CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING

WEDNESDAY, SEPTEMBER 14, 2022

COUNCIL CHAMBERS 23873 CLINTON KEITH ROAD SUITE 106 WILDOMAR, CA 92595
REGULAR SESSION 6:00PM

Ben J. Benoit - Mayor/ Chair | District 1
Joseph Morabito - Mayor Pro Tem/ Vice Chair | District 3
Ashlee DePhillippo - Council Member/ Trustee | District 5
Bridgette Moore- Council Member/ Trustee | District 4
Dustin Nigg - Council Member/ Trustee | District 2

Daniel York, City Manager/General Manager Thomas D. Jex, City Attorney/District Counsel

The City of Wildomar will be a Safe and Active Community with Responsible Growth and Quality Infrastructure while keeping a Hometown Feel

NOTICE:
City Council meetings may be live-streamed, photographed and/or videotaped. Participation at the meeting constitutes consent by members of the public to the City's and any third party's use in any media, without compensation or further notice, of audio, video, and/or pictures of meeting attendees.

CALL TO ORDER – REGULAR SESSION - 6:00 P.M.

ROLL CALL

FLAG SALUTE

PRESENTATIONS

1. Proclamations: Eagle Scouts Gavin and Hayden Dalton
2. Proclamation: Constitution Week

DEPARTMENT REPORTS

General Plan Update - Progress Report #3
Submitted By: Matthew Bassi

RECOMMENDATION:
Receive & file this report.

PUBLIC COMMENTS

This is the time when the Council receives general public comments regarding any items or matters within the jurisdiction that **do not** appear on the agenda.

COUNCIL COMMUNICATIONS

1. Community events
2. Regional events
3. Chamber of Commerce
4. Riverside Conservation Authority (RCA)
5. Riverside Transit Agency (RTA)
6. Riverside County Transportation Commission (RCTC)
7. League of California Cities
8. Southern California Association of Governments (SCAG)
9. Riverside County Habitat Conservation Agency (RCHCA)
10. Western Riverside Council of Governments (WRCOG)
11. South Coast Air Quality Management District (SCAQMD)
12. Southwest Community Financing Authority (Animal Shelter)
13. Ad Hoc & Subcommittees

APPROVAL OF THE AGENDA AS PRESENTED

The City Council to approve the agenda as it is herein presented, or, if it is the desire of the City Council, the agenda can be reordered, added to, or have items tabled at this time.

1. CONSENT CALENDAR

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

1.1 Reading of Ordinances

Submitted By: Janet Morales

RECOMMENDATION:

Approve the reading by title only of all Ordinances on this agenda.

1.2 July 13, 2022 Minutes

Submitted By: Jandi Aguilar

1.3 Warrant Register August 2022

Submitted By: Robert Howell

RECOMMENDATION:

Approve the following:

For Fiscal Year 2021/2022

1. Warrant Register dated 08-04-2022 in the amount of $389,691.53.
2. Warrant Register dated 08-11-2022 in the amount of $1,139,300.36.
3. Warrant Register dated 08-17-2022 in the amount of $104,042.08.
4. Warrant Register dated 08-25-2022 in the amount of $327,123.02.

For Fiscal Year 2022/2023

1. Warrant Register dated 08-04-2022 in the amount of $69,106.50.
2. Warrant Register dated 08-11-2022 in the amount of $211,121.83.
3. Warrant Register dated 08-17-2022 in the amount of $37,116.19.
4. Warrant Register dated 08-25-2022 in the amount of $18,954.24.
5. Wire Transfer Register dated 08-31-2022 in the amount of $59,447.57.
6. Payroll Register dated 09-01-2022 in the amount of $315,781.81.

1.4 July 2022 Treasurers Report

Submitted By: Robert Howell

RECOMMENDATION:

Approve the Treasurer's Report for July 2022.

1.5 Road Construction Updates - Public Works/Engineering Department

Submitted By: Jason Farag

RECOMMENDATION:

Receive and file the Road Construction Updates from the Public Works/Engineering Department

1.6 Zoning Ordinance Amendment No. 2022-05 - 2nd Reading of Ordinance No. 222
Submitted By: Matthew Bassi

RECOMMENDATION:
Adopt an Ordinance entitled:

ORDINANCE NO. 222 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A GENERAL RULE EXEMPTION PER SECTION 15061(B)(3) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, AND APPROVING ZONING ORDINANCE AMENDMENT NO. 2022-05 TO AMEND CHAPTER 17.256 AND SECTION 17.172.220 OF THE WILDOMAR MUNICIPAL CODE PERTAINING TO TEMPORARY EVENTS AND TEMPORARY USES OF LAND IN THE CITY OF WILDOMAR

1.7 Zoning Ordinance No. 2022-06 - 2nd Reading of Ordinance No. 223
Submitted By: Matthew Bassi

RECOMMENDATION:
Adopt an Ordinance entitled:

ORDINANCE NO. 223 - AN ORDINANCE OF THE CITY COUNCIL OF THE OF WILDOMAR, CALIFORNIA AMENDING THE WILDOMAR MUNICIPAL CODE TO ADD A NEW CHAPTER 16.72 TO TITLE 16 (SUBDIVISIONS), A NEW SECTION 17.204.110 TO CHAPTER 17.204 (ACCESSORY DWELLING UNITS), AND A NEW CHAPTER 17.320 TO TITLE 17 (ZONING) FOR THE IMPLEMENTATION OF GOVERNMENT CODE SECTIONS 66411.7 AND 65852.21 (SB 9) RELATED TO URBAN LOT SPLITS AND TWO (2)-UNIT DEVELOPMENTS

1.8 2022 Conflict of Interest Code Biennial Notice Local Agencies
Submitted By: Janet Morales

RECOMMENDATION:
Receive and file the 2022 Conflict of Interest Code Biennial Notice for the City of Wildomar.

1.9 Wildomar Local Roadway Safety Plan (CIP 051-1)
Submitted By: Jason Farag

RECOMMENDATION:
Adopt a Resolution entitled:

RESOLUTION NO. 2022 - ____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A STATUTORY CEQA EXEMPTION PER SECTION 15262 (FEASIBILITY AND PLANNING STUDIES) OF CEQA AND ADOPTING THE WILDOMAR LOCAL ROADWAY SAFETY PLAN

1.10 Calendar and Holiday Home Decoration Contests
Submitted By: Daniel Torres

RECOMMENDATION:
Receive and file the Calendar and Holiday Home Decoration Contests from by the Community Services Department.

1.11 Second Amendment to the Services Agreement between the City of Wildomar and Infinity Technologies for monthly IT and GIS Services
Submitted By: Robert Howell

RECOMMENDATION:
Authorize the City Manager to execute the Second Amendment to the Information Technology Services Agreement with Infinity Technologies.

1.12 Fiscal Year 2020-2021 Single Audit Report
Submitted By: Robert Howell

RECOMMENDATION:
Receive and File the Fiscal Year 2020-2021 Single Audit Report

2. PUBLIC HEARINGS
No items scheduled.

3. GENERAL BUSINESS

3.1 Wildomar Beautification Program Discussion
Submitted By: Daniel Torres

RECOMMENDATION:
Provide input and receive and file the conceptual program for the Wildomar Beautification Program.

3.2 Master License Agreement with Riverside County Flood Control (RCFC) for Public Trail Use within RCFC Facilities
Submitted By: Jason Farag

RECOMMENDATION:
Authorize the City Manager to Execute the Master License Agreement with Riverside County Flood Control (RCFC).

CITY MANAGER REPORT

FUTURE AGENDA ITEMS

ADJOURN THE CITY COUNCIL MEETING

In accordance with Government Code Section 54952.3, I, Janet Morales, City of Wildomar City Clerk, do hereby declare that the Board of Trustees will receive no compensation or stipend for the convening of the following regular meeting of the Wildomar Cemetery District.

CALL TO ORDER THE WILDOMAR CEMETERY DISTRICT

ROLL CALL

PUBLIC COMMENTS

BOARD COMMUNICATIONS

APPROVAL OF THE AGENDA AS PRESENTED

The Board of Trustees to approve the agenda as it is herein presented, or, if it is the desire of the Board, the agenda can be reordered, added to, or have items tabled at this time.

4. CEMETERY CONSENT CALENDAR

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

4.1 August 10, 2022, Cemetery Minutes

Submitted By: Jandi Aguilar

4.2 Warrant Register Cemetery August 2022

Submitted By: Robert Howell

RECOMMENDATION:

Approve the following:

For Fiscal Year 2021/2022

1. Warrant Register dated 08-04-2022 in the amount of $65.98.
2. Warrant Register dated 08-11-2022 in the amount of $1,784.65.
3. Warrant Registers dated 08-25-2022 in the amount of $253.75.

For Fiscal Year 2022/2023

1. Warrant Register dated 08-04-2022 in the amount of $29.10.
2. Warrant Registers dated 08-11-2022 in the amount of $4,564.30.
3. Warrant Registers dated 08-17-2022 in the amount of $190.71.
4. Warrant Registers dated 08-25-2022 in the amount of $600.96.

4.3 **July 2022 Cemetery Treasurers Report**
Submitted By: Robert Howell

RECOMMENDATION:
Approve the Treasurer's Report for July 2022.

5. CEMETERY PUBLIC HEARINGS
No Items Scheduled.

6. CEMETERY GENERAL BUSINESS
No Items Scheduled.

GENERAL MANAGER REPORT

FUTURE AGENDA ITEMS

ADJOURN THE WILDOMAR CEMETERY DISTRICT

PARTICIPATION

The City of Wildomar encourages your participation in the meeting. The following options are available for the public to participate:

1. You may view the Regular Session meeting live on the City of Wildomar's website at http://www.cityofwildomar.org or on cable TV through Frontier Channel 36 or AT&T channel 99. To view from the website, select the live stream link on the top of the front page.

2. You may participate in person.

PUBLIC COMMENT: During Public Comment not on the agenda and after each Agenda Item, the Mayor will announce Public Comment. If you would like to speak on that item, please fill out a speaker slip and submit it in the inbox at the front of the room. When the City Clerk announces your name, please come up to the podium. Public Comments are limited to 3 minutes or such other time as the Council may provide.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the City Clerk's Office at 951-677-7751 x210.

REPORTS: All agenda items and reports are available for review at City Hall, 23873 Clinton Keith Road and on the City's website at the following address: http://www.cityofwildomar.org/government/agendas___minutes. Any writings or documents provided to a majority of the City Council regarding any item on this agenda (other than writings legally exempt from public disclosure) will be made available by appointment for public inspection at City Hall during regular business hours.

If requested, the agenda and backup materials will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans With Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Any person that requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting, may request such modification, accommodation, aid or service by contacting the City Clerk either in person or by phone at 951-677-7751, no later than 10:00 a.m. on the day preceding the scheduled meeting.

AFFIDAVIT OF POSTING

I, Janet Morales, Wildomar City Clerk, do certify that at least 72 hours prior to the meeting, a true and correct copy of this agenda was posted at Wildomar City Hall, 23873 Clinton Keith Road; U.S. Post Office, 21392 Palomar Street; Wildomar Library, 34303 Mission Trail Blvd; and on the City's website at www.cityofwildomar.org.

Janet Morales, CMC
City Clerk
Dated: September 8, 2022

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
DEPARTMENT REPORT
Meeting Date: September 14, 2022

SUBJECT: General Plan Update - Progress Report #3

SUBMITTED BY: Matthew Bassi, Planning

PREPARED BY: Matthew Bassi, Planning Director

ACTION:
Receive & file this report.

BACKGROUND:
Staff provided the City Council with the General Plan Update Briefing #2 at its last meeting on August 10, 2022. That briefing primarily covered the month of July 2022. The following is a summary of the recent task assignments completed during the month of August 2022 and the exciting tasks coming forth over the next 30+ days. For more details, please peruse the General Plan Update project website: https://envisionwildomar2040.com.

DISCUSSION:
Citywide Workshops (virtual and in-person) Summary Reports
PlaceWorks has completed the Summary Reports from our Citywide Workshop. These will be posted on the GP webpage and are provided as attachments herein. To accompany the summary reports, we have compiled appendices, which include the raw results from each activity. Those are available for download from the website and are also provided as attachments herein:

* Attachment A – Envision Wildomar Survey
* Attachment B - In-person Community Workshop Boards
* Attachment C - Virtual Community Workshop Jamboard – Group 1
* Attachment D - Virtual Community Workshop Jamboard – Group 2
* Attachment E - Envision Wildomar Survey Results/Summary

Let's Envision Wildomar Survey
* Conducted over an 8-week period from June 13 - August 7, 2022.
* Survey promoted through the GP website, city email listserv, city Facebook page,

Murrieta/Wildomar Chamber of Commerce, two (2) in-person pop-ups at Coffee with the City, and Wildomar's 14th Birthday Celebration.
* 222 Total Survey Responses

Upcoming Items (Next 30+ days):
* Finalization of the Stakeholder Interviews in Sept/Oct 2022;
* General Plan Advisory Group meeting #2 (September 15, 2022);
* GP Update "Pop Event" scheduled for Mariachi Night at Marna O'Brien Park (Sept. 17);
* Community Workshop #2 (Land Use) coming in Oct. 2022 +/-

Website Update:
* 1,098 unique visitors since the website was launched on June 14, 2022
* 232 total unique visitors in the month of August (193 new visitors)
* Average of 7 website visits per day
* Most popular days included 8/2 (23 visitors); 8/1 (19 visitors); 8/5 (15 visitors).

FISCAL IMPACT:
None.

ATTACHMENTS:
Attachment A-Envision Wildomar Survey Summary.pdf
Attachment B - Community Workshop1 Boards (In-person).pdf
Attachment C - Community Workshop 1 Jamboard (Group 1).pdf
Attachment D - Community Workshop 1 Jamboard (Group 2).pdf
Attachment E - Envision Wildomar Survey Results.pdf

Envision Wildomar 2040
Let's Envision Wildomar Survey Summary

OVERVIEW

The Let's Envision Wildomar Survey was conducted over an 8-week period to capture community values, concerns, and aspirations for the City of Wildomar over the next 20 years. Community responses to the survey will be used to craft the General Plan Vision Statement and ensure that the General Plan Update reflects the values of the community. The survey was available online in English and Spanish from June 13, 2022 to August 7, 2022. The survey was promoted on the Envision Wildomar 2040 project website, through the City's weekly email listserv, City Facebook page, and shared by the Murrieta/Wildomar Chamber of Commerce. The survey was also promoted at two in-person pop-up events, including the Chamber's Coffee with the City on June 14, 2022 at the Corporate Room and Wildomar's 14th Birthday Celebration on July 9, 2022 at Marna O' Brien Park. The survey included four questions followed by optional demographic questions. The following summarizes community responses to each question. Responses to each question were organized into themes. The top 10 themes are shown for each question, followed by the number of times each theme appeared for each question. Complete survey responses are included in an appendix to this summary.

222 Total Survey Responses

Q1: What do you like about Wildomar? (Use 3 words or phrases)

Words	Count	Rank
Small Town	78	1
Rural	70	2
Proximity to goods/services	34	3
Quiet	31	4
Friendly	31	4
Open Space	30	5
Community	26	6
No Traffic	17	7
Affordable	16	8
Safe	16	8
Freeway access	14	9
Family Oriented	13	10

Q2: What challenges face the City of Wildomar? (Use 3 words or phrases)

Words	Count	Rank
Infrastructure	92	1
Safety	50	2
Urbanization	48	3
Traffic	44	4
Businesses that reflect community needs	26	5
Homelessness	23	6
Drug use	15	7
Cleanliness	14	8
Timely Development	12	9
Employment for all skill levels	12	9
City Funding	11	10

Q3: What would you like to see more of? (Use 3 words or phrases)

Words	Count	Rank
Community Amenities	70	1
Infrastructure	69	2
Safety measures	50	3
Commercial	40	4
Trails	22	5
Open space	20	6
Community Events	19	7
Restaurants	19	7
Fresh Food options	15	8
less development	13	9
Cleanliness	11	10

Q4: What's your vision of Wildomar? (Open Ended)

Words	Count	Rank
Community Amenities	54	1
Rural	44	2
Infrastructure	44	2
Small Town Feel	36	3
Open Space	31	4
Safe	28	5
Less development	28	5
Activities	26	6
Planned Growth	24	7
Cleanliness	22	8
Commercial	19	9
Family Oriented	18	10

Summary of Demographic Question Responses

- 96% of responses live in Wildomar's zip code (92595); 191 Responses
- Race / Ethnicity (195 responses)
    - White 133 (68%)
    - Two or More 24 (23%)
    - Hispanic or Latino 18 (9%)
    - Other 10 (5%)
    - Black or African 3 (1.5%)
    - Asian 2 (1%)
-

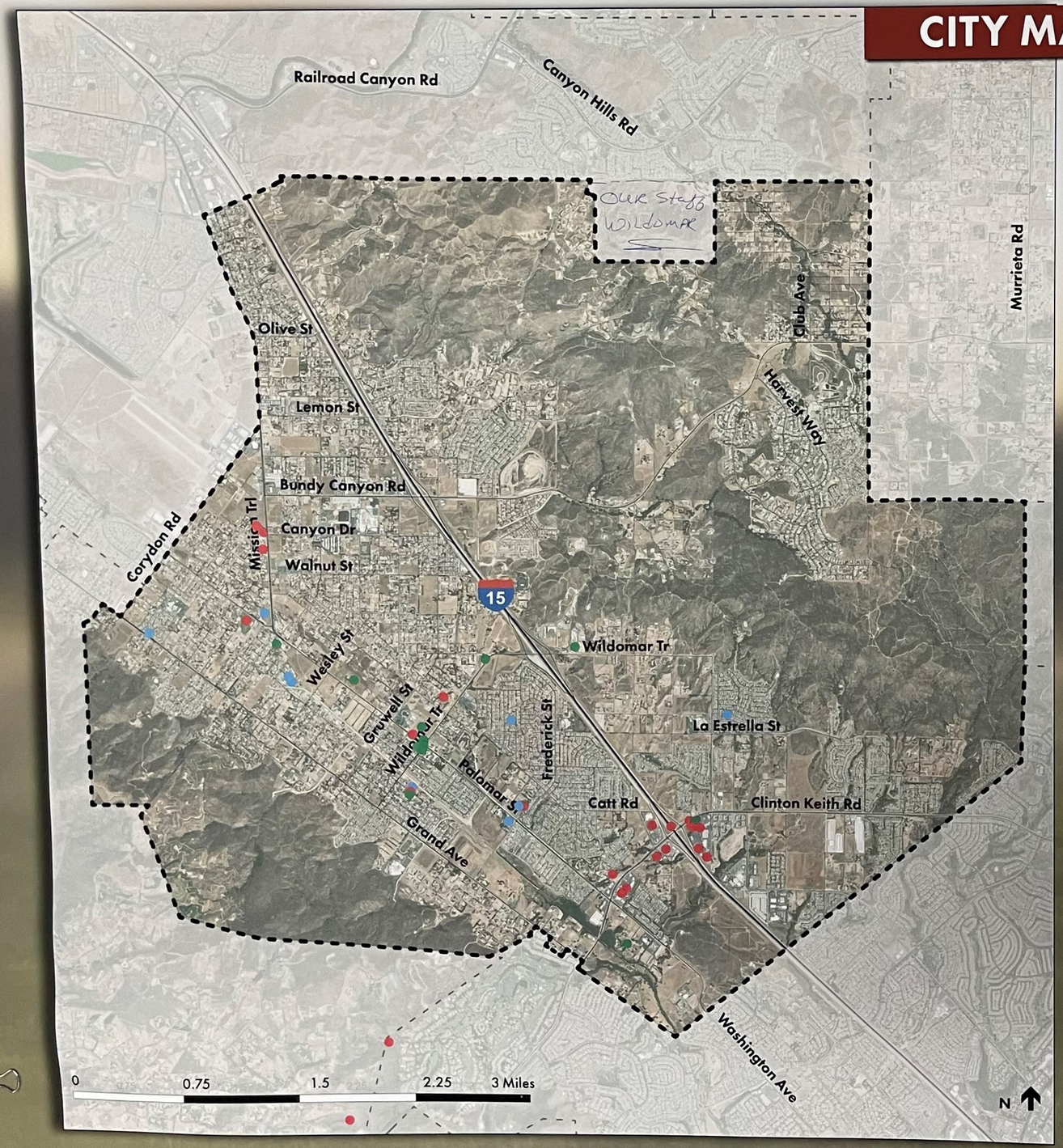
Age	Count	Rank	Percent
20-29	5	6	2.36%
30-39	34	4	16.04%
40-49	42	2	19.81%
50-59	41	3	19.34%
60-69	58	1	27.36%
70+	32	5	15.09%
Grand Total	**212**		**100.00%**

Where is the Heart of Wildomar?

Envision Wildomar 2040

Future by Design
ENVISION WILDOMAR 2040

CITY MAP



WHERE IS THE HEART OF WILDOMAR?

1 ADD 1 DOT WHERE YOU LIVE

- Blue

2 ADD 1 DOT WHERE YOU MOST LIKE TO SHOP, EAT, RECREATE, OR HANG OUT

- Red

3 ADD 1 DOT WHERE YOU THINK THE HEART OF WILDOMAR IS OR SHOULD BE

- green

The heart of Wildomar should be the historic downtown area - Palomar and Wildomar Trail - the post office, cemetery and historic buildings.

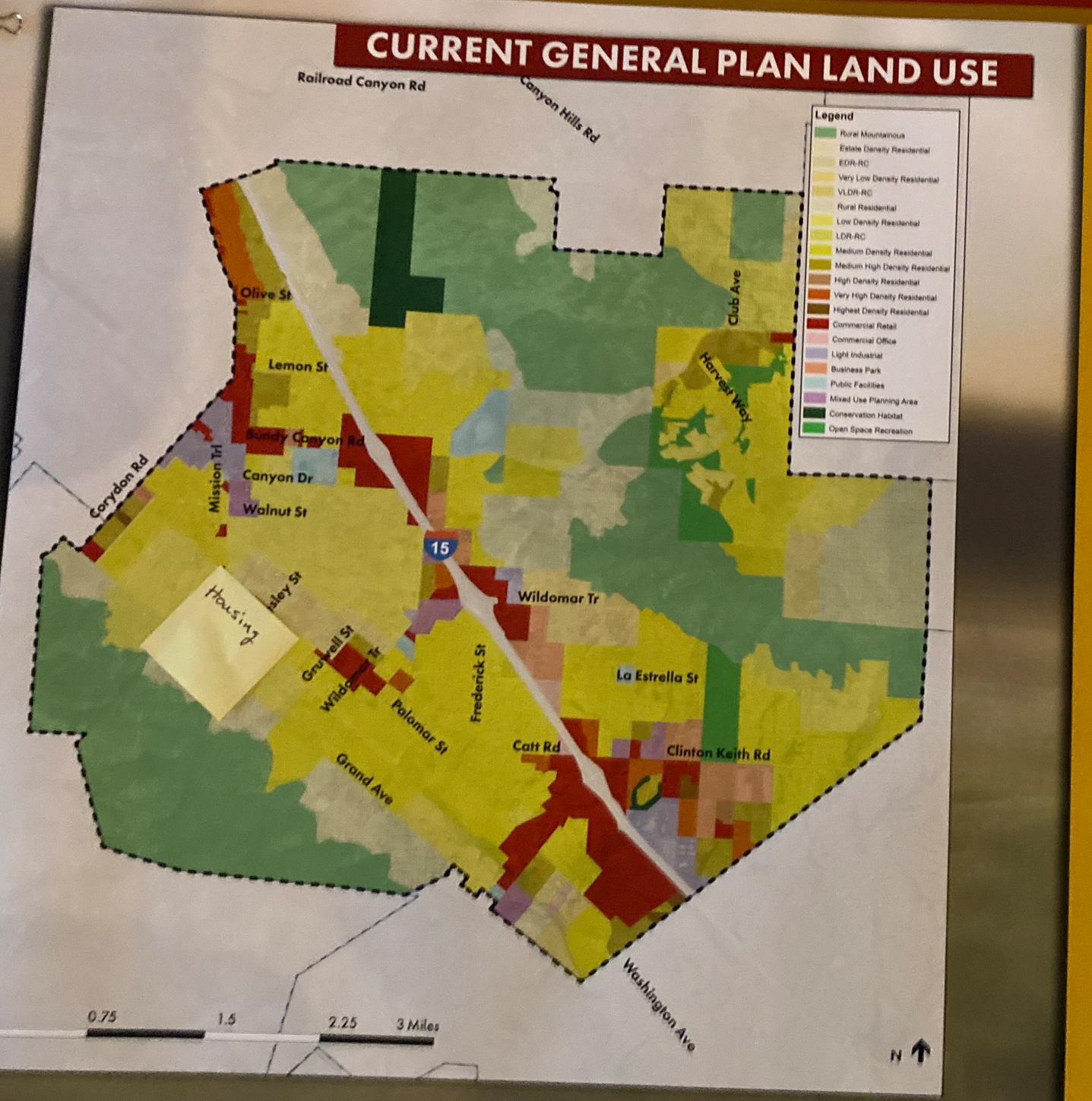
I'd like to see a civic center complex with city hall, community center (multi-use), municipal library, outfield for a city-run rec. Include space for classes, performances, meetings, etc.

What's Missing in Wildomar?

Envision Wildomar 2040

Futures by Design
ENVISION WILDOMAR 2040

CURRENT GENERAL PLAN LAND USE



THE MAP TO THE LEFT SHOWS THE CITY'S GENERAL PLAN LAND USE. HAVE THOUGHTS, COMMENTS, OR IDEAS? LET US KNOW IN THE SPACE BELOW!

- Connect BLM land by purchasing private property for a wildlife corridor

Land zoned for commercial use near Wesley and Palomar should probably be re-zoned for housing.

What's Missing in Wildomar?

Envision Wildomar 2040

Future by Design
ENVISION WILDOMAR 2040

DOES WILDOMAR HAVE ENOUGH OF THE FOLLOWING TO MEET THE COMMUNITY'S NEEDS? LET US KNOW YOUR THOUGHTS ON THE CATEGORIES BELOW.

HOUSING TYPES AND QUANTITY

- Family housing, small houses for elders
- Senior Housing - Affordable Housing

*Affordable Housing (Hope through Housing Foundation) (National Core)

mixed-use development (being able to walk to jobs and amenities)

EMPLOYMENT OPPORTUNITIES

- youth employment

range of opportunities for skilled and unskilled workers
local careers, not just jobs

Employment For All

*more opportunities for small businesses; small shopping center that could include local businesses/owners? (would support community + culture)

SHOPPING AND SERVICES

vehicle charging stations

Shopping Mall + more retail stores

DINING AND ENTERTAINMENT

- small business dining, restaurants
- performing arts center; auditorium (outdoor)
- need place for the ballet to perform
- Chamber Orch. in Wildomar - no place to perform
- movie theatre/bowling alley

Dining Away from Freeway

*Dining that could incorporate the outside environment (be developed for all seasons of the year)

OTHER - SHARE YOUR THOUGHTS AND IDEAS!

- Hotels,
- Downtown area
- Lake
- Skate park / community pool

Civic Center in the heart w/ performing arts center

Expand library? Part of civic center complex
- library provides services, programming (training, job search)

Infrastructure

Community college

transit hub (access to connections for mass transit to L.A., San Diego and Orange County)

We need a bigger library

*The community needs to get involved to keep the city CLEAN!! (ways to get the community involved besides taxes)

more Recreational Opportunities

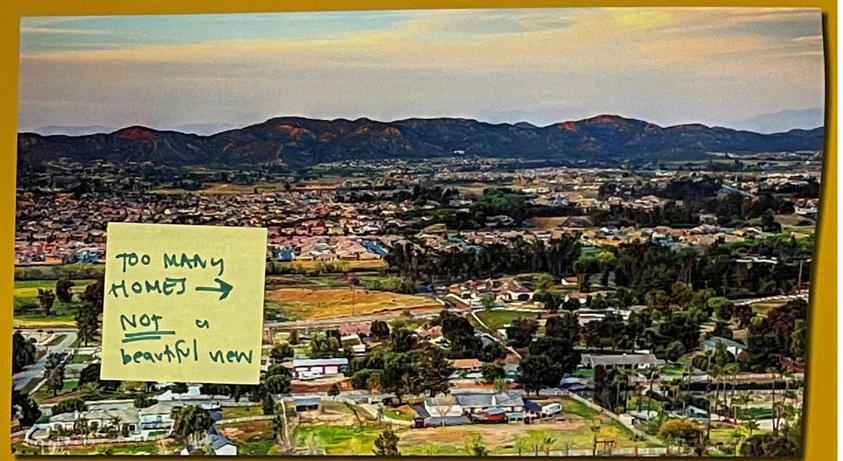
Open Space
Envision Wildomar 2040

Future by Design
ENVISION WILDOMAR 2040

WHAT MAKES OPEN SPACE SPECIAL IN WILDOMAR? ADD A DOT TO SELECT YOUR ANSWER







PLACES FOR RECREATION IN NATURE

- Murrieta Creek -
- Hiking Trails
- Hiking trails that have info. posts about the surrounding wildlife and plants would be fun! (like the trails in Lake Arrowhead). (sorry, put this in the wrong place!)

PROTECTION OF PLANTS AND ANIMALS

BEAUTIFUL VIEWS

- Palomar Mountain
- National Cleveland Forest
- Ortega Mountain

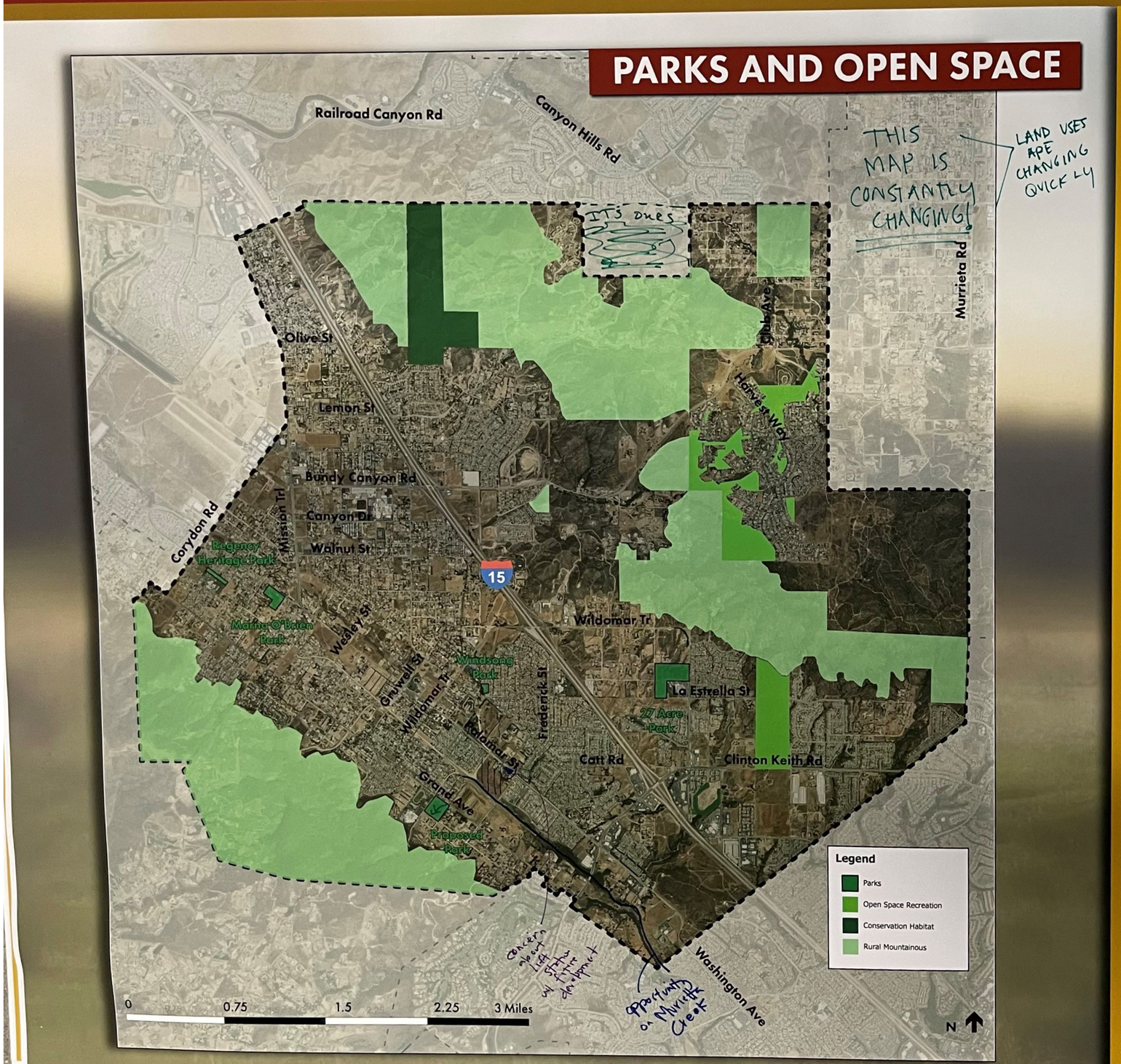
OTHER - TELL US YOUR REASONS!

- scenic hwy designation
- WILDLIFE
- FEELS LESS COUNTRY NOW

Parks and Open Space

Envision Wildomar 2040

Future by Design
ENVISION WILDOMAR 204



THE MAP TO THE LEFT SHOWS TH CITY'S PARKS AND OPEN SPACES HAVE THOUGHTS, COMMENTS, OR IDEAS? LET US KNOW!

We Need more space ~~such~~ such as parks

Parks and Recreation

Envision Wildomar 2040

Future by Design

ENVISION WILDOMAR 2

WHERE DO YOU RECREATE IN WILDOMAR? ADD A DOT TO SELECT YOUR ANSWER



PICNIC AREA



PLAYGROUND



BASKETBALL C

WILDOMAR PUBLIC PARKS

*My Preferance

OPEN SPACE AREAS

Santa Rosa Plateau

PARKS OUTSIDE OF WILDOMAR

*CAL OAKS Sports Park

*Los Alamos Skate Park

(I live in Murrieta)

go to other cities for youth sports

PRIVATE SPACES (SUCH AS GYMS OR AT HOME)

mini-Soft courses

CHURCH

WHAT TYPES OF PARKS AND RECREATION DO YOU WANT TO SEE IN WILDOMAR?

SPORTS FIELDS

MULTI-PURPOSE

*Baseball teams

20 acre sport park with FIELDS

Volley ball courts

pickle ball

PLAYGROUNDS

OUTDOOR GATHERING SPACES

(concerts + outdoor events)

OUTDOOR PERFORMANCE SPACES

TRAILS

*Hiking trails that have info. posts about surrounding wildlife and animals (interactive, informative, incorporates schools of all ages)

INDOOR COMMUNITY SPACES OR GYMS

community center w/ cla

art classes performing

OTHER - SHARE YOUR IDEAS!

DOG-FREE PARK

PARK space for different ages

*Community Garden!

*With the opportunity for the community to compost to learn to garden + eat healthy.

