish species also prefer specific stream flow speeds, especially for spawning and egg incubation, and changes to stream velocity as a result of drought conditions can affect reproduction. Droughts can also indirectly lead to more wildfires, and the stress caused by water shortages can weaken plants, making them more susceptible to pests and diseases.

The U.S. Drought Monitor recognizes a five-point scale for drought events: D0 (abnormally dry), D1 (moderate drought), D2 (severe drought), D3 (extreme drought), and D4 (exceptional drought). According to the U.S. Drought Monitor, the most intensive drought conditions in recent years occurred during most of 2007, when all of Riverside County was classified as being in “extreme” drought. As of spring 2021, western Riverside County, including Wildomar, was classified as being in “moderate” drought. For 74 percent of the time since 2000, at least half of Riverside County has been under some level of drought conditions and 48 percent of the time since 2000, all of Riverside County has faced drought conditions. These figures do not include times when sources of Riverside County’s imported water may have also been under drought events.

Potential Changes to Drought in Future Years

Likelihood of Future Occurrence

Drought is different than many of the other natural hazards in that it is not a distinct event and usually has a slow onset. Drought can severely impact a region both physically and economically. Drought affects different sectors in different ways and with varying intensities. Adequate water is the most critical issue for commercial and domestic use. As the population in the city continues to grow, so will the demand for water.

SAFETY ELEMENT



Based on historical information, the occurrence of drought in California, including Riverside County, is cyclical, driven by weather patterns. Drought has occurred in the past and will occur in the future. Periods of actual drought with adverse impacts can vary in duration, and the period between droughts is often extended. Although an area may be under an extended dry period, determining when it becomes a drought is based on impacts to individual water users. The impacts of Wildomar to drought include reduction in water supply and an increase in dry fuels.

Most of the imported water used comes from the State Water Project via the Sierra Nevada range and the Colorado River Aqueduct. Reduced winter precipitation levels and warmer temperatures have greatly decreased the size of the Sierra Nevada snowpack (the volume of accumulated snow), which in turn makes less fresh water available for communities throughout California. Continued decline in the Sierra Nevada snowpack volume is expected, which may lead to lower volumes of available imported water.

Climate Change and Drought

Although droughts are a regular feature of California's climate, scientists expect that climate change will lead to more frequent and more intense droughts statewide. Overall, precipitation levels are expected to stay similar, and may even increase in some places. However, the state's current data say that there will be more years with extreme levels of precipitation, both high and low, as a result of climate change. This is expected to cause more frequent and intense droughts compared to historical norms. Higher air temperatures are expected to increase evaporation, causing more water loss from lakes and reservoirs, exacerbating drought conditions.

EXTREME HEAT

While there is no universal definition of extreme heat, California guidance documents define extreme heat as temperatures that are hotter than 98 percent of the historical high temperatures for the area, as measured between April and October of 1961 to 1990. Days that reach this level are called extreme heat days. In Wildomar, the extreme heat threshold is 105°F. An event with five extreme heat days in a row is called a heat wave.

Health impacts are the primary concern with this hazard, though economic impacts are also an issue. The Centers for Disease Control and Prevention (CDC) recognizes extreme heat as a substantial public health concern. Historically, NOAA data indicates that about 175 Americans succumb to the demands of summer heat, although this number has increased in recent years. From 2004 to 2018, studies by the U.S. Department of Health and Human Services indicate that there is an average of 702 deaths annually that are directly or indirectly linked to extreme heat.

SAFETY ELEMENT



Extreme heat events are dangerous because people exposed to extreme heat can suffer a number of heat-related illnesses, including heat cramps, heat exhaustion, and (most severely) heat stroke. Elderly persons, small children, chronic invalids, those on certain medications or drugs, and persons with weight and alcohol problems are particularly susceptible to heat reactions. The elderly and individuals below the poverty level are the most vulnerable to extreme heat. Nursing homes and elder-care facilities are especially vulnerable to extreme heat events if power outages occur, and air conditioning is not available. In addition, individuals below the poverty level may be at increased risk to extreme heat if use of air conditioning is not affordable. Areas with lower extreme heat thresholds are not necessarily at lower risk, as persons and community assets used to cooler temperatures may be less prepared for extreme heat events.