Youth & Adult Rec Activities

Summer Weather makes it hard to be outside the whole time

↳ Nice to have some INDOOR space to recreate

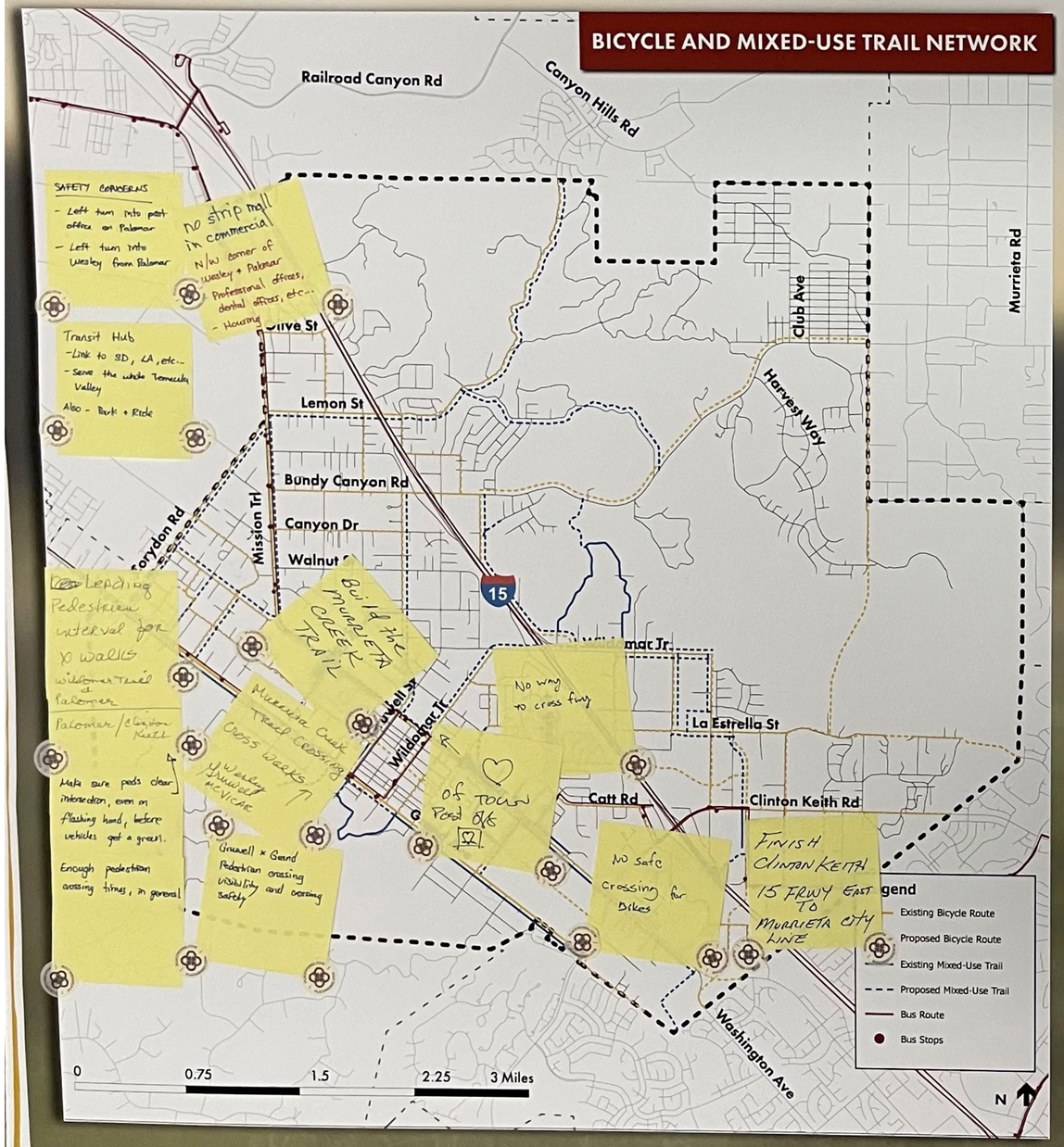
Envision Wildomar 2040

Envision Wildomar 2040

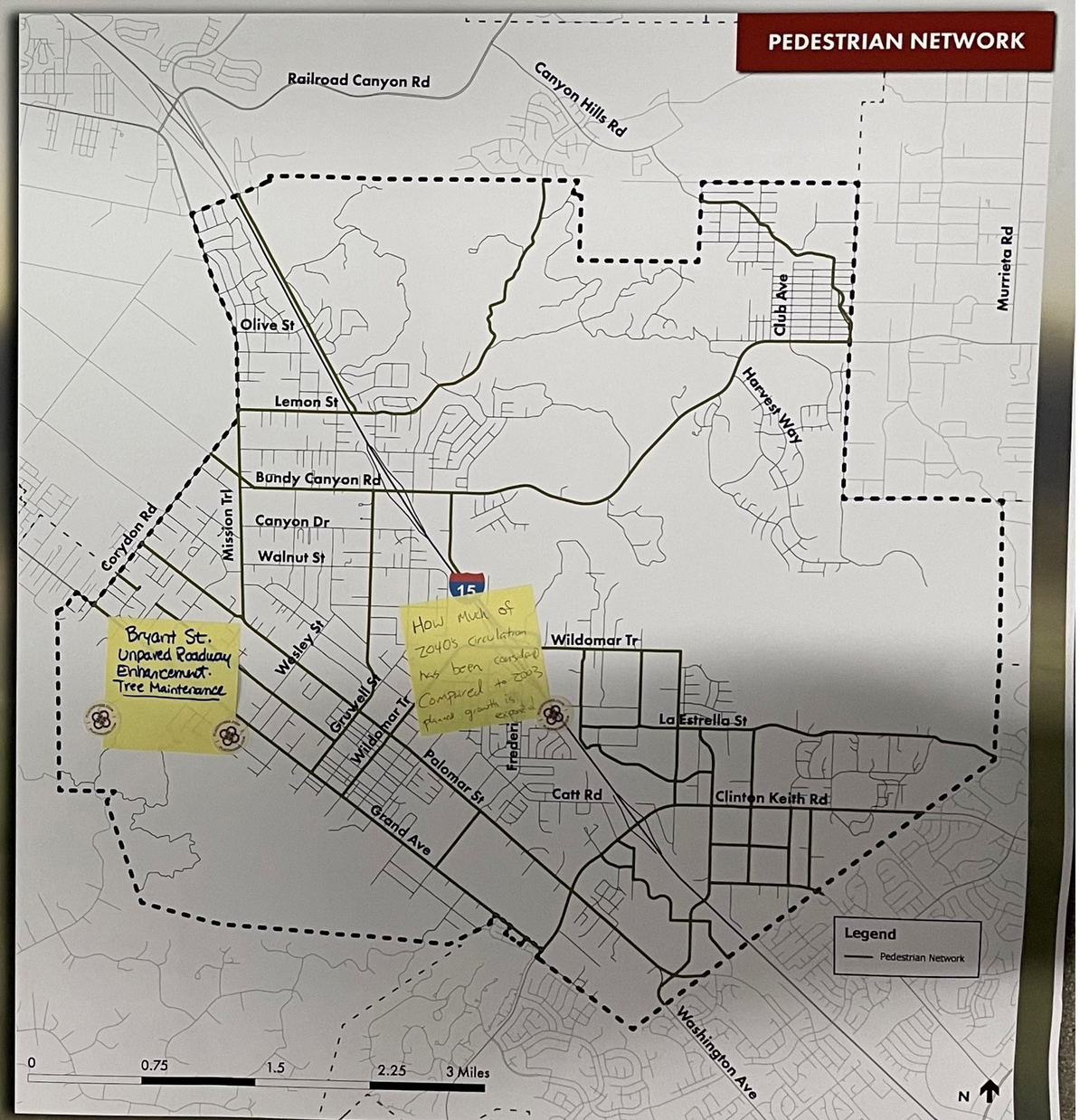
Future by Design
ENVISION WILDOMAR 2040

HOW DO YOU GET AROUND THE CITY? WHAT ARE CHALLENGES FOR WALKING, BIKING, TAKING TRANSIT, OR DRIVING IN THE CITY? WRITE YOUR COMMENTS ON A POST-IT NOTE AND STICK THEM TO THE MAP.

BICYCLE AND MIXED-USE TRAIL NETWORK



PEDESTRIAN NETWORK



Future by Design

ENVISION WILDOMAR 2040

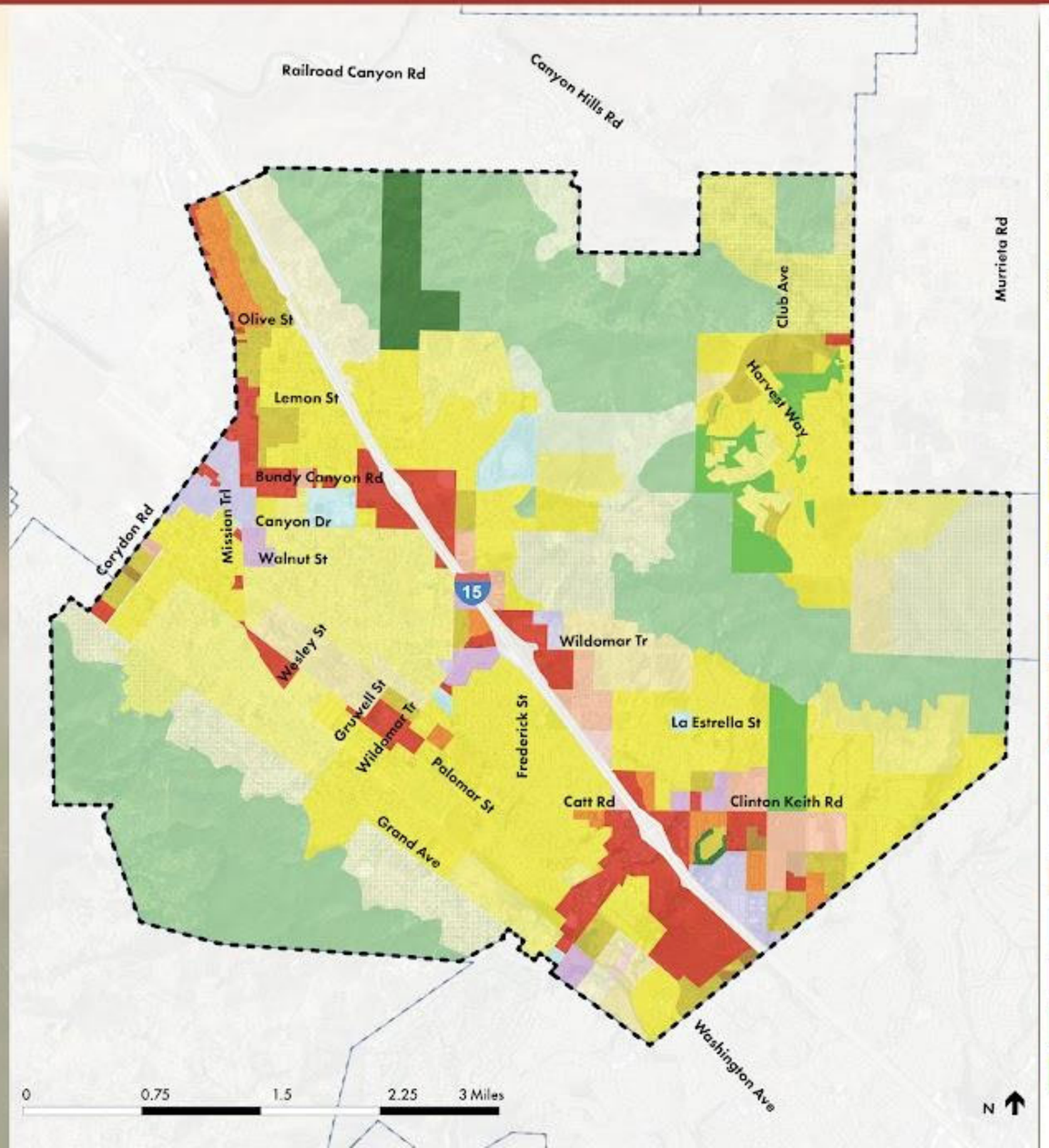
WELCOME TO THE CITY OF WILDOMAR'S GENERAL PLAN UPDATE

COMMUNITY WORKSHOP #1

JULY 19, 2022 (VIRTUAL)

CURRENT GENERAL PLAN LAND USE

Future by Design
ENVISION WILDOMAR 2040



Legend

- Rural Mountainous
- Estate Density Residential
- EDR-RC
- Very Low Density Residential
- VLDR-RC
- Rural Residential
- Low Density Residential
- LDR-RC
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Office
- Light Industrial
- Business Park
- Public Facilities
- Mixed Use Planning Area
- Conservation Habitat
- Open Space Recreation
- Freeway

WHATS MISSING IN WILDOMAR?

Future by Design
ENVISION WILDOMAR 2040

Corydon still has some nice rural areas, so still need to keep green belts. Care about how housing is built. In the past 10 years lost view of milky way. Need to keep dark skies. Shield lights. How can city enforce it?

DOES WILDOMAR HAVE ENOUGH OF THE FOLLOWING TO MEET THE COMMUNITY'S NEEDS?

HOUSING TYPES AND QUANTITY

In the past, community opposition to project at Grand and Central. Windstone? Now people love it. 143 lots. DR Horton.

Wants to see clustering allowed in Rural Mountainous. Also wants an increase in density if cluster

Potential for transfer of density (TDR program)

Concern about housing that is being built. Will lose rural atmosphere. Brings traffic. Maybe too much density.

Important to balance the density requirements set by state with desire to keep the rural feel (keep properties that want to have small farms, etc.). No endless sea of track homes

Some additional apartments are ok but need to balance with rural. Get creative with mixed use. Or have apt. complexes in locations where accessible to shopping, etc.

Higher density along Corydon and along Mission Trail near library.

DINING AND ENTERTAINMENT

Only thing to do for activities is to leave city. Don't need to be dream extreme, and wineries to the south. Wildomar is a happy medium - good vibe that should be kept. Excited about indoor shooting range.

Some of the places don't have sufficient parking. Need ways for people to linger. Places that are fun. Ex. new coffee shop where you go to hang out.

Lack places to relax and linger.

EMPLOYMENT OPPORTUNITIES

currently tend to have mostly lower-paying types of jobs. Need some professional complexes for office workers. Like bio-tech/health care

Glad that Walmart pulled out. Wants smaller, more diverse businesses. Worried about too much influence on smaller businesses. Mom & Pop vs. large national retails.

mix of large vs smaller retailers.

Don't want the crowded places in Temecula. Discourage large box stores

SHOPPING AND SERVICES

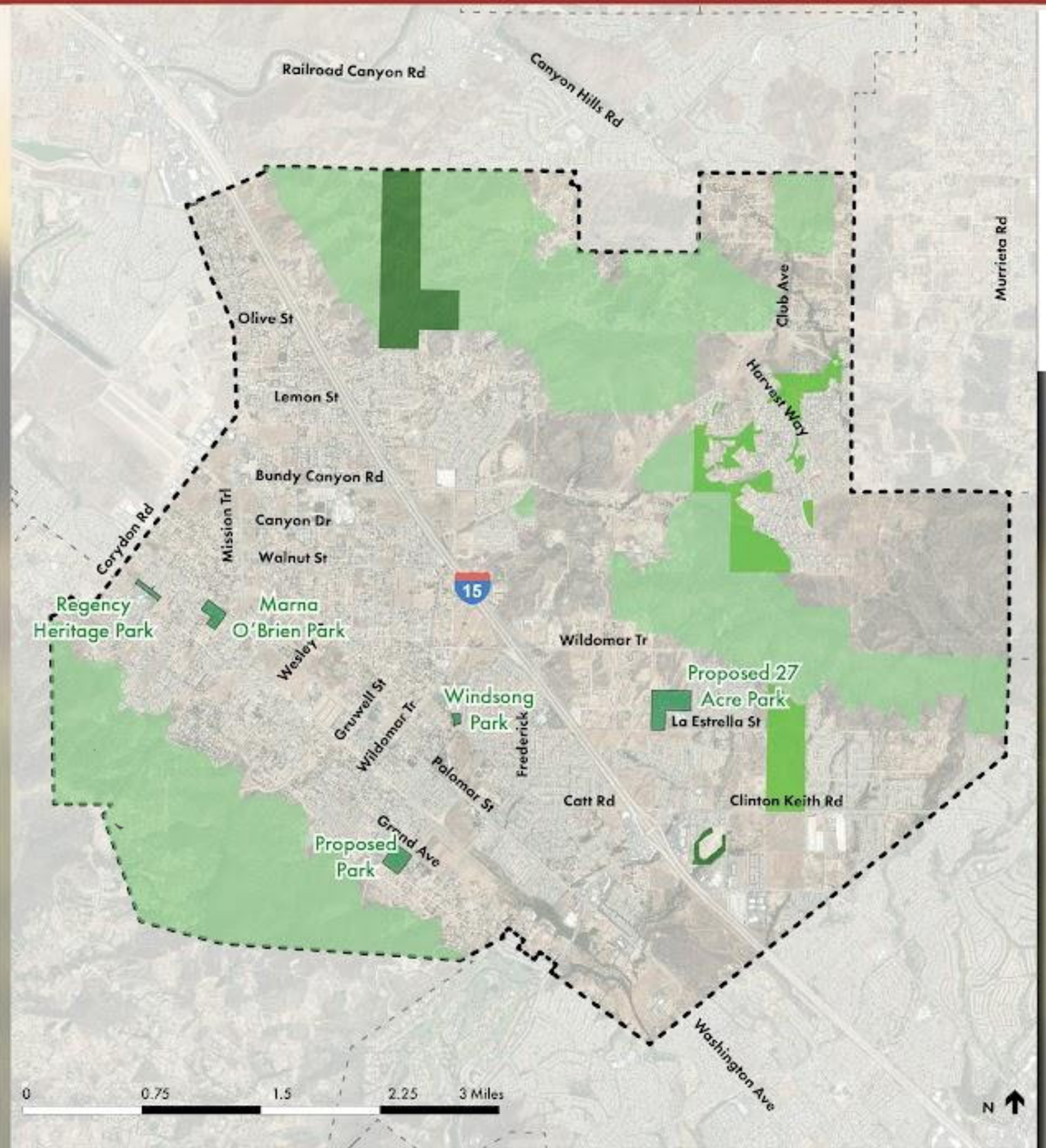
OTHER - SHARE YOUR THOUGHTS AND IDEAS!

When Riverside County did their update, it took 8 years. Frustrating to land owners. Challenge today is to stay on schedule.

currently have foot bridges for horses

PARKS AND OPEN SPACE

Future by Design
ENVISION WILDOMAR 2040



Legend

- Parks
- Open Space Recreation
- Conservation Habitat
- Rural Mountainous

OPEN SPACE

Future by Design
ENVISION WILDOMAR 2040

WHAT MAKES OPEN SPACE SPECIAL IN WILDOMAR?

PLACES FOR RECREATION IN NATURE

maintain green belts throughout developments with trails so they double as hiking trails and useable open space. Either paseos/hiking trails or natural green belts. Examples in Murrieta.

open space is more important than development. Must have designated open space to keep rural atmosphere.

PROTECTION OF PLANTS AND ANIMALS

consider an Oak Tree Preservation Ord

examples of where they tried to protect trees and then drainage has damaged them

see comments on Facebook re their views on preserving open space

example by McDonalds - try and preserve existing oak woodlands and riparian corridors, but killed them. Good way to balance development with keeping rural image.

BEAUTIFUL VIEWS

Already developed the best view - driving down Grand towards Clinton, where Beazer homes went in. Other favorite is on Grand/Clinton (south side), pretty tree line with sunflower fields.

Try and incorporate open space or a park in that area of the tree line view.

currently working with flood control to try and retain the ROW within the main body of Murrieta Creek. Hoover Ranch property

Hills on east and west - try and keep them open. Need to strengthen hillside development ordinance. (agree)

revisit Light Poll Ord. No mechanism of enforcement when people retrofit. Need education/outreach. Ord to be updated to reflect current types of lighting/shielding

Night sky is a beautiful view! Lower light polluting options for city streets.

OTHER - TELL US YOUR REASONS!

consider height of buildings and views that could be blocked.

PARKS AND RECREATION

Future by Design
ENVISION WILDOMAR 2040

WHERE DO YOU CURRENTLY RECREATE IN WILDOMAR?

WILDOMAR PUBLIC PARKS

O'Brien park. Regency park next to Collier E has no parking or real amenities. Passive park intended for people to walk to.

OPEN SPACE AREAS

PARKS OUTSIDE OF WILDOMAR

Santa Rosa Plateau/Cleveland National Forest - trail system. Place in Murrieta that has rock for climbing.

PRIVATE SPACES
(SUCH AS GYMS OR AT HOME)

WHAT TYPES OF PARKS AND RECREATION DO YOU WANT TO SEE IN WILDOMAR?

SPORTS FIELDS

consider noise impact if doing outdoor venue

PLAYGROUNDS

need shade over playground equipment

OUTDOOR GATHERING SPACES

incorporate within commercial areas

OUTDOOR PERFORMANCE SPACES

currently the music is in parks (informal location)

nice to have a place for outdoor performances. Maybe have with a city center.

TRAILS

interconnect trails. One was closed behind Baxter/Grand - Justin Grant Trail.

Murrieta Creek Trail is the only extensive trail. Opportunity to connect other types of trails to it. Need foot bride there.

INDOOR COMMUNITY SPACES OR GYMS

Rock Fitness - great addition to the community. Like the unique option.

cater to the outdoor enthusiasts

OTHER - SHARE YOUR IDEAS!

need to invest in trees for shade in all parks

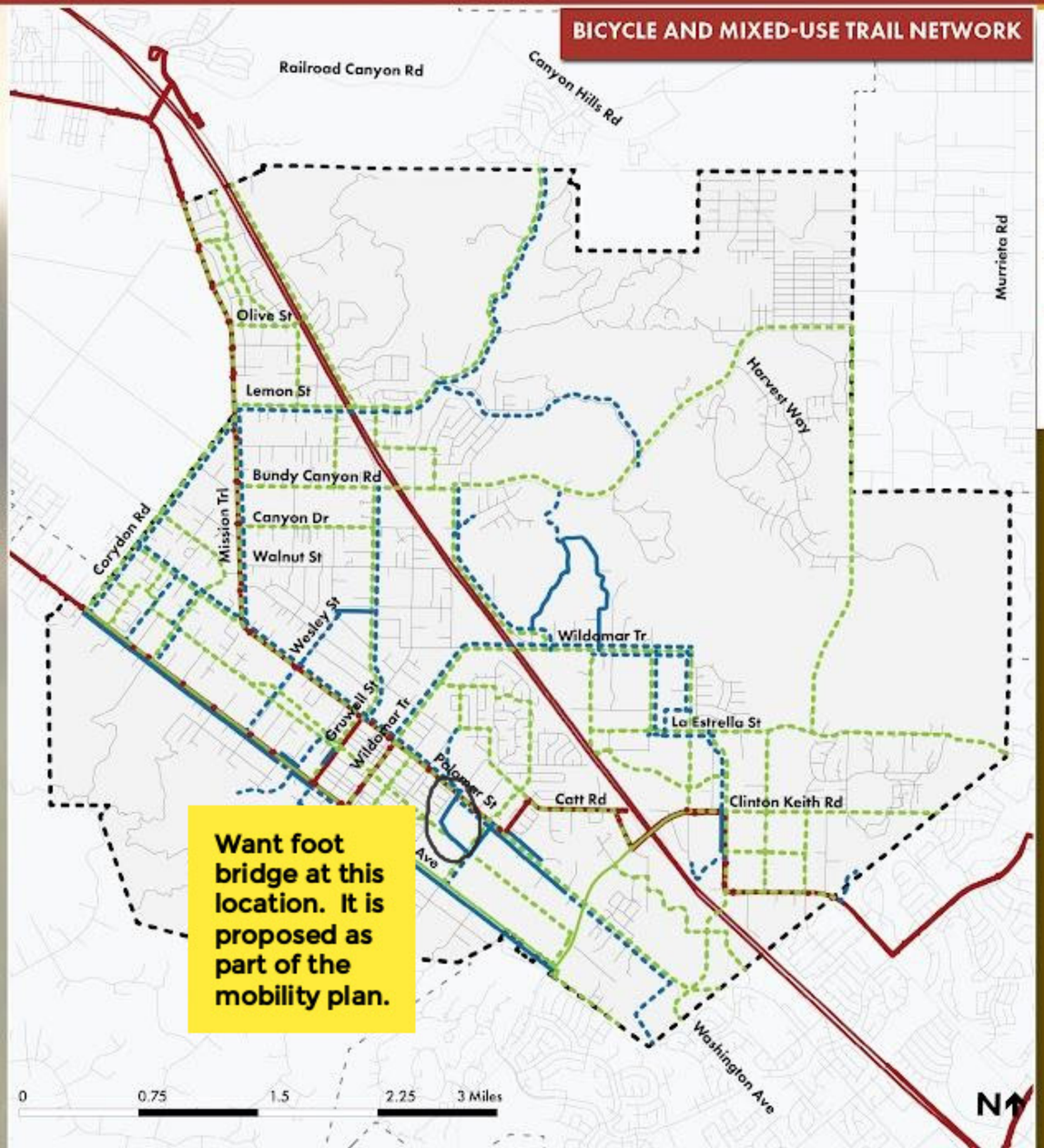
come to relax after the extreme sports.

miniature bike trail at shopping centers

still need a place for off-road biking/RV vehicles

HOW DOES WILDOMAR MOVE?

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ENVISION WILDOMAR 2040



Want foot bridge at this location. It is proposed as part of the mobility plan.

Legend

- Existing Bicycle Route
- Proposed Bicycle Route
- Existing Mixed-Use Trail
- Proposed Mixed-Use Trail
- Bus Route
- Bus Stops

HOW DO YOU GET AROUND THE CITY? WHAT ARE CHALLENGES FOR WALKING, BIKING, TAKING TRANSIT, OR DRIVING IN THE CITY? LET US KNOW!

connect S Pasadena to W side to allow pedestrians to walk to the middle school

WHERE IS THE HEART OF WILDOMAR?

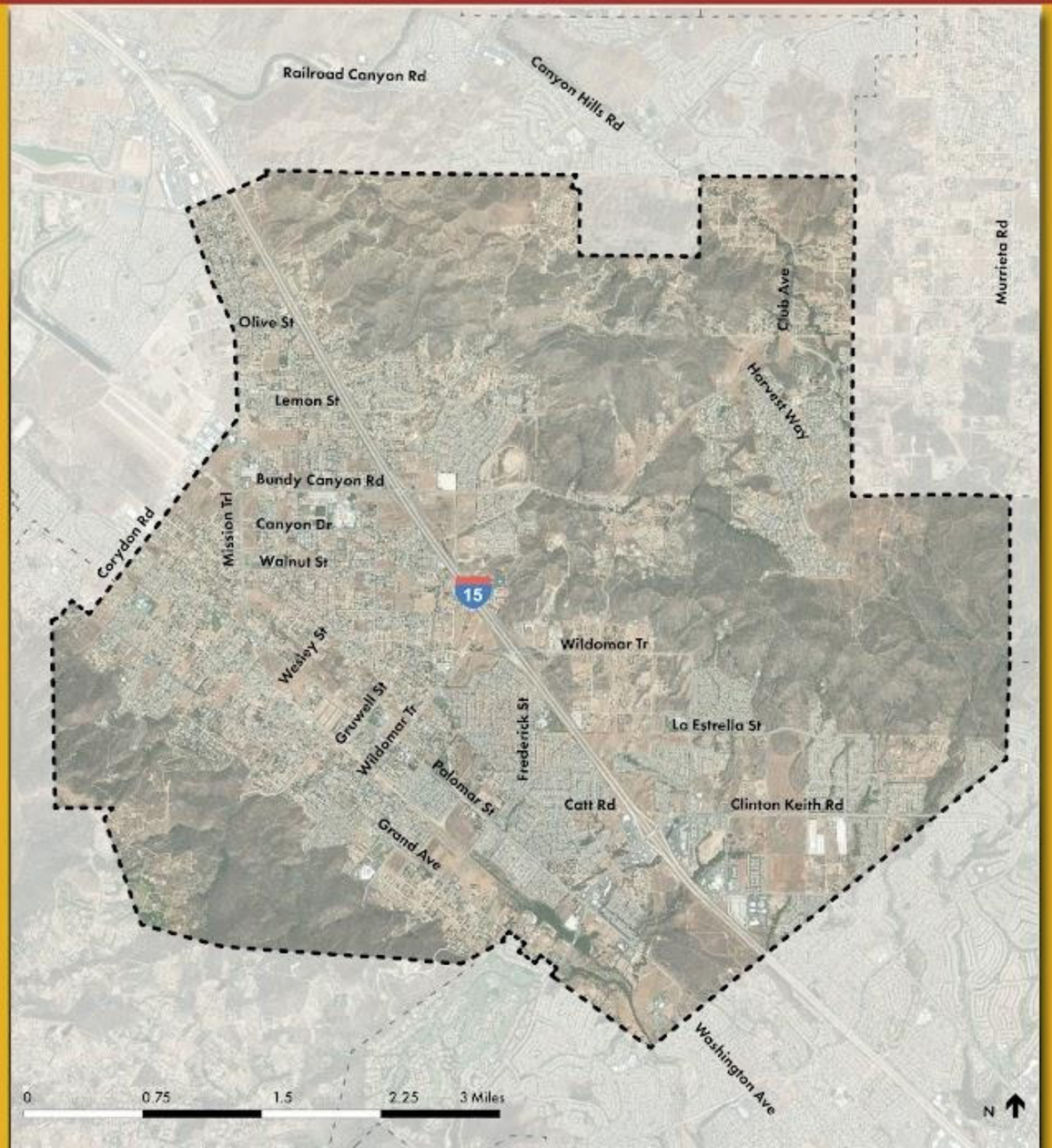
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Clinton Keith seems to be the established heart. Logical place would be Wildomar Trail but the road needs to be kept traffic-free.

Want to push Clinton Keith area. Center on west side could be the focus of attention/expansion.

Keep oaks behind Wildomar Square

Likes the "old town" component, with opportunity to be more. This would continue the horse, rural character.



Have a well established "uptown" but need more inviting "downtown" in the historic downtown area along Wildomar Trail.

Central and Palomar has always been the center/heart of Wildomar. Needs work but has potential.

Don't want to overbuild on Wildomar Trail, but can refocus on Palomar instead. Palomar also connects to Clinton Keith corridor.

ENVISION WILDOMAR 2040

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ENVISION WILDOMAR 2040

TELL US WHY YOU LOVE WILDOMAR!

I love Wildomar because...

Turn on your camera and tell us why you love Wildomar. Your video will be shared on the project website - with your permission.

slower paced than neighbors

The sky is darker!

Love the peace and quiet. Rural feel. Once off the freeway, blood pressure drops (ZEN).

Have some of the best weather in the entire valley. Its the way the wind flows and pushes out the fog. (Elsinore convergence zone)

THANK YOU!

TAKE THE SURVEY!

How do you envision Wildomar in the next 20 years? We'd like your assistance in developing the General Plan vision statement, which helps establish future planning priorities and shared community values. Take the survey and let's envision Wildomar together!

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HOW DO YOU ENVISION WILDOMAR IN THE NEXT 20 YEARS?

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THANK YOU!

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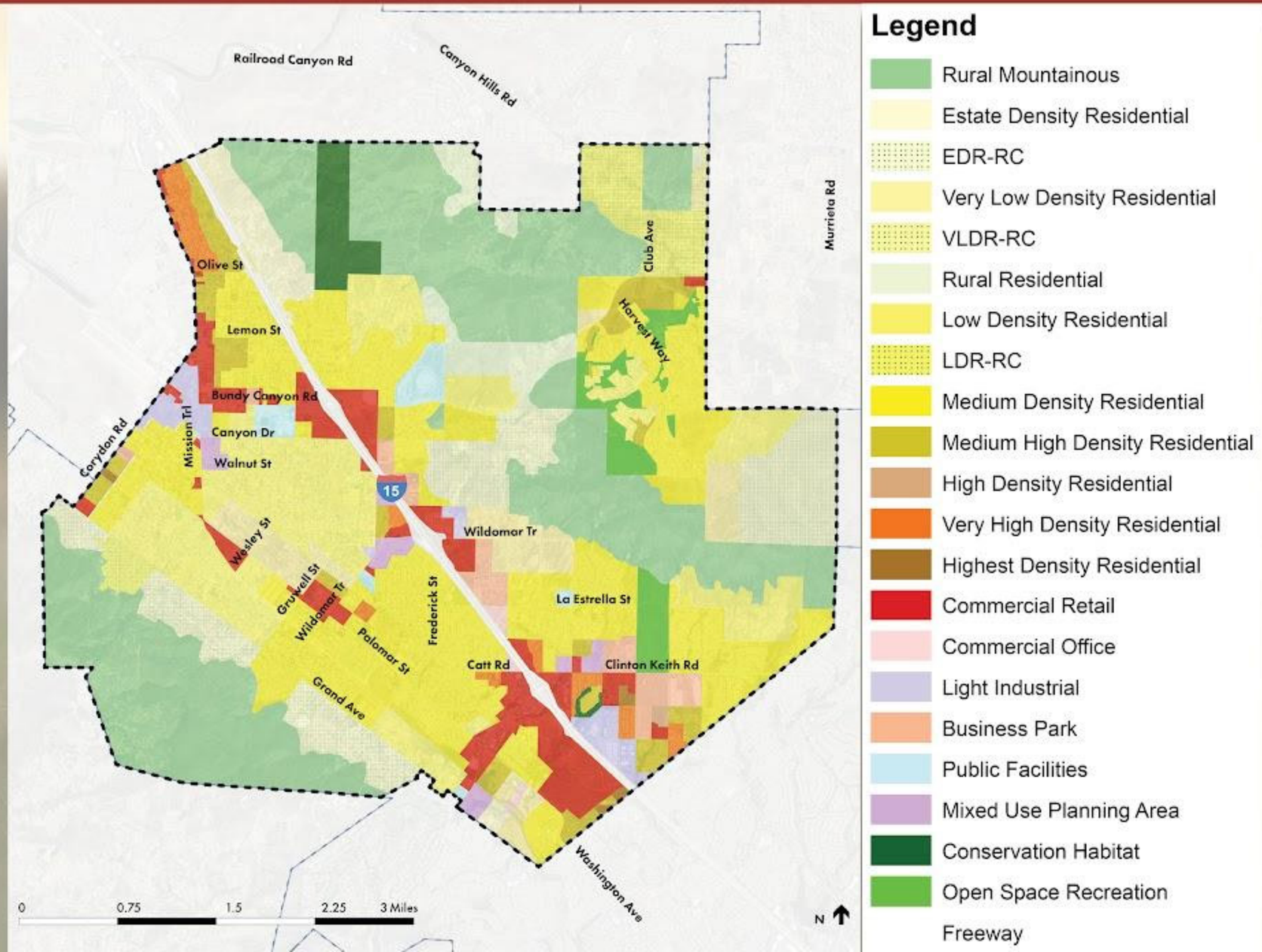
WELCOME TO THE CITY OF WILDOMAR'S GENERAL PLAN UPDATE

COMMUNITY WORKSHOP #1

JULY 19, 2022 (VIRTUAL)

CURRENT GENERAL PLAN LAND USE

Future by Design
ENVISION WILDOMAR 2040



WHATS MISSING IN WILDOMAR?

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DOES WILDOMAR HAVE ENOUGH OF THE FOLLOWING TO MEET THE COMMUNITY'S NEEDS?

HOUSING TYPES AND QUANTITY

Concern with rezoning and subdivision of larger lots allowing higher density. Don't want highrise apartments like approved in Murrieta.

DINING AND ENTERTAINMENT

Things to do for adults and children: wine tasting, community center, after-school programs.

Food and shops like Old Town Murietta (in keeping with western style)

Support City's old town vision, mobility plan

EMPLOYMENT OPPORTUNITIES

SHOPPING AND SERVICES

Revenue from commercial and retail uses to support services that the residents want (parks, etc.) and infrastructure (road conditions).

Place to buy a 2x4. Televisions. Rather than apartments and medical in close proximity to 15 freeway

OTHER - SHARE YOUR THOUGHTS AND IDEAS!

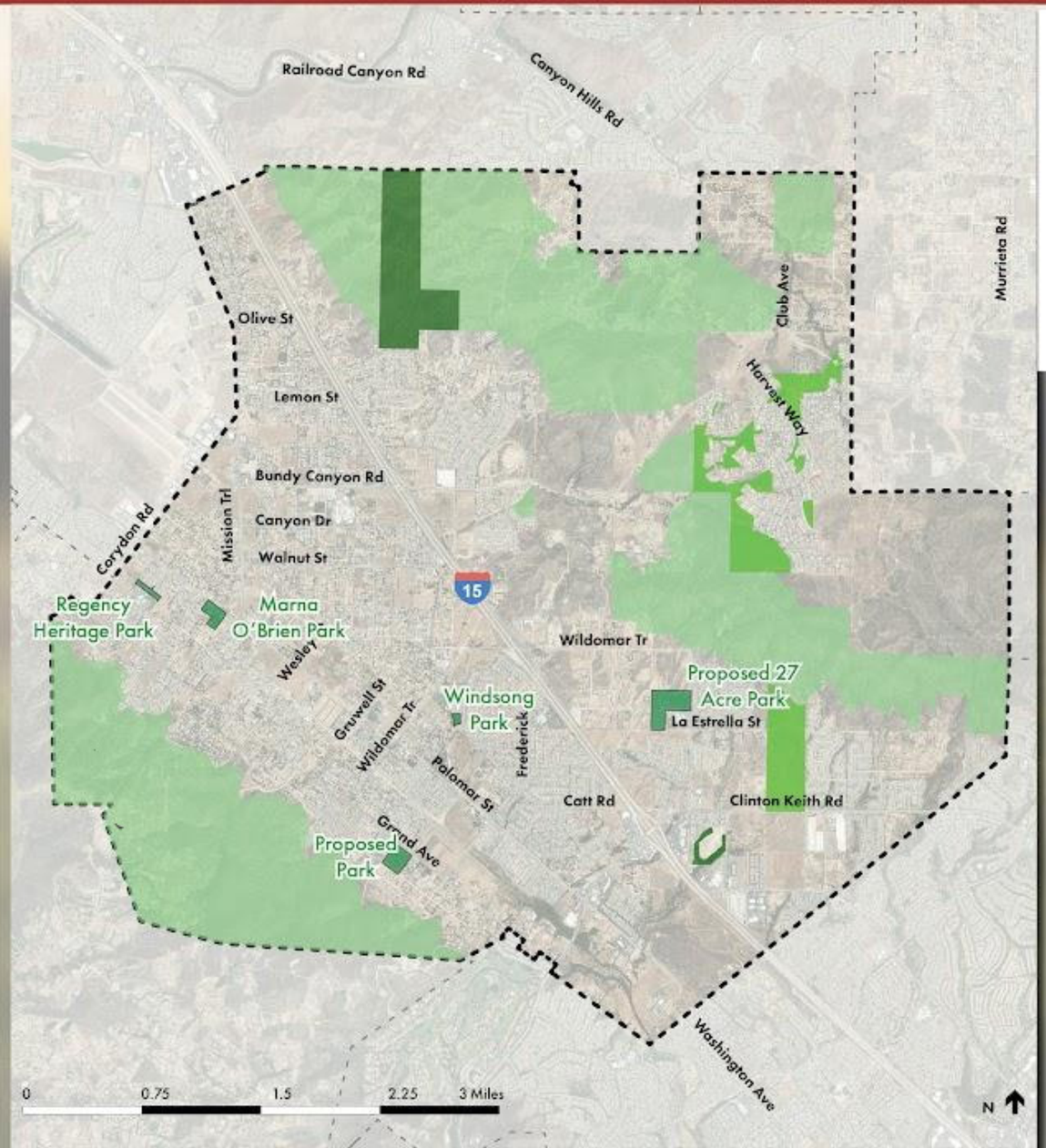
Too dangerous to ride horses throughout the city. Traffic getting worse, roads no being repaired. Concerned about preserving what Wildomar was.

80 acre site identified for recreation and ultimately for use by college campus. Still owned by County - maintain and build as regional park

Don't want to see Wildomar turn into the next Temecula.

Plan for adequate infrastructure to support city

PARKS AND OPEN SPACE



Legend

- Parks
- Open Space Recreation
- Conservation Habitat
- Rural Mountainous

OPEN SPACE

Future by Design
ENVISION WILDOMAR 2040

WHAT MAKES OPEN SPACE SPECIAL IN WILDOMAR?

PLACES FOR RECREATION IN NATURE

Utilize for horse riding. Too much high speed traffic adjacent to existing trails. Have to leave city for that use.

Interconnecting trails for mixed use (connected across freeway) being developed by City Manager.

Connect to regional park on east side of freeway and parks on west side of town

Agree on importance of open space. Trails off Grand for horse use, would like to see more of that type. Plug for trail beautification.

PROTECTION OF PLANTS AND ANIMALS

Areas for wildlife and peace and quiet. Want areas amenable for dog use and wildlife (green space)

BEAUTIFUL VIEWS

OTHER - TELL US YOUR REASONS!

Value open land

PARKS AND RECREATION

Future by Design
ENVISION WILDOMAR 2040

WHERE DO YOU CURRENTLY RECREATE IN WILDOMAR?

There isn't any!

WILDOMAR PUBLIC PARKS

OPEN SPACE AREAS

PARKS OUTSIDE OF WILDOMAR

PRIVATE SPACES
(SUCH AS GYMS OR AT HOME)

WHAT TYPES OF PARKS AND RECREATION DO YOU WANT TO SEE IN WILDOMAR?

SPORTS FIELDS

Need more ball fields (soccer fields)

PLAYGROUNDS

OUTDOOR GATHERING SPACE

Horse arena, FFA, Rodeo events

OUTDOOR PERFORMANCE SPACES

Event site

Concert venue

Outdoor performance spaces: band shell, drama, music

TRAILS

INDOOR COMMUNITY SPACES OR GYMS

Community Center: place to congregate indoors, cool down area, connect to library and have programming for kids and adults

After school and summer school programs

OTHER - SHARE YOUR IDEAS!

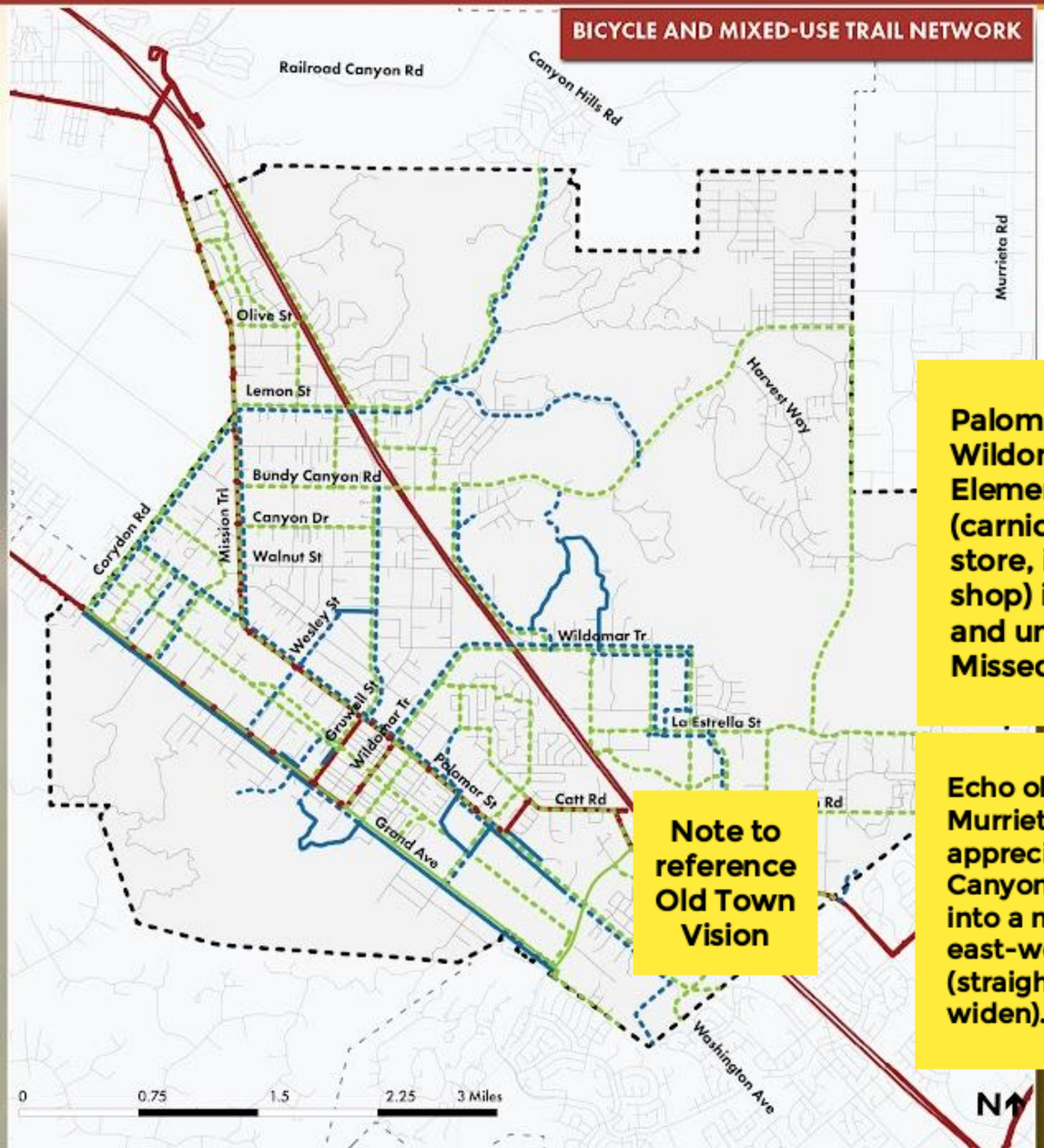
Event spaces: indoor or outdoor arena

skate parks, bicycle (pump) tracks

Civic Center/Community Building

HOW DOES WILDOMAR MOVE?

Future by Design
ENVISION WILDOMAR 2040



Legend

- Existing Bicycle Route
- Proposed Bicycle Route
- Existing Mixed-Use Trail
- Proposed Mixed-Use Trail
- Bus Route

HOW DO YOU GET AROUND THE CITY? WHAT ARE CHALLENGES FOR WALKING, BIKING, TAKING TRANSIT, OR DRIVING IN THE CITY? LET US KNOW!

Palomar corner near Wildomar Elementary (carniceria, liquor store, ice cream shop) is run down and unappealing. Missed opportunity.

Palomar to Riverside Dr is dangerous, focus on implementing mobility plan recommendations for that area

Bike Riding - current trails are identified in plan but not built. Dangerous down Palomar towards Washington. Want better connections to neighboring cities and trails. Tie into trail on La Estrella, push to County property

Note to reference Old Town Vision

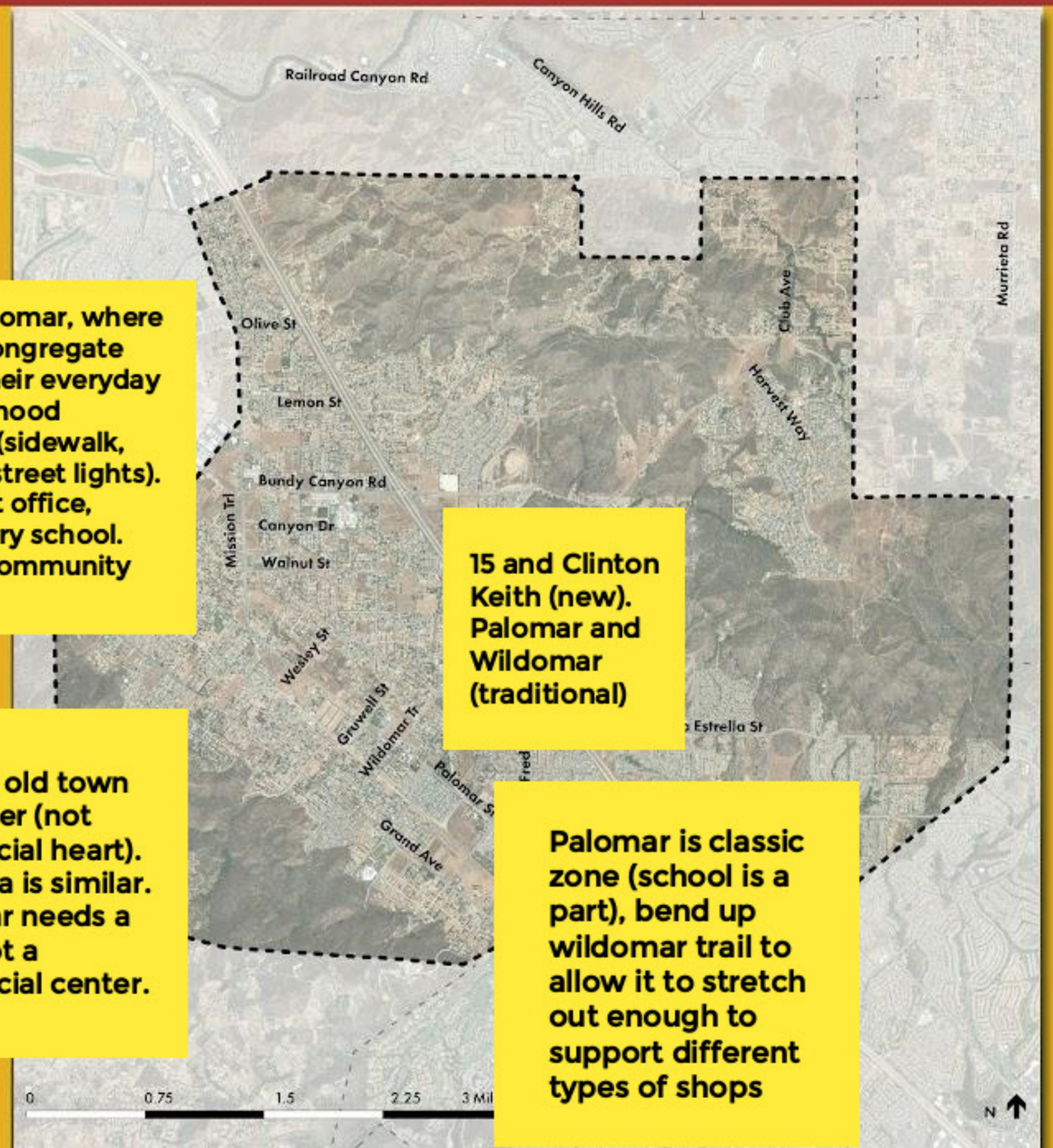
Echo old town Murrieta appreciation. Bundy Canyon is turning into a major east-west artery (straighten out, widen).

Coffee Shop at wildomar trail and palomar, parking is difficult. Would like to be able to utilize that and neighboring businesses.

Appreciate driving through old town Murrieta, would like to see something like that in Wildomar (palomar and wildomar trail)

WHERE IS THE HEART OF WILDOMAR?

Future by Design
ENVISION WILDOMAR 2040



Along Palomar, where people congregate and do their everyday neighborhood business (sidewalk, lighting/street lights). Near post office, elementary school. Smaller community feel.

15 and Clinton Keith (new). Palomar and Wildomar (traditional)

Murrieta old town city center (not commercial heart). Temecula is similar. Wildomar needs a heart, not a commercial center.

Palomar is classic zone (school is a part), bend up wildomar trail to allow it to stretch out enough to support different types of shops

ENVISION WILDOMAR 2040

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ENVISION WILDOMAR 2040

TELL US WHY YOU LOVE WILDOMAR!

I love Wildomar because...

Turn on your camera and tell us why you love Wildomar. Your video will be shared on the project website - with your permission.

Jolene: feel safe in Wildomar, have wonderful neighbors, not too overcrowded, respite from densely populated cities

Eric: was drawn to housing affordability, small town feel, traffic is low, community feel, beautification, cul-de-sac neighborhoods, so much waving!

John: Rural flavor, suburban neighborhoods (close and open), community in general comes together for events.

Bridgette: Community jumps in and cares for eachother

Monty: What John Lloyd said

THANK YOU!

TAKE THE SURVEY!

How do you envision Wildomar in the next 20 years? We'd like your assistance in developing the General Plan vision statement, which helps establish future planning priorities and shared community values. Take the survey and let's envision Wildomar together!

Future by Design

ENVISION WILDOMAR 2040

HOW DO YOU ENVISION WILDOMAR IN THE NEXT 20 YEARS?

Future by Design

ENVISION WILDOMAR 2040

THANK YOU!

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
1	1. Small Town 2. Tranquil 3. Mostly friendly	1. Ever increasing regional population 2. Too few parks 3. Rude drivers	1. Parks 2. Live entertainment 3. More shopping choices for non food items	Growth that doesn't outpace infrastructure. Measure twice and cut once. Don't delay important things that will only cost twice as much to do ten years from now. Don't allow freeway billboard sign blight. We need our own police substation, and a community center. We're a small town, so we don't expect all what bigger towns have, but that doesn't mean we want nothing.	92595	50-59	American_Indian_and_Alaska_Nati,Asian,Black_or_African_American,Hispanic_or_Latino,Native_Hawaiian_and_Other_Pacif,White,Two_or_More_of_the_above_Races/
2	1. Local 2. Welcoming 3. Friendly	1. Urbanization 2. Traffic 3. Over developed	1. Coffee shops 2. Bakeries 3. Parks	A small town rural community that is welcoming and friendly and a stop for the weary. It's a city that connect family and friends in areas that to meet up such as the local coffee shop or park.	92595	30-39	White
3	1.small hometown feel 2.open land, not filled up with developments 3.Low light pollution	1.maintaining country feel 2.min. growth 3. Get worthy new businesses	1.more youth programs 2.senior programs 3.Winco	A cohesive, thriving community. Where private & public entities work together to better our community. Promote volunteering both for young & old on community projects.	92595	60-69	Hispanic_or_Latino
4	1. Affordability 2. Close to hospital and supermarkets 3. Semi-rural lifestyle	1. Traffic 2. Climate change 3. Inflation/expenses	1. Public transit 2. Mixed-use development 3. Active transportation	In 2040, Wildomar will remain one of the fastest-growing cities in California with a population approaching 50,000, but it will remain as vibrant as ever. Inland Valley Medical Center and the shopping centers on Clinton Keith Road will still exist, but there will be more economic development opportunities (such as big-box stores) on Bundy Canyon Road and a tree-lined corridor on Wildomar Trail that leads to a well-defined downtown with eateries and breweries. There will be more frequent bus service to Temecula and Lake Elsinore, more bike lanes and pedestrian trails, well-paved streets, and a rail line along I-15 that stops right in front of the hospital and takes cars off the freeway. The once-proposed Mount San Jacinto College campus will be built and become the most widely-attended in the system. Most importantly, the area's safety, affordability and natural beauty will be preserved, and it will be a place that people will continue to want to call their home.	92592	20-29	White
5	1. Not overly crowded 2. Lots open space throughout the City 3.	1. CRIME! LE and/or RiversideCo officers are not sufficient. We need our own dept! 2. Homelessness and drugs	1. Parks and recreation. Sport parks, pump tracks, community center w/pool 2. Police presence. 3. Breweries	An open space country living vibe where crime rates are low. I'd like to see more places like parks/recreation for our youth. More businesses/restaurants that provide the City adequate tax revenue to sustain maintenance of City streets and funding for our OWN police department. Maybe a amphitheater for small festivals or concerts. A community recreation center with a pool that provides year around classes for things like fitness/sports/summer leisure, local team youth activities/summer camps, and senior citizen activities. Making Wildomar a place where residences can spend their time AND money in the city they live in rather than driving to Temecula or Murrieta for everything worth doing.	92595	30-39	
6	1.Where I live, next to a field. 2.Friendly neighbors/community. 3.Nature.	1.Bundy Canyon Road expansion has stalled. 2.More roads/wider roads needed. 3.Grocery store needed.	1.Grocery Store near Bundy Canyon Rd. 2.Trade Joe's store. 3.Less home building.	Wildomar has it's beauty from the wildlife and nature in the area. I hope to see this remain by not building it up as much as the neighboring cities. A Trader Joe's store would be welcome.	92595	60-69	White
7	1. The proximity to both San Diego and OC 2. The mix of open space and tract homes 3. The weather	1. Growing with a plan 2. Lack of smaller, affordable homes to buy: condos, townhomes 3. Need more employers	1. More affordable housing to buy 2. More businesses to employ residents 3. Communication from city official	My vision for Wildomar is that it becomes a welcoming, safe and clean city for all demographics and political ideologies. I'd like it to be a place where people can buy a home, raise a family if they choose, and send their kids to highly regarded schools. I want retirees to want to live out their lives here and be able to access healthcare and stores. My vision includes neighborhood parks with recreation centers and activities for children and teens. I'd like to see summer programs at the parks like we had in the 1970's: swimming and tennis lessons, art classes, indoor and outdoor organized games and sports. I would also like a dedicated "downtown" area where the city offices are located.	92595	50-59	Black_or_African_American
8	1.Rural 2. 3.	1. Infrastructure 2. Aging water and sewer system 3. Aging tract home communities	1. Access to open space 2. Murrieta Creek Trail 3.	Remain a rural bedroom community	92595	60-69	other

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
9	1. rural small community feel 2. open spaces and hillsides 3. small business friendly	1.overdevelopment 2.housing: density vs city vision 3.protect small business while welcoming large corps	1. green belts 2.public parks 3.recreational businesses providing activities	I love Wildomar's small hometown feel! We have lots of open space and beautiful views we should preserve as part of Wildomar's image. Greenbelts and community parks are an important part of housing developments. Preserving the city's ag/ranch feel while meeting density requirements is a challenge that needs unique solutions. larger lot-size developments that are zoned/suitable for horses/small farms to fit our horse-town image can be balanced with multi-family housing developments. I don't want to become a sea of tract homes like Murrieta! Small business should be prioritized over large out of state corporations; it keeps with the small hometown image and keeps company profits circulating and benefiting our local economy. Attracting businesses that provide unique services not found in neighboring cities will help differentiate ourselves. Creative mixed zoning that allows small markets in residential areas: decentralizing resources encourages pedestrian activity and reduces traffic	92595	40-49	White
10	1.small town 2. Lived here since population 800 3. Nice community	1. Code enforcement 2. Too much growth 3. Little league doesn't seem to use their budget for field & kids	1. More fields 2. More code enforcement 3. Street sweepers	No more new houses or commercial buildings.	92595	40-49	White
11	1. A small town feel 2. Relatively open spaces 3. The diversity of residents	1. The roads are terrible 2. The business tax base is limited 3. General city improvements are lax	1. City pride 2. Attracting better businesses 3. Fix the roads	Community, improved infrastructure, planned events, code enforcement, beautification.	92595	50-59	Two_or_More_of_the_above_Races/
12	1.not too much traffic 2. Love the family feel of the schools 3. Love that lots of families know each other	1. School reputation - need duel immersion through k-8. Diff languages. -clean neighborhoods -Infrastructure	1. The neighborhoods need to be cleaned up/ more code enforcement 2. Traffic enforcement at stop signs 3.	Wildomar is still small and so in a great place to grow as a progressive, fun, beautiful city. To get there, we need more educated home owners, a better reputation for our schools and a cleaner city. If we can do that and keep the small town feel, I think we can be a one in a million city. Start by offering programs in the schools that are not offered in the neighboring cities- duel immersion of several language choices k-8, could be one. And let's get the schools looking beautiful. So many of them seem rundown and sad. We could also make more trails for horses and walkers. Making the walkability of the city better would draw in more families. Making those trails accessible to horses keeps the rural feel of the city. Finally, we've got to clean up some of the eyesore properties. I think having stricter code enforce rules would go a long way in improving the reputation of the city. We can't let this town seem like a place where druggies and low class folks like to live.	92595	40-49	White
13	1.the vibe 2.the views 3.how close it is to bigger areas but not as crowded	1. 2. 3.	1.more sprout/activities for kids 2. Better middle school 3. More parks/splash pad	A great place to raise a family with more activitis/sport leagues and parks like our surrounding areas. I wish we could break away from LEUSD and part of murrietta school district.		30-39	Two_or_More_of_the_above_Races/
14	1.People friendly town 2.Those that run things are really just one of us. 3.Events put on by city.	1.Too much growth 2.New low income housing in medium income housing areas. 3.No street sweeping.	1.Open comunication. 2.More of the events for the people of the city. 3.Police presence in neighborhoods.	My vision would never happen. I grew up in Huntington Beach in the 1960s when it was still country living like Wildomar. Today it is such a sad place. It is big time citified and that makes me almost come to tears when I visit the old homestead. Keep WIldomar a city in the country.	92595	70+	White
15	1. No multi story commercial buildings to obstruct view. 2. Generally quiet.	1. Crime, drugs and car racing 2. 3.	1. Public parks with trees 2.community events 3.	Clean, safe, community Affordable housing Community garden/farmers market- not in Elsinore.	92595	70+	White
16	1.small town feel 2.not crowded 3.friendly people	1.drugs 2.transients 3.not much to do	1.parks 2.shops 3.restaurants	I would like to see more activities being advertised for our youth. Concerts at the park, family activities. Wildomar has so much space but every time something is being built it's either a gas station, smoke shop, liquor store, more homes or another fast food place.	92595	40-49	Hispanic_or_Latino
17	1.parks 2. Business 3. Farming	1.sidewalks 2.maintained streets 3.lack of trees and vegetation	1.Trees 2. Side walks 3. More fresh food	Side walks and bike lanes down main streets. Trees and vegetation every where. Smaller and more affordable housing in empty lots. Please do not keep allowing massive, expensive dwellings to be built. More schools need to be built before housing. A Splash pad park. More family friendly businesses.		30-39	White

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
18	1. Quiet 2. Suburb 3. Family friendly	1. Too many marijuana stores 2. Government/ affordable housing 3. Approval of big chain stores to be built	1. Family owned businesses/shops 2. Own school district 3. Community events	Wildomar is a growing suburb that has potential to be a great city! We need to have a great schools, family owned businesses, and safe places for kids to play. A park with a pool and toys for families. Keep out businesses that are not family friendly. Marijuana stores attract crime. Keep out big chain stores. Keep Wildomar with that small city feel.	92595	40-49	Two_or_More_of_the_above_Races/
19	1. Green 2. Part rual 3. Hardly any homeless	1. Too many new houses 2. Not enough professional and blue collar jobs 3.	1. Professional and blue collar jobs 2. Youth programs 3.	I don't know at the moment	92595	60-69	Two_or_More_of_the_above_Races/
20	1. Quiet 2. Rural 3. Unpretentious	1. Population boom 2. Loss of small community feel 3. Infrastructure (see nos. 1 & 2)	1. Not buildings or car washes 2. Not houses or apartments 3. Not fast-food or gas stations	Keep it small-town. No more "progress." Fix existing roads and infrastructure.	92595	50-59	White
21	1.Rural/country feeling 2.Diversity (business, shopping) 3.Space	1.Crime/homeless 2.Infrastructure needs improvement 3.Some parts need clean-up	1.Small grocery, esp in Northwest. Like Trader Joes. 2.Old Town/Farmers market 3.Community events	Keep that country, spacious feeling. Bring in local grocery, small business. Old town/down town,farmer markets.	92595	50-59	White
22	1.quiet 2.rural 3.home	1. Police response 2. Infrastructure 3.not enough jobs if not retail or food	1.higher paying jobs 2.police presence 3.bike lanes	A safe still rural town with some industrial areas and jobs where you don't have to commute.	92595	50-59	White
23	1.Wildomar is rural 2.Quite 3.small town community	1.poor road conditions 2.urban sprawl coming 3.poor community development	1.bike & hiking trails & parks 2. Improved community development 3. Improved land scape streets & roads.	I would like to see Wildomar as a community that is well planned out and welcoming to the people who live here. Bundy Canyon would no longer be a death trap to pedestrians and bike cycle riders. I would like Wildomar to remain rural with open spaces that are not a bunch of strip malls and littered with blight.	92595	60-69	American_Indian_and_Alaska_Nati,White
24	1.small town 2.not cookie cutter 3.areas of rural	1. People wanting it to be like Temecula 2.old kranks 3.	1. Large lots when building homes 2.apartments done nicely and affordable. 3.	A place with more city maintained spaces.	92595	60-69	White
25	1. Low taxes 2. Backyard Fruit trees, gardens, and livestock 3. Friendly people and businesses	1. Trying to be like other cities 2. Road maint./mobility 3. "legal" marijuana cost to city & crime	1. Small businesses along palomar/mission trail 2. Lower fees to build 2nd homes on property 3. Road repair	Family friendly, safe, improve current parks with water features and swings and structures for adults with disabilities. Encourage agriculture and grow local, water storage, private funded art,	92595		
26	1. Smaller town feel in the right places 2. Having council members available when needed 3.	1.Staff salaries, being overstaffed 2. Bandaiding the roads 3.Pushing home based businesses out of the city	1. fix the roads and leave everything else alone 2. 3.	Honestly, don't try to make us something we are not. This is a bedroom community, and we don't need 1/2 the staff that is hired. Fix the roads, figure out a way to get the drug houses closed down, and get City Hall into someplace that we are paying through the roof with nothing to show in the end.	92595	60-69	White

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
27	1. Proximity to I15 2. Small, rural population 3. The right amount of commercial development	1. Road maintenance 2. Beautification 3. Commercial maintenance, ie: Palomar Plaza	1. Public spaces 2. Nature parks/trails 3. Local historical sites/monuments/parks	A planned, uniform building style (like The Barn on Clinton Keith and Palomar), a main central community and/or government space, a local paper or circular	92595	50-59	White
28	1.love the country feel 2. Love our mountains 3. Love our diversity	1. Traffic 2. Rapid growth 3. Street degradation	1. Winco store 2. Horse trails 3.bike trails	A quiet, diverse community. Keep commercial businesses near the freeway. Homes away from the freeway.	92695	60-69	White
29	1. Quiet neighborhood 2. Not as much traffic as Temecula and Murrieta 3. Little more rural not as developed	1. Run down/littered homes and property- needs enforced- fire hazards 2. Homeless people 3. Drug houses	1. Less condos/track homes 2. More trees and greenery 3. Better restaurants (no more chains, no car wash)	A safe and clean community to raise families. Better school ratings. Support more small business. Stop developing condos and track homeS. Start enforcing cleanup for properties littered with trash and broken down crap everywhere- they're fire hazards and no one wants to live next to them. More trees or parks and keep open space. Stop building on every available inch of open land, instead clean them up and plant trees and build parks. Need more greenery.	92595	30-39	White
30	1.close to everything. 2.friendly 3.family values	1.traffic 2.affordability 3.crime	1our own stores. 2.couple more gas stations 3.a college	Keep it rural, simple and affordable.	92595	60-69	White
31	1.Rural atmosphere with open space 2. Balanced housing to business 3.Good people and good neighbors	1.slowing growth 2.we owe Wildomar citizens housing not the nation (no build, build build) 3.balance/caution	1.parks 2.trails 3.24 he fitness	Live here until the good Lord decides otherwise	92595	60-69	Two_or_More_of_the_above_Races/
32	1. Rural 2. Friendly 3. Accessible	1. Homelessness 2. Poor choices for new business 3. Crime	1. Parks! 2. Green space 3. In n Out or Chic fil a	Wildomar should be a community with plenty of parks and safe neighborhoods with a rural feel. It's accessibility to the 15 freeway and low taxes should help it continue to grow as a great place for families.	92595	50-59	White
33	1.Small Community 2.Very Convenient 3.	1.Needs better parks . 2.parks should have restrooms and water. 3.no water or restrooms at some parks	1.Shopping 2.Parks 3.Bike trails for kids.	More shopping to avoid Temecula. Better parks and open space for trails.	92595	70+	White
34	1.location 2.community 3.potential	1.living cost 2.potholes 3.traffic on the 15	1.night life 2.activities 3.putting stuff on all the dirt lots around	A city that isn't half dirt lots and apartment buildings, I think it would be beneficial for the city and its community to have activities in the city, bringing in new businesses and restaurants and bars, a downtown area. So that I don't have to leave the valley to have fun.	92595	20-29	Two_or_More_of_the_above_Races/
35	1. Small city vibes 2. The local restaurants and coffee places 3. Quickness of the response of counsilmember	1. Not enough sports focus 2. Expanding but not thinking of traffic 3. Not fixing the roads	1. Youth sports 2. City rec center 3. City events	I hope Wildomar will become a great place people will want to come to. There is a lot of "new Wildomar" vs "old Wildomar" and its clashes against each other. I hope that the city will unify and come together to be the new "it" place to hang out and be.	92595	20-29	Two_or_More_of_the_above_Races/
36	1.Rural atmosphere 2.Location 3.Available resources (stores, hospitals, etc.)	1.Traffic 2.Dirt roads 3.	1. 2. 3.	A rural feel, horse town type atmosphere. Not over developed like our fine neighbors in Murrieta. A Norco, Ca feel. large expensive estate properties'.	92595	60-69	White
37	1. It's like Temecula 30 years ago. 2. 3.	1. Roads 2. Old Trailers and manufactured homes. 3.	1. Upscale very nice tract housing developments that have Associations 2. 3.	The finest city in Southern California.	92595	60-69	Two_or_More_of_the_above_Races/

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
38	1.Rural Feel 2.The Dairy! 3.Easy access to freeways	1.Too much development 2.Infrastructure 3.Water	1. Water conservation 2.Public Works department expanded (roads, etc) 3.open space preservation	A small town that retains the small town feel with locally owned and operated business. Not the next Temecula... We need thoughtful and spread out planning and not focus on putting everything in one corridor. Spread it out between several of the main roads / exits we have off the freeway but also plan for it with infrastructure (roads, utilities, drainage, etc).	92595	40-49	White
39	1.quaint 2.quiet 3.neighborly	1.need swimming place 2.need more Sheriff s 3.more fixing streets	1.more shops 2.more police 3.community parks	Need to be able to swim in our city! Been here in Wildomar for 45 years, beautiful city!	92595	60-69	White
40	1.safety and security 2. Close proximity to hospitals 3. Small city atmosphere	1. Growth 2. Industry 3. Maintain a low tax base for homeowners	1.jobs jobs jobs 2. 3.	Slow growth	92595	70+	White
41	1.general rural area 2.convenient shopping 3.	1.traffic 2.bus service 3.excessive development	1.less building 2.more police presence 3.street maintenance	Better roads	92595	70+	White
42	1. Rural small-town feel 2. Affordable Housing 3. Close to nearby amenities	1.Crappy Street Maintenance 2.Sellers Road closed/excessive time 3.JMI selected contractor for Bundy imp	1.parks 2.road cleaning/repairs 3.Sellers Road to Open	To keep the small-town feeling	92595	50-59	White
43	1.Not over populated 2. Family community 3. Have mountains	1. Streets many potholes 2.Not too many shopping: 3. Not too many restaurants with great foods	1. Smoother road 2. Safety/ security for speeding/ tailgating 3. Better landscaping entry way from freeway	More stores for revenues to improve community		50-59	
44	1.affordable 2.small town feel 3.	1. lack of businesses growth 2. Poor school district 3. Potholes	1. Shopping center 2. Parks/walking trails 3. A downtown or Main Street area	A small town feel with parks, shopping, a Main Street, and walking trails	92595	30-39	Hispanic_or_Latino,White
45	1.close to temecula 2. 1 he from the beach 3. "Affordable" when we moved here	1.no city municipalities (road repair/street sweeping) 2. Hoarders 3. Empty shopping centers	1.small businesses 2. Variety of stores 3. Enforced Parking regulations	Beautification. So many people say they love the "ruralness" of Wildomar but to the outside eye it's a dump. Hoarders on big plots, cars parked for weeks to months collecting dirt, deteriorating roads. Wildomar looks like it takes no pride in itself. We have huge shopping centers left vacant while we keep cramming businesses off of Central in Elsinore. Wildomar can keep is small community feel without looking like it's taking in the unwanted of Orange County. I am proud to own my home, but I feel so many of my neighbors and the city don't care to be proud of themselves.	92595	30-39	White
46	1. Quiet neighborhoods 2. Ability to do what you want to your home. 3. Citizens being involved	1. Homeless people coming in. 2. Weeds growing everywhere 3. Not fixing things on time.	1. More activities for kids. 2. Park celebrations 3. Parks near bundy/seller.	I would love the city to offer more jobs, community activities, shops, parks for kids/dogs.	92595	30-39	Black_or_African_American,White
47	1. Quiet is appealing. 2. People are considerate. 3. Love business access.	1.Homelessness. 2. Street repairs needed. 3. Sewage access needed.	1. Community gatherings. 2. Elderly checkups. 3.Activities for teens.	Let's stay small town but with modern amenities. Access to the cities are a must, however, traffic is a real problem. We need to expand law enforcement. Fresh/clean water should be a right for all. A large community center would be a big improvement for the community.	92595	60-69	White

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
48	1.community 2.rural small town feel 3. A Good class if people still live here	1.keeping the small town feel & rural look 2. homeless/drug addicts 3 law enforcement presence	1.less homelessness drug addicts 2.more law enforcement around 3.more trees/ nature around the city	A rural small town feel still. House with bigger property. Not just a bunch of track homes close together with no back yards. Don't make the city housing so cheap that the city starts attracting people with no sense of class. Trees and nature through out the city so it does not look nor feel like I'm living in a cement block. A tight community with activities for all ages and special needs.	92595	40-49	Hispanic_or_Latino
49	1.semi-rural areas with animals plus hospitals/shopping 2. Welcoming to ALL 3.peaceful west side	1. Affordable housing, incl. mid & low income 2. Maintaining rural feel 3. Traffic that comes with growth	1. More walking paths (like on Grand) 2. Green spaces/parks 3. Restaurants that aren't all fast food	Sufficient services and safe walking paths that allow people, pets, and horses to get around town without always having to drive would be nice. A sense of being at home, peaceful with lots of open space and green areas yet important services are nearby.	92595	70+	White
50	1. Great neighbors. 2. Country feel 3. Love the weather	1. Growth 2. abstract planning 3. Traffic increase	1. Police 2. Code Enforcement 3. Street repairs	Slow controlled growth, more community programs for our youth & elderly with a focus on diversity. A need for more city parks, and engage in more special events to draw attention and increase revenue for our local business creating a warm memorable hometown environment.	92595	70+	White
51	1.Family 2.Small Town 3.Location	1. Infrastructure 2. Lack of Good Schools 3. Lack of Tourism Attractions	1. Tourism 2. Entertainment 3. Zoning that supports/attracts businesses.	School districts need to be at the same levels as Temecula and Murrieta. A large area designated for business/industrial parks will attract more business coming into Wildomar (similar to the large business stretch on Jefferson Ave in Murrieta). Infrastructure that supports tourism and attractions. A Cal State University.	92595	30-39	Hispanic_or_Latino
52	1. Smaller Community 2.Close to everything 3.	1. Ongoing growth 2.Traffic 3.	1. Better parks for kids 2.Water and restrooms in all parks 3.	Ongoing community imput and consistant growth for community.	92595	70+	White
53	1.rural atmosphere 2.small town living 3.	1.remain small but prosper 2. 3.	1. 2. 3.	My vision would not include the fuel station that is proposed at the I-15 Wildomar Trail location. Having big rig's congregating in that area will lead to both air and noise pollution that will greatly affect those Windsong Valley residents whose property backs up to that area. We do not need a truck stop in our backyard. This is not what we anticipated when we bought in this wonderful rural town.	92595	70+	Two_or_More_of_the_above_Races/
54	1. It has a developing but still grounded cowboy culture. 2. 3.	1. Crime and negative outside changes. 2. 3.	1. Embrace our cowboy and rancher roots 2. Encouragement of gun ownership including concealed carry 3.	A peaceful and safe community of aspiring ideas and businesses but set in the backdrop culture and environment of our cowboy and rancher past. This can easily be accomplished by encouraging more gun ownership, social events with police, organic farm to table farmers markets, opening of gun ranges to teach proper gun safety, and the adoption of laissez faire politics to keep our community free of government overreach.	92595	30-39	other
55	1. Not a lot of city rules 2. It hasn't turned into Lake Elsinore 3. Not pretentious like Murrieta	1. Crime 2. Too much politics and government involvement in our lives. 3. Saving our cultural past.	1. Farmers markets 2. Gun shops and shooting ranges 3. Encouragement of local farming including bee hives.	A community that doesn't embrace the woke ideology that turns everything to crap. Please don't allow marijuana shops in our town. It attracts the bad element. We should have more citizens carrying guns to keep us safe. Police are too late in responding and as the last two school shootings proved, the police don't engage shooters. Only residence can keep the criminal element out of our town. We should have more local farming. DeJongs Dairy Farm is a perfect example of what our town needs more of. What a local blessing DeJongs provided during the pandemic when you couldn't get eggs or milk at the grocery stores but it was produced locally in our great little town and provided much needed milk and eggs. We need more dairies, farms, local meat production like cow ranches and bee hives.		40-49	Two_or_More_of_the_above_Races/
56	1.rural 2.community 3.wildlife	1.too many car washes 2.grocery needed off Palomar 3.housing planning a disaster	1.building continuity 2.more park land 3.public road landscaping as in Murrieta	Need lots of improvement to beautify Wildomar Landscaping, building design, parks, road improvements	92595	70+	White
57	1.proximity to other cities 2. 3.	1.infrastructure 2.retail development (bundy canyon area) 3.	1.businesses 2.parks 3.community	A place to grow a family without having to travel to neighboring cities for necessities.	92595	30-39	Hispanic_or_Latino