Very high temperatures can harm plants and animals that are not well adapted to them, including natural ecosystems. Extreme heat can increase the temperature of water in lakes, streams, creeks, and other water bodies, especially during drought events when water levels are lower. In some cases, water temperatures may exceed comfortable levels for a number of plants and animals, causing ecological harm. Outdoor workers in construction or landscaping are also much more exposed to the elements than most people, so they are more susceptible to extreme heat conditions and the potential illnesses associated with very high temperatures.

Indirectly, extreme heat puts more stress on power lines, causing them to run less efficiently. The heat also causes more demand for electricity (usually to run air conditioning units), and in combination with the stress on the power lines, may lead to brownouts and blackouts.

Potential Changes to Extreme Heat in Future Years

Likelihood of Future Occurrence

Extreme heat tends to occur on an annual basis and is likely to continue occurring annually. As Wildomar is located in western Riverside County and at relatively low elevation, extremely high temperatures will continue to be a more common occurrence than cold temperatures.

Climate Change and Extreme Heat

The warmer temperatures brought on by climate change are likely to cause an increase in extreme heat events. Depending on the location and emissions levels, the state Cal-Adapt database indicates the number of extreme heat days is expected to rise from a historical annual average of 4 to between 25 and 37 by the middle of the century (2041 to 2060), and to between 34 and 58 by the end of the century (2070 to 2099).

SAFETY ELEMENT



Overall, Wildomar is expected to see an increase in the average daily high temperatures. Although the temperature increases may appear modest, the projected high temperatures are substantially greater than historical norms. These increases also make it more likely that an above-average high temperature will cross the extreme heat threshold. As temperatures increase, Wildomar will face increased risk of death from dehydration, heat stroke, heat exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

SEVERE WEATHER

Severe weather is generally any destructive weather event, but usually occurs in Wildomar as localized storms that bring heavy rain, hail, lightning, and strong winds. Severe weather is usually caused by intense storm systems, although types of strong winds can occur without a storm. The types of dangers posed by severe weather vary widely and may include injuries or deaths, damage to buildings and structures, fallen trees, roads and railways blocked by debris, and fires sparked by lightning. Severe weather often produces high winds and lightning that can damage structures and cause power outages. Lightning from these storms can ignite wildfires and structure fires that can cause damage to buildings and endanger people. Objects can also be struck directly, which may result in an explosion, burn, or total destruction. Lightning happens occasionally and there have been six injuries and one death reported from lightning events since 1950. Hail events are rare and there have been no reported injuries from hail in Wildomar. In Riverside County, most severe weather is linked to high winds. High winds, often accompanying severe storms, can cause significant property and crop damage, threaten public safety, and have adverse economic impacts from business closures and power loss.

Santa Ana winds have caused large amounts of damage and increased the fire damage level dramatically. Santa Ana winds are generally defined as warm, dry winds that blow from the east or northeast (offshore). These winds occur below the passes and canyons of the coastal ranges of Southern California. Santa Ana winds often blow with exceptional speed in the Santa Ana Canyon. The complex topography of Southern California, combined with various atmospheric conditions, creates numerous scenarios that may cause widespread or isolated Santa Ana events. Commonly, Santa Ana winds develop when a region of high pressure builds over the Great Basin (the high plateau east of the Sierra Nevada and west of the Rocky Mountains, including most of Nevada and Utah). Santa Ana winds commonly occur between October and April with December having the highest frequency of events. Summer events are rare. Wind speeds are typically north to east at 40 miles per hour (mph) through and below passes and canyons with gusts to 58 mph. Stronger Santa Ana winds can have gusts greater than 69 mph over widespread areas and, in rare instances, gusts greater than 115 mph in specific areas. Frequently, the strongest winds in the basin occur during the night and morning hours due to the absence of a sea breeze.

SAFETY ELEMENT



All wind events, including Santa Ana winds, pose several different types of threats. By themselves, the winds pose a threat to the health of people and structures in the county. Dust and plant pollen blown by the wind can create breathing problems. The winds can blow roofs off buildings and cause tree limbs to fall on structures. High winds also increase the threat of wildfires. Winds may dry out brush and forest areas, increasing the fuel load in fire-prone areas. Winds may spark wildfires by knocking down power lines or causing them to arc. If fires do start, high winds can push flames quickly into new areas, contributing to rapid spread of wildfires and making them harder to control.

Potential Changes to Severe Weather in Future Years

Likelihood of Future Occurrence

According to historical hazard data, severe weather is an annual occurrence in western Riverside County. Damage and disaster declarations related to severe weather have occurred and will continue to occur in the future. Heavy rain and thunderstorms are the most frequent type of severe weather occurrences in the county. Wind and lightning often accompany these storms and have caused damage in the past. However, actual damage associated with the primary effects of severe weather have been limited. It is the secondary hazards caused by severe weather, such as floods and fire, that have had the greatest impact on the county. In general, any severe storm that affects Riverside County has local effects in Wildomar as well. Thunderstorms, high winds, and lightning can each have localized impacts on infrastructure, properties, and public safety. Transportation, including freight shipping, faces increased congestion when severe storms occur.

Climate Change and Severe Weather

Climate change is expected to cause an increase in intense rainfall, which is usually associated with strong storm systems. This means that Wildomar could see more intense storms in the coming years and decades. Such an increase may not affect all forms of severe weather and may not always be apparent.

While average annual rainfall may increase only slightly, climate change is expected to cause an increase in the number of years with intense levels of precipitation. Heavy rainfall can increase the frequency and severity of other hazards, including flooding and landslides. Climate change is also expected to increase the total number of intense storms that affect Wildomar, possibly causing an increase in the frequency of severe weather events and any associated hazards. Some already-rare forms of severe weather, such as tornados, are not expected to increase in a noticeable way.

SAFETY ELEMENT



GOAL S-8: To ensure a resilient community able to adapt to climate-related hazards.

POLICY S-120 Collaborate with local governments and special districts in western Riverside County as well as with Inland Southern California Climate Collaborative to develop and implement regional climate change adaptation and resilience initiatives.

POLICY S-121 Support implementation of the Resilient IE project to foster increased community resilience to climate-related hazards in Wildomar and across the wider region.

POLICY S-122 Use the reported data and findings of applicable local, regional, or state documents or plans pertaining to climate-related hazards that could impact the City of Wildomar, including the California Climate Change Assessment, the California Adaptation Planning Guide, and the Safeguarding California Plan.

POLICY S-123 Prepare for a reduced, long-term water supply resulting from more frequent and severe drought events, including working with regional water providers to implement extensive water conservation measures and ensure sustainable water supplies.

POLICY S-124 Renovate existing City-owned assets and design future facilities to incorporate renewable energy generation systems, battery storage systems, and energy-efficient design and features, as feasible.

POLICY S-125 Coordinate with water agencies and irrigation districts to explore ways to improve and increase storage capacity and generation efficiency.

POLICY S-126 Work with healthcare providers to support free or reduced-cost vaccinations for vector-borne diseases that are widely available for Wildomar residents.

POLICY S-127 Coordinate with local governments and Riverside Transit Agency to increase shading and heat-mitigating materials on pedestrian walkways and transit stops.

POLICY S-128 Ensure that unhoused persons or groups in the City of Wildomar have access to temporary and/or emergency housing, food, and other essential living materials to keep them safe during anticipated hazard events.

SAFETY ELEMENT



POLICY S-129 Encourage new developments and existing property owners to incorporate sustainable, energy-efficient, and environmentally regenerative features into their facilities, landscapes, and structures to reduce energy demands and improve on-site resilience. Support financing efforts to increase community access to these features.

POLICY S-130 Ensure that lower-income households have access to low-cost programs (e.g., subsidies for National Flood Insurance Program participation, air-conditioning, low-cost healthcare) to protect their homes and wellbeing from climate-related hazards.

POLICY S-131 Promote and expand the use of drought-tolerant green infrastructure, including street trees and landscaped areas, as part of cooling strategies in public and private spaces.

POLICY S-132 Use natural resources and infrastructure to absorb the impacts of climate-related hazards and associated natural hazards, as feasible.