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
58	1.Small community 2.Somewhat rural feel 3.Low rate of serious crimes	1.Growing traffic + poorly timed lights 2.Deteriorating infrastructure (roads, power, etc) 3.Handling growth	1.Parks 2.Small businesses 3.Updated/repaired infrastructure	When my family moved here in 2020, Wildomar was a small, friendly community. I understand that growth is necessary for any city, and that state/county require certain amounts of high-density housing, but I feel like Wildomar should hold to the minimums in that regard. Also, being small business-friendly would attract a broader tax base and bring in diverse retail and services. We could possibly create a unique shopping opportunity for locals and visitors to compete with Temecula Old Town.	92595	60-69	White
59	1.rural 2.quiet 3.soothing infrastructure	1.urbanization 2.too many people 3.not enough	1.country 2.community 3.respect for others	We want Wildomar to remain a large,y rural community		70+	White
60	1. Rural/country feel 2. Family oriented 3. Community	1. Traffic/Dangerous roads: Bundy Canyon 2. Traffic lights 3. Some communities lack public transportation	1. Traffic lights on Bundy Canyon Road. 2. Public transportation 3. Own police force.	Wildomar should continue to have the country feel. It is one of the biggest reasons a lot of families including my own moved here. I would like to see more public transportation too. This would help my daughter who is going to MSJC who doesn't own a car yet, tremendously. We need more community events for all. Maybe a community center where recreational classes can be held. Maybe expand our community library too. It can be the extension of a community center for all ages. My family and I like going to the Marna O'Brien park. I don't know if there could be another closer to the east of Wildomar? I would like to see major improvement on Bundy Canyon. My family and I have been living in the Farm Community for the past 17 years. We have heard and seen so many accidents happen on this road. It is especially dangerous at night! It is really dark. Dogs get lose and ran over. Drivers do not slow down...not even at night.	92595	50-59	Hispanic_or_Latino
61	1. Farm life 2. The views /although we are losing them 3. When it was quiet with no construction or traffic.	1. Kaiser building going in 2. new gas stations 3. homeless and drugs coming in. Schools with agendas	1. Police 2. Farm life 3. Farmers markets	No more gas stations. More houses with more property so people can have live stock and gardens. Stop placing houses so close together.	92595	40-49	White
62	1.community 2.neighborhood unity 3.expansive area	1.overcrowding 2.business zoning 3.roadwork improvement	1.community events 2.neighborhood watch 3.traffic control maintain, rural feel while monitoring and growth	Moderate business growth for the well being of the city while offering improvement to the landscape and infrastructure	92595	50-59	Hispanic_or_Latino
63	1.open spaces 2.quiet neighborhood 3.lack of surface street traffic	1.over development 2.lack of infrastructure 3.increased property crimes	1neighborhood police presence 2. organized parks and rec programs 3neighborhood beautification incentives	More organized recreation opportunities, improved infrastructure, improvement/cleanup of blighted areas, increased night patrols by police	92595	60-69	White
64	1.Not overpopulated 2.View of sunset over the Ortega 3.Tons to do!	1.low income housing 2.meth 3.crappy roads	1.trees and landscape 2.restaurants & movie theatre 3.community fun!	Stop building! Too many cookie cutter ugly apartments. Unless it's a community pool(s) park, bbq's, water park for kids with sun shades and misters! It's sooo hot here- and clean up the Lake! Nothing should be that colour!	92531	50-59	White
65	1.The country feel to the city. 2.Friendly people. 3.Shopping and doctors are close.	1.Growing homeless population 2. Water shortage 3. drugs off the streets	1.Upkeep on roads 2.parks and walking trails 3.paved streets and sidewalks	Hopefully Wildomar keeps a small town feel while improving roads. A few parks would be nice. Open areas for wildlife. I grew up in California and just moved to Wildomar for the openness and country feel.	92595	60-69	Two_or_More_of_the_above_Races/

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66	1.rural 2.space 3.small	1.building 2. Small lots 3.traffic	1. Open space 2. Homes on 1/2 to 2 acre lots 3. More rural	So many times you lose the value of your property because the city becomes a nightmare like Temecula. The reason Wildomar is special is because it's more rural and it will just be like any other town that blends into lake Elsinore and Temecula and it will lose its value if we lose our space and our rural element... Homes should be on Big lots and more of a farm feel which translates to privacy and hence more value.	92595	60-69	White
67	1.Preservation of our historic past 2.It still feels like a small town 3.	1. Lack of gun rights 2. Too many building restrictions 3. Crime	1. More freedom 2. More local fresh produce and meat sources 3. More community education on how to thrive	Lets face it. We are on the precipice of a recession and most likely a historic depression with continual food inflation. We as a community need to become self sustaining to weather any future calamities like more inflation, pandemics, economic turmoil. The citizens of our community need to be encouraged to start family back yard farming. We need more local gardening/farming.		40-49	White
68	1.everything 2. 3.	1.Paving dirt roads 2.stop blocking roads to get to your home (Westly and Palomar Rd) 3.	1.Dirt Roads Paved 2. 3.	More sport parks for the Kids	92595	70+	White
69	1.small town feel 2.horses 3.less crowded than murrieta and temecula	1.reducing lot sizes for higher density 2. traffic 3.horses to safely move around the traffic	1.keep it rural 2.maintaining horse trails 3.put up signals versus stop signs when traffic becomes dangerous	Go back to what we all bought into this city for. Keep it small town rural. Give us a street like old town murrieta so we can spend our money in our own city.	92595	40-49	White
70	1.Rural atmosphere. 2.Stores for shopping and restaurants. But not to close. 3.Police respond fast.	1.Slum looking housing. 2.Roads 3.Parking for cars.	1.Speed bumps. 2.More stop signs. 3.More police .	Start HOAs in places that have slum looking houses on the blocks of the homes that were built in the early 90s. To many families living in a single family home. To many cars blocking the side walks.	92595	70+	White
71	1.size 2.cleaniness 3.affortability	1. smoothRoads!!! 2.sidewalk connectivity 3.speeders!!	1. code enforcement on empty fields and their fences 2.traffic enforcement!!! 3. again, enforce deweeding.	I would like to see Wildomar stay about the same size. I would love to see more traffic enforcement but just not with speeders or rolling stops but with littering and graffiti. Pretty much anything that is offensive on a daily drive. Keep what we have but make it much better. Connect the sidewalks so people can walk uninhibited. Bike lanes!!! A couple more parks but not everywhere. Install cameras (like London) then change the laws so it's easier to prosecute. 😂	92595	60-69	White
72	1. It seems safe 2. It seems clean 3.	1. Not enough for older kids to do 2. Places for families 3. Not enough community parks, pools, amenities	1. Parks that are enjoyable for families 2. Community spaces 3. Community/family events	Growth that includes well thought out communities with amenities, particularly for families, kids, and young adults. Leaving the city to work is almost a given, but to leave for any recreation is not a healthy city. It breeds unhealthy and unsafe activities when kids have nowhere to go. Cultural, creative, and fun spaces and events for families will attract quality residents as well as we grow. Thinking libraries with Makers Spaces; technology & robotics clubs/training, arts, crafts, pools, live theatre, culture, an attractive walkable "downtown", museums...	92595	40-49	White
73	1.small town 2.conservative community 3.quiet	1.too much building/ lacking infrastructure 2.communityfacilities ie aquatic center & parks 3. Apartments	1. Aquatic center 2.parks 3. Sidewalks	To keep the small town feel, conservative values, family oriented community sites i.e. aquatic center and parks and perhaps Wildomar can get its own high school. Less apartments less building in general. Hire more city employees perhaps work on Friday so that people who actually work have options.	92595	40-49	Hispanic_or_Latino
74	1. Family orientated 2. Has a small town feel 3.	1. Growth-we need more businesses/attractions 2. Crime (we need our own police station) 3. Businesses	1. Attractions Winery/Brewery w/water slide or prk 2.Cmmty- Sprts Prk/Prk w/a pool 3.Voter Integrity	Start utilizing our hills! Get a Winery/Brewery going to start making Wildomar more self sufficient. No more houses, there are many different business that we can get contractors for, we have way too many houses and not enough attractions/businesses. Stop focusing on things that can bring revenue to Wildomar. Get out from underneath other Cities (like Murrieta) and reclaim what has been taken from us. Focus on community, a community center in a sports park that also has a public pool. We could charge NON residents to swim in our pool plus have a "Summer" Snack Bar/Grill. I know we have Marna O'Brien but from what I've been told there's not much more we can do with that Park. Lets get small Businesses back up and running and become more local/small Business sufficient. Some business ideas for Wildomar: Winery/Brewery w/a waterpark and water slide, Waterpark, Drive In Movie Theater, Skating Rink, (Ice in Winter/Roller in Summer) TRADER JOES, Trampoline Park, Equestrian Center.	92595	60-69	other

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
75	1. More rural than surrounding areas (Murrieta, etc) 2. Small town vibe 3. Less development	1. Traffic 2. Retaining small town feel 3. Overdevelopment	1. Community activities 2. Services such as street sweeping done REGULARLY 3. More parks/open spaces	To see the city grow with a well thought out plan; development seems haphazard and not well considered. More open spaces/greenbelt areas/parks rather than filling up every empty space with densely packed housing developments and large commercial enterprises. To keep small town feel and not choke out rural atmosphere by overdeveloping.			
76	1.Semi Rural 2.Proximity to Nature 3.Low Population	1.Rising Crime 2.Poor Road Maintenance 3.Water & Trash Costs	1. Restaurants 2. Ice Skating Rink 3. Public Pool	1.Non-corporate businesses 2.Routine Litter Pickup & Enforced Littering fines-currently $1000. in some very clean cities 3.Small starter/retirement homes; tiny home village; dublexes & triplexes instead of mini mansions 4.High revenue business with ample parking & traffic flow	92595	50-59	White
77	1.nature 2.activities 3.hikes	1. 2. Lack os stores 3.	1.groceries 2. 3.stores	More stores	92595	30-39	White
78	1. Rural feeling 2. Beautiful valley scenery 3. Access to all shopping needs	1. Over building 2. Over population 3. Traffic	1. Police presence 2. Street maintenance 3. Community activities	Keeping the rural feeling. Controlling the over building and keeping down the population.	92595	60-69	White
79	1. Small Town feel. 2. Proximity of amenities. 3. Easy to get on and off freeway.	1.Water, push for desalinization plant. 2. Over populating community. 3. Road and driving hazards increase.	1. Mega indoor recreational community center 500 to 1000 captivity. 2. Restrict building 3. Sports programs	I envision Wildomar to be the leader in technology and aerospace engineering. We can create jobs where we live by reaching out to companies and provide the work space right here at home. Secondly let us take a hard look and at Natural resources. Food, water, and power are in high demand. Preparing for the future, requires a detailed plan for success. Support local farming, and encourage home grown food. Encourage drought tolerate plants in our neighborhoods. Create more community events so families can enjoy our town. Furthermore, we need to mitigate risk to the community, implement risk management procedures through a risk assessment. Log hazards and implement controls. Roads need to be assessed for drivability, proper drainage, and correct asphalt or concrete mix applications. Signage and street name changes should be requested through the county of Riverside. Lastly, our children are our most important resource, we need to keep these future leaders educated and engaged.	92595	40-49	White
80	1.away from the city 2.decent shopping 3.great neighbors	1.crime 2.homeless 3.road construction	1.police 2.restaurants 3.traffic lights	Since we're in a drought how about stop building more housing.	92595	60-69	White
81	1.country like 2.less populated 3.houses with acreage for horses	1.crime 2.unemployment 3.illegal drugs	1.police 2.community patrols 3.decreased crime	If continues at current path,a lot of us will MOVE!!	92595	60-69	White
82	1. rural feel but close to grocery stores, hwy 2. Not as busy as Temecula 3. Not too many homeless	1.shopping options (target) . prefer to pay taxes towards wildomar 2. Community evens 3. School ratings	1.local shopping 2.upkept streets 3.city events with more participation	I see Wildomar as a place for families to live and enjoy it, not so much a tourist destination like Temecula. It would be nice to provide activities for local families including parks, activities, with city hosted events. More mom and pop restaurants would be great.		30-39	Asian
83	1.not over built like Temecula and Murrieta 2.still somewhat rural 3.open spaces green areas	1.sales tax revenue 2.traffic 3.law enforcement staffing	1.more cops 2.more restaurants 3.more single family homes and less apartments	Keep the rural feeling of the city by not building on every piece of open space. More cops on the street to do targeted Enform like transients, package theft etc.	92595	50-59	White
84	1.Country Feel 2.Open Spaces 3.Convenient Shopping	1.Traffic 2.Low Income Housing 3.	1.Hiking Trails 2. 3.	I don't have a vision right now	92595	70+	White

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85	1. Our People! 2. Small town feel 3. Room to breathe	1. Tax money to necessities 2. Large low income housing invading 3. Road paving needed	1. Street sweeping 2. Police 3. Farmers market	Stay with the small town feel while slowly growing with companies/businesses/stores that will generate more revenue for the city.	92595	60-69	White
86	1.the weather 2.close to hospitals 3.friendly residents and neighbors	1.development 2.drought 3.potential fires/floods	1. PEDESTRIAN ACCESS TO SHOPS 2.sidewalks 3.police	A great place to raise a family or retire. Not only great, but safe.	92595	60-69	White
87	1. Small town feel 2.growing 3.easy access	1.growth 2.tolerance 3.diversity	1.community events 2.education about diversity 3.home growth	To create a community that is diverse and respectful of all its citizens regardless or race, gender or sexual orientation.	91595	40-49	Hispanic_or_Latino
88	1.Less housing 2. 3.	1.Bundy Canyon Road 2. 3.	1.Restriction on housing 2. 3.	More open space	92595	70+	White
89	1.quiet at night 2.scenic views of mountains 3.horse trail on Grand Av.	1.Tre Logos Development 2.development along Clinton Keith 3.Drivers doing rolling stops at stop signs	1. More OPEN SPACES 2.limit on fast food facilities 3.a Whole Foods store	I would like have Wildomar remain a small community with a smaller scaled development for subsidized housing. Also, this community should not allow the establishment of warehouses. Most of all we need a community center with a large park surrounding it.	92595	70+	Black_or_African_American
90	1. Small 2. Town 3. Living	1. The City is selling us out 2. The project proposal by Staters 3. Crime in the rise	1. More police patrol 2. Parking for the businesses 3.	Stop low income/ halfway house project. If you must sell us out, please consider the infrastructure that is needed to support it.	92595	40-49	White
91	1.community 2.quaint rural vibe 3.general friendliness	1. Excessive growth 2. Poor (or delayed) structural/engineering 3. Traffic	1. Pedestrian paths 2. Community support decreased vehicle traffic 3. Local companies (job opportunities)	Keep the quaint esthetics of the area with growth with businesses, while increasing pedestrian and bicycle traffic and decreased vehicle traffic.	92595	50-59	Two_or_More_of_the_above_Races/
92	1. Affordable 2. Rural 3. Close knit	1. Crime (thanks to the governor) 2. Homeless (thanks to the governor) 3. Lack of entertainment	1. More reduction in crime 2. Cleaner streets 3. Local entertainment	A nice rural town with clean streets, little crime, and a place to take the kids for a fun night out.	92595	40-49	White
93	1. Country vibe 2. Quiet nights 3. Less traffic 4. Friendly people 5. Open spaces	1. Stop the urbanization 2. Stop building the "burbs" EVERYWHERE! 3. Providing water, electric, internet	1. Open spaces 2. Less housing tracts being built 3. More Farmer Markets along the open roads/highways	For Wildomar to retain the open country feeling it has, that's why I moved here. Stop trying to compete with the BIG city's.... People that want the BIG city aren't going to be moving to Wildomar as long as it retains it homey, country feeling.... I love the peacefulness Wildomar offers! That's the best part of Wildomar. Small town living not far from the BIG city if you want to venture out into it.	92595	60-69	White
94	1. small town feel 2. open space 3. quiet	1. over development 2. traffic 3. homelessness and crime	1. slow down development 2. street repairs 3. more responsive police department	Keeping the small town "country" feel. Increased police force, including traffic enforcement.	92595	50-59	White
95	1.country feel, foothills 2.the trees, vegetation, 3. Just close enough to stores	1. Growth, too many housing developments 2. traffic & noise of it 3. Lack of safety	1. Street maintenance 2. Bike trails, lanes 3. Country store with local produce, etc	All of the above. Keep it as is, but clean it up. Prune trees, not remove. Keep the country feel.			

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
96	1. Rural 2. Friendly 3. Small Town feel	1. Bundy Canyon traffic and road is horrible. 2. Most roads need repair. 3. Need street sweepers	1. Sidewalks Street lamps 2. Planting of drought resistant plants and clean up of freeway.	More law inforement visibility.	92595	70+	
97	1.Small community 2. Has family-owned businesses 3. Generally a quiet place to live	1.Expensive Electricity 2. Known as a fire hazard area by home insurance agents 3. Lack of diverse jobs	1. Department store 2. Local entertainment 3. Expanded resources for the community	It would be nice to see a shaded park for family picnics on the east side of the I-15. More community events would be nice, such as farmers markets, educational events, job fairs or entertainment events.	92595	30-39	Hispanic_or_Latino
98	1.Rural yet suburban 2. Safe neighborhoods 3. Great place to raise kids	1. Growth of businesses without infrastructure support 2. Homeless 3. Increase in crime - need more patrols	1. Police patrols 2. Information dispersed 3. City activities	Growth with enough infrastructure built to support the growth. Parks and open spaces. Do not want the proposed build in Windsong Valley which will increase crime and lower our property values	92595	50-59	White
99	1. Ample shopping and stores 2. Close to OC, SD, and Riverside 3.	1. Crime from Lake Elsinore. 2. Recession/Depression that will impact local economy 3.	1. Joint police and citizen anti crime events 2. Farmers markets 3. Workshops for self sustained living	A mecca of community self sustainability.			
100	1.Nice retail corridor along Clinton Keith 2.Some walking trails 3.	1.Crime 2.Run down properties 3.Lack of mobility	1.Diverse retail/business 2.City wide mobility 3.Better city planning utilizing new general plan	Balanced growth of housing /businesses	92595	50-59	White
101	1.small 2.private 3.proximity to larger cities	1.overcrowding 2.traffic 3.crime	1. Clear zones for industries and housing 2. More parks, and trees 3. Less construction	Its nice that Wildomar isn't completely built out, we don't need a building on every lot, we need open spaces, trees and walking trails. The traffic is getting bad because these communities were not built for so many people. Grow wisely not quickly.	92595	30-39	Two_or_More_of_the_above_Races/
102	1.freeway close 2.lower cost of housing 3.centrally located	1.drugs 2.lack of jobs 3.homelessness	1.police 2.opportunities for homeless/jobless 3.more code enforcement	clean it up! Terrible drug and crime problems in Wildomar. Also, need better code enforcement in some of the 'older' neiborhoods		40-49	Two_or_More_of_the_above_Races/
103	1. Wildomar still feels like a small town which is great 2. City planning seems to be strategic 3.	1. Too many regulations and rules 2. Illegal immigration 3. Real Estate prices	1. Less homes, more farming 2. Horse trails 3.	embracing of our core values as a community such as farming, raising horses and protecting our 2nd amendment.		40-49	
104	community involvement 2.open space 3.country look and feel.	1.Hiking Trails 2.Safe bike routes 3.Over growth impacting our roadways.	Community Center for kids and adults 2. Community Swimming pool. 3.Community garden	Safe activities for teenagers and Interaction with teens and adults. Older adults sharing their skills with our youth in our community	92595	70+	White
105	1. Indoor Shooting Range 2. When break ground 3. Love my Neighborhood	1. 2. 3.	1. 2. 3.	To have it's own Indoor Shooting Range	92595	70+	White

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106	1.Rural feel 2. Close to cities 3. Low crime	1.Traffic increase (Clinton Keith Rd. 2. Existing roads maintenance 3. Oodles of dirt roads in parts of town	1. Public plunge 2. Traffic enforcement 3. Indoor recreation	Entertainment and recreation center surrounded by open foothill views	92595	70+	Two_or_More_of_the_above_Races/
107	1.small town atmosphere 2.mixed housing opportunities 3.	1.road repair 2.tax income opportunities 3.crime and homelessness	1.more police presence 2.more parks 3.more working opportunities	Maintain historically significant items (buildings, bell, etc.) while growing the city with retail and commercial areas. Keep our ranches and large lots and our open areas as much as possible. We also need the college to be built and a large park with ball diamonds, football fields and basketball courts. How about a community swimming pool. Just a fe2 ideas!	92595	70+	White
108	1. Small rural town feel 2. Not too busy 3. Less traffic	1. Homeless encampments 2. Road damage/disrepair 3.	1. More open space 2. Parks 3. Better roads and walking paths	Small rural town	92595	50-59	
109	1. small town feel 2. adequate grocery shopping available 3. an attempt to keep residents involved	1. businesses detrimental to Wildomar's reputation are being allowed 2. traffic at major intersections 3.	1. rope-lined paths (like along Grand) 2. police presence 3. higher end restaurants	Upgrading allowed businesses/ no more cannabis, dollar stores, similar. Businesses that provide higher paying jobs. A community center for large meetings, facilities and resources for seniors, make undeveloped lots on Clinton Keith open spaces/parks, instead of fast food businesses that only bring more traffic. A plan for aesthetic improvement around the Inland Valley medical center/Clinton Keith intersection. Fix the **** roads. Area around the post office needs to be improved visually. Better communication with the residents; I know you send out the mayor's message and invite people to meetings, but we hear nothing about what is being discussed or decided. A well organized volunteer organization. Organized sports for seniors; i.e., morning/evening walk, senior stretch classes, etc., at Marna O'Brien park. The city is just not very pedestrian friendly.	92562	60-69	White
110	1. Mom & Pop businesses 2. Rural spaces for horse ownership/livestock 3. Helpful library personnel	1. Growing too fast, school district lines will need to be redrawn 2. Increasing traffic 3. Taxes	1. Services: veterinarian, VA, home improvement, etc. 2. SCHOOLS 3. Improved streets	NO MORE BUILDING. Wildomar is not Temecula. It's not Murrieta. We don't have nor want the infrastructure in place for that kind of growth. Most of us were attracted to this area because it was open and undeveloped and still within a few minutes of necessities. The traffic and constant growth isn't sustainable and it's tainted the charm of the area.		30-39	
111	1.open land 2.like minded individuals 3.farming	1.increased laws and regulations 2.illegal immigration 3.water supply	1.more farmers 2.horse trails 3.tractor supply store	A place where we can keep open land and be self sufficient.		40-49	White
112	1.small feel 2. Quiet 3.not far from stores	1.things to do for teenagers 2.bikability/ walkability 3.keeping quiet small feel	1.mini/ glow put 2.work programs for young 3.	A nice community for families of all ages. With lots of activities for all ages. Abilities for teenagers to work, not just fast food. Being able to bike or walk to nice parks and/or local owned establishments	92595	40-49	White
113	1. Location 2. Weather 3. Community	1. Traffic 2. Schools need better scoring 3. High density housing is not the answer for either	1. Fireworks 2. Family neighborhoods 3. Parks-I know some are on the books	Dont make the mistakes Temecula did, and Murrieta is currently on the verge of… Growth is great, and needed, but dont block main access arteries without the proper additions for egress.	92595	30-39	White
114	1. Events, Eateries, Family owned businesses 2. People I've met since I moved here. 3. Outdoor Activities	1.Traffic, to many speedsters 2.Developement - stop building houses. 3. Noise Ord., Vandels, etc	1. More affordable Venue's 2. Safer streets for cyclers, walkers, horses & riders 3. Safer neighborhood's	If I see it in my lifetime. Pretty much what we have already discribed in the 2040 update. Our streets need to become alot safer, easier commuting throughout our 3 cities, more available & affordable transportation with in our 3 cities. Stop taking away OUR open space!! When I moved here in 2014/2015 it reminded me of the small city I moved away from, we are now turning into yet another large city that will eventually be over run by gangs we don't need or want. I love my little town and would like to see it not get way overgrown. There's enough empty homes to fill we don't need anymore that will sit empty and clutter our area. Enough said . So now to test you??? How many of you actually take the time to read my comments or any of the other comments that we sent in.		60-69	White

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115	1. Neighbors helping Neighbors 2. Community Service 3. A couple of very involved Councilpersons	1. Growth needs to attract higher level job opp. 2. Too many Car washes & cannabis shops 3. Road conditions	1. Better Roads 2. Entertainment 3. Parks & Recreation Department	A major thing I would like to see is a serious Parks and Recreation department like Murrieta or Lake Elsinore. Residents currently can attend classes, sports etc. out of our city at a non-resident rate but it's time Wildomar has their own! Wildomar is in major need of Entertainment such as a theatre, splash pad, ice rink (this would draw so many kids/adults in for Hockey, ice skating lessons, public skating, broom ball, birthday parties, etc. currently everyone in Murrieta, LE, Temecula etc has to drive to Riverside or further and we do it and those cities benefit. Get it here before one of our neighboring cities gets one!	92595	50-59	other
116	1. The wonderful community 2. The location 3. It's small town rural feel	1. Funding 2. Crime/lack of law enforcement 3. Bringing in positive economic development	1. A downtown 2. Recreational activities/programs through parks & rec 3. A Sportspark & Community Center	In my vision for the future of Wildomar I see it having a beautifully designed, designated downtown space filled with shops and restaurants. There will be live music and farmers markets and Santa during the holidays where the community can gather and enjoy. There will be positive growth and expansion including new and upgraded schools, but the city will still maintain its rural, country feel. There will be more green spaces, less empty dirt lots. There will be a Sportspark, a Community Center, and there will be programs and activities offered through Parks and Rec that the citizens of Wildomar can take advantage of. Finally, my vision of Wildomar includes it developing something that makes it stand out and sets it apart from neighboring cities. Something like a rodeo that fits it rural feel but is not offered elsewhere.	92595	30-39	White
117	1. Ruralness of area 2. Family friendly 3. Independent business owner support	1. Traffic control 2. Road surface updates 3. Slow business growth	1. Tighter measures on auto storage in residential areas 2. Sidewalk additions 3. Increase in green areas	City council members who support the general plan and show community involvement	92595	60-69	Hispanic_or_Latino
118	1. Quiet Community 2. Small Community 3. Still Growing	1. Traffic on two-lane streets 2. Large trucks on two-lane streets 3. More revenue for the city	1. More businesses 2. More participation by younger residents 3.	My vision for Wildomar is to see the city continue to grow into it's own and to be true to what Wildomar is about.	92595	50-59	Black_or_African_American
119	1.small town 2.still has open spaces 3.	1.increase school rankings 2.improve all street maintenance 3.More Youth activities	1. Sports Park E of the 15 as was planned many years ago. 2 Main Street where you can walk, shop and eat 3.	Beautify the main thoroughfares. Plan for a small town Main Street with upscale shops, easy free parking, pleasant walking/resting areas and unique eateries, nice restaurants and bakeries. Why fight traffic to go to Temecula, stay in town for a night out. No more storage development. Deter crime with visual presence of police officers patrolling all over town any time of day.		60-69	
120	1.Rural 2. Not far from SD or LA 3. Very close to my work	1.leadership doesn't care for residents 2. Those running our city are OVERPAID 3.very close to Lake Elsinore	1.Designated Sheriff patrol 2. Child Development Centers 3. Things for kids, & preteens to do(youth center)	We need less car washes, more non-chain restaurants, and more social workers/mental health support for the Homeless that WALK up/down Catt rd all day long. Wildomar has NOTHING for students to do when school is out. There are no tennis or pickle ball courts for residents recreation. Keep the rural parts rural, and keep out the investors looking to place businesses that we don't need (who needs ANOTHER carwash when Clinton Keith has 5 in a matter of BLOCKS??)	92595	40-49	White
121	1. My neighbors 2. Close but far enough away from stores 3. Freeway is close for commute	1. Updating infrastructure 2. Shortcomings of civil engineering 3. Keeping contractors on task	1. Shooting range 2. Smooth roads 3. Bundy Canyon/Sellers opening up!	Additional fire and police station Small scale dog parks Less housing construction	92595	40-49	Two_or_More_of_the_above_Races/
122	1.more affordable homes 2.larger home lots allow space from neighbors 3.growing shopping & restaurants	1.infrastructure: roads cracked, torn 2.growing homeless population 3.balancing growth, rural benefits	1.noise ordinance (loud neighbors) 2.improve roads, sidewalks to residential streets 3. homeless issues	I live in Northern Wildomar on a .8 acre property. Do NOT want area near me to change zoning and suddenly have apartments or multiple homes on lots--want to keep the rural nature. At same time, improvements to roads, adding sidewalks, and other help for making the neighborhood nicer would be great. I want growth for some shopping and restaurant options but not at sacrifice of quiet, larger lot	92595	50-59	White

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123	1. 2. 3.	Streets need repairs 1. 2.Streets need repairs 3.streets need repairs	1. Repair the streets 2. 3.	Nice roads less housing and traffic	92595	60-69	White
124	1.calm, relaxing environment 2. Home prices More bang for your buck 3.palomar shopping center!	1. Fwy Traffic 2. Not many Fwy On & off ramp 3. Pot holes	1. Walking trails (palomar example) 2. 3.	I love it Wildomar as is not much change needed..	92595	40-49	American_Indian_and_Alaska_Nati
125	1.Laid back 2.Family-oriented 3.Safer than some surrounding areas	1.Crime/Homeless 2.Corporate development 3.Building too much in small spaces, feeling cramped	1.Planned community 2.Infrastructure like better roads 3.Community center with indoor gym	To have no smoker/drug shops esp. next to schools. To not be crammed in. To be smart in what and where business are allowed to build, and making sure infrastructure is in place before building new residential communities. To have a beautiful community with open roads that have sidewalks, trees, and nice fencing. I think Wildomar residents would like to keep our more rural feel while still having access to good schools, and safe uncrowded places to eat, shop and live. Make sure that new construction/businesses makes sense based on where residents currently live and space available - it should not be so disruptive to our daily lives or make us feel so overcrowded, so that we want to move away. Many of us moved here to get away from the overcrowded crammed in feeling. It should not take such a long time to drive only a few miles in our community.	92595	50-59	White
126	1.rural feel 2.small town feel 3.local run businesses	1.general infrastructure 2.well planned downtown area 3.lack of opportunities for children and seniors	1.community center building / senior center 2. historical society 3.preservation of community heritage	Less urban sprawl and strip malls More concise zoning Focus on community heritage and history Place for families can learn and grow together and feel supported by their community	92595	40-49	White
127	1. Patriotic 2. History 3. Safety	1. Liberalism 2. Change 3. Indoctrination	1. CCW citizens 2. Cops 3. Fix roads	Same as her neighbor Murrieta. Be patriotic and stay patriotic. No room for indoctrination like city of Temecula.	92595	30-39	Hispanic_or_Latino
128	1. Small town feel 2. 3.	1. Activities for young people 2. Senior Center 3.	1. See above 2. 3.	Small town but activities for all in our community.	92595	60-69	other
129	1.The Ranch/Craftsman Style homes. 2.The multi-purpose trails. 3.The positive energy for Parks and events.	1. The lack of new voices on City Council. 2. Industrial job growth. 3. Additional parkland availability.	1. Industry 2. Multi-purpose Trails 3. Road Repairs	A well maintained community with nice smooth roads, plenty of parks and trails and a high quality industrial manufacturing sector. I also believe we should have a high school with either the name of the city, or of a beloved person from the past, not a neighboring city's name. Elsinore lost the right to keep the name of the school when they dropped Wildomar from their sphere of influence. I would like the City to openly push on the County to create a Regional Park where they had initially planned to. The college won't need that property, and has yet to purchase it. It was purchased to be a Regional Park with horse trails and a rodeo area and that would be a good fit here.	92595	60-69	White
130	1. It's home, been here since '85 2.? 3. DeJongs Chocolate Milk	1.City allowing builders to close roadways with no repercussions if they pass deadlines. 2. 3.	1.City Hall working on Friday. 2.Creating a parks & rec program for kids 3. More visibility into top issues	.	92595	30-39	other
131	1. Small town feel 2. A little less traffic congestion 3. Slower pace	1. Too much housing being planned 2. In need of a variety of good restaurants 3. More parks	1. Open spaces/ green belts/good parks 2. Trees!! 3. Community spaces with quaint shops and open areas	Keep the small town feel, add more green spaces keep businesses in business district not neighborhoods. Keep new housing to a minimum and make it single family not high density.	92595	50-59	
132	1. Home town feel 2. Proximity to the freeway 3. Potential to grow	1. Available land 2. No real "place to go" = i.e. downtown 3. Have to go elsewhere for entertainment	1. Parks / Amenities 2. Job opportunities 3. Niche Businesses (different from other cities)	A vibrant destination with rural roots and practical growth	92595	30-39	White

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133	1.small town feel 2.not overly crowded 3.proximity to other larger cities	1. Some roadways are outdated 2. School system under performing 3.	1. Police Services 2. Community events 3.	Improved parks and commerce (grocery stores) etc.	92595	30-39	
134	1.We know our neighbors 2 City council meetings are easy to attend . 3.We know our city representatives	1. We legalized marijuana in our city 2. Because of Sacramento, we are short of funding the city expected 3.	1.Candidate debates for city council and school board 2. 3.	Family values, family friendly	92595	60-69	
135	1. semi-rural nature of the community 2.mountain views 3. convenient shopping opportunities	1. infrastructure 2. road maintenance (more frequent, please) 3. density of residential new construction	1. Fix this darned survey--can't input 2. more consistent road maint 3. police presence to deter crime	Looking forward to seeing the medical complex build-out on Wildomar Trail. Surveys that aren't limited to 100 characters per field--ridiculous!	92595	60-69	White
136	1. The rural areas. 2. Close to my parents. 3. I'm close to my kids' school, I love their school.	1.DRUGS 2. Police response time 3.homeless	1.we NEED police presence 2. Help with the DAILY/NIGHTLY theft 3. Actual help when citizens have an issue.	I'd love to see Wildomar slow down. Less building, more taking care of what we already have! Stop building parks until we get the druggies out of the ones we have. Keep the history of Wildomar alive. Wildomar needs to use stepping stones. Clean up the messes first, THEN build. I want my children to grow up here, like I did. But Wildomar isn't the same. There is drugs, and crime everywhere and nobody who could do anything about it bats an eye.	92595	30-39	White
137	1. 2. 3.	1.growth 2. Infrastructure projects 2. 3.	1.paving Clinton Keith fro the 15 over pass Eastward to the Muriettia boundry. 2. 3.	More business oriented	92595	70+	White
138	1. Close to freeway. 2. Affordable homes. 3.	1. Poor city roads, disjointed community. 2. Not enough high-paying jobs. 3. Poorly-rated schools.	Clinton Keith Rd needs to be expanded to 2 lanes in both directions from the I-15 to the border of Murrieta.	School ratings that rival Temecula and Murrieta. Better bike paths and trails. Attract more career-oriented businesses, rather than service jobs. Temecula is dragging their feet on a new competition-level aquatics center. Maybe Wildomar should build one and built up business around it. Brush should be cleared regularly, it's a fire hazard. Give us a reason to live, work, and play in Wildomar - instead of just live.		40-49	White
139	1. Rural 2. Safe 3. Quiet	1. Too much development 2. Crime 3. Potholes in roads	1. Police 2. Community events 3. Open spaces	Keep it rural! No more multi-unit housing or big development.	92595	60-69	White

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140	1.the open surroundings and scenery 2.a small hometown feel, history 3.a growong young diverse cummunity	1.growing infrastructure 2. lack of areas for the cummunity to meet/ shop/ play/ entertainment 3. Revenue	1.officials going into neighborhoods, meeting the community 2.improved roads, street signs afordable homes	To create an area or district where we have an official wildomar Downtown walk and convention center and maybe even a (music hall / arena / amphitheater ?) to bring people together and money into the city while creating local jobs. Most people have no clue about wildomar. They drive by to other venues! Lets make us a place to stop and know! Improved roads are a sign of organizational strength and pride. Thats what people see and feel coming into our city. Next is the cleanliness we keep in our right ways. Next comes openess of our surroundings, we can be a complex busy city or keep it simple home town feel with affordable homes and small businesses districts to support our local community needs. People love history and entertainment but also a safe and clean community to live and visit. So Lets bring those to our community and our visitors of today and tomorrow! When this happens lets celebrate with a festival and parade, this could be an annual event thru our downtown walk!	92595	40-49	White
141	1.Quiet 2. RURAL 3. Light traffic.	1. High density development 2. No green space 3. Putting corporate greed ahead of small town atmosphere.	1.more open space, preserves 2. More jogging/biking paths 3. Small business	Rural, stop high density housing. Preserve open spaces and wilderness area.	92595	60-69	other
142	before Richmond homestead on Palomar it was quiet don't like the assholes that voted the Kaiser building in	1.Paid for city council members 3. We need all new city council.	1.more parks 2.Less corporate whore and businesses 3. New city council members.	Well you guys have ruined a lot of it. For 12 years we watched lies about the brown house and then the Kaiser buildings. Using our tax dollars to change Baxter road to wildomar trail which was a complete waste. What are we wanting people to pull off the freeway and go see the Kaiser buildings. You guys are idiots and can't manage city planning better that a 3 year old.		40-49	White
143	1.Quiet, easy freeway access, close to shopping 2. 3.	1.too much "filler" growth, like car washes, storage facilities, not enough deputies 2. 3.	1.slower growth, BETTER restaurants 2. 3.	It stays smaller then big Murrieta/Temecula it is not filled with taco shops, & liquor stores	92595	70+	White
144	1.rural Family community Law abiding 2. 3.	1.roadwork 2. 3.infrastructures	Public pool1. 2.nice dog park 3.water park for families	To keep it a rural town without industrial buildings	92595	50-59	Hispanic_or_Latino
145	1.Nothing now that it is a city 2. 3.	1.corrupt politicians 2. 3.	1.less building 2.leave empty land alone 3.go back to being county not city	Leave vacant land vacant . Stop all this needless building.. we need empty spaces.. why build more home ,apartments, businesses if we keep having a drought.. just a bunch of stupid ass politicians making money.. leave things alone.. I used to like Wildomar when I bought here 30 years ago but not anymore.. it went to hell when it became a city.. I would love to look at a vacant lot than have a damn neighbor so close they can hear more fart!! Stop building!!			American_Indian_and_Alaska_Nati
146	1.Still a quiet community 2.Not bombarded with homelessness/crime 3.Solid great restaurants	1.Not as much stuff to do 2.Not that many significant jobs that are higher paying 3Solid community statement	1More community activities for residents 2small business showcase like downtown Murrieta 3Arts,music fests	My vision is that there would be a set spot for creativity to flourish. Where everyone could have a safe haven being outside but also having ample shade to withstand heat. Having activities for everyone that coincides with the season and weather of Wildomar.	92595	40-49	Asian

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147	1.small town 2.frendly people 3.low crime	1.Growth of people and building 2.Road conditions expansion and repair 3.Community senior care programs	1.Less residential growth 2. Less commercial growth 3. Return to small town	Return to small town vision. Stop trying to become like surrounding city's. IE Murrieta. Slow down all the building residential and commercial. Fix the existing roads.	92595	70+	
148	1. Farm/horse, rural country 2. Not a lot of traffic to get where I need to 3. Small-town vibe	1. Over-development of unnecessary places/things, brand new houses 2. Keeping the roads pot-hole free 3.	1. Community events 2. Gardens/more trees/fruit trees 3. Better paved roads	Stop building so many new houses… protect/repair/upgrade what is already here… more paths for horses… add more trees, flowers/gardens & DEFINITELY edible plants & fruit producing trees for everyone!!	92595	30-39	White
149	1.rural 2.less traffic 3.family oriented	1.needs money 2.getting more mom and pop restaurants with cool /beach vibes 3. Infrastructure needs work	1. Mom & pop bar and grills with Beach vibes 2. Specialty :Trader Joe's ,sprouts 3. Maybe our own water park	May be a combination of all of it,cool restaurants bar and grills, Some businesses such as your Kaiser buildings but not too much more of those and everything needs to be designed where it's nice and not junky looking's with a nice coloring (not blue and red). Need to fix up the corner next to post office, even if a parking lot is put in could be tastefully done instead of leaving it a dirt lot.	92595	60-69	White
150	1. Friendly 2. 3.	1. Communication about projects 2. Overgrowth of apartments and houses 3. Lack of planning	1. Open space 2. Rural atmosphere preserved 3. Outdoor venues/farmers markets etc.	A downtown that preserves a rural atmosphere - independently owned businesses. Nix the Arco/7-11 on every corner. Create am ambiance that encourages community interaction - right now, everything is hodge-podge. The area with City Local is about the only nice place to go to socialize. Palomar could be revitalized in a way that encourages local shops.			
151	1. It's rural but has the benefits of city life. 2. Small town feel 3.	1. Illegal immigration 2. Crime 3.	1. Small family farms 2. Gun ranges 3.	A place that looks and feels like a small town in classic Norman Rockwell's America with some modern aspects. More local farming with farmers markets.			
152	1. Quiet 2. Lack of traffic 3. Weather	1. Too long for road construction 2. No pedestrian paths along Bundy Canyon 3.	1. 7/11 store 2. Not enough food choices 3. Increase park amenities	More pedestrian paths for running and biking along Bundy canyon. Would be nice to have designated path for bikers and runners that encircled Wildomar from Bundy canyon to Clinton Keith	92595	30-39	Black_or_African_American
153	1. Rural atmosphere 2. Small town feel 3. Mountain views	1. Traffic 2. Commercial zoning 3. Homelessness	1. Police; Security 2. Restaurants 3. Open space/parks	Quality restaurants so we don't have to go to Murrieta/Temecula. Keep our tax dollars here. Infrastructure keep up with growth, i.e., roads, etc.	92595	60-69	White
154	1. Small Town 2. Neighborliness 3. Climate	1. Water 2. Traffic 3. Lack of Commercial Development	1. Multi-use trails 2. Parks 3. Large Retail	A walkable town that can meet the needs of the populace without sending them driving to other towns.	92595	60-69	White
155	1.small town 2.quiet 3.	1.growth 2. 3.	1.road maintenance 2.cleanup roadside 3.	Keep open spaces available by not developing every inch of land in the city.	92595	40-49	

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
156	1. The weather 2. My home 3. My Councilman	1. Insufficient police staffing 2. HUGE road maintenance backlog 3. Dearth of city services & amenities	1. Proactive policing & Traffic Enforcement 2. REAL Road maintenance 3. Municipal services and amenities	NOT WILDO-COMPTON! A city where existing single-family residential neighborhoods are protected from "slum-hood" resulting from multi-unit construction on single family home zoned properties, AND close proximity three-story abominations (think Tres Lagos and incompatible diesel Truck Stops! A city where much of the existing rural zoned properties are maintained or developed as such by those with the resources to do so, with my thanks, their aesthetics benefiting the entire community. A city which has not "pissed" away all the commercially valuable freeway/offramp adjacent properties to low city revenue producing development, (think three story apartments and medical buildings). A city with well-maintained roads and right-of-ways. A city with enough fire stations. A city with enough policing. A city with sufficient parks, not necessarily a requirement that every playground be covered with "Gucci" sunshades. (:>) Actually, A WILDO-MURRIETA! I am 73. Ce la vie! Never going to happen!	92595	70+	White
157	1. Smaller town 2. Homes are reasonably priced 3. Close to everything	1. Getting overpopulated 2. Not getting enough votes for taxes that will help our city 3.	1. Street lights 2. Sidewalks 3. Better roads with curbs	To clean up some of the poorly kept houses and properties. Adding lamp posts or some kind of lighting. Improving our streets by adding curbs and sidewalks and more bike trails. Keeping our streets clean from trash. Building more stores and restaurants and please no more churches.		40-49	Native_Hawaiian_and_Other_Pacif,White,Two_or_More_of_the_above_Races/
158	1. Trees! 2. Birds! 3. Small town	1. Over development 2. Avoiding that "suburb" feel 3.	1. Bike lanes 2. A town square with locally owned businesses and regular events.	As stated above.	92595	50-59,60-69	White
159	1.small town feel but not back country 2.mostly quiet 3.responsive city employees	1.need more revenue sources 2.an attractive sports complex 3. Road maintenance	1.revenue sources 2.variety of shops..not just oil change or car washes 3. More usable parks	Wildomar needs to continue growing. As much as I love the small town feel, we need revenue. We need to attract people into our city. A sports complex that would allow for tournaments as well as a hotel for them to stay... money maker.	92595	50-59	White
160	1. Close proximity to larger cities 2. Small town 3. Relaxed	1. Need more sources of revenue 2. Need grocery stores 3. Need shopping areas	1. Grocery 2. Retail 3. Nice roads	Any future housing builds to include property so you're not right on top of your neighbor. Sidewalks, parks, recreation for kids.	92595	30-39	White
161	1. Small town 2. city is trying to make it better 3. The community activities 4. Our P.O. staff is the best	1. Crime & vandalism 2. Roads & traffic 3. Forgetting about improving older areas but building new	1. Better restaurants not fast food 2. City center or gathering place 3. Community activities	we are an "in betweener town" I feel like we're trying to grow up to be our own place & have all the things here, but honestly when I go out, I ask myself do I need to go to a surrounding town to do what I need to do. It would be nice to keep the $ here. I also feel that the city is trying to make this a better place, but have forgotten about some of the older areas that have become worn down & are eye sores. With the increase of homes, have come the increase of crime & vandalism. The police that we do have are stretched so thin. They are great but just not enough. It would be nice to have some sort of city center area. Our town seems like more of a mish mash. No real heart of the city. Murrieta created one. Temecula and Elsinore's old Towns are theirs. What is Wildomar's? The bell at the elementary school? The park? The post office/cemetery? We love living here. love our neighborhood but glad we raised our kids in Murrieta because there was so much to do without leaving town	92595	50-59	White
162	1. Less traffic than surrounding cities 2. Small town feel 3. View of the Ortegas	1. Road conditions 2. Crime 3.	1. Safe bicycle / pedestrian routes in all neighborhoods 2. Enforcement of stop signs 3.	I would love for Wildomar to remain a place where horses, goats, and chickens are welcome. I hope that in our quest to attract tax dollars the city needs, we don't lose touch with our roots.	92595	50-59	White

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163	1. Nice parks 2. 3.	1. Finish the construction by Bundy canyon. 2. Junk in yards 3. Pave the 20% of dirt roads in wildomar.	1.Pave the dirt roads 2. More trees 3. PAVE THE DIRT ROADS	Stop paving the same roads and actually pave the dirt roads in wildomar. It's ridiculous!	92595	30-39	White
164	1.Small town feel. 2. Businesses work with the community. 3. Fun small town events.	1. Bad roads 2. Saving funds for the future. 3. Diversifying businesses —no department stores here	1. A long term vision 2. Better use of zoning along Clinton Keith 3. More diversity in businesses.	Keep some areas rural —more on the west side Increase other areas in diversified businesses—east side Define our purpose, mission for long term— what is the City of Wildomar going to be known as?	92595	60-69	White
165	1.it's a farm like feel 2. We have great community activities 3. Great place to live	1. Too much new construction 2. Crowding 3. Slow construction	1. 2. 3.	A small family community	92595	30-39	Hispanic_or_Latino
166	1. 2. 3.	1. 2. 3.	1. 2. 3.	a small city with connections to rural areas and wildlife corridors, an emphasis on education and the history of the area			
167	Small town feel 2.close enough to amenities 3.good air quality	1.overgrowth 2.small town political views 3.public transportation	1.keeping it rural 2.limit of new housing 3.public transportation	Keeping a rural atmosphere. A little more response from police dept.	92595	60-69	White
168	1. Small town feel. 2. Generally the weather is nice. 3. Limited crime	1. Tax revenue 2. Traffic issues 3. Getting developers interest	1. Timed lights 2. Limiting light pollution 3. More cleanup days	Wildomar is a great little community. How viable is it long term I'm not sure. It would be great if the city could be totally self sufficient but I'm not sure if there are enough resources. I personally would love a drive in movie theater and a really great network of hiking trails.	92595	40-49	White
169	1. country 2. my town 3. people enjoy literature	1. We need a city library 2. We need to foster literacy at a city level 3. roads are terrible	1. better roads 2. city library 3. literacy programs	better roads and a CITY library	92595	50-59	White
170	1. Rural 2. Open space 3. Less traffic	1. Not having a municipal library 2. Growth without infrastructure 3. Keeping Wildomar rural	1. Municipal library! 2. Homes with acreage 3. Natural spaces	First, I would like to see Wildomar remain rural/semi-rural. That's why I chose to live here in the first place. Secondly, we need a municipal library. The county library is too small to handle the growth of the city, and due to RCLS constraints, does not meet the needs of our community at large. Having a city library would allow for more community involvement with more resources for all demographics. Libraries are now community centers, not just places to read books. It would be great to have a larger space to incorporate a maker space, larger community room, more programs and to let the community know that we care by offering these free services.	92595	40-49	White

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
171	1. the open feeling of the city 2. cleanliness of the roads 3. the city has a hospital	1.no sense of community or soul 2. There are no parks or community centers or pools ,	1. parks 2. 3. community pool, adult center, youth	A city that provides its citizens a healthy sustainable and safe place to live, with parks and trees and ponds and fishing, and trails.. A community that thrives in building sustainable areas that all people can enjoy and betters the planet at the same time. That gives families a place to play and grow and learn. A city that prides itself in community building and providing its children places to learn and be safe, outdoor spaces that give families a reason to stay in the city on the weekends and programs that enhance the lives of all that live here. A world class library, Amphitheater Town Center Adult Care Centers Youth Center Community Pool Baseball fields Soccer fields Trees planted for future cooling of the whole city Fruit trees planted so the hungry and pick them. Services provided by the city to enhance the lives of all	92595	60-69	White
172	1.The Library 2.The many food options 3.The parks	1. Expansion 2.Gentrification 3.Water Conservation	1.Less houses 2.More scenic views 3.Low rent	A place that stays wide and doesn't try to be what its not to fill people's pockets. Selling out all our land and blocking our views of the mountains.		20-29	White
173	1.helpful, friendly neighbors 2.interesting history 3.rare traffic jams	1.providing high quality amenities 2.addiction-related crime and homelessness 3.transportation	1.bigger library 2.easy battery/bulb recycling & redemption of CRV items 3.classes/rec./enrichment programs	Capitalize on scenery, weather, location, history (1800s female cofounder was college grad/successful author of stories set in places like Wildomar). Let's build a civic center in historic area (Palomar./Wildomar Trail), by post office, cemetery and school bell.. Add a city hall, library/rec. center with cost-efficient multi-purpose spaces for meetings, classes, shows, historical displays and income-producing events (weddings, quincañeras). Include a playground for kids and a courtyard "playground" for adults, featuring a bistro, outdoor movies, performances, weddings, etc. Create a nearby transit hub linking Tem. Valley to metro area transit (Metrolink, Coaster, trollies) to provide viable transportation for business (commutes, business travel, medical appts.) and recreation (airports, beaches, cultural sites). Entice diverse jobs (min. wage to high-paid careers) with these amenities. Long commutes harm physical/mental health, so quality mixed use development is encouraged..	92595	60-69	
174	1. World Harvest Church 2. Historical Reads 3. Diverse neighborhoods	1. Aged/tattered roads 2. Open land that isn't very used 3. more opportunities to build business locations	1. build a community garden 2. A sports park for the community to gather and make memories 3.	My vision for Wildomar is for the city and its people develop in a way that makes people want to "cruise through" the city	92562	20-29	
175	1. Small 2. Walking, hiking 3. Great Trails	1. Growth 2. Signal lights 3. Pedxing, traffic	1. Open Space 2. Events, Outdoor 3. Interaction w/city (Walking, hiking, biking trails)	To ensure our small city stays rural, less housing	92595	60-69	
176	1. Small 2. Friends 3. Trails	1. Growth 2. Signal lights 3. Traffic	1. Open spaces 2. Events community 3. More hiking/biking trails	Stays rural, less housing	92595	60-69	

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177	1. Less traffic 2. Small town feel 3. New stores	1. Fence laying orange st 2. Clean up orange/bundy 3. Walnut st needs Resurfacing	1. Roads resurfaced (Walnut st) 2. Clean up 3.	Continue with updating and making our city look nice. We're happy to see nice changes along Grand. We drive bundy canyon to orange street daily. It's awful. The fence has been laying on the ground for years	92595	50-59	White
178	1. Trails 2. Some undeveloped space 3.community activities in the park	1. Loss of dark skies 2. traffic chokepoints 3. bike and walking trails not fully connecting	1. Attention to light pollution 2. larger conservation areas 3. collaboration with other cities on lighting	Preserve the rural and open space character where possible. One character that can be preserved without affecting growth is dark skies, as this requires only attentiveness to the type of light fixtures.	92595	60-69	White
179	1.farming 2.quiet 3.small	1.dirt roads remaining next to new builds 2.pot holes in streets 3.	1.keeping the city as is 2.no more new construction 3. Improving residential streets	Everything is good as is. I would like to see the city stay the same and keeping the open farm life the city has. It's disappointing seeing the trees gone and new construction going on off the wildomar trails's freeways exit. The new build will not match the city of wildomar for the area that it's being added to. Maybe it could have been an addition near the inland valley hospital. I would like to see roads fixed and paved roads added to the residential homes near Gruwell.	92595	30-39	
180	Open space, enviormental strength, Vision for future Attention to the peoples opinion Great city	Water, green space, carbon, traffic control1. 2. 3.	Kindness, and support of neighbors1. 2. 3.	Growth, vision, strength in numbers	92601	70+	White
181	1. Community 2. Safe small town 3. Open spaces	1. Higher density building causing damage to roads and traffic 2. No community center 3. Revenue	1. Old town strip like murrieta 2. Equestrian spaces 3. Community center with programs for adults and kids	Keep it rural and take it back to its western roots. We can be a refuge for people to visit who need a break from the crowded city (Temecula). We can host outdoor rural events for those inside and outside of our city.	92595	40-49	White
182	1. 2. 3.	1. Getting Bundy Canyon project done 2. Bus route up Bundy to MSJC 3. More businesses	1. Parks 2. Bundy bus route 3. Better traffic flow — connect Bundy wiith Clinton Keith	Wonderfulness		60-69	White
183	1.small 2.quiet 3.easy access to 15	1.unfinished construction areas 2.not enough dining 3.no outdoor rec	1.walking running path 2.wider road on Bundy canyon 3.more food	Small but vibrant city with outdoor activities such as walking and running paths	92595	30-39	Black_or_African_American
184	1. Open Space/ Rural 2. Dark skies 3. Landscape	1. Roads 2. Accumulated trash on properties 3. Maintenance	1. Sidewalks 2. Paved Streets 3. Stores to Shop	Downtown center, paved roads, little boutique shops.			
185	1. Rural 2. Friendly 3. Mostly quiet	1. Too much construction 2. Losing the country atmosphere 3. Noisy and more traffic and unfriendliness	1. Bring back the country atmosphere 2. 3.	I moved to Wildomar from Orange county to get away from the hustle and bustle of a big city. Wildomar is now getting too much like Orange county. I would like to see construction halted to reestablish and maintain the country atmosphere that Wildomar once had.	92595	70+	White

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186	1. I was able to afford to buy a house here. 2. It's located near family. 3. The traffic isn't too bad.	1. Some properties look like trash. 2. Not very walkable/bikeable. 3. Looks like a wasteland (drought).	1. People taking down trashy, divisive political flags and slogans. 2. Sidewalks and bike lanes. 3. Rain.	My vision would be for people to take pride in their community, clean up their trashed out properties, have the streets looking more finished with sidewalks and gutters, more living trees, take down all the dead trees and bushes everywhere.	92595	40-49	White
187	1. small-town feel. 2. The members of the city council. 3.	1. Not enough money for more police. 2. 3.	1.faster police response for prowlers, illegal fireworks, and racing cars. 2.more Public transportation. 3.	I like where the city council is leading us.	92595	30-39,60-69	White
188	1.Clean 2.Growing 3.New	1attract more people from surrounding City's 2.There needs to be more a draw to City 3. Community Support	1.Medical 2.Office 3.Retail	I think Wildomar needs to have a draw to bring people there. We have Plenty of Restaurants! We need more Commercial retail , Shops, gyms, Theaters to bring people to town. The should help businesses survive give people to do living in Wildomar	92595	50-59	other
189	1. Stores are close 2 Neighbors 3. it's small	1. homelessness 2.burgleress 3.drugs	1.City wide Major Art Work 2.widing of Palomar road 3.less gas stations and more electrical stations	Defiantly more open space epically for dogs and animals. A lot more (if you even had any) art work such as statues and paintings and a Wildomar Logo put every where. Lets have better services for the elderly and help them get out of their homes. It is not easy.	92595	60-69	White
190	1.wide open spaces 2.historically slow growth 3.no big shopping centers	1.traffic and speed, thoroughfare 2.open land disappearing 3.growing too fast	1.septic changed to sewer 2. Traffic enforcement 3.programs for seniors or shut-ins	It's difficult for me to envision Wildomar in 2040 because in all likelihood I won't be here. I know some want to see growth but I miss the rural community I fell in love with, the open spaces and quiet, the breathtaking sunsets. I used to park on McVicker and watch the sun go down. A new housing project will block that view. Give the community a facelift and improve roads to entice small businesses that will draw consumers for financial growth and stop building new communities. That's my vision.	92595	70+	White
191	1. Small town feel 2. Don't have the congestion like neighboring towns. 3. Small businesses.	1. Stop residential bldg. 2. Stop commercial bldg. 3. Keeping our small town small. Take another exit!	1. More Agricultural family business. 2. Neighbors on horseback again. 3. More PD/Sheriffs Clinton Keith	To remain a small town where we know/recognize each other. Support of our family businesses. To not be another commuter, fast food, cheap stores exit on the I15 corridor. There's enough residential/commercial bldg started/finished. Needs to be a cap! Plans to make us another congested exit off the I15 is deplorable. Stop it! We need our fresh fruit/vegetables business back, family owned businesses and safe neighborhoods. There's already a rise in crime and transients. There's plenty of hospitals, medical buildings, gas stations, dollar stores and retailers. You can travel to the next nearest exits and see the same cheap retailers, home improvement and big box stores. Why the need to pollute our lovely town with what the is already available nearby? Catering to commuters who move here for less expensive living for their tax dollars to build us into what they left and what they bring with them is an obvious money grab and needs to stop. Keep Wildomar small and family friendly.	92595	50-59	White
192	1.mountains 2.small town 3.wildlife	1.Over population 2.Traffic 3.Housing taking up land.	1.Open Spaces 2.Consideration for Wildlife 3.Cemeteries	To remain as Rural as possible and Unique as possible.	92595	60-69	White
193	1.Hometown feeling 2.Good people 3. Marna O'Brien Park	1. Speeders on Grand Ave 2. 3.	1.Reduce speed limit on Grand Ave 2. Gates at Marna O'Brien Park open at sunrise, the opening time 3.	With water shortage, why so much new housing to use more water?	92595	60-69	White

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194	1. 2. 3.	1.keep up with traffic and keep traffic from building up 2. Crime rates 3. Homeless	1. Community service 2.community club house 3. Public	To have more community things. Like a ymca. Where people can go swimming and enjoy work outs and have community clubs for children and more family friendly parks	92595	40-49	
195	1.Close to our family 2.Close to shopping 3.View from our house	1.Roads need improvement 2.Traffic enforcement 3.Properties not maintained	1.Downtown for community 2.More retail 3.Code enforcement	I would like to see the town being more cared for and places to go to in Wildomar. Keep the retail dollars in Wildomar rather than having them go to other cities. I would like people to keep their yards maintained and take pride in ownership. I would like the City and City Council to be more proactive in attracting business and development. Also, Code Enforcement should be out citing what the council puts in place for our community to put forth a positive presence for our community.	92595	60-69	White
196	1.small community 2.family oriented 3.close to everything	1.Tres Lagos Project 2.bringing in mental health people into our community 3.water supply	1.parks 2.transportation 3.street cleaning	From what I see with the approval of Tres Lagos that our community will only go downhill.	92595	70+	Hispanic_or_Latino
197	1.not too crowded 2.lower cost of living 3.convenient access to freeway	1.no community center 2.lack of police presence 3.apathy of its residents	1.police patrols 2.walking trails 3.community involvement	Wildomar will continue to be a bedroom community if we do not have our own community center. There needs to be more low income housing, even though it would be unpopular.	92595		other
198	1. NOT congested 2. Streets are maintained 3. Added horse lanes along major road	1. Ukept trashy residences 2. Palm trees need pruning 3. Undeveloped vacant land	1. Sidewalks 2. Stores & Markets 3. Restaurants	To look like Murrieta.			
199	1. Affordability 2. Equestrian / chickens and small farm animals 3. Small town	1. Roads and drainage 2. Trashy yards and homes in certain areas 3. No clothing stores/shopping	1. Parks with pools or water parks 2. Nice department stores 3. Community center for all ages	No gangs, or homeless communities Large park with community center Neighborhoods cleaned up/beautified	92595	60-69	White
200	1.Country style of living 2.convenience of grocery stores 3.country roads	1.over crowding 2.medical facilities 3.police force	1.sprouts grocery store 2.senior center 3.sizzler	More parks Walking trails for seniors Fix Clinton Keith's street	2595	70+	White,Two_or_More_of_the_above_Races/
201	1. Quiet 2. Small town feel 3. Friendly	1. Keeping crime low 2. Outgrowing the small-town feel 3.	1. Sidewalks 2. Micro Breweries 3. Mom & Pop type restaurants	Leave it as is! Seriously though, don't fill all the open spaces with buildings, parking lots or low-income housing. Moved here in 2018 and have loved the small town feel of Wildomar. I hate seeing the developments taking up the open spaces (yeah, talking about the Wildomar Trail project).	92595	40-49	White
202	1.small town feel 2.rural area 3.friendly people	1.roads need repairs 2.street lights, need more of 3.police patroling more.	1.police patrol 2.street sweeping 3.roads fixed	To continue to have the small town, rural feel. I enjoy seeing farm animals in the area, keep the life style in Wildomar simple.	92595	50-59	Hispanic_or_Latino
203	1. Quiet 2. Friendly people 3. Close to Murrietta & Temecula, but more affordable housing	1. Old, run down neighborhoods 2. Not enough shopping centers 3. Weaker school systems	1. Newer buildings, shopping centers etc 2. New housing projects 3. Better school options	New, safe and expanding city with lots of opportunities for professional local work (a lot of us commute), better schools, more green areas-parks for children. A town center- main street like Old Town Temecula would be a plus. A larger grocery store or a shopping center chain would be greatly appreciated (Costco, Walmart, Target).	92595	30-39	White
204	1. rural 2. small 3.close to freeeways	1.bundy canyon pot holes 2.code enforcement 3.weed abatement/fire hazards	1.work on bundy canyon 2.more police activity 3.	to become more self sustaining and more new areas	92595	50-59	White

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205	1.rural 2.no traffic 3.no street lights	1.police response time 2.streets falling apart 3.lack of bike lanes	1.police 2.more neighborhood watch 3.more bike lanes	Moved to wildomar in 1995 when we still had hitching posts at one of the only markets in town. I loved the how rural it was. I know that growth has to happen but what we need is growth that will actually bring in money to the city. High rise dr offices will not bring in money for the city.	92595	50-59	White
206	1. FAMILY 2. WOKE FREE 3. COMMUNITY	1. FAR LEFT DEMS 2. BIG BOX STORES 3. TOO FEW JOBS	1. MOM AND POP BIZ 2. PARKS FOR FAMILIES 3. MORE INFRASTUCTURE	GENTLEMAN STYLE RANCHES 1 OR 2 ACRES MAX. KEEP FAMILY AS THE KEY TO THE FUTURE HERE. PROMOTE RESPECT IN THE COMMUNITY WITH ONE ANOTHER		70+	Two_or_More_of_the_above_Races/
207	1.proximity 2.up and coming 3.	1.infrastructure 2. Economic development 3.	1. Community 2. Retail and grocery stores near bundy canyon 3.	Self sustainable / economic development (residents not having to travel to nearby cities for goods), more community development / opportunities for youth	92595	30-39	Hispanic_or_Latino
208	1.mountains 2.rural feel 3.open spaces	1.traffic that comes with growth 2.maintaining rural feel 3.not becoming Orange County	1.walking paths 2.bike lanes 3.good restaurants	Rural, open feel …that all are welcome here, with open spaces and walking/bike/horse paths.	92595	70+	White
209	1.The small town feel 2.The rural feel 3.The closeness to anything I might need	1.Taking forever to get anything done. 2.Lack of citizen involvement 3.Open City Council - NO DISTRICTS	1.A few more larger businesses for shopping 2.More speeding tickets - ex: Bundy Canyon 3.A community center	All the things I mentioned above	92595	60-69	White
210	1.Open space 2.calm/friendly due to low density 3.family oriented	1.overbuilding too quickly 2.Increased Demands for water and electric 3.road congestion/increasing density	1.parks /open space 2.local city events -farmers market 3.take care of Wildomar interest first	Like it just the way it is. Slow down rapid building. We should have a 20+ year plan in place. Hopefully this is the case. We should preserve Wildomar while growing to accommodate our children's local housing needs and our aging. However, we should not feel like we have to become a housing "build, build, build; there's a national housing crises" sanctuary for the nation's shortages.	92595	40-49	American_Indian_and_Alaska_Nati
211	1. Easy access to fwy. 2. Close to schools and Dairy 3. For the most part, it's quiet	1.Tore up roads. 2.Lack of sidewalks for kids walking to school 3.Tag all over 4.Bundy/Sellars issue.	1. More stores and restaurants 2. Nice landscape on the on and off ramps of freeways. 3. Bike paths	Well kept safe city. With clean and nicely paved roads. Sidewalks for our kids to get all over. Parks and bike paths	92595	50-59	White
212	1.open spaces 2. 3.	1.loss of rural areas 2.too many homes 3.keeping up infrastructure maintenance and repair	1. keep rural and horse properties from being eaten up by development 2.new city council. 3.	Stick to the wildomar roots		60-69	White
213	1. Population 2. Scenery 3.taxes	1. Road work 2. Rural areas 3. Landscaping	1. Upkeep 2. Stores 3. Community gatherings	Small town feel with modern style shops, like Victoria gardens, time for some upgrades	92595	40-49	White
214	1. Population 2. Scenery 3.taxes	1. Road work 2. Rural areas 3. Landscaping	1. Upkeep 2. Stores 3. Community gatherings	Small town feel with modern style shops, like Victoria gardens, time for some upgrades	92595	40-49	White
215	1.rural 2.peaceful 3.open	1.crime 2.dumping 3.infrastructures	1.infrastructures 2.public amenities 3.common sense	To remain rural with limited growth as the infrastructure improves.	92595	50-59	White

	What do you like about Wildomar?	What challenges face the City of Wildomar?	What would you like to see more of?	What's your vision for Wildomar?	Where do you live?	What is your age?	How would you identify your race/ethnicity?
216	1.small town feel 2.rural/horses, trails/open spaces 3.council members/mayor accessible at city events	1.run down/weedy properties 2. Enticing businesses to benefit OUR residents. Restaurants, shopping. 3.roads	1.events for adults 2.workshops-gardening 3.unique restaurants, shopping & experiences	For Clinton Keith to become a major traveled road containing larger stores like target and decent restaurants. Keep Wildomar Trail rural. Put all the big business and traffic on Clinton Keith. I'd love to see an equestrian center and more focus on horse trails and hiking. Make Wildomar Trail a "old town" with the school bell, post office, cemetery, antiques, shops, restaurants.	92595	60-69	White
217	1. Accessible, open-minded city staff. 2. Safe community 3. Business-friendly	1. Development costs 2. Few incentives for people and businesses to move here 3. Tax base, limited growth	1. Housing and entertainment 2. Friendly business climate 3. Incentives to develop difficult terrain	"Why should my business/family move to Wildomar vs Murrieta/Menifee/Elsinore?" Only 3% growth since 2010, is that correct? Don't create another Canyon Lake-style pretentious attitude at the city. There is no doubt we are in an economic slowdown, our communities are competing for fewer development dollars. Incentivize infrastructure development to attract more investment; developers can build affordable housing and entertainment to attract people. We need more restaurants! Create an active lifestyle mix of rural and urban, family and adult entertainment (not THAT kind of adult entertainment) connected by efficient roads. Keep the pot shops/smoke shops OUT! There has been blighted housing and neighborhoods for too long. Underground the power lines (fire safety and gets rid of that blighted feel). We're headed in the right direction - we just need to be more aggressive to stave off competition from nearby cities.		50-59	
218	1.low taxes 2 small town vibe 3. Hidden gem	1.small infrastructure 2. Homelessness 3. Crime/drugs(see #1)	1.road repair not horse trails 2. Code enforcement, places are looking sloppy. Residential and commercial	I imagine wildomar will be an apartment or storage facility haven. Maybe a park East of the 15? How long has Wildomar been a city? 2008?	92595	40-49	Two_or_More_of_the_above_Races/
219	1.More of a country feel 2.Nice neighbors 3.quiet	1. 2. 3.	1.grocery store, shops, bundy canyon area 2. 3.	Be similar to Norco, country feel but with all the amenities	92595	40-49	White
220	1 Liked it when the original general plan was being followed. 2. 3.	1. General Plan: Inability to follow 3. Staff attitude.	Following the original general plan Unfortunately it's too late for these suggestions.	It's too late, the vision no longer exists.		60-69	other
221	1. Rural character of the area 2. Easy access to 15 Freeway 3. Hometown feel	1. Lack of Infrastructure. 2. Minimal funding 3. Minimal revenue stream	1. Fire station, Senior Ctr, Amphitheatre, Sheriff station.. 2. Equestrian trails 3. Cleaner properties	Continue Wildomar's vision to be a safe and active community with reasonable growth and quality infrastructure while keeping a hometown feel. Eliminate placements of Mobile Homes and require permanent structures only with off-site improvement requirements. Establish Infrastructure Districts for new developments to ensure proper roads, parks, fire station(s) are in place. Focus on improving older established areas, via road improvements and existing property clean-up improvements. Ensure trail system is in place for all new developments and continue to support the equestrian community. Ensure all new developments provide on site park and trail amenities. Maintain rural feel throughout the city where possible. Implement citywide funding program that all residents are required to fund via property taxes for new Fire station, Sheriff/Police station, citywide street sweeping, landscaping, and road maintenance. Clean up properties throughout the city (eliminate blight).	92595	50-59	White
222	1.Peace 2.Quiet 3.Unique	1.Slow Development 2.Restaurants & shops are not conveniently located 3. Bundy Canyon/Scott dangerous road	1.Clinton Keith style shopping center on Bundy canyon 2. Trails to walk 3. Jobs such as manufacturing	Have all services and conveniences that our neighboring cities have. More jobs, schools, shops. There needs to be a "downtown area" where the community can hang out.	92595	30-39	Hispanic_or_Latino

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING

CONSENT CALENDAR
Agenda Staff Report # 1.1
Meeting Date: September 14, 2022

SUBJECT: Reading of Ordinances

SUBMITTED BY: Janet Morales, City Clerk's Office

ACTION:
Approve the reading by title only of all Ordinances on this agenda.

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.2
Meeting Date: September 14, 2022

SUBJECT: July 13, 2022 Minutes

SUBMITTED BY: Jandi Aguilar, City Clerk's Office

PREPARED BY: Jandi Aguilar, Administrative Analyst

ATTACHMENTS:
1. Minutes

MINUTES
CITY OF WILDOMAR
CITY COUNCIL/CEMETERY DISTRICT REGULAR MEETING
WEDNESDAY, JULY 13, 2022
COUNCIL CHAMBERS
23873 CLINTON KEITH ROAD SUITE 106
WILDOMAR, CA 92595

Members in attendance: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg

Councilmember Nigg arrived at 6:08 pm.

Staff in Attendance: City Manager York, City Attorney Jex and City Clerk Morales.

CALL TO ORDER – CLOSED SESSION - 5:00 P.M.

The closed session meeting of July 13, 2022, of the Wildomar City Council, was conducted pursuant to Assembly Bill 361 with in-person attendance at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 106, Wildomar, California, and via videoconferencing, and was called to order by Mayor Benoit at 5:00 p.m.

ROLL CALL

All council members were present except council member Dustin Nigg. Council member Morabito arrived 5:02 p.m.

PUBLIC COMMENTS ON CLOSED SESSION

None

CLOSED SESSION

1. The City Council met in a closed session pursuant to the provisions of Government Code Sections 54956.9 (d)(1) and (4) to confer with legal counsel about the following matter of pending and potential initiation of litigation: the City of Long Beach, et al v. Monsanto Company, et al, United States Central District Court, Case No.: 2:16-cv-03493-FMO-AS

2. The City Council met in a closed session to hold a conference with its unrepresented employee representative City Manager Dan York regarding labor negotiations with unrepresented employees pursuant to Government Code 54957.6.

RECONVENE INTO OPEN SESSION

The City Council reconvened into an open session with all members present except Council member Nigg at 6:05 p.m.

ANNOUNCEMENTS

City Attorney Jex stated the following:

1. Council decided to opt out of the proposed settlement.
2. No reportable action.

ADJOURN CLOSED SESSION

There being no further business, Mayor Benoit adjourned the Closed Session at 6:05 p.m

CALL TO ORDER – REGULAR SESSION - 6:00 P.M.

The regular session meeting of July 13, 2022, of the Wildomar City Council, was conducted pursuant to Assembly Bill 361 with in-person attendance at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 106, Wildomar, California, and via videoconferencing, and was called to order by Mayor Benoit at 6:05 p.m.

ROLL CALL

Staff in Attendance City Manager York, City Attorney Jex, City Clerk Morales, Planning Director Bassi, Administrative Services Director Howell, Project Consultant Riley, Economic Development Director Davidson, Senior Engineer Farag, Development Manager Stadnik, Community Services Director Torres.

FLAG SALUTE

The flag salute was led by Vice-chair Morabito.

PRESENTATIONS

LifeStream Blood Bank Public Awareness Announcement- moved to August.

DEPARTMENT REPORTS

1 General Plan Update Briefing - Envision Wildomar 2040: The Future By Design Planning Director Bassi presented the department report.

2 Economic Development Department Update Economic Director Davidson presented the staff report.

PUBLIC COMMENTS

The following individuals provided public comment

1. Gina Castanon with time donated by Ruben Castanon for a total of 6 minutes
2. Ken Mayes
3. Gayl Taylor
4. Mari Bacon,Tri City Gators

COUNCIL COMMUNICATIONS

The City Council Members spoke regarding the various committees, commissions, and boards that they serve on locally and regionally and community events, including:

1. Community events
2. Regional events Chamber of Commerce
3. Riverside Conservation Authority (RCA)
4. Riverside Transit Agency (RTA)
5. Riverside County Transportation Commission (RCTC)
6. League of California Cities
7. Southern California Association of Governments (SCAG)
8. Riverside County Habitat Conservation Agency (RCHCA)
9. Western Riverside Council of Governments (WRCOG)
10. South Coast Air Quality Management District (SCAQMD)
11. Southwest Community Financing Authority (Animal Shelter)
12. Ad Hoc & Subcommittee

APPROVAL OF THE AGENDA AS PRESENTED

Moved by Joseph Morabito; seconded by Bridgette Moore to Add Agenda Item regarding AB361 Resolution to the Agenda.

Motion Passed: 4 - 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore
Voting Against: None
Abstain: None
Absent: Dustin Nigg

Moved by Joseph Morabito; seconded by Bridgette Moore to Adopt RESOLUTION No. 2022 - 48, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA AUTHORIZING THE NEED FOR TELECONFERENCING OPTION FOR CITY COUNCIL, COMMISSION AND COMMITTEE MEETINGS PURSUANT TO ASSEMBLY BILL 361 AND MAKING FINDINGS AND DETERMINATIONS REGARDING THE SAME

Motion Passed: 4 - 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore
Voting Against: None
Abstain: None
Absent: Dustin Nigg

1. CONSENT CALENDAR

Moved by Bridgette Moore; seconded by Joseph Morabito to Approve all items on the consent calendar.