POLICY S-133 Ensure that workers in outdoor industries have the training and resources to be adequately protected from environmental hazards, including extreme heat, poor air quality, and diseases.

POLICY S-134 Encourage the use of high-reflectivity pavement in new or significantly retrofitted large-scale paving projects, such as parking lots.

Implementation Measures Table S-3 identifies implementation measures and the policies that they support, as well implementation guidance, including responsible departments, time frames, and funding sources.

SAFETY ELEMENT



TABLE S-3: IMPLEMENTATION MEASURES

Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-1	The City shall conduct an evaluation of City-owned buildings and facilities in areas prone to flood, landslide/debris flows, and wildfire to maximize defensible space and outdoor fireproofing, improve drainage systems, stabilize nearby slopes, and take actions to harden the property as needed. The evaluation shall be reviewed biannually and updated as needed.	S-1	Planning Department	Ongoing	General Fund / Capital Improvement Program / Bonds
S-2	Continue to implement the City's most currently adopted Building Codes to ensure that development is constructed in a structurally and seismically safe manner. To the extent feasible, conduct periodic seismic safety inspections to ensure compliance with adopted codes.	S-12	Building and Safety Department	Ongoing	General Fund / Fines
S-3	The City shall require and review preliminary soils reports submitted by applicants for every major subdivision and for each individual lot or project site where critically expansive soils have been identified or are expected to exist.	S-16	Building and Safety Department / Planning Department	Ongoing	General Fund / Development Fees

SAFETY ELEMENT



Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-4	The City shall update the Zoning Ordinance as necessary to comply with state requirements for flood control.	S-19 S-27 S-28 S-30 S-39	Planning Department	Ongoing	General Fund
S-5	Consult with the Riverside County Flood Control and Water Conservation District as well as upstream and downstream jurisdictions regarding regional approaches for the planning, construction, operation, and maintenance of drainage and flood-control facilities. Include these entities in the referral of project applications as appropriate.	S-25 S-26 S-29 S-35 S-42	Planning Department / Public Works Department / Engineering Department	Ongoing	General Fund
S-6	The City shall annually provide flood protection safety information via social media and posting on the City website to educate citizens about safety during flood conditions, including the dangers of driving on flooded roads.	S-36	Planning Department	Ongoing	General Fund / Grant Programs
S-7	The City shall conduct regular cleaning and maintenance of storm drains along key roadways, especially in advance of the rainy season. The City shall address potential ponding and the need for storm drain improvements on major roadways.	S-36	Public Works Department	Ongoing	General Fund

SAFETY ELEMENT



Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-8	Continue to implement the City's most currently adopted Fire Codes to ensure that development is constructed in a structurally safe manner. To the extent feasible, conduct periodic fire safety inspections to ensure compliance with adopted codes.	S-44 S-50	Fire Department	Ongoing	General Fund / Fines
S-9	Coordinate with Southern California Edison (SCE) to ensure areas below and adjacent to power lines are kept clear of plant matter and other accumulated debris.	S-45	Fire Department / Planning Department / Public Works Department	Ongoing	General Fund
S-10	Require continued operation of programs for fuel breaks, brush management, controlled burning, revegetation, and fire roads.	S-45	Fire Department / Planning Department	Ongoing	General Fund
S-11	When reviewing long-term comprehensive fuel reduction and management programs for discretionary projects, the City shall require these plans to include a risk analysis; fire response capabilities discussion; fire safety requirements, including defensible space, infrastructure, and building ignition resistance; mitigation measures and design considerations for non-conforming fuel modification; wildfire education; and maintenance and limitations. Fire hazard reduction measures shall be incorporated into the design of development projects in fire hazard areas and incorporated into the covenants, conditions, and restrictions (CC&Rs) as appropriate.	S-46	Planning Department	Ongoing	General Fund Development Fees

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Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-12	Develop a Defensible Space Ordinance or Landscape Ordinance that provides specific guidelines and requirements for the design and maintenance of public and private landscapes in Very High Fire Severity Zones, as defined by CAL FIRE.	S-49	Planning Department / Public Works Department/ CAL FIRE	Ongoing	General Fund
S-13	Encourage and identify opportunities to incentivize owners of existing properties and new development projects, to adopt the defensible space landscaping zones as defined by CAL FIRE. When needed, clear excess dried vegetation across the city in areas identified by the Riverside County Fire Department.	S-49	Fire Department / CAL FIRE / Planning Department / Public Works Department	Ongoing	General Fund / Developer Cost / Bureau of Reclamation Drought Resiliency Grants
S-14	Maintain automatic aid agreements with other fire protection/suppression agencies in Riverside County.	S-55 S-57	Fire Department	Ongoing	General Fund
S-15	The City shall work with CAL FIRE to develop a plan that includes an assessment and projection of future emergency service needs and emergency training opportunities.	S-55	Planning Department / CAL FIRE	Ongoing	General Fund
S-16	The City shall work with the Elsinore Valley Municipal Water District to maintain adequate water supply and identify areas lacking adequate water service for firefighting, including capacity for peak load under a reasonable worst-case wildland fire scenario, to be determined by CAL FIRE. The City shall identify areas lacking adequate water service, where future development may occur.	S-56	Planning Department / Fire Department / CAL FIRE	Ongoing	General Fund

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Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-17	The City shall periodically evaluate fire protection services in the city to determine if fire protection resources are being effectively and efficiently used.	S-64	Planning Department / CAL FIRE	Ongoing	General Fund
S-18	The City shall work with CAL FIRE and the Riverside County Fire Department to maximize the use of resources to develop functional and/or operational consolidations and standardization of services and to maximize the efficient use of fire protection resources.	S-64	Planning Department / CAL FIRE	Ongoing	General Fund
S-19	Assist the South Coast Air Quality Management District in establishing and implementing Community Air Monitoring Plans for vulnerable communities.	S-68 S-71	Planning Department	Ongoing	General Fund
S-20	Coordinate with State and regional regulatory entities and community members to fund citizen-led data collection, monitor pollution exposure, and identify and implement solutions in disadvantaged communities.	S-70 S-73	Planning Department	Ongoing	General Fund
S-21	Prepare an urban forest master plan for the city that includes quantified goals and tracking methods, prioritizing vulnerable communities.	S-72 S-73	Planning Department	By 2025	General Fund / Grant Funding
S-22	Develop and adopt a set of landscaping-as-remediation/mitigation guidelines for sites engaging with hazardous materials as well as contaminated sites in the city.	S-75	Planning Department	By 2025	General Fund

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Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-23	Require existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials in the city to disclose their activities in accordance with Riverside County guidelines and the requirements of California law.	S-77 S-81	Planning Department / Fire Department / Engineering Department / Public Works Department	Entitlement process and through routine inspections	General Fund
S-24	Designate the Riverside County Fire Department as the keeper of a database of all properties in Wildomar engaging with hazardous materials and include such information as their address, their owner's contact information, and a list of all the hazardous materials on site.	S-80	Fire Department	Ongoing	General Fund
S-25	Require that construction activities cease if ground or water contamination is discovered during construction until the contamination is reported and the extent of the contamination, as well as necessary actions for remediation, have been identified to the satisfaction of the appropriate agency. Require that remediation activities be completed to the satisfaction of the appropriate responsible agency (i.e., Riverside County Department of Environmental Health, San Diego Regional Water Quality Control Board, Department of Toxic Substances Control, or the City of Wildomar, depending upon the type of contamination).	S-81	Fire Department	Entitlement process and through routine inspections	General Fund

SAFETY ELEMENT



Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-26	Provide informational and educational materials on the City's website for residents and vulnerable communities living near areas with hazardous materials or contaminated sites discussing the potential hazard risks associated with a hazardous materials release.	S-85	Planning Department	Ongoing	General Fund / Fines
S-27	The City shall develop and maintain agreements with other local, state, and federal agencies to ensure coordinated disaster response.	S-87 S-95 S-99 S-117	Fire Department / Police Department / Planning Department	Ongoing	General Fund
S-28	The City shall continue to work with the County to update the Local Hazard Mitigation Plan upon its expiration to ensure that Wildomar maintains eligibility for pre-disaster mitigation funding.	S-87	Planning Department	Ongoing	General Fund
S-29	The City shall support hiring multi-lingual staff and offer language training to existing staff to improve communication and assistance with non-English-speaking residents	S-89	Planning Department	Ongoing	General Fund
S-30	The City shall adopt and implement current emergency management principles and practices in all aspects of its emergency operations plan.	S-96	Planning Department	Ongoing	General Fund