Motion Passed: 5 - 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

1.1 Reading of Ordinances

Approved the reading by title only of all Ordinances on the agenda.

1.2 Minutes - May 11, 2022 Regular Meeting

Approved minutes as presented.

1.3 Warrant Register June 2022

Approved the following:

Warrant Register dated 06-02-2022 in the amount of $79,353.89.
Warrant Register dated 06-09-2022 in the amount of $427,478.35.
Warrant Registers dated 06-16-2022 in the amount of $123,057.25.
Warrant Register dated 06-23-2022 in the amount of $169,919.45.
Warrant Register dated 06-30-2022 in the amount of $1,250,727.34.
Wire Transfer Register dated 06-30-2022 in the amount of $59,650.35.
Payroll Register dated 07-01-2022 in the amount of $206,536.89.

1.4 May 2022 Treasurers Report

Approved the Treasurer's Report for May 2022.

1.5 Road Construction Updates - Public Works/Engineering Department

Senior engineer CIP Farag provided a public works road construction update.

Dana Vincent provided public comment.

Received and filed the Road Construction Updates from the Public Works/Engineering Department.

1.6 2nd Reading of Ordinance No. 218 and 219 for the Inland Valley Medical Center Expansion Project

1. Adopted Ordinance No. 218: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CHANGE OF ZONE NO. 20-0116 TO CHANGE THE EXISTING ZONING DESIGNATION FROM I-P (INDUSTRIAL PARK) AND C-P-S (SCENIC HIGHWAY COMMERCIAL) TO M-C (MEDICAL CENTRE) ZONE FOR ENTIRE 22.24-ACRE SITE TO ACCOMMODATE THE PROPOSED INLAND VALLEY MEDICAL CENTER HOSPITAL EXPANSION PROJECT LOCATED AT 36485 INLAND VALLEY DRIVE (APN: 380-250-026)

2. Adopted Ordinance 219: ORDINANCE NO. 219, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING ZONING ORDINANCE AMENDMENT NO. 2022-04 (PA 20-0116) TO AMEND TITLE 17 OF THE WILDOMAR MUNICIPAL CODE TO ADD CHAPTER 17.86 (MEDICAL CENTER ZONE) TO ESTABLISH USE AND DEVELOPMENT STANDARDS FOR MEDICAL CENTERS IN THE CITY OF WILDOMAR

1.7 **Second Reading and Adoption of Special Tax Ordinance for Community Facilities District No. 2022-2 (Horizon Place)**

Conducted the second reading of and adopted: ORDINANCE NO. 221, ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA ACTING IN ITS CAPACITY AS THE LEGISLATIVE BODY OF COMMUNITY FACILITIES DISTRICT NO. 2022-2 (HORIZON PLACE) OF THE CITY OF WILDOMAR AUTHORIZING THE LEVY OF SPECIAL TAXES

1.8 **Second Reading and Adoption of Special Tax Ordinance for Community Facilities District No. 2022-1 (Services)**

Conducted the second reading of and adopted: ORDINANCE NO. 220, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA ACTING IN ITS CAPACITY AS THE LEGISLATIVE BODY OF COMMUNITY FACILITIES DISTRICT NO. 2022-1 (SERVICES) OF THE CITY OF WILDOMAR AUTHORIZING THE LEVY OF SPECIAL TAXES

1.9 **Professional Services Agreement for On-Call Geotechnical and Materials Testing Services with Geocon West, Inc.**

Authorized the City Manager to execute a Professional Services Agreement with Geocon West, Inc. for On-Call Geotechnical and Materials Testing Services.

1.10 **Fifth Amendment to Design Professional Services Agreement with Parsons Transportation Group for the Bundy Canyon Road Project**

Authorized the City Manager to execute the Fifth Amendment to the Design Professional Services Agreement with Parsons Transportation Group, Inc. for Engineering Services for the Bundy Canyon Road Improvement Project.

1.11 **First Amendment to Agreement with MuniServices LLC for Sales and Use Tax Analysis, Reporting & Audit Services and Franchise Fee and Transient Occupancy Tax (TOT) Audit Services**

Approved and authorized the City Manager to execute an amendment with MuniServices LLC for Sales and Use Tax Analysis (SUTA), Sales/Use TaxReporting Services (STARS) and Franchise Fee (FF) and Transient Occupancy Tax (TOT) Audit Services for the City of Wildomar.

1.12 **First Amendment to Agreement for Services between the City of Wildomar and HR Dynamics & Performance Management, Inc.**

Approved the First Amendment to the Agreement between the City of Wildomar and HR Dynamics & Performance Management, Inc. as requested, with an additional $13,000 approved for the FY 2021/22 Human Resources Contractual Services budget and an additional $51,250 added for the FY 2022/23 Human Resources Contractual Services budget.

1.13 **Contractual Services Agreement between the City of Wildomar and FoBro Consulting, LLC**

Approved and authorized the City Manager to execute a contract with FoBro Consulting, LLC to provide consulting services for Homelessness program services, CDBG activities, and project-based developer reconciliation and billing services.

1.14 **Acceptance of FY 2021 State Homeland Security Program (SHSP) Award**

1. Accepted $4,194 in funding from Riverside County's FY 2021 State Homeland Security Program (SHSP).

2. Adopted a Resolution entitled: RESOLUTION NO. 2022-40, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING PARTICIPATION IN THE FY 2021 STATE HOMELAND SECURITY PROGRAM (SHSP) AND AUTHORIZING THE CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS FOR AND ON BEHALF OF THE CITY

1.15 **Tribal Cultural Resources Monitoring Agreements and Project Budget Amendment- Palomar Street/Clinton Keith Road Sidewalk, Trail, and Bike Lane Connectivity Project (CIP 059)**

1. Authorized the City Manager to execute Cultural Resource Monitoring Agreements with the Soboba Band of Luiseno Indians and the Pachanga Band of Indians.

2. Appropriated an additional $167,000 from Fund 503 (TUMF) for the project construction budget.

1.16 **Levy and Collection of Special Taxes within Community Facilities District No. 2013-1 (Services) for Fiscal Year 2022-23**

Adopted a Resolution entitled: RESOLUTION NO. 2022 -41, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ORDERING THE LEVY AND COLLECTION OF SPECIAL TAXES WITHIN COMMUNITY FACILITIES DISTRICT NO. 2013-1 (SERVICES) FOR FISCAL YEAR 2022-23

1.17 **Measure AA Oversight Advisory Committee Appointments**

Reviewed the application for Committee Membership and appointed Kathleen Kovich to the Measure AA Oversight Advisory Committee for a term ending June 2024.

2. PUBLIC HEARINGS

2.1 **Authorization for Additional Solid Waste Fees Related to Short-Lived Climate Pollutant Reduction Law, (SB 1383) for CR&R Incorporated**

Administrative Analyst Jantz present staff report.

Moved by Bridgette Moore; seconded by Dustin Nigg to Adopt Resolution No. 2022 – 42, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, AUTHORIZING SB 1383 COMPLIANCE FEE ADJUSTMENTS FOR CR&R INCORPORATED WASTE COLLECTION SERVICES

Motion Passed: 5- 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

2.2 **CFD 2022-1 (Services) Annexation No. 1 - Calling an Election, Ordering the Levy and Collection of Special Taxes, and Declaring the Election Results**

City Manager York present the staff report.

Moved by Bridgette Moore; seconded by Joseph Morabito to Adopt Resolution No. 2022 – 43, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, CALLING AN ELECTION TO SUBMIT TO THE QUALIFIED ELECTORS THE QUESTION OF LEVYING A SPECIAL TAX WITHIN THE AREA PROPOSED TO BE ANNEXED TO COMMUNITY FACILITIES DISTRICT NO. 2022-1 (SERVICES)

Motion Passed: 5- 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

Moved by Bridgette Moore; seconded by Joseph Morabito to Adopt Resolution No. 2022 – 44, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, DECLARING ELECTION RESULTS FOR COMMUNITY FACILITIES DISTRICT NO. 2022-1 (SERVICES) (ANNEXATION NO. 1)

Motion Passed: 5- 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

2.3 **County Service Area Charges for FY 2022 -23**

Senior Engineer Farag presented the staff report.

Moved by Ashlee DePhillippo; seconded by Bridgette Moore to Adopt Resolution No. 2022 – 45, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING COUNTY SERVICE AREA CHARGES WITHIN THE CITY FOR FISCAL YEAR 2022-23

Motion Passed: 5- 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

2.4 **Landscaping and Lighting Maintenance District No. 89 1-Consolidated & Street Lighting Zones**

Senior Engineer Farag presented the staff report.

Moved by Bridgette Moore; seconded by Joseph Morabito to Adopt Resolution No. 2022 – 46, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT FOR ALL ZONES, OF LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 89-1- CONSOLIDATED OF THE CITY OF WILDOMAR AND LEVYING ASSESSMENTS ON ALL LOTS AND PARCELS OF LAND THEREIN FOR FISCAL YEAR 2022-23; AND AUTHORIZING THE ADMINISTRATION OF THE LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT NO. 89-1-CONSOLIDATED FOR FISCAL YEAR 2022-23

Motion Passed: 5- 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

3. GENERAL BUSINESS

3.1 **FY 2021/22 4th Quarter Budget Report**

Administrative Analyst II Jantz presented the Staff report.

Moved by Bridgette Moore; seconded by Ashlee DePhillippo to Adopt Resolution No. 2022 – 47, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, AUTHORIZING AMENDMENTS TO THE FY 2021-22 BUDGETED REVENUES AND EXPENSES

Motion Passed: 5- 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

3.2 **Assembly Bill 43 Update - Setting Speed Limits**

Senior Engineer Farag presented the staff report.

Received and filed the update for Assembly Bill 43 regarding the setting of speed limits.

CITY MANAGER REPORT

1. New agenda software has been launched.
2. Visit city website for all upcoming events
3. Nomination period starts July 18, 2022. For questions contact the city clerk.

FUTURE AGENDA ITEMS

None added.

ADJOURN THE CITY COUNCIL MEETING

There being no further business Mayor Benoit adjourned the meeting at 7:48 pm in memory of resident George Taylor.

Submitted by:

_____
Janet Morales, CMC
City Clerk

Approved by:

_____
Ben J. Benoit
Mayor

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.3
Meeting Date: September 14, 2022

SUBJECT: Warrant Register August 2022

SUBMITTED BY: Robert Howell, Administrative Services

PREPARED BY: Nicholas Neidiffer, Accounting Specialist

ACTION:
Approve the following:

For Fiscal Year 2021/2022
1. Warrant Register dated 08-04-2022 in the amount of $389,691.53.
2. Warrant Register dated 08-11-2022 in the amount of $1,139,300.36.
3. Warrant Register dated 08-17-2022 in the amount of $104,042.08.
4. Warrant Register dated 08-25-2022 in the amount of $327,123.02.

For Fiscal Year 2022/2023
1. Warrant Register dated 08-04-2022 in the amount of $69,106.50.
2. Warrant Register dated 08-11-2022 in the amount of $211,121.83.
3. Warrant Register dated 08-17-2022 in the amount of $37,116.19.
4. Warrant Register dated 08-25-2022 in the amount of $18,954.24.
5. Wire Transfer Register dated 08-31-2022 in the amount of $59,447.57.
6. Payroll Register dated 09-01-2022 in the amount of $315,781.81.

DISCUSSION:
The City of Wildomar requires that the City Council audit payments of demands and direct the City Manager to issue checks. The Warrant and Payroll Registers are submitted for approval.

FISCAL IMPACT:
These Warrant, Wire Transfer and Payroll Registers will have a budgetary impact in the amount and fiscal year noted in the recommendation section of this report. These costs are included in the Fiscal Year 2022/23 Budgets.

ATTACHMENTS:
1. Warrant Reg Aug 2022 Voucher Listings

Bank code : wf

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
215335	8/4/2022	000081	CALIFORNIA BUILDING STANDARDS, COI	80322A		APRIL 2021-JUNE 2021 CA BLDG STDRD ADMIN	484.20
				80322B		JULY 2021-SEPT 2021 CA BLDG STDRD ADMIN	270.90
				80322C		OCT 2021-DEC 2021 CA BLDG STDRD ADMIN RE	1,350.90
				80322D		JAN 2022-MAR 2022 CA BLDG STDRD ADMIN RE	1,020.60
						Total :	**3,126.60**
215336	8/4/2022	000022	EDISON	CA#700204787151		05/14/21-06/13/22 ELECTRIC	75,495.05
				CR30222-9127	S	CREDIT CFD 2013-001 ZONE 5	-30,355.38
						Total :	**45,139.67**
215337	8/4/2022	000022	EDISON	6302022-9129		02/22/22-06/27/22 ELECTRIC	2,556.66
						Total :	**2,556.66**
215338	8/4/2022	000022	EDISON	6152022-3047		06/15/21-06/15/22 34311 MISSION TRAIL TC	984.06
						Total :	**984.06**
215339	8/4/2022	000022	EDISON	6152022-5361		06/15/21-06/14/22 ELECTRIC 31818 CENTRAL	874.52
						Total :	**874.52**
215340	8/4/2022	000022	EDISON	6152022-7372		06/15/21-06/14/22 ELECTRIC 24211 CLINTON	795.07
						Total :	**795.07**
215341	8/4/2022	000022	EDISON	6272022-7258		02/27/22-06/27/22 ELECTRIC - 21400 PALOM	721.23
						Total :	**721.23**
215342	8/4/2022	000022	EDISON	6302022-3487		02/11/22-06/13/22 ELECTRIC - 23873 CLINT	613.36
						Total :	**613.36**
215343	8/4/2022	000022	EDISON	1202022-8688		06/15/2021-7/14/2021 21458 GRAND AVE TC1	482.07
				2142022-8688		01/14/2022-02/14/2022 21458 GRAND AVE TC	76.11
				3162022-8688		2/14/2022-3/14/2022 21458 GRAND AVE TC1	75.11
				4142022-8688		3/16/2022-4/13/2022 21458 GRAND AVE TC1	74.52
				5162022-8688		4/14/2022-5/15/2022 21458 GRAND AVE TC1	81.23

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215343	8/4/2022	000022 EDISON	(Continued)			
			6142022-8688		5/16/2022-6/14/2022 21458 GRAND AVE TC1	75.51
					Total :	**864.55**
215344	8/4/2022	000022 EDISON	6152022-3950		06/15/21-06/14/22 ELECTRIC 34311 MISSION	319.15
					Total :	**319.15**
215345	8/4/2022	000022 EDISON	3152022-3123		02/11/22-03/14/22 ELECTRIC 23873 CLINTON	205.35
			4132022-3123		03/15/22-04/12/22 ELECTRIC 23873 CLINTON	133.44
			5132022-3123		04/13/22-05/12/22 ELECTRIC 23873 CLINTON	223.89
			6142022-3123		05/13/22-06/13/22 ELECTRIC 23873 CLINTON	303.30
					Total :	**865.98**
215346	8/4/2022	000022 EDISON	3142022-7255		02/11/22-03/14/22 ELECTRIC 23873 CLINTON	109.17
			4132022-7255		03/15/22-04/12/22 ELECTRIC 23873 CLINTON	73.08
			5132022-7255		04/13/22-05/12/22 ELECTRIC 23873 CLINTON	146.22
			6142022-7255		05/13/22-06/13/22 ELECTRIC 23873 CLINTON	213.90
					Total :	**542.37**
215347	8/4/2022	000022 EDISON	1202022-3243		06/15/21-01/13/22 ELECTRIC 31818 CENTRAL	208.30
			2142022-3243		01/14/22-02/13/22 ELECTRIC 31818 CENTRAL	31.44
			3162022-3243		02/14/22-03/15/22 ELECTRIC 31818 CENTRAL	30.34
			4142022-3243		03/16/22-04/13/22 ELECTRIC 31818 CENTRAL	29.53
			5162022-3243		04/14/22-05/15/22 ELECTRIC 31818 CENTRAL	28.91
			60152022-3243		05/16/22-06/14/22 ELECTRIC 31818 CENTRAL	27.27
					Total :	**355.79**
215348	8/4/2022	000022 EDISON	06282022-6091		05/27/22-06/27/22 LITTLE LEAGUE 21347 CO	104.03

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215348	8/4/2022	000022 EDISON	(Continued)			
			11292021-6091		PREV-11/28/21 ELECTRIC LITTLE LEAGUE 213	46.57
			12282021-6091		11/29/21-12/27/21 ELECTRIC LITTLE LEAGUE	42.96
			1272022-6091		12/28/21-01/26/22 ELECTRIC LITTLE LEAGUE	44.77
			2282022-6091		01/27/22-02/27/22 ELECTRIC LITTLE LEAGUE	49.21
			3292022-6091		02/28/22-03/28/22 ELECTRIC LITTLE LEAGUE	52.50
			4282022-6091		03/29/22-04/27/22 ELECTRIC LITTLE LEAGUE	0.03
			5272022-6091		04/28/22-05/27/22 ELECTRIC LITTLE LEAGUE	67.20
					Total :	**407.27**
215349	8/4/2022	000022 EDISON	3182022-7633		02/16/22-03/17/22 ELECTRIC - 32975 WILLO	78.89
			4192022-7633		03/18/22-04/18/22 ELECTRIC - 32975 WILLO	87.11
			5182022-7633		04/19/22-05/17/22 ELECTRIC - 32975 WILLO	79.40
			6172022-7633		05/18/22-06/16/22 ELECTRIC - 32975 WILLO	84.92
					Total :	**330.32**
215350	8/4/2022	000022 EDISON	4022022-4487		03/01/22-03/31/22 ELECTRIC 20505 PALOMAR	46.96
			5022022-4487		04/01/22-04/30/22 ELECTRIC 20505 PALOMAR	46.98
			6022022-4487		05/01/22-05/31/22 ELECTRIC 20505 PALOMAR	46.99
			7012022-4487		06/01/22-06/30/22 ELECTRIC 20505 PALOMAR	48.37
					Total :	**189.30**
215351	8/4/2022	000022 EDISON	3182022-5249		02/16/22-03/17/22 ELECTRIC 32975 WILLOW	30.59
			4192022-5249		03/18/22-04/18/22 ELECTRIC 32975 WILLOW	31.12
			5182022-5249		04/19/22-05/17/22 ELECTRIC 32975 WILLOW	27.73
			6172022-5249		05/18/22-06/16/22 ELECTRIC 32975 WILLOW	28.26
					Total :	**117.70**
215352	8/4/2022	000022 EDISON	3182022-3767		02/16/22-03/17/22 ELECTRIC 31160 CLINTON	11.98
			4182022-3767		03/18/22-04/18/22 ELECTRIC 31160 CLINTON	12.16

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215352	8/4/2022	000022 EDISON	(Continued)			
			5182022-3767		04/19/22-05/18/22 ELECTRIC 31160 CLINTON	12.16
			6172022-3767		05/18/22-06/16/22 ELECTRIC 31160 CLINTON	12.58
					Total :	**48.88**
215353	8/4/2022	001742 MARSHACK HAYS LLP	13988		WESTERN COMMUNITY ENERGY THROUGH 04/30/2	466.03
			14105		WESTERN COMMUNITY ENERGY THROUGH 05/31/2	357.41
					Total :	**823.44**
215354	8/4/2022	000856 MICHAEL BAKER INTERNATIONAL IN	1149327		CONTRACTUAL SVCS P/E MAY 1, 2022	19,500.00
			1150968		CONTRACTUAL SVCS P/E MAY 22, 2022 - PROJ	9,902.50
			1153530		CONTRACTUAL SVCS P/E JUNE 30, 2022 - PRO	14,175.00
					Total :	**43,577.50**
215355	8/4/2022	001107 PLACEWORKS	78828		JUNE 2022 CONTRACTUAL SVC - CIP 028-1	472.50
			78923		JUNE 2022 CONTRACTUAL SVC - GP UPDATE/EI	38,564.94
			79018		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	285.00
			79019		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	1,124.98
			79020		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	285.00
			79021		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	265.72
			79022		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	1,472.50
			79023		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	157.50
			79024		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	126.00
			79025		JUNE 2022 CONTRACTUAL SVC - PROJECT RELA	157.50
					Total :	**42,911.64**
215356	8/4/2022	000444 R3 CONSULTING GROUP	117317		PROF SERVICES THROUGH 06/01/22	7,920.00

Bank code : wf

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
215356	8/4/2022	000444	000444 R3 CONSULTING GROUP	(Continued)		**Total :**	**7,920.00**
215357	8/4/2022	000378	TEMECULA VALLEY PIPE & SUPPLY	619507		FACILITY MATERIAL	46.61
						Total :	**46.61**
215358	8/4/2022	000131	WESTERN RIVERSIDE COUNTY, RCA	80322A		REVISED OCT 2021 MSHCP MITICATION FEES	50,600.00
				80322B		REVISED DEC 2021 MSHCP MITICATION FEES	107,343.28
				80322C		JUNE 2022 MSHCP MITICATION FEES / ADU'S	77,616.58
						Total :	**235,559.86**

24 Vouchers for bank code : wf **Bank total :** **389,691.53**

24 Vouchers in this report **Total vouchers :** **389,691.53**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215396	8/11/2022	000240 ALWAYS RELIABLE BACKFLOW	7722	0000407	ANNUAL BACKFLOW DEVICE TESTING - 24 DEVI	720.00
					Total :	**720.00**
215397	8/11/2022	000034 BIO-TOX LABORATORIES	43087		RC SHERIFF - LAB SERVICES	425.00
			43088		RC SHERIFF - LAB SERVICES	727.00
			43137		RC SHERIFF - LAB SERVICES	138.00
					Total :	**1,290.00**
215398	8/11/2022	001694 COSTAR REALTY INFORMATION INC	120054322		JUNE 2022 CONTRACTUAL SVCS	796.00
					Total :	**796.00**
215399	8/11/2022	001429 DANIEL PEST CONTROL	22-2371		JUNE 2022 PEST CONTROL - MARNA OBRIEN	300.00
			22-2372		JUNE 2022 PEST CONTROL - REGENCY HERITAG	200.00
					Total :	**500.00**
215400	8/11/2022	000072 INTERWEST CONSULTING GROUP	77569		MARCH 2022 CONTRACTUAL SVC - CIP -	29,068.15
			77585		MARCH 2022 CONTRACTUAL SVC -	85,607.63
			78217		APRIL 2022 CONTRACTUAL SVC - CIP -	29,503.62
			78736		APRIL 2022 CONTRACTUAL SVC -	70,329.44
					Total :	**214,508.84**
215401	8/11/2022	001667 OLDCASTLE INFRASTRUCTURE INC	500037492	0000374	CATCH BASIN INSERT MAINTENANCE - ZONE 52	427.50
			500037496	0000374	CATCH BASIN INSERT MAINTENANCE - ZONE 52	1,026.00
			500037497	0000374	CATCH BASIN INSERT MAINTENANCE - ZONE 52	2,223.00
					Total :	**3,676.50**
215402	8/11/2022	000047 RIVERSIDE COUNTY, SHERIFF'S DEPART	SH0000041060		CONTRACT LAW ENFORCEMENT THROUGH 04/06/2	437,686.66
			SH0000041577		CONTRACT LAW ENFORCEMENT THROUGH 06/30/2	451,488.56
					Total :	**889,175.22**
215403	8/11/2022	001306 SOCIAL WORK ACTION GROUP	6302022	0000350	FACILITATE & LEAD THE OVERALL SCOPE OF H	15,840.00

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215403	8/11/2022	001306 SOCIAL WORK ACTION GROUP	(Continued)			
			63022	0000386	SWAG PERMANENT SUPPORTIVE HOUSING (PSH)	12,275.83
					Total :	**28,115.83**
215404	8/11/2022	001505 THE ENDEAVOR PRODUCTION, GROUP	1020		JUNE 2022 MAYOR MINUTE	500.00
					Total :	**500.00**
215405	8/11/2022	000006 WELLS FARGO PAYMENT REMITTANCE, (	62922		NEWSPAPER MEMBERSHIP	17.97
					Total :	**17.97**

10 Vouchers for bank code : wf **Bank total :** **1,139,300.36**

10 Vouchers in this report **Total vouchers :** **1,139,300.36**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215428	8/17/2022	000080 BURKE, WILLIAMS AND SORENSON,, LLF	285951		MAY 2022 LEGAL FEES	44,495.57
					Total :	**44,495.57**
215429	8/17/2022	000081 CALIFORNIA BUILDING STANDARDS, COI	81522		APR 2022 - JUN 2022 CA BLDG STANDARDS AD	1,800.00
					Total :	**1,800.00**
215430	8/17/2022	000037 DATA TICKET, INC.	139710		JUNE 2022 ONLINE/SSN CITATION PROCESSING	258.48
			140396		JUNE 2022 DAILY CITE PROCESSING	561.93
					Total :	**820.41**
215431	8/17/2022	000082 DEPARTMENT OF CONSERVATION, DIVIS	81522		APRIL 2022 - JUNE 2022 SMIP FEES	4,865.15
					Total :	**4,865.15**
215432	8/17/2022	000054 DEPARTMENT OF TRANSPORTATION	SL221437		APRIL 2022 - JUNE 2022 SIGNALS & LIGHTIN	3,462.23
					Total :	**3,462.23**
215433	8/17/2022	000022 EDISON	7012022-4293		03/01/22-06/30/22 ELECTRIC	21,543.92
					Total :	**21,543.92**
215434	8/17/2022	000022 EDISON	6292022-2458		05/18/22-06/28/22 ELECTRIC	2,725.60
					Total :	**2,725.60**
215435	8/17/2022	000022 EDISON	6142022-8408		05/13/22-06/13/22 35711 CAPISTRANO ST CF	19.55
					Total :	**19.55**
215436	8/17/2022	000941 FRONTIER	70122A		OFFICE TELEPHONE CHARGES	2,989.57
			70122B		OFFICE TELEPHONE CHARGES	223.08
					Total :	**3,212.65**
215437	8/17/2022	001783 HR DYNAMICS & PERFORMANCE, MANA	42922		02/10/22-04/29/22 AMENDED SCOPE OF WORK	13,000.00
					Total :	**13,000.00**
215438	8/17/2022	001742 MARSHACK HAYS LLP	14174		WESTERN COMMUNITY ENERGY THROUGH 6/30/22	77.00

Bank code : wf

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
215438	8/17/2022	001742	001742 MARSHACK HAYS LLP	(Continued)		**Total :**	**77.00**
215439	8/17/2022	001210	MURRIETA/WILDOMAR CHAMBER, OF C(	40090		NETWORKING BREAKFAST (DAN YORK)	20.00
						Total :	**20.00**
215440	8/17/2022	001752	THOMAS ELECTRICAL CONTRACTING	21384		MARNA O'BRIEN PARK MISC. REPAIR	300.00
						Total :	**300.00**
215441	8/17/2022	001773	VIVIFY PAINTING	445	0000404	FIRE STATION 61 EXTERIOR PAIINTING AS PE	7,700.00
						Total :	**7,700.00**
14	**Vouchers for bank code :**	wf				**Bank total :**	**104,042.08**
14	**Vouchers in this report**					**Total vouchers :**	**104,042.08**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215476	8/25/2022	001731 AVENU INSIGHTS & ANALYTICS	INV06-014766		SALES & USE TAX REPORT SYST STARS SVC 1S	519.99
					Total :	**519.99**
215477	8/25/2022	001684 CABLEGUYS CORPORATION	483242	0000394	SECURITY CAMERA INSTALL AT MARNA O'BRIEN	10,694.25
			483243	0000394	SECURITY CAMERA INSTALL AT CEMETERY	6,647.38
					Total :	**17,341.63**
215478	8/25/2022	001678 CALIFORNIA INTERGOVERNMENTAL, RIS	INV-1637		CIRA WORK COMP DEDUCT QTR 6-30-22	7.13
					Total :	**7.13**
215479	8/25/2022	001300 DELL MARKETING L.P.	10591478272	0000396	TWO DELL LATITUDE 5520 LAPTOPS W/ TWO DE	5,723.64
					Total :	**5,723.64**
215480	8/25/2022	001325 GEOCON WEST, INC.	722070408		CIP 026-1 THROUGH 07/10/22	1,147.75
					Total :	**1,147.75**
215481	8/25/2022	000072 INTERWEST CONSULTING GROUP	79464		MAY 2022 CONTRACTUAL SVC - CIP -	32,070.08
			79465		MAY 2022 CONTRACTUAL SVC -	63,379.38
			80370		JUNE 2022 CONTRACTUAL SVC -	74,300.38
			80371		JUNE 2022 CONTRACTUAL SVC - CIP -	27,557.50
					Total :	**197,307.34**
215482	8/25/2022	000836 KOA CORPORATION	JB93120-20		PROF. SVC. 05/02/22-05/29/22 WILDOMAR SS	2,687.00
			JB93120-21		PROF. SVC. 05/30/22-06/26/22 WILDOMAR SS	8,231.00
					Total :	**10,918.00**
215483	8/25/2022	000289 RIVERSIDE COUNTY SHERIFF, TECHNIC/	SH0000040850		RIVERSIDE COUNTY SHERIFF-COMMUNICATION	39,710.00
					Total :	**39,710.00**
215484	8/25/2022	001021 SPICER CONSULTING GROUP	1072		FY 21/22 ANNUAL ADMIN LLMD89-1-C/CSA 22/	2,791.67
			1079		CFD 2022-1 FORMATION VILLA SIENA BACARA	5,000.00

Bank code : wf

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
215484	8/25/2022	001021	001021 SPICER CONSULTING GROUP	(Continued)		**Total :**	**7,791.67**
215485	8/25/2022	001571	THE OFFICE FURNITURE EXPERT	INV-11137		OFFICE FURNITURE	1,609.50
						Total :	**1,609.50**
215486	8/25/2022	000918	TKE ENGINEERING INC	2021-959		09/01/21-10/31/21 CONTRACTUAL SERVICE	783.00
				2022-255		03/01/22-03/31/22 CONTRACTUAL SERVICES	2,185.00
				2022-393		04/01/22-04/30/22 CONTRACTUAL SERVICES	806.00
				2022-395		04/01/22-04/30/22 CONTRACTUAL SERVICES	1,545.00
				2022-396		04/01/22-04/30/22 CONTRACTUAL SERVICES	822.00
				2022-397		04/01/22-04/30/22 CONTRACTUAL SERVICES	1,113.00
				2022-398		04/01/22-04/30/22 CONTRACTUAL SERVICES	562.00
				2022-399		04/01/22-04/30/22 CONTRACTUAL SERVICES	1,373.00
				2022-400		04/01/22-04/30/22 CONTRACTUAL SERVICES	195.00
				2022-401		04/01/22-04/30/22 CONTRACTUAL SERVICES	325.00
				2022-402		04/01/22-04/30/22 CONTRACTUAL SERVICES	1,466.50
				2022-491		05/01/22-05/31/22 CONTRACTUAL SERVICES	2,860.00
				2022-493		05/01/22-06/30/22 CONTRACTUAL SERVICES	315.00
				2022-495		05/01/22-05/31/22 CONTRACTUAL SERVICES	2,246.50
				2022-496		05/01/22-05/31/22 CONTRACTUAL SERVICES	455.00
				2022-497		05/01/22-05/31/22 CONTRACTUAL SERVICES	2,442.00
				2022-498		05/01/22-05/31/22 CONTRACTUAL SERVICES	1,381.00
				2022-499		05/01/22-05/31/22 CONTRACTUAL SERVICES	3,648.00
				2022-500		05/01/22-05/31/22 CONTRACTUAL SERVICES	260.00

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215486	8/25/2022	000918 TKE ENGINEERING INC	(Continued)			
			2022-501		05/01/22-05/31/22 CONTRACTUAL SERVICES	2,153.00
			2022-502		05/01/22-05/31/22 CONTRACTUAL SERVICES	2,673.00
			2022-503		05/01/22-05/31/22 CONTRACTUAL SERVICES	325.00
			2022-504		05/01/22-05/31/22 CONTRACTUAL SERVICES	296.50
			2022-505		05/01/22-05/31/22 CONTRACTUAL SERVICES	702.87
			2022-506		05/01/22-05/31/22 CONTRACTUAL SERVICES	884.50
			2022-507		05/01/22-05/31/22 CONTRACTUAL SERVICES	195.00
			2022-572		06/01/22-06/30/22 CONTRACTUAL SERVICES	378.00
			2022-648		06/01/22-06/30/22 CONTRACTUAL SERVICES	7,096.00
			2022-649		06/01/22-06/30/22 CONTRACTUAL SERVICES	195.00
			2022-650		06/01/22-06/30/22 CONTRACTUAL SERVICES	325.00
			2022-651		06/01/22-06/30/22 CONTRACTUAL SERVICES	325.00
			2022-652		05/01/22-06/30/22 CONTRACTUAL SERVICES	856.50
			2022-653		06/01/22-06/30/22 CONTRACTUAL SERVICES	130.00
			2022-654		05/01/22-06/30/22 CONTRACTUAL SERVICES	424.00
			2022-655		06/01/22-06/30/22 CONTRACTUAL SERVICES	195.00
			2022-657		06/01/22-06/30/22 CONTRACTUAL SERVICES	2,447.00
					Total :	**44,384.37**
215487	8/25/2022	000918 TKE ENGINEERING INC	2022-22		12/26/21-01/31/22 CONTRACTUAL SERVICES	52.50
			2022-23		12/26/21-01/31/22 CONTRACTUAL SERVICES	52.50

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215487	8/25/2022	000918 TKE ENGINEERING INC	(Continued)			
			2022-24		12/26/21-01/31/22 CONTRACTUAL SERVICES	52.50
			2022-25		01/02/22-01/31/22 CONTRACTUAL SERVICES	52.50
			2022-392		04/01/22-04/30/22 CONTRACTUAL SERVICES	70.00
			2022-394		10/01/21-04/30/22 CONTRACTUAL SERVICES	126.00
			2022-494		05/01/22-05/31/22 CONTRACTUAL SERVICES	126.00
			2022-656		06/01/22-06/30/22 CONTRACTUAL SERVICES	130.00
					Total :	**662.00**

12 Vouchers for bank code : wf **Bank total : 327,123.02**

12 Vouchers in this report **Total vouchers : 327,123.02**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215361	8/4/2022	000088 ACE HARDWARE	306699/3		HERITAGE FACILITIES MATERIAL	28.91
			306728/3		STRIPPING PNT IC WHITE SB, NATIONAL NIGH	143.12
			306738/3		MARNA FACILITIES MATERIAL	14.01
					Total :	**186.04**
215362	8/4/2022	000029 APPLEONE	01-6378180		ADMIN W/E 07/23/22	944.64
					Total :	**944.64**
215363	8/4/2022	001712 BREWEN'S EMPIRE TROLLEY	220802	0000410	SHUTTLE SERVICES FOR NATIONAL NIGHT OUT	1,785.00
					Total :	**1,785.00**
215364	8/4/2022	000493 COAST RECREATION, INC.	14614		MARNA FACILITIES MATERIAL	388.61
					Total :	**388.61**
215365	8/4/2022	000022 EDISON	FY2022/23-7151		6/14/2022-7/13/2022 ELECTRIC	9,223.69
					Total :	**9,223.69**
215366	8/4/2022	000022 EDISON	7282022-9129		06/22/22-07/21/22 ELECTRIC	1,208.71
					Total :	**1,208.71**
215367	8/4/2022	000022 EDISON	7142022-3123		06/14/22-07/13/22 23873 CLINTON KEITH RO	356.63
					Total :	**356.63**
215368	8/4/2022	000022 EDISON	7142022-3487		06/14/22-07/13/22 ELECTRIC - 23873 CLINT	292.34
					Total :	**292.34**
215369	8/4/2022	000022 EDISON	7142022-7255		06/14/22-07/13/22 23873 CLINTON KEITH RO	276.34
					Total :	**276.34**
215370	8/4/2022	000022 EDISON	7282022-7258		06/28/22-07/27/22 ELECTRIC - 21400 PALOM	262.28
					Total :	**262.28**
215371	8/4/2022	000022 EDISON	7282022-6091		06/27/22-07/28/22 ELECTRIC LITTLE LEAGUE	108.14
					Total :	**108.14**
215372	8/4/2022	000022 EDISON	7192022-7633		06/17/22-07/18/22 ELECTRIC 32975 WILLOW	88.78

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215372	8/4/2022	000022 000022 EDISON	(Continued)		**Total :**	**88.78**
215373	8/4/2022	000022 EDISON	7142022-3047		06/15/22-07/14/22 34311 MISSION TRAIL TC	82.99
					Total :	**82.99**
215374	8/4/2022	000022 EDISON	7152022-5361		06/15/22-07/14/22 31818 CENTRAL TC1	77.54
					Total :	**77.54**
215375	8/4/2022	000022 EDISON	7152022-8688		6/15/2022-7/15/2022 21458 GRAND AVE TC1	75.05
					Total :	**75.05**
215376	8/4/2022	000022 EDISON	7152022-7372		06/15/22-07/14/22 24211 CLINTON KEITH RD	68.36
					Total :	**68.36**
215377	8/4/2022	000022 EDISON	8012022-4487		07/01/22-07/31/22 ELECTRIC 20505 PALOMAR	48.07
					Total :	**48.07**
215378	8/4/2022	000022 EDISON	7192022-5249		06/17/22-07/18/22 ELECTRIC 32975 WILLOW	28.28
					Total :	**28.28**
215379	8/4/2022	000022 EDISON	7152022-3243		06/15/22-07/14/22 ELECTRIC 31818 CENTRAL	26.71
					Total :	**26.71**
215380	8/4/2022	000022 EDISON	7142022-3950		06/15/22-07/14/22 34311 MISSION TRAIL LS	24.67
					Total :	**24.67**
215381	8/4/2022	000022 EDISON	7192022-3767		06/14/22-07/13/22 31160 CLINTON KEITH RD	12.44
					Total :	**12.44**
215382	8/4/2022	001762 EMERGENCY-1 RESPONSE, INC.	1730		CITY 14TH BIRTHDAY CELEBRATION	134.00
					Total :	**134.00**
215383	8/4/2022	001664 EXPRESS EVENTS	80622		MOVIE IN THE PARK 8/6/2022-INTERACTIVE G	395.00
					Total :	**395.00**
215384	8/4/2022	001222 FOBRO CONSULTING LLC	141		07/01/22-07/31/11 ACCOUNTING CONTRACTUAL	6,201.25