SAFETY ELEMENT



Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-31	The City shall work with local schools and community centers to create resilience hubs that can serve as gathering places during emergencies and interruptions in services, and contain access to water, electricity, and other necessary services.	S-111	Planning Department / Public Works Department	Ongoing	General Fund
S-32	The City shall work with local medical providers and the Inland Valley Medical Center to ensure that medical facilities are prepared to meet any increased demand from hazardous events.	S-112	Planning Department / Public Works Department	By 2022	General Fund
S-33	Join the Inland Southern California Climate Collaborative to effectively address and build resilience to climate-related hazards that pose a threat to the community.	S-120 S-121	Planning Department	By 2023	General Fund
S-34	The City shall integrate the results and adaptive policies of the Climate Vulnerability Assessment into other City planning documents where feasible, including this General Plan Safety Element, the Local Hazard Mitigation Plan, Zoning Ordinance, building code, and other applicable codes.	S-122	Planning Department	By 2022	General Fund
S-35	The City shall annually review the climate adaptation and resiliency strategies and shall update them as needed to ensure compliance with state laws and community needs.	S-123 S-124 S-128	Planning Department	Annually	General Fund

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Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
S-36	The City shall update the Vulnerability Assessment every three to five years to incorporate new technology, programs, and policies to improve adaptation to climate-related hazards.	S-123 S-124 S-128	Planning Department	Ongoing	General Fund
S-37	Where feasible, the City shall encourage the use of existing natural features and ecosystem processes, or the restoration of, when considering alternatives and adaptation projects through the conservation, preservation, or sustainable management of open space. This includes, but is not limited to, the conservation, preservation, or sustainable management of any form of aquatic or terrestrial vegetated open space, such as parks, rain gardens, and urban tree canopies. It also includes systems and practices that use or mimic natural processes, such as permeable pavements, bioswales, and other engineered systems, such as levees that are combined with restored natural systems, to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife.	S-129 S-131 S-132	Planning Department	Ongoing	General Fund / Development Fees

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APPENDIX A: VULNERABILITY ASSESSMENT RESULTS

The table below shows the results of the Vulnerability Assessment prepared for Wildomar, in accordance with the requirements of Senate Bill 379. For each population or asset that may be vulnerable to each climate-related hazard, the population or asset is scored on a scale of zero to five:

0: Not vulnerable

V1: Minimal vulnerability

V2: Low vulnerability

V3: Moderate vulnerability

V4: High vulnerability

V5: Severe vulnerability

The vulnerability scores reflect both the severity of climate-related impacts and the ability of populations and assets to resist and recover from these effects. Refer to the “Climate Change” and “Vulnerable Populations and Assets” sections of the Safety Element for additional details on the Vulnerability Assessment method.

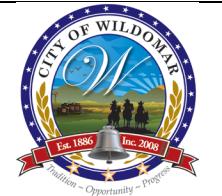
POPULATIONS AND ASSETS	AIR QUALITY	DROUGHT	EXTREME HEAT	FLOOD	HUMAN HEALTH HAZARDS	LANDSLIDES	SEVERE WEATHER	WILDFIRE
POPULATIONS								
Children age <10	V4		V4		V2			V4
Linguistically isolated populations	V2		V2	V1	V2		V3	V2
Healthcare workforce (doctors, nurses)			V1	V1	V3		V1	V2
Homeless persons	V5	V3	V5	V4	V5		V5	V5
Household renters	V2	V3	V2	V2		V2	V3	V2
Householders age >65	V3		V4	V3	V3	V4	V2	V4
Households in poverty	V4	V4	V4	V4	V3	V3	V3	V4
Households overpaying for housing (>30% of income)	V3	V2	V2	V3	V1	V2	V1	V2
Individuals chronically ill	V4	V1	V4	V3	V5	V3	V4	V4
Individuals uncertain about available resources because of citizenship	V2		V2	V2	V2		V3	V2
Individuals with disabilities	V2		V3	V3	V2	V3	V3	V4