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215384	8/4/2022	001222 001222 FOBRO CONSULTING LLC	(Continued)		**Total :**	**6,201.25**
215385	8/4/2022	000941 FRONTIER	72222		07/22/22-08/21/22 FIOS INTERNET CHARGES	175.98
					Total :	**175.98**
215386	8/4/2022	000634 HEYDAY RECORDS AND EVENTS	71322		NATIONAL NIGHT OUT 8/2/22 STAGE RENTAL	600.00
					Total :	**600.00**
215387	8/4/2022	000647 JOLLY JUMPS	70922		CITY BIRTHDAY	1,000.00
			80222		NATIONAL NIGHT OUT 8/2/2022 -CRAFT,JUMPE	1,470.00
					Total :	**2,470.00**
215388	8/4/2022	001805 LECHAROEN, CHRIS	8122		NATIONAL NIGHT OUT 8/2/22-DJ SERVICES	300.00
					Total :	**300.00**
215389	8/4/2022	001398 LUNA, CAMERON	80122		07/16/22-07/29/22 MILEAGE REIMBURSEMENT	10.00
					Total :	**10.00**
215390	8/4/2022	001046 MUNICIPAL CONSULTING SERVICES, LLC	80122		07/01/22-07/28/22 - PROJECT CONSULTANT	5,390.00
					Total :	**5,390.00**
215391	8/4/2022	000071 PURCHASE POWER (PITNEY BOWES)	72822		POSTAGE AND SUPPLIES POSTAGE METER REFIL	184.85
					Total :	**184.85**
215392	8/4/2022	000186 RIGHTWAY	7622		FACILITY RENTAL 7/04/22-7/31/22 (2) REST	411.25
					Total :	**411.25**
215393	8/4/2022	000047 RIVERSIDE COUNTY, SHERIFF'S DEPART	SH0000041570		RIVERSIDE CAL-ID FY 22/23 MEMBER AGENCY	37,013.00
					Total :	**37,013.00**
215394	8/4/2022	001732 ROSALES, ANNELLE	80122		07/16/22-07/29/22 MILEAGE REIMBURSEMENT	6.31
					Total :	**6.31**
215395	8/4/2022	000790 SPARKLETTS	14346613-072322		CITY HALL DRINKING WATER THROUGH 7/12/22	249.55

Bank code : wf

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
215395	8/4/2022	000790	000790 SPARKLETTS	(Continued)		**Total :**	**249.55**
35	**Vouchers for bank code :**	wf				**Bank total :**	**69,106.50**
35	**Vouchers in this report**					**Total vouchers :**	**69,106.50**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215406	8/11/2022	000007 ANIMAL FRIENDS OF THE VALLEY,, INC.	JUL.2022		JULY 2022 ANIMAL CONTROL SERVICE	7,000.00
					Total :	**7,000.00**
215407	8/11/2022	000029 APPLEONE	01-6384277		ADMIN W/E 07/30/22	708.48
					Total :	**708.48**
215408	8/11/2022	000012 ELSINORE VALLEY MUNICIPAL, WATER D	11797022		06/09/22-07/09/22 WATER ZONE 52 LOC 01	148.55
			11797078		06/09/22-07/09/22 WATER ZONE 29 LOC 02	46.26
			11797361		06/09/22-07/09/22 WATER ZONE 71 LOC 01	252.86
			11797559		06/09/22-07/09/22 WATER 32637 GRUWELL -	165.55
			11797640		06/09/22-07/09/22 WATER MARNA OBRIEN	6,306.87
			11802328		06/12/22-07/12/22 WATER ZONE 3 LOC 7 M1	74.15
			11802341		06/12/22-07/12/22 WATER HERITAGE PARK (A	180.92
			11805561		06/13/22-07/13/22 WATER ZONE 3 LOC 25 M1	952.98
			11805562		06/13/22-07/13/22 WATER ZONE 3 LOC 25 M2	1,521.40
			11807337		06/13/22-07/13/22 WATER ZONE 3 LOC 24 M1	762.35
			11808507		06/13/22-07/13/22 WATER CFD 2013-1 ZONE	269.50
			11815684		06/19/22-07/19/22 WATER ZONE 3 LOC 23 M1	174.21
			11815894		06/19/22-07/19/22 WATER ZONE 30 LOC 2	54.47
			11815934		06/19/22-07/19/22 WATER ZONE 3 LOC 49 M1	78.90
			11816187		06/19/22-07/19/22 WATER ZONE 51 LOC 1	182.28
			11816351		06/19/22-07/19/22 WATER BASEBALL FIELD	224.03
			11816391		06/19/22-07/19/22 WATER WINDSONG PARK	606.06
			11816899		06/19/22-07/19/22 WATER ZONE 3 LOC 29 M1	523.57
			11816977		06/19/22-07/19/22 WATER ZONE 3 LOC 29 M2	224.82
			11816980		06/19/22-07/19/22 WATER ZONE 30 LOC 1	253.40
			11817079		06/19/22-07/19/22 WATER ZONE 3 LOC 42 &	266.70
			11817476		06/19/22-07/19/22 WATER 22450 1/2 CERVER	201.02
			11817718		06/19/22-07/19/22 WATER 22450 CERVERA	182.49
			11818812		06/19/22-07/19/22 WATER ZONE 62 - 22933	194.07

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215408	8/11/2022	000012 ELSINORE VALLEY MUNICIPAL, WATER D	(Continued)			
			11818899		06/19/22-07/19/22 WATER ZONE 67 - ARNNET	83.69
					Total :	**13,931.10**
215409	8/11/2022	000685 GREAT AMERICA FINANCIAL SERVIC	32050431		CANON COLOR COPIER SYST. #003-1765784	214.24
					Total :	**214.24**
215410	8/11/2022	000016 INNOVATIVE DOCUMENT SOLUTIONS	242535		07/01/22-07/31/22 CONTRACT COPIER SVC MA	921.80
					Total :	**921.80**
215411	8/11/2022	000070 LAKE ELSINORE AND SAN JACINTO, WAT	TMDL-12		FY 22/23 TMDL TASK FORCE CONTRIBUTION	32,376.00
					Total :	**32,376.00**
215412	8/11/2022	001657 LIFE STORAGE	82522		RENTAL 10X10 STORAGE UIT GROUND FLOOR -	215.00
					Total :	**215.00**
215413	8/11/2022	001555 NBS	202208-1616		PROFESSIONAL SERVICES THROUGH 07/31/22	1,190.00
					Total :	**1,190.00**
215414	8/11/2022	000042 PV MAINTENANCE, INC.	005-257		JULY 2022 CITYWIDE MAINTENANCE CONTRACTU	65,415.03
					Total :	**65,415.03**
215415	8/11/2022	000149 RIVERSIDE COUNTY EXECUTIVE, OFFICI	2023-01WIL		JULY-SEPT 2022 ANIMAL SHELTER SHELTERING	72,351.00
					Total :	**72,351.00**
215416	8/11/2022	001807 ROGERS, ANDERSON, MALODY &, SCOT	71097		JULY 2022 FOR FY 21/22	14,100.00
					Total :	**14,100.00**
215417	8/11/2022	001806 SOUTHERN CALIFORNIA NEWS, GROUP	11549448-2		PUBLIC NOTICE	630.24
					Total :	**630.24**
215418	8/11/2022	001258 SUNBELT RENTALS, INC.	128955383		NATIONAL NIGHT OUT	294.38
					Total :	**294.38**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215419	8/11/2022	001505 THE ENDEAVOR PRODUCTION, GROUP	1026		JULY 2022 MAYOR MINUTE	500.00
					Total :	**500.00**
215420	8/11/2022	000437 VERIZON WIRELESS	9911737747		07/23/22-08/22/22 DATA INTERNET CHARGE	858.54
			TEMPLATE-2		07/23/22-08/22/22 DATA INTERNET CHARGE	76.02
					Total :	**934.56**
215421	8/11/2022	000006 WELLS FARGO PAYMENT REMITTANCE, (	70122		VIDEO HOSTING SOFTWARE	250.00
					Total :	**250.00**
215422	8/11/2022	000006 WELLS FARGO PAYMENT REMITTANCE, (	71622		MARKETING PLATFORM SUBSCRIPTION	90.00
					Total :	**90.00**

17 Vouchers for bank code : wf **Bank total :** **211,121.83**

17 Vouchers in this report **Total vouchers :** **211,121.83**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215442	8/17/2022	000029 APPLEONE	01-6392098		ADMIN W/E 08/06/22	708.48
					Total :	**708.48**
215443	8/17/2022	001002 ARCHITERRA DESIGN GROUP	29915		06/25/22-07/24/22 PLAN CHECK SVC	468.75
			29916		06/25/22-07/24/22 PLAN CHECK SVC - 3RD P	343.75
			29917		06/25/22-07/24/22 PLAN CHECK SVC - 3RD P	187.50
			29918		06/25/22-07/24/22 PLAN CHECK SVC - 3RD P	312.50
			29919		06/25/22-07/24/22 PLAN CHECK SVC - 1ST P	125.00
			29920		06/25/22-07/24/22 PLAN CHECK SVC - 2ND P	125.00
			29922		06/25/22-07/24/22 PLAN CHECK SVC - SI FI	863.98
			29923		06/25/22-07/24/22 PLAN CHECK SVC - 2ND P	375.00
					Total :	**2,801.48**
215444	8/17/2022	000299 AUDITOR CONTROLLER GAD- LAFCO	AC0000001928		LAFCO FEES FY 22/23	2,413.56
					Total :	**2,413.56**
215445	8/17/2022	000787 CA ASSOC OF CODE ENFORCEMENT	20000022209		CCEO APPLICATION FEE	200.00
					Total :	**200.00**
215446	8/17/2022	001748 CALIFORNIA CONSULTING, INC.	5256	0000412	GRANT WRITING SERVICES FY 22/23	4,850.00
			5323	0000412	GRANT WRITING SERVICES FY 22/23	4,850.00
					Total :	**9,700.00**
215447	8/17/2022	001761 CHARTER COMMUNICATIONS	2318080822		CABLE THROUGH 07/08/22 - FS61	10.68
					Total :	**10.68**
215448	8/17/2022	001694 COSTAR REALTY INFORMATION INC	120094279		AUGUST 2022 CONTRACTUAL SVCS	796.00
					Total :	**796.00**
215449	8/17/2022	001799 COUNTY OF RIVERSIDE PUBLIC, SAFETY	PE0000000471		MONTHLY RADIO COMMUNICATION	155.34
					Total :	**155.34**
215450	8/17/2022	000011 CR&R INC.	2978		07/01/22-07/31/22 STREET SWEEPER & BIKE	603.08
			350260		07/09,21,26/22 DUMP 40YD BOX & DISPOSAL	1,371.65
			350283		8/01/22 3 YD BOX, 90G RECYCLE - BASEBALL	248.31

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215450	8/17/2022	000011 CR&R INC.	(Continued)			
			350340		08/01/22 3YD BOX, 90 RECYCLE 60LG GRN-FS	287.58
					Total :	**2,510.62**
215451	8/17/2022	000002 CRYSTAL CLEAN MAINTENANCE	803M		JANITORIAL SERVICES-CITY HALL AUGUST 202	3,214.75
					Total :	**3,214.75**
215452	8/17/2022	001338 DEANZA TERMITE & PEST CONTROL, IN(	610384A		PEST CONTROL MARNA (08/15/22)	75.00
					Total :	**75.00**
215453	8/17/2022	000022 EDISON	7292022-2458		06/10/22-07/28/22 ELECTRIC	467.78
					Total :	**467.78**
215454	8/17/2022	000022 EDISON	80122-7481		06/14/22-07/13/22 ELECTRIC	432.40
			80122-7694		07/01/22-07/31/22 CFD ZONE 3	4.46
					Total :	**436.86**
215455	8/17/2022	000022 EDISON	81222-3123		07/14/22-08/11/22 23873 CLINTON KEITH RD	356.73
					Total :	**356.73**
215456	8/17/2022	000022 EDISON	81222-3487		07/14/22-08/11/22 23873 CLINTON KEITH RD	319.07
					Total :	**319.07**
215457	8/17/2022	000022 EDISON	81222-7255		07/14/22-08/11/22 23873 CLINTON KEITH RD	258.73
					Total :	**258.73**
215458	8/17/2022	000022 EDISON	7922-7151		07/14/22-07/28/22 ELECTRIC	55.44
					Total :	**55.44**
215459	8/17/2022	000022 EDISON	80122-7504		07/01/22-07/31/22 CFD 2013-1 ORANGE/CORR	41.18
					Total :	**41.18**
215460	8/17/2022	000022 EDISON	7142022-8408		06/14/22-07/13/22 35711 CAPISTRANO ST CF	19.83
					Total :	**19.83**
215461	8/17/2022	000022 EDISON	80122-8975		07/01/22-07/31/22 CFD ZONE 3	10.55

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215461	8/17/2022	000022 000022 EDISON	(Continued)		**Total :**	**10.55**
215462	8/17/2022	000022 EDISON	80122-4845		07/01/22-07/31/22 CFD ZONE 2	2.09
					Total :	**2.09**
215463	8/17/2022	001762 EMERGENCY-1 RESPONSE, INC.	1804		NATIONAL NIGHT OUT EMT SERVICES	297.50
					Total :	**297.50**
215464	8/17/2022	001747 FARAG, JASON	81522		07/30/22-08/12/22 MILEAGE REIMBURSE	19.51
					Total :	**19.51**
215465	8/17/2022	000685 GREAT AMERICA FINANCIAL SERVIC	32189504		CANNON COLOR COPIER SYST. #015-1472515	359.97
			32205436		CANON COLOR COPIER SYST. #016-1585799	214.24
					Total :	**574.21**
215466	8/17/2022	001666 INFINITY TECHNOLOGIES	721	0000414	INFORMATION TECHNOLOGY SUPPORT SERVICES	8,000.00
			764	0000415	GIS CONTRACTUAL SERVICES $2000/MONTH	2,000.00
					Total :	**10,000.00**
215467	8/17/2022	001398 LUNA, CAMERON	81122		07/30/22-08/12/22 MILEAGE REIMBURSE - CI	12.50
					Total :	**12.50**
215468	8/17/2022	001742 MARSHACK HAYS LLP	14242		WESTERN COMMUNITY ENERGY THROUGH 07/31/2	164.75
					Total :	**164.75**
215469	8/17/2022	000185 PITNEY BOWES	80722		POSTAGE METER REFILL 07/27/22	503.50
					Total :	**503.50**
215470	8/17/2022	001393 SOCALGAS	81222		07/12/22-08/10/22 GAS- FIRE DEPT 32637 G	52.55
					Total :	**52.55**
215471	8/17/2022	001505 THE ENDEAVOR PRODUCTION, GROUP	1029		08/08/22 SINGLE CAMERA SHOOT	937.50
					Total :	**937.50**

30 Vouchers for bank code : wf **Bank total :** **37,116.19**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
30	Vouchers in this report				Total vouchers :	37,116.19

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215488	8/25/2022	001770 AGUILAR, JANDI	82422		07/01/22-08/23/22 MILEAGE REIMBURSEMENT	18.75
					Total :	**18.75**
215489	8/25/2022	001627 AMERICAN EAGLE TROPHIES	8006		MEASURE AA	156.60
					Total :	**156.60**
215490	8/25/2022	000029 APPLEONE	01-6397772		ADMIN W/E 08/13/22	944.64
					Total :	**944.64**
215491	8/25/2022	000760 ARMADA ADMINISTRATORS	184949		AUGUST 2022 PREMIUM	11,046.00
					Total :	**11,046.00**
215492	8/25/2022	000785 CORELOGIC SOLUTIONS, LLC	82140986		JULY 2022 CODE ENFORCEMENT SOFTWARE	170.75
					Total :	**170.75**
215493	8/25/2022	000027 DIRECT TV	082317220X220813		08/12/22-09/11/22 CABLE SERVICES - CITY	153.99
					Total :	**153.99**
215494	8/25/2022	000941 FRONTIER	80122A		08/01/22-08/31/22 OFFICE TELEPHONE CHARG	474.44
			80122B		08/01/22-08/31/22 OFFICE TELEPHONE CHARG	62.58
					Total :	**537.02**
215495	8/25/2022	001783 HR DYNAMICS & PERFORMANCE	82422		BANK SERVICE FEE	12.00
					Total :	**12.00**
215496	8/25/2022	000836 KOA CORPORATION	JB93120-22		06/27/22-07/31/22 WILDOMAR SSAR	2,541.00
					Total :	**2,541.00**
215497	8/25/2022	001005 PEOPLEREADY INC	27573815		CONTRACTUAL SVC - NATIONAL NIGHT OUT	244.80
					Total :	**244.80**
215498	8/25/2022	000186 RIGHTWAY	309335		08/18/22-09/14/22 - PORTA/WASHSTN-WINDSO	723.50
					Total :	**723.50**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215499	8/25/2022	000606 RING CENTRAL	CD_000447178		NEW DIGITAL LINE & MOBILE USER	550.06
					Total :	**550.06**
215500	8/25/2022	000415 RIVERSIDE COUNTY FLOOD CONTROL, &	D12221499		CIP 059 CONSTRUCTION MURRIETA VLY SHADW	1,000.00
			FC019674		CIP 059 CONSTRUCTION MURRIETA VLY SHADW	355.13
					Total :	**1,355.13**
215501	8/25/2022	001811 SUTHERLAND, DEBRA	82422		REIMBURSE CANDIDATE STATEMENT DUE TO WIT	500.00
					Total :	**500.00**

14 Vouchers for bank code : wf **Bank total :** **18,954.24**

14 Vouchers in this report **Total vouchers :** **18,954.24**

City of Wildomar
Wire Transfer Register
8/31/2022

ACH Date	Payee	Description	Amount
8/4/2022	CFT NV Developments, LLC	Monthly City Hall Lease Payment	$ 38,393.68
8/8/2022	Wright Express	Fuel Purchases	642.28
8/15/2022	Wright Express	Fuel Purchases	705.85
8/19/2022	US Bank	Business Meals, Conference Expenses, Organizational Memberships, Special Event Supplies, Repairs & Maintenance, and Office Supplies	14,088.58
8/22/2022	Enterprise Fleet Management	Monthly City Vehicle Lease Payment	4,940.42
8/29/2022	Viasat Inc	Satellite Internet Service - Cemetery District & Parks	676.76
		TOTAL	$ 59,447.57

City of Wildomar
Payroll Warrant Register
9/1/2022

ACH Date	Payee	Description		Amount
8/4/2022	Heartland Payroll	07/16/2022-07/29/2022	$	103,186.66
8/18/2022	Heartland Payroll	07/30/2022-08/12/2022	$	106,645.93
9/1/2022	Heartland Payroll	08/13/2022-08/26/2022	$	104,192.77
8/1/2022	Heartland Payroll	08/01/2022-08/31/2022	$	1,756.45
		TOTAL	**$**	**315,781.81**

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.4
Meeting Date: September 14, 2022

SUBJECT: July 2022 Treasurers Report

SUBMITTED BY: Robert Howell, Administrative Services

PREPARED BY: Adam Jantz, Senior Administrative Analyst

ACTION:
Approve the Treasurer's Report for July 2022.

SUMMARY:
July 2022 Treasurers Report

BACKGROUND:
Attached is the Treasurer's Report for Cash and Investments for the month of July 2022. The City utilizes both the California State Treasurer's Local Agency Investment Fund (LAIF) and the California Asset Management Program (CAMP) for its city investments. Utilizing the two investment programs allows the City to potentially increase the interest earned on the money held.

FISCAL IMPACT:
None.

ATTACHMENTS:
City Treasurers Report July 2022

CITY OF WILDOMAR
TREASURER'S REPORT FOR
CASH AND INVESTMENT PORTFOLIO
July 2022

CITY CASH

FUND	ACCOUNT	INSTITUTION		BEGINNING BALANCE		+ DEPOSITS		(-) WITHDRAWALS		ENDING BALANCE	RATE
All	All	WELLS FARGO	#	17,027,467.79	$	5,983,027.50	$	(2,614,170.17)	$	20,396,325.12	0.000%
		TOTAL	$	17,027,467.79	$	5,983,027.50	$	(2,614,170.17)	$	20,396,325.12	

CITY INVESTMENT

FUND	ISSUER		BOOK VALUE		FACE VALUE		MARKET VALUE	PERCENT OF PORTFOLIO	DAYS TO MAT.	STATED RATE
All	LOCAL AGENCY INVESTMENT FUND	$	9,696,911.07	$	9,696,911.07	$	9,696,911.07	100.00%	0	1.090%
All	CALIFORNIA ASSET MANAGEMENT PROGRAM	$	5,614,616.92	$	5,614,616.92	$	5,614,616.92	100.00%	0	1.640%
	TOTAL	$	15,311,527.99	$	15,311,527.99	$	15,311,527.99	100.00%		

CITY	TOTAL CASH AND INVESTMENT	$	35,707,853.11

CITY INVESTMENT (Continued)

FUND	ISSUER		BEGINNING BALANCE		+ DEPOSITS/ PURCHASES		(-) WITHDRAWALS/ SALES/ MATURITIES		ENDING BALANCE	STATED RATE
All	LOCAL AGENCY INVESTMENT FUNDS	$	9,678,790.35	$	18,120.72	$	0.00	$	9,696,911.07	1.090%
All	CALIFORNIA ASSET MANAGEMENT PROGRAM	$	5,606,807.56	$	7,809.36	$	0.00	$	5,614,616.92	1.640%
	TOTAL	$	15,285,597.91	$	25,930.08	$	0.00	$	15,311,527.99	

In compliance with the California Code Section 53646, as City Treasurer for the City of Wildomar, I hereby certify that sufficient investment liquidity and anticipated revenues are available to meet the City's expenditure requirements for the next six months, and that all investments are in compliance with the City's Statement of Investment Policy.

I also certify that this report reflects all Government Agency pooled investments and all of the City's Bank Balances.

Robert Howell
Robert Howell
City Treasurer

8/30/2022
Date

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.5
Meeting Date: September 14, 2022

SUBJECT: Road Construction Updates - Public Works/Engineering Department

SUBMITTED BY: Jason Farag, Public Works/ Engineering

PREPARED BY: Emily Stadnik

ACTION:
Receive and file the Road Construction Updates from the Public Works/Engineering Department

SUMMARY:
This staff report presents a summary of major roadway construction projects occurring throughout the City and status updates for each of those projects.

BACKGROUND:
The City's Public Works and Engineering Department (Department) oversees the planning, design, construction, maintenance, and operations of City maintained improvements/infrastructure (Public Improvements).

Public Improvements are typically either constructed as a condition of Private Development Projects (PDP) or constructed as part of City Capital Improvement Projects (CIP). In both cases, the City authorizes a private contractor to work within the City right-of-way to construct the Public Improvements through an encroachment permit or a Public Works Construction Contract. Under the permit or contract, the private contractor is responsible and liable to manage and maintain their work and their construction methods to complete the Public Improvements. The permits and contracts place certain responsibilities on the private contractor and provide certain indemnification and insurance coverage to the City. To maintain the appropriate delineation of responsibilities and maintain the City's indemnification and liability protections, the City does not direct the contractor's work, schedule, or methods of construction except in instances that are necessary to maintain public health and safety or to make sure that construction complies with all minimum standard requirements. The City may suggest or request that a contractor consider alternative approaches, schedules, etc… but the

City does not direct the contractor's work. The contractor is responsible for the entire work zone for the duration of their permit or contract, until the City accepts the improvements into the City maintained road system.

DISCUSSION:
Table 1 in Attachment A includes a summary of the current major on-going roadway construction activities throughout the City. Table 1 also includes the approximate total cost of public improvements that are being installed by each project. For private development projects, these costs represent costs that the private developer is paying that would otherwise have to be paid by the City if not constructed by the developer.

Table 2 of Attachment A includes the latest status updates for each project based on the construction schedules provided to the City by the contractors responsible for the construction of each project.

Staff has also created a webpage on the City's website where users can check for more frequent updates regarding traffic impacts from major roadway construction projects. The webpage can be accessed by visiting the following URL:

- https://www.cityofwildomar.org/community/construction_alerts

FISCAL IMPACT:
Public Improvements constructed as part of a City CIP are funded as shown in the approved City budget. Public Improvements constructed by a private development project are funded by the private developer. There is no impact to the City's General Fund.

ATTACHMENTS:
1. Road Const. Updates

Attachment A

Table 1 - Construction Project Summaries

Project No. & Type	Primary Roadway(s)	Project Name	Roadway Segment(s)	Description of Work	Est. Cost of Improvements
CIP 026-1 (City CIP)	Bundy Canyon Rd.	Bundy Canyon Rd. Improvement Project, Segment 1	Bundy Canyon Rd. between Cherry St. and 1600' east of Oak Canyon Dr.	Widening of Bundy Canyon Rd. to 4 lanes with two new traffic signals.	$7,647,000
CIP 059 (City CIP)	Palomar St. Clinton Keith Rd.	Palomar St. & Clinton Keith Rd. Sidewalk, Trail, and Bike Lane Connectivity Project	Palomar St. Delca Ln. to Clinton Keith Rd. Clinton Keith Rd. Renaissance Plaza to The Shops at Clinton Keith	Widening of Palomar St. to 4-lanes with sidewalks, trail, and bike lanes. Widening of CKR to three lanes eastbound with sidewalk.	$1,500,000
P21-0012 (Private Development Project)	Wildomar Trail	Baxter Village	Wildomar Trail I-15 to White Street Old Baxter Road Wildomar Trail to White Street Margaret Lane Wildomar Trail to old Baxter Road	Widening of Wildomar Trail to modified Arterial with 96' ROW. Construction of Margaret Lane to Local with 60' ROW. Construction of old Baxter Road to Local with 60' ROW. Construction of RCFC Master planned SD facilities in Wildomar Trail and old Baxter Road. Construction of EVMWD master planned sewer and water facilities in Wildomar Trail.	$2,236,000

Attachment A

Project No. & Type	Primary Roadway(s)	Project Name	Roadway Segment(s)	Description of Work	Est. Cost of Improvements
P21-0117 (Private Development Project)	Prielipp Rd.	Lennar, Horizons	Bunny Trail Elizabeth Lane to end of project frontage Elizabeth Lane Bunny Trail to Prielipp Prielipp Elizabeth to Yamas	Widening of Elizabeth Lane to a Collector 78'ROW. Widening of Prielipp to a Secondary 100'ROW. 66" RCFC master planned SD through site and along Elizabeth Lane and Prielipp. EVMWD master planned sewer and water facilities in Prielipp.	$1,900,000
P14-0093 (Private Development Project)	McVicar St.	Beazer Homes, Boulder Creek	McVicar Grand to Wildomar Channel Grand Leslie to McVicar Palomar Frederick beyond Arnold	Widening of McVicar to Modified Secondary 100'ROW. Widening of Grand to Modified Secondary 100'ROW. Widening of Palomar to ultimate. Construction of Master Planned RCFC McVicar box culvert.	$3,900,000

Attachment A

Table 2 - Project Schedules and Updates

Project No.	Roadway	Est. Project Completion	Status Update
CIP 026-1	Bundy Canyon Rd.	Winter 2022/2023	**Sellers Rd.** Storm drain work has been completed. Paving of the intersection is scheduled for the week of September 12 with the intersection expected to be reopen to traffic the following week. **Monte Vista Dr.** The intersection of Monte Vista Dr. has been closed since August 22 to allow the intersection to be elevated and paved. Grading has been completed and paving is in progress. The intersection is scheduled to be reopen to traffic by September 16. **Other Project Progress** Paving activities have begun along Bundy Canyon Rd. and are expected to continue over the next month. Traffic controls will be adjusted to move traffic onto newly paved areas to allow old pavement to be removed and replaced. Traffic signal installations are expected to begin this month and continue through November. Concrete work at various intersections is also scheduled to begin in the next month and continue through the end of October. Notices and updates will be posted to the website as specific activities are scheduled and traffic patterns change.
CIP 059	Palomar St./Clinton Keith Rd.	Fall/Winter 2022	Grading activities have been on-going for several weeks. Anticipated upcoming activities include continuation of grading operations and utility coordination. Utility coordination includes adjustments of water utilities, gas utilities, communication utilities, and power utilities. Notices and updates will be posted to the website as specific activities are scheduled and traffic patterns change.
P21-0112	Wildomar Trail	Winter 2022	**Wildomar Trail** The first phase of road paving is expected to begin on 9/13 - lane changes and flagging will occur during this time. **Onsite Stockpile**

Attachment A

			The large onsite stockpile seen from Wildomar Trail was taken from the northern end of the project site to use as fill dirt for the southern portion. This is projected to be graded down within the next week.
P21-0117	Prielipp Rd.	Fall/Winter 2022	**Elizabeth Lane** Sewer and water facilities have been constructed and tied into Prielipp Road. Curb and gutter will be poured within the next two weeks. **Prielipp Road** Storm Drain headwall is currently under construction. Widening will begin as soon as the headwall is complete. The road is expected to reopen, at least partially, by the end of September.
P14-0093	McVicar St.	Winter 2022/2023	**Grand Avenue** The developer is currently pouring the curb and gutter. After completion, SCE can relocate the existing power poles, after which the widening work can begin. **McVicar Street** Street improvements, including base paving and curb and gutter, are complete from Grand Avenue to the RCFC box culvert. Sidewalks are currently being poured from Grand Avenue to Whispering Way.

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.6
Meeting Date: September 14, 2022

SUBJECT: Zoning Ordinance Amendment No. 2022-05 - 2nd Reading of Ordinance No. 222

SUBMITTED BY: Matthew Bassi, Planning

PREPARED BY: Matthew Bassi, Planning Director

ACTION:
Adopt an Ordinance entitled:

ORDINANCE NO. 222 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A GENERAL RULE EXEMPTION PER SECTION 15061(B)(3) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, AND APPROVING ZONING ORDINANCE AMENDMENT NO. 2022-05 TO AMEND CHAPTER 17.256 AND SECTION 17.172.220 OF THE WILDOMAR MUNICIPAL CODE PERTAINING TO TEMPORARY EVENTS AND TEMPORARY USES OF LAND IN THE CITY OF WILDOMAR

DISCUSSION:
The City Council approved the first reading of Ordinance No. 222 at the August 10, 2022 City Council meeting for Zoning Ordinance Amendment No. 2022-05. At this time, it would be appropriate for the City Council to adopt Ordinance No. 222.

FISCAL IMPACT:
None.

ATTACHMENTS:
1. Ordinance No 222

ATTACHMENT A

Ordinance No. 222 (for ZOA 2022-05)

ORDINANCE NO. 222

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A GENERAL RULE EXEMPTION PER SECTION 15061(B)(3) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, AND APPROVING ZONING ORDINANCE AMENDMENT NO. 2022-05 TO AMEND CHAPTER 17.256 AND SECTION 17.172.220 OF THE WILDOMAR MUNICIPAL CODE PERTAINING TO TEMPORARY EVENTS AND TEMPORARY USES OF LAND IN THE CITY OF WILDOMAR

WHEREAS, in accordance with Chapter 17.280 of the Wildomar Municipal Code and California Government Code, Section 65800, et seq., the City Council has the authority to take action on the proposed Zoning Ordinance Amendment No. 2022-05; and

WHEREAS, the Planning Commission held a public hearing on July 6, 2022 for Zoning Ordinance Amendment No. 2022-05, and adopted PC Resolution No. 2022-22 recommending City Council approval of Zoning Ordinance Amendment No. 2022-05; and

WHEREAS, in accordance with Section 17.280.040 of the Wildomar Municipal Code, the Planning Department, on July 29, 2022 published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the City Council public hearing set for August 10, 2022, regarding Zoning Ordinance Amendment No. 2022-05; and

WHEREAS, in accordance with Section 17.280.040 of the Wildomar Municipal Code, the City Council conducted a duly noticed public hearing on August 10, 2022, at which time interested persons had an opportunity to testify in support of, or opposition to Zoning Ordinance Amendment No. 2022-05, and at which time the City Council received public testimony concerning Zoning Ordinance Amendment No. 2022-05.

THE CITY COUNCIL OF THE CITY OF WILDOMAR HEREBY DOES ORDAIN AS FOLLOWS:

SECTION 1: ENVIRONMENTAL DETERMINATION.

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), a review of the potential environmental impacts was conducted by the Planning Department for Zoning Ordinance Amendment No. 2022-05. Based on this review, the Planning Department has determined that the adoption of the proposed amendment (which provides for only text changes) has no potential to impact the environment. Therefore, Zoning Ordinance Amendment No. 2022-05 meets the criteria to be exempt from CEQA pursuant to Section 15061(b)(3), which states that CEQA applies only to projects that have the potential for causing a significant effect on the environment, and where it can be seen with certainty

that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Given this Zoning Ordinance Amendment No. 2022-05 meets the criteria for a General Rule Exemption pursuant to Section 15061(b)(3). As a result, the City Council hereby determines that Zoning Ordinance Amendment No. 2022-05 has no potential to negatively impact the environment; and therefore, adopts said general rule exemption in accordance with CEQA guidelines.

SECTION 2. REQUIRED ZONING ORDINANCE AMENDMENT FINDING.

In accordance with the provisions of the Wildomar Zoning Ordinance, the following finding is offered for City Council consideration in approval of Zoning Ordinance Amendment No. 2022-05.

A. The proposed amendment is consistent with the City of Wildomar General Plan and Zoning Ordinance.

The proposed amendment is consistent with the City of Wildomar General Plan in that the proposed amendment will allow for individual businesses to have a clear path towards establishing well-regulated temporary uses which in turn will enhance economic vitality (Goal LU 7.1). Further, the provisions outlined in the amendment will not impact the visual character of the business areas in that the strict regulations will maintain order and consistency related to temporary uses (Goal LU 4.1). The amendment is also consistent with the Zoning Ordinance in that the City is allowed to amend its temporary use requirements from time to time to address changes in the marketplace and to keep up with current business trends.

SECTION 3. AMENDMENT TO THE MUNICIPAL CODE

Chapter 17.256 is hereby amended in its entirety to read as follows:

CHAPTER 17.256 TEMPORARY USES AND EVENTS

17.256.010 Purpose

The City Council hereby determines that temporary event and temporary use permits provide a process for administrative review for short-term activities that may not meet the normal development or use standards of the applicable zoning district but may be acceptable because of their temporary nature. The intent of these regulations is to ensure that the temporary event or temporary use does not adversely impact the long-term uses of the same or neighboring sites, or impact the general health, safety, and welfare of persons residing within the community. The City Council has enacted the following provisions to regulate and control, in a content-neutral manner, temporary uses that are conducted in the City.

17.256.020 Definitions

The following terms shall have the following meanings for the purposes of this chapter:

"Established facility" means an existing, legally permitted facility that is designed and constructed to accommodate 2,000 or more people.

"Outdoor temporary parking lot dining" means a use of an adjacent, outside area by a food or beverage establishment for the same eating and drinking activities that occur within the establishment. The outdoor dining area may only be located in a parking lot adjacent to the food or beverage establishment pursuant to this chapter.

"Temporary Use" means all uses of a short-term nature or fixed duration listed in this chapter, which last for a duration of 2 days or longer and do not require permanent construction and which are approved with a specific time limit. Temporary uses include, but are not limited to, the following: Seasonal sales, such as christmas tree or halloween pumpkin lots, temporary parking lot dining for established restaurants, and other temporary activities that the planning director determines are similar in nature and intensity to those identified in this section.

"Temporary event" means an individual event held either indoors or outdoors not to exceed six (6) times per calendar year to which the public is invited with or without charge. Temporary events include, but are not limited to, the following: music festivals, stage and/or theatrical shows, sports events, fairs and/or carnivals, rodeos, automobile sales, off-road vehicle sales, animal sales, heavy equipment auctions and tent revival meetings. Temporary events are classified as follows:

1. "Major event" means a temporary event which 2,000 or more people are expected to attend.

2. "Minor event" means a temporary event which less than 2,000 are expected to attend.

17.256.030 Permit Required

Except as otherwise provided in this Zoning Ordinance, the temporary uses listed in this section shall require the issuance of a Temporary Use Permit (TUP) from the Planning Director prior to establishment of the use. The Planning Director may impose conditions on the approval of a temporary use.

17.256.040 Temporary use regulations

A. Exempt temporary uses. The following temporary uses are exempt from the permit requirements of this section, provided they comply with the development standards listed below.

1. Emergency facilities. Temporary facilities to accommodate emergency public health and safety needs and activities.

2. Construction yards - on-site. Yards and sheds for the storage of materials and equipment used as part of a construction project, provided a valid building permit has been issued and the materials and equipment are stored on the same site as the construction activity.

3. Miscellaneous. Activities conducted on public property or within the public right-of-way that are approved by the City or as otherwise required by the Municipal Code.

B. Temporary use permit required. The following temporary uses and activities may be allowed, subject to the issuance of a temporary use permit. A complete application for a temporary use shall be submitted to the planning department at least 60 days prior to the scheduled use and include a plot plan exhibit accompanied by the required filing fee outlined in Council Resolution No. 2019-11. The application package shall also include a signed letter from the property owner authorizing said temporary use.