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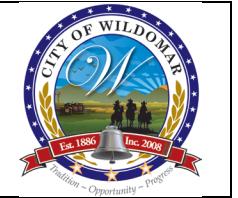
POPULATIONS AND ASSETS	AIR QUALITY	DROUGHT	EXTREME HEAT	FLOOD	HUMAN HEALTH HAZARDS	LANDSLIDES	SEVERE WEATHER	WILDFIRE
Individuals without access to lifelines	V3		V3	V4	V3	V3	V3	V4
Low-income individuals	V3	V4	V4	V4	V3	V2	V2	V3
Outdoor workers	V5	V4	V5	V2		V1	V3	V4
Overcrowded households	V2	V1		V2	V2		V1	V2
Pregnant or nursing women	V4		V3	V1	V5		V1	V2
Seasonal residents/migrant workers	V5	V4	V4	V2	V2	V2	V3	V4
Senior citizens living alone	V4		V5	V4	V4	V5	V3	V5
Bridges						V3	V3	V2
City Halls and government offices							V1	V2
Commercial structures				V4		V1	V3	V3
Communication infrastructure			V1	V2		V2	V2	V2
Community gathering areas				V1		V1	V1	V2
Dams				V1		V4	V1	V1
Energy transmission/delivery			V4	V3		V3	V4	V4
Evacuation routes						V3	V2	V4
Fire stations							V1	
Fueling infrastructure and pipelines			V1	V3		V3	V2	V3
Healthcare facilities			V1			V1	V2	V3
Major roads and highways			V3			V3	V2	V3
Natural gas pipelines				V2		V4		V3
Parks		V1	V2			V3	V3	V2
Police/sheriff stations				V2			V1	
Public open space and protected land		V3	V1	V1		V2	V3	V4
Residential structures				V4		V4	V2	V4
Schools and childcare centers				V3		V3	V2	V2

SAFETY ELEMENT



POPULATIONS AND ASSETS	AIR QUALITY	DROUGHT	EXTREME HEAT	FLOOD	HUMAN HEALTH HAZARDS	LANDSLIDES	SEVERE WEATHER	WILDFIRE
Senior care centers				V3		V2	V1	
Sidewalks, bikeways, trails				V2		V3	V1	V2
Transit infrastructure				V3		V2	V3	V2
Transportation facilities and infrastructure			V1	V3		V2	V2	V3
Water and wastewater treatment		V2	V1	V4		V3	V2	V1
Chaparral		V3	V3			V2	V2	V3
Coastal sage scrub		V2	V3	O		V3	V1	V3
Grassland		V3	V2	O		V2	V2	V2
Riparian scrub, woodland, and forest		V4	V3	O		V3	V3	V5
Woodland and forests		V3	V3			V3	V2	V4
State and federally owned land	V2	V3	V3	V1	V2	V3	V1	V3
Education and health services			V2	V3	V3	V1	V2	V2
Retail shopping centers			V1	V1	V3	V1	V1	V1
Major employers			V1	V3	V1	V1	V2	V2
Communications			V2	V1		V1	V2	V3
Energy Delivery		V2	V4	V2		V3	V4	V4
Emergency medical response			V1	V2	V2	V2	V2	V2
Government administration	V1			V1	V1			V1
Public safety			V1	V2	V2	V3	V2	V3
Transit access			V3	V2		V2	V3	V2
Water and wastewater		V3	V2	V4		V3	V3	V4

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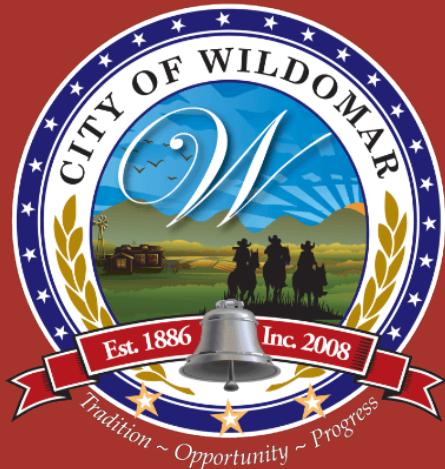
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