1. Construction office. A temporary construction office used during the construction of a main building or buildings on the same site as part of a development project.

2. Model homes. A model home or model home complex may be authorized before the completion of subdivision improvements.

3. Temporary real estate offices, including sales trailers and related facilities. May be established within the area of an approved residential subdivision project, solely for the first sale of homes. In addition, conditions of approval regulating the hours of operation, landscaping, or other aspects as deemed necessary may be imposed as part of the Temporary Use Permit.

4. Seasonal sales lots. Temporary seasonal sales activities (e.g., Christmas trees, pumpkin sales, and other similar outdoor sales) may be permitted in any commercial or industrial zoning district, or on any religious facility or school site that abuts a collector or arterial roadway as designated in the General Plan. Seasonal sales may be permitted in any non-residential zoning district upon issuance of a Temporary Use Permit. The term of permit shall not exceed sixty (60) calendar days per calendar year.

5. “Craft-fair/open-air market. An outdoor or indoor temporary use located on private or public (city) property, except vacant and/or unimproved land where non-agricultural products are sold, including but not limited to, arts, crafts, candy, soaps, balms, cosmetics, ceramics, bread, cheese, clothing, and handmade crafts (such as seasonal goods, ornaments, hand-dipped or rolled candles, etc.) and similar items and products for sale to the general public. Items such as meat, poultry, fish, etc., and similar foods will be allowed only to the extent there is proper refrigeration and Riverside County Health Department approval, as applicable. Craft-fair/open-air markets shall be allowed no more than six (6) times per calendar year between the hours of 8:00 a.m. to 8:00 p.m. (Sunday - Thursday) and 8:00 a.m. to 10:00 p.m. (Friday – Saturday). Any event exceeding six (6) times per calendar year shall require approval of a conditional use permit by the Planning Commission

6. Farmers Market (certified). An outdoor market on public (city) or private property where farmers and other producers of agricultural and related foodstuffs and products are sold, including non-agricultural products. A certified Farmer’s Market is subject to the provisions of Food & Agriculture Code Sections 47000 et seq. Farmers markets shall be allowed no more than six (6) times per calendar year between the hours of 8:00 a.m. to 8:00 p.m. (Sunday - Thursday) and 8:00 a.m. to 10:00 p.m. (Friday – Saturday). Any event exceeding six (6) times per calendar year shall require approval of a conditional use permit by the Planning Commission.

7. Temporary dwellings, including mobile homes, when a primary dwelling is being constructed or remodeled may be permitted, provided a valid building permit has been issued. The temporary dwelling shall be limited to a maximum of one (1) year and then must be removed from the premises. Recreational Vehicles are prohibited as a temporary dwelling.

8. Temporary Outdoor Parking Lot Dining.

    a. Temporary parking lot dining that utilizes required parking spaces for outdoor dining for its customers shall be temporary in nature, shall not increase the general intensity of the restaurant use, shall facilitate safe business operations, and shall not exceed a period of time equal to 12 months.

        i. If the business owner would like to convert the temporary outdoor parking lot dining area to a permanent feature, then the business owner shall, with the written authorization of the property owner, submit a Substantial Conformance application at least 6 months before expiration of the temporary use. The Substantial Conformance application will be subject to the same safety features listed below, including the required parking analysis.

        ii. If the number of parking spaces is reduced below the minimum required for the site, the Planning Director may require bicycle rack

parking in accordance with the provisions of Chapter 17.188.030.B.5 of the WMC.

b. Temporary parking lot dining must include safety improvements to protect customers, including but not limited to, raised platforms (equal to height of adjacent walkway to meet ADA requirements), bollards placed 36" on center, K-rails around the perimeter of the parking spaces used for outdoor dining or other similar safety barriers.

c. The Planning Director may require a parking analysis based on existing site conditions as part of the Substantial Conformance review.

d. The applicant shall first receive written approval from the property owner prior to submitting a temporary use permit application and shall include the letter in the application package.

e. The parking lot dining area shall not encroach into any drive aisles or fie lane.

f. The applicant shall be responsible for obtaining the proper state A.B.C. license approval if alcohol is served in the outdoor dining area. Said state A.B.C. approval shall be submitted with the application package.

g. The restaurant owner shall agree to indemnify the City and sign the indemnity clause on the temporary use permit application.

9. Temporary use of land.

a. The Planning Director may approve, conditionally approve, or deny the temporary use of land in any zone classification, when such temporary use is in conjunction with the repair or construction of streets, highways, or public utilities, for a period of time not to exceed six (6) months.

b. The Planning Commission may approve, conditionally approve, or deny the temporary use of land in any zone classification, when such temporary use is in conjunction with the repair or construction of streets, highways, or public utilities, for a period of time that exceeds six (6) months.

10. When a temporary use is not specifically listed in this section, the Director shall determine whether the proposed use is similar in nature to listed uses(s) and shall establish the term and make necessary findings and conditions for the particular use.

C. Findings for Temporary Uses. A temporary use permit shall meet all the findings below. If the Director does not make all of these findings, the temporary use permit shall be denied.

1. The establishment, maintenance, or operation of the use will not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.

2. The use, as described and conditionally approved, will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

3. Approved measures for the removal of the use and site restoration have been required to ensure that no changes to the site would limit the range of possible future land uses otherwise allowed by this zoning code.

D. Conditions. In approving a temporary use permit, the Director may impose such applicable conditions to ensure the protection of the public health, safety, and general welfare. Such conditions may include, but not be limited to, the following:

1. Measure to minimize impact on adjacent uses, such as buffers, hours of operation, lighting requirements, and/or parking measures.

2. Property maintenance requirements to ensure that each site occupied by a temporary use shall be cleaned of debris, litter, or any other evidence of the temporary use upon completion or removal of the use.

3. Appropriate performance guarantees/security may be required before initiation of the use to ensure proper cleanup after the use is finished.

4. Other conditions of approval deemed reasonable and necessary to ensure that the approval would be in compliance with the findings above.

E. Revocation. A temporary use permit may be revoked pursuant to and in accordance with Chapter 17.220 of the WMC.

17.256.050 Temporary Event regulations.

Notwithstanding any other provision of this chapter to the contrary, a “major event” shall only be held indoors in an established facility as defined in this chapter. A “minor event” may be held indoors in an established facility or outdoors. All major and minor temporary events shall comply with the following use regulations.

A. Temporary Event Permit Application. A complete application for a major or minor temporary event shall be submitted to the Planning Director, or designee, at least sixty (60) days prior to the scheduled event, or as otherwise approved by the City Manager, or designee. The application shall include a plot plan exhibit accompanied by the required filing fee outlined in Council Resolution No. 2019-11. The application package shall also include a signed letter from the underlying property owner authorizing said event on the property in question. If the event is held within a multi-tenant commercial center, the application package shall also include a signed letter from each business owner that may be affected by the event.

B. Use Time Limitation. A major or minor temporary event shall be allowed no more than six times per calendar year subject to the requirements specified in subsection C below. Any event exceeding six (6) times per calendar year shall require approval of a conditional use permit by the Planning Commission.

C. Requirements for Approval. The Planning Director shall approve a major or minor temporary event provided all of the following requirements are complied with.

1. The use limitation discussed in subsection B of this section has not been exceeded by the same applicant.
2. There is no pending code enforcement action on the property underlying the proposed event location.
3. A noise and lighting mitigation plan shall be approved by the Planning Department for events held at night.
4. An access and parking plan has been approved by the Public Works Director.
5. A fire protection plan has been approved by the Fire Department, if applicable.
6. A security operations plan has been approved by the Police Department, if applicable.
7. If food will be prepared and served as part of the event, the applicant shall obtain a permit from Riverside County Environmental Health Department. A copy of the approved permit shall be submitted with the application package.
8. If alcohol is proposed for sale for on-site consumption, the applicant shall obtain the appropriate license from the State Department of Alcohol Beverage Control (ABC). A copy of the approved license shall be submitted with the application package.
9. The event shall not block, restrict, or impair any of the following:
    a. The public's view of another business or activity on the property where said event is being held.
    b. The public's view of business signage for adjacent tenants in the commercial center where said event is being held.
    c. The view or visibility of the operator of any motor vehicle.
    d. The movement of any pedestrian or motor vehicle on the public right-of-way.
    e. The points of ingress and egress to the commercial site where the event is being held.
10. No signage may be located in the public right-of-way without the approval of an encroachment permit made by the City Engineer.
11. Any signage/banners proposed to be used for the event shall comply with the regulations outlined in Section 17.252 (Sign Regulations) of this code.
12. Temporary tents or shade structures/easy-ups are permitted to be used to shade vendors and their products.

D. Hours of Operation. A major or minor temporary event shall be permitted only between the hours of 8:00 a.m. to 8:00 p.m. (Sunday - Thursday) and 8:00 a.m. to 10:00 p.m. (Friday – Saturday). Any event outside of these hours shall be approved by the City Council prior to the temporary event application submittal to the Planning Department.

E. Bond and insurance. The Planning Director may require an applicant for a major and/or minor event to post a bond, or to otherwise financially secure that the event location is restored to its original condition and that the City is fully reimbursed for any unanticipated law enforcement or emergency medical expenses. The Planning Director shall determine the amount of the bond or other security and the applicant shall post it with the Building Official. The Planning Director may also require an applicant for a major and/or minor to obtain indemnity or liability insurance naming the City as the insured if the event is held on public property.

F. Advertising/ticket sales. No person shall advertise, sell, or furnish tickets for a minor event until a permit has been obtained for the event in accordance with this chapter.

G. Revocation. A minor event permit may be revoked pursuant to and in accordance with Chapter 17.220.

SECTION 4. AMENDMENT TO THE MUNICIPAL CODE

Section 17.172.220 (Setback adjustments) is hereby amended to delete "temporary use of land" from the title.

SECTION 5. AMENDMENT TO THE MUNICIPAL CODE

Section 17.172.220.A.2 of the Wildomar Municipal Code is hereby deleted.

SECTION 6. SEVERABILITY

If any Chapter, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each Chapter, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more Sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional."

SECTION 7. EFFECTIVE DATE.

This ordinance shall take effect thirty (30) days after its passage by the City Council.

SECTION 8. CITY CLERK ACTION

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and posting procedure authorized under Government Code Chapter 39633(c).

APPROVED AND ADOPTED this 14th day of September, 2022

_____
Ben J. Benoit
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Janet Morales, CMC
City Clerk

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.7
Meeting Date: September 14, 2022

SUBJECT: Zoning Ordinance No. 2022-06 - 2nd Reading of Ordinance No. 223

SUBMITTED BY: Matthew Bassi, Planning

PREPARED BY: Matthew Bassi, Planning Director

ACTION:
Adopt an Ordinance entitled:

ORDINANCE NO. 223 - AN ORDINANCE OF THE CITY COUNCIL OF THE OF WILDOMAR, CALIFORNIA AMENDING THE WILDOMAR MUNICIPAL CODE TO ADD A NEW CHAPTER 16.72 TO TITLE 16 (SUBDIVISIONS), A NEW SECTION 17.204.110 TO CHAPTER 17.204 (ACCESSORY DWELLING UNITS), AND A NEW CHAPTER 17.320 TO TITLE 17 (ZONING) FOR THE IMPLEMENTATION OF GOVERNMENT CODE SECTIONS 66411.7 AND 65852.21 (SB 9) RELATED TO URBAN LOT SPLITS AND TWO (2)-UNIT DEVELOPMENTS

DISCUSSION:
The City Council approved the first reading of Ordinance No. 223 at the August 10, 2022 City Council meeting for Zoning Ordinance Amendment No. 2022-06. At this time, it would be appropriate for the City Council to adopt Ordinance No. 223.

FISCAL IMPACT:
None.

ATTACHMENTS:
1. Ord 223

ATTACHMENT A

Council Ordinance for ZOA 2022-06

ORDINANCE NO. 223

AN ORDINANCE OF THE CITY COUNCIL OF THE OF WILDOMAR, CALIFORNIA AMENDING THE WILDOMAR MUNICIPAL CODE TO ADD A NEW CHAPTER 16.72 TO TITLE 16 (SUBDIVISIONS), A NEW SECTION 17.204.110 TO CHAPTER 17.204 (ACCESSORY DWELLING UNITS), AND A NEW CHAPTER 17.320 TO TITLE 17 (ZONING) FOR THE IMPLEMENTATION OF GOVERNMENT CODE SECTIONS 66411.7 AND 65852.21 (SB 9) RELATED TO URBAN LOT SPLITS AND TWO (2)-UNIT DEVELOPMENTS

WHEREAS, SB 9 (Chapter 162, Statutes of 2021) enacted Sections 66411.7 and 65852.21 to the Government Code, effective January 1, 2022; and

WHEREAS, these provisions require the City to provide ministerial approval of urban lot splits, ("Urban Lot Splits") and the construction of up to two (2) residential dwelling units ("Two Unit Developments") on each single-family residential zoned lot within the City, subject to certain limitations; and

WHEREAS, Government Code Section 66411.7(a) limits eligibility of Urban Lot Splits by size and proportionality; and

WHEREAS, Government Code Sections 66411.7(a)(3)(C) and 65852.21(a)(2) limit Urban Lot Splits and Two Unit Developments, respectively, to sites that are not located on or within certain farmland, wetlands, very high fire hazard severity zones, hazardous waste sites, earthquake fault zones, special flood hazard areas, regulatory floodways, lands identified for conservation, habitats for protected species, and historic properties; and

WHEREAS, Government Code Sections 66411.7(a)(3)(D) and 65852.21(a)(3) through (a)(5) limit eligibility of an Urban Lot Split and a Two Unit Development, respectively, that proposes to demolish or alter housing subject to affordability restrictions, housing subject to rent or price controls, housing that has been occupied by a tenant in the last three years, housing that has been withdrawn from rent or lease within the past 15 years, and housing that requires demolition of existing structural walls unless authorized by local ordinance or has not been tenant-occupied within the past 3 years; and

WHEREAS, Government Code Sections 65852.21(a)(6) and 66411.7(a)(3)(E) allow a city to deny an Urban Lot Split for properties within an historic district or listed on the State's Historic Resource Inventory or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance; and

WHEREAS, Government Code Sections 66411.7(c) and 65852.21(b) allow a city to establish objective zoning standards, objective subdivision standards, and objective design review standards for Urban Lot Splits and Two Unit Developments, respectively, subject to limits within state law; and

WHEREAS, such objective zoning standards, objective subdivision standards, and objective design review standards may not have the effect of "precluding the construction of two (2) units on either of the resulting parcels from an Urban Lot Split or that would result in a unit size of less than 800 square feet" for a Two Unit Development; and

WHEREAS, Government Code Sections 66411.7 and 65852.21 allow a city to deny a proposed Two (2)-Unit Development or Urban Lot Split, respectively, if the project would have a specific, adverse impact, as defined, and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact; and

WHEREAS, pursuant to Government Code Sections 65852.21(j) and 66411.7(n), the City may adopt an ordinance to implement the provisions of Government Code Sections 65852.21 and 66411.7, and such an ordinance shall not be considered a project under the California Environmental Quality Act ("CEQA"); and

WHEREAS, the City Council desires to implement objective standards and an application process for projects undertaken pursuant to Government Code Sections 65852.21 and 66411.7 by the adoption of such an ordinance; and

WHEREAS, the Planning Commission held a public hearing on July 6, 2022 for Zoning Ordinance Amendment No. 2022-06, and adopted PC Resolution No. 2022-23 recommending City Council approval of Zoning Ordinance Amendment No. 2022-06; and

WHEREAS, in accordance with Section 17.280.040 of the Wildomar Municipal Code, the Planning Department, on July 29, 2022, published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the City Council public hearing set for August 10, 2022 regarding Zoning Ordinance Amendment No. 2022-06; and

WHEREAS, in accordance with Section 17.280.040 of the Wildomar Municipal Code, the City Council conducted a duly noticed public hearing on August 10, 2022 at which time interested persons had an opportunity to testify in support of, or opposition to Zoning Ordinance Amendment No. 2022-06, and at which time the City Council received public testimony concerning Zoning Ordinance Amendment No. 2022-06.

THE CITY COUNCIL OF THE CITY OF WILDOMAR HEREBY DOES ORDAIN AS FOLLOWS:

SECTION 1. FINDINGS

The above recitals are true and correct and incorporated herein as findings.

SECTION 2. AMENDMENT TO THE MUNICIPAL CODE

Title 16 (Subdivisions) of the Wildomar Municipal Code is hereby amended to add a new Chapter 16.72 (Urban Lot Splits) to read as follows:

CHAPTER 16.72 URBAN LOT SPLITS

16.72.010 Purpose and Intent

It is the purpose of this Chapter to provide procedures necessary for the implementation of Section 66411.7 of the Government Code pertaining to Urban Lot Splits, as defined in Section 16.72.020 herein. To accomplish this purpose, the regulations outlined herein are determined to be necessary for the preservation of the public health, safety, and general welfare, and for the promotion of orderly growth and development. Except where such provisions directly conflict with Section 66411.7 of the Government Code, the provisions of this Chapter shall apply.

16.72.020 Eligibility

A parcel map shall be required for all Urban Lot Splits, defined as the subdivision of a parcel into two (2) parcels pursuant to Section 66411.7 of the Government Code. An application for an Urban Lot Split shall be approved by the Planning Director if the application meets all of the following requirements:

A. The proposed Urban Lot Split will create no more than two (2) new parcels, and each of the newly created parcels meets the following requirements:

   1. Is at least 1,200 square feet in size;

   2. Is at least 40 percent of the lot area of the original parcel;

   3. Has access to or adjoins the public right-of-way, sufficient to allow development on the parcel to comply with any property access requirements under the California Fire Code Section 503 and Title 14, California Code Regulations Section 1273.00 et seq., when applicable to the parcel; and

   4. The parcel to be subdivided is located within the R-R, R-R-O, R-1, R-1A, R-A, R-T, or R-T-R zone.

B. The parcel satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4 of the Government Code.

C. The proposed Urban Lot Split would not require demolition or alteration of any of the following types of housing:

1. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income;

2. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power;

3. A parcel or parcels on which an owner of residential real property has exercised the owner's rights under chapter 12.75 (commencing with Section 7060) of division 7 of Title 1 of the Government Code to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application; and/or

4. Housing that has been occupied by a tenant in the last three years based on the date of the application for an Urban Lot Split.

D. The parcel is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a City landmark or City heritage resource.

E. The parcel has not been established through prior exercise of an Urban Lot Split provided for in Section 66411.7 of the Government Code or this Section.

F. Neither the owner of the parcel being subdivided nor any person acting in concert with the owner has previously subdivided an adjacent parcel using an Urban Lot Split as provided for in this chapter.

G. The proposed new parcels are intended for exclusively residential use.

H. The Urban Lot Split will not result in a structure being split over the two (2) parcels.

I. The owner of the parcel to be subdivided signs an affidavit under penalty of perjury declaring all of the following to be true:

1. The housing units proposed to be demolished or altered have not been occupied by a tenant at any time within three years of the date of the application for an urban lot split.

2. The owner of the parcel intends to occupy one of the housing units as their principal residence for a minimum of three years from the date of the approval of the Urban Lot Split. Owner-occupancy is not required if the owner is a community land trust or qualified nonprofit corporation under Sections 214.15 or 402.1 of the Revenue and Taxation Code.

3. The owner has not previously subdivided an adjacent parcel using an Urban Lot Split.

4. The owner has not previously acted in concert with any person to subdivide an adjacent parcel using an Urban Lot Split. “Acted in concert” means that the owner, or a person acting as an agent or representative of the owner, knowingly participated with another person in joint activity or parallel action toward a common goal of subdividing the adjacent parcel.

16.72.030 Objective Standards

All Urban Lot Splits under this Chapter shall also comply with the standards in this Section, unless the applicant can demonstrate that this would have the effect of physically precluding the construction of two (2) units on either of the resulting parcels, or would necessarily result in a unit size of less than 1,200 square feet for any unit on the resulting parcels:

A. New parcel lines that abut a street shall maintain right angles to streets or radial to the centerline of curved streets or be parallel to existing parcel lines.

B. Lots without twenty-four (24) feet or more of frontage on a street will not be permitted. Frontage requirements for flag lots may be satisfied by a driveway or private road accessing a street of twelve (12) in width or more.

C. A minimum of one (1) off-street parking space shall be provided on each parcel except no parking shall be required where the parcel meets one or both of the following instances:

1. The parcel is located within one-half mile walking distance of either a high-quality transit corridor, as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop, as defined in Section 21064.3 of the Public Resources Code.

2. There is a car-share vehicle located within one block of the parcel.

D. No additional setback shall be required for an existing structure, or a structure constructed in the same location and to the same dimensions as an existing structure. Verification of size and location of the existing and proposed structure requires pre- and post-construction surveys by a California licensed land surveyor.

E. The parcel map satisfies the objective requirements of the Subdivision Map Act and this Chapter regarding parcel maps.

16.72.040 Filing, processing, and action

A. An application for an Urban Lot Split must be made through submittal of a City Parcel Map application and requisite fees and approved by the Planning Director as provided for in Section 16.12.150 of this code. The minimum information for a Parcel Map is provided on the application form.

B. The City shall act on an application for an Urban Lot Split within fifty-days (50) from the date the City deems an application to be complete . If the

applicant requests a delay in writing, the fifty-day (50) time period shall be tolled for the period of the delay. The City has acted on the application if it:

1. Approves or denies the application for the Urban Lot Split; or
2. Informs the applicant in writing that changes to the proposed project are necessary to comply with this Chapter.

C. The Planning Director shall deny the Urban Lot Split if either of the following is found:

1. The Urban Lot Split fails to meet or perform one of more objective requirements imposed by the Subdivision Map Act or by this chapter. Any such requirement or condition shall be specified; and/or
2. The building official makes a written finding, based upon a preponderance of the evidence, that the proposed subdivision would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of Section 65589.5 of the Government Code, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

D. The Planning Director shall not reject an application solely because it proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

E. The Planning Director shall condition approval on the dedication of any easements deemed necessary for the provision of public services to the proposed parcels and any easements deemed necessary for access to the public right-of-way.

F. The Planning Director shall not require the correction of nonconforming zoning conditions.

G. The Planning Director shall not require dedications of rights-of-way or the construction of offsite improvements for the parcels being created as a condition of approval of a parcel map for an Urban Lot Split.

16.72.050 Use and Development Requirements

A. It shall be unlawful to rent, offer to rent or lease, or to advertise for rent or lease, any dwelling unit or portion thereof constructed on a lot created under this Chapter for a term that is thirty (30) days or less.

B. It shall be unlawful to use any dwelling unit constructed on a lot created under this Chapter for any use other than a residential use.

C. New dwelling units constructed under this Chapter shall be no more than 1,200 square feet in floor area.

D. Development of new dwelling units on any lot created under this Chapter shall be subject to the requirements of Chapter 17.320 (Two-Unit Developments) herein and shall also comply with all applicable objective zoning requirements applicable to the subject parcels and any objective requirements in the City's residential design guidelines, as applicable. The standards described in this paragraph shall apply to all Urban Lot Splits except where such standard directly conflicts with a provision of this Chapter, or whether the applicant demonstrates that such zoning district standard or design standard would have the effect of the effect of physically precluding the construction of two (2) units on either of the resulting parcels or would necessarily result in a unit size of less than 800 square feet.

SECTION 3. AMENDMENT TO THE MUNICIPAL CODE

Chapter 17.204 (Accessory Dwelling Units) of the Wildomar Municipal Code is hereby amended to add a new Subsection 17.204.110 to read as follows:

17.204.110 Exception

Pursuant to the authority provided by Section 65852.21(f) of the Government Code, notwithstanding any other provision in this Chapter, no accessory dwelling unit or junior accessory dwelling unit shall be permitted on any lot in a single-family zoning district if: 1) an Urban Lot Split has been approved for the lot pursuant to Chapter 16.72 herein, and 2) a Two Unit Development has been approved for construction on the lot pursuant to Chapter 17.320 herein.

SECTION 4. AMENDMENT TO THE MUNICIPAL CODE

Title 17 (Zoning) of the Wildomar Municipal Code is hereby amended to add a new Chapter 17.320 (Two Unit Developments) to read as follows:

CHAPTER 17.320 TWO UNIT DEVELOPMENTS

17.320.010 Purpose and Intent

The purpose of this Chapter is to provide regulations for the establishment of Two Unit Developments, as defined in Section 17.320.020, pursuant to Government Code Section 65852.21. To accomplish this purpose, the regulations outlined herein are determined to be necessary for the preservation of the public health, safety and general welfare, and for the promotion of orderly growth and development. Except where such provisions directly conflict with Section 66411.21 of the Government Code, the provisions of this Chapter shall apply.

17.320.020 Eligibility

Notwithstanding anything in this Chapter to the contrary, a residential development containing no more than two (2) residential units on one legal lot within the R-R, R-R-O, R-1, R-1A, R-A, R-T and R-T-R zones ("Two Unit Development") may be constructed following approval of by the Planning Director, without discretionary review or a public

hearing, if the proposed Two Unit Development meets all of the requirements set forth below:

A. A Two Unit Development may be permitted under this Chapter if the development will result in no more than two (2) residential units in total on a lot. If the lot has an existing dwelling, one additional unit may be developed pursuant to this Chapter. If a parcel does not include an existing dwelling, or if the existing dwelling is proposed to be demolished in connection with the creation of a Two Unit Development, up to two (2) dwelling units may be developed pursuant to this Chapter.

B. Incompatibility with the City's density limitations shall not provide a basis to deny a Two Unit Development that otherwise conforms to the requirements of this Chapter.

C. A Two Unit Development shall not be approved in each of the following circumstances:

1. The Two Unit Development would require demolition or alteration of any of the following types of housing:

    a. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

    b. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

    c. Housing that has been occupied by a tenant in the last three years. Demolition of up to 25% of the exterior structural walls is permitted.

2. The parcel subject to the proposed Two Unit Development is a parcel on which an owner of residential real property has exercised the owner's rights under Government Code Section 7060 et seq. to withdraw accommodations from rent or lease within 15 years before the date that the Two Unit Development proponent submits an application.

3. The parcel subject to the proposed Two Unit Development is located within a historic district or property included on the State Historic Resources Inventory, as defined in Public Resources Code Section 5020.1, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.

4. The parcel subject to the proposed Two Unit Development does not satisfy the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Government Code Section 65913.4.

17.320.030 Objective Standards

Except as provided in this Section, Two Unit Developments under this Chapter shall conform to all objective property development regulations of the zone in which the property is located including, but not limited to, setbacks, building height, building size, structural coverage, and impervious coverage, and any objective requirements in the City's design guidelines, unless the applicant demonstrates that such zoning or design standard would have the effect of physically precluding the construction of up to two (2) residential units on the parcel, or that would physically preclude either of the two (2) units from being at least 800 square feet in floor area, subject to the following modifications:

A. New dwelling units constructed under this chapter shall each be no more than 1,200 square feet in floor area.

B. No additional setback shall be required for an existing structure, or a structure constructed in the same location and to the same dimensions as an existing structure. Verification of size and location of the existing and proposed structure requires pre- and post-construction surveys by a California licensed land surveyor.

C. A setback of at least four (4) feet is required from the rear and side property lines. Front yard setbacks shall be as required for the zone in which the property is located.

D. Primary Entrance Orientation. The primary entrance to each new dwelling unit shall face the front or interior of the parcel unless the unit is directly accessible from an alley or a public street.

E. Privacy Impacts. To minimize privacy impacts on adjacent properties, the following requirements apply to building walls with windows within eight (8) feet of an interior side or rear property line abutting a residential use:

1. For a single-story building wall or the first story of a two (2) story wall, privacy impacts shall be minimized by either:

    a. A six-foot solid fence (wood, block, or vinyl) on the property line; or

    b. Opaque windows for all windows facing the adjacent property.

2. For a second story building wall, all windows facing the adjacent property shall be opaque.

F. If a proposed dwelling unit will be connected to an onsite wastewater treatment system, the applicant shall provide a percolation test completed within the last 5 years, or, if the percolation test has been recertified, within the last 10 years.

G. Any dwelling unit, or portion thereof, that is constructed pursuant to an approval under this Section shall only be used for rentals of terms of longer than thirty (30) days. It shall be unlawful to rent, offer to rent or lease, or to

advertise for rent or lease, any dwelling unit or portion thereof built pursuant to authority under this Section for a term that is thirty days or less.

H. A minimum of one (1) off-street parking space shall be provided for each dwelling unit except where that no parking shall be required when the parcel meets one or both of the following instances:

1. The parcel is located within one-half mile walking distance of either a high-quality transit corridor, as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop, as defined in Section 21064.3 of the Public Resources Code.

2. There is a car share vehicle located within one block of the parcel.

I. When construction of a new dwelling unit is proposed on a parcel with an existing dwelling unit, any new dwelling unit shall utilize the same exterior materials and colors as the existing dwelling unit, subject to any restrictions on use of building materials. Where two (2) new units are proposed to be constructed on a parcel, each unit shall utilize the same exterior materials and colors as the other unit.

J. Each dwelling unit constructed under this Section shall utilize a separate utility connection directly from each dwelling unit to the utility for water, sewer, gas, and electrical utilities.

K. Each unit in a two (2)-unit residential development shall be separated by a distance of at least ten (10) feet from any other structure on the parcel; however, units may be adjacent or connected if the structures meet building code safety standards and are sufficient to allow a separate conveyance.

L. Second story exterior decks and balconies, and rooftop decks, shall be prohibited on dwelling units constructed under this Section.

17.320.040 Filing, Processing and Action

A. A Two Unit Development that complies with all standards in this Chapter shall be approved ministerially with an administrative permit. No discretionary review or public hearing is required. A building permit application may be submitted concurrently with the administrative permit application.

B. The City shall act on an application for a Two Unit Development within sixty (60) days from the date the City receives a completed permit application. If the applicant requests a delay in writing, the sixty-day (60) time period shall be tolled for the period of the delay. The City has acted on the application if it:

1. Approves or denies the building permit for the Two Unit Development; or

2. Informs the applicant in writing that changes to the proposed project are necessary to comply with this chapter.

C. The Planning Director shall deny the Two Unit Development if either of the following is found:

1. The Two Unit Development fails to meet or perform one of more objective requirements imposed by this Chapter. Any such requirement or condition shall be specified.

2. The building official makes a written finding, based upon a preponderance of the evidence, that the proposed development would have a specific, adverse impact, as defined, and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

D. The Planning Director shall not reject an application solely because it proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

E. The Planning Director shall condition approval on the dedication of any easements deemed necessary for the provision of public services to the proposed residential units and any easements deemed necessary for access to the public right-of-way.

F. The Planning Director shall not require the correction of nonconforming zoning conditions.

17.320.050 Use Requirements

A. It shall be unlawful to rent, offer to rent or lease, or to advertise for rent or lease, any dwelling unit or portion thereof under this Chapter for a term that is thirty days or less.

B. It shall be unlawful to use any dwelling unit under this Chapter for any use other than a residential use.

C. Notwithstanding any other provision of this code, no more than two (2) dwelling units shall be permitted on any parcel created under the provisions of this Chapter.

SECTION 5. ENVIRONMENTAL REVIEW.

The City Council finds and determines that enactment of this Ordinance is statutorily exempt from the provisions of the California Environmental Quality Act ("CEQA"), pursuant to Government Code Sections 65852.21(j) and 66411.7(n), as this action is to adopt an ordinance to implement the requirements of Sections 65852.21 and 66411.7 of the Government Code.

SECTION 6. SEVERABILITY.

If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each Section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 7. EFFECTIVE DATE.

This Ordinance No. 223 shall take effect thirty (30) days from its passage by the City Council.

SECTION 8. CITY CLERK ACTION

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Section 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and posting procedure authorized under Government Code Section 36933(c).

ADOPTED AND APPROVED this 14th day of September , 2022.

_____
Ben J. Benoit
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Janet Morales, CMC
City Clerk

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.8
Meeting Date: September 14, 2022

SUBJECT: 2022 Conflict of Interest Code Biennial Notice Local Agencies

SUBMITTED BY: Janet Morales, City Clerk's Office

ACTION:
Receive and file the 2022 Conflict of Interest Code Biennial Notice for the City of Wildomar.

SUMMARY:
The Political Reform Act requires every local government agency to review its conflict of interest code biennially. A conflict of interest code tells public officials, governmental employees, and consultants what financial interests they must disclose on their Statement of Economic Interests (Form 700).

BACKGROUND:
The Political Reform Act requires public agencies to adopt a local Conflict of Interest Code designating positions required to file Statements of Economic Interests (Form 700) and assigning disclosure categories specifying the types of interests to be reported. The Conflict of Interest code must be reviewed biennially and updated as needed.

By July 1, 2022: The code reviewing body must notify agencies and special districts within its jurisdiction to review their conflict of interest codes.

By October 3, 2022: The biennial notice must be filed with the agency's code reviewing body.

DISCUSSION:
The Fair Political Practices Commission has prepared a 2022 Local Agency Biennial Notice form for local agencies to complete within its jurisdiction before submitting to the code reviewing body. The City Council is the code reviewing body for city agencies.

The last update to the Conflict of Interest Code was completed in October 2019. The latest schedule of authorized positions was updated in January of 2022. There are several positions added that will need to be added to the Conflict of Interest Code.

This item is to notify the City Council that the City Clerk's office has prepared the attached Conflict of Interest Code Biennial Notice which states that an amendment will be required. Since an amendment is needed, the amended code will be brought back to the City Council with a Resolution for approval within 90 days of receiving and filing this notice.

FISCAL IMPACT:
None.

ATTACHMENTS:
1. 2022 Wildomar Biennial Notice
2. Position Classification Schedule FY2021-22 effective 01-01-2022
3. Reso 2019-68 - Conflict of Interest Code

2022 Local Agency Biennial Notice

Name of Agency: City of Wildomar

Mailing Address: 23873 Clinton Keith Road Ste. 201 Wildomar, CA 92595

Contact Person: Janet Morales Phone No. 951-677-7751 x210

Email: jmorales@cityofwildomar.org Alternate Email: jaguilar@cityofwildomar.org

Accurate disclosure is essential to monitor whether officials have conflicts of interest and to help ensure public trust in government. The biennial review examines current programs to ensure that the agency's code includes disclosure by those agency officials who make or participate in making governmental decisions.

This agency has reviewed its conflict of interest code and has determined that *(check one BOX):*

☑ **An amendment is required. The following amendments are necessary:**

(Check all that apply.)

- ☑ Include new positions
- ☐ Revise disclosure categories
- ☑ Revise the titles of existing positions
- ☑ Delete titles of positions that have been abolished and/or positions that no longer make or participate in making governmental decisions
- ☐ Other *(describe)* _____

☐ **The code is currently under review by the code reviewing body.**

☐ **No amendment is required.** (If your code is over five years old, amendments may be necessary.)

Verification **(to be completed if no amendment is required)**

This agency's code accurately designates all positions that make or participate in the making of governmental decisions. The disclosure assigned to those positions accurately requires that all investments, business positions, interests in real property, and sources of income that may foreseeably be affected materially by the decisions made by those holding designated positions are reported. The code includes all other provisions required by Government Code Section 87302.

_____ _____

Signature of Chief Executive Officer *Date*

All agencies must complete and return this notice regardless of how recently your code was approved or amended. Please return this notice no later than **October 3, 2022**, or by the date specified by your agency, if earlier, to:

(PLACE RETURN ADDRESS OF CODE REVIEWING BODY HERE)

PLEASE DO NOT RETURN THIS FORM TO THE FPPC.

City of Wildomar
Position Classification Schedule - Revised Pay and FLSA Status - January 2022

Current Pay Grade	Classification	FLSA Status	Group	Career Family	Date
19	Accountant I	Non-Exempt	General	Accounting	11/10/2021
21	Accountant II	Non-Exempt	General	Accounting	11/10/2021
23	Accountant III	Non-Exempt	General	Accounting	11/10/2021
23	Accounting Manager	Exempt	Mgmt	Accounting	1/13/2021
12	Accounting Specialist I	Non-Exempt	General	Administration	1/13/2021
14	Accounting Specialist II	Non-Exempt	General	Administration	6/30/2021
Minimum Wage	Administrative Aide I	Non-Exempt	General	Administration	1/1/2022
4	Administrative Aide II	Non-Exempt	General	Administration	1/13/2021
13	Administrative Analyst	Non-Exempt	General	Administration	1/13/2021
17	Administrative Analyst II	Non-Exempt	General	Administration	1/13/2021
23	Administrative Analyst, Senior	Non-Exempt	General	Varies	1/13/2021
7	Administrative Assistant I	Non-Exempt	General	Administration	1/13/2021
11	Administrative Assistant II	Non-Exempt	General	Administration	1/13/2021
37	Administrative Services Director	Exempt	Mgmt	Administration	1/13/2021
7	Animal Services Officer	Non-Exempt	General	Animal Control	1/13/2021
14	Animal Services Supervisor	Non-Exempt	General	Animal Control	1/13/2021
15	Assistant City Clerk	Non-Exempt	General	City Clerk	1/13/2021
18	Assistant Engineer	Non-Exempt	General	Engineering	1/13/2021
17	Assistant Planner	Non-Exempt	General	Planning	1/13/2021
40	Assistant City Manager	Exempt	Exec	Administration	1/13/2021
20	Associate Engineer	Non-Exempt	General	Engineering	1/13/2021
22	Associate Planner	Non-Exempt	General	Planning	1/13/2021
15	Building Inspection Supervisor	Exempt	General	Building	6/30/2021
15	Building Inspector I	Non-Exempt	General	Building	1/13/2021
17	Building Inspector II	Non-Exempt	General	Building	1/13/2021
19	Building Inspector III	Non-Exempt	General	Building	6/30/2021
29	Chief Building Official	Exempt	Mgmt	Building	1/13/2021
27	City Clerk	Exempt	Mgmt	City Clerk	1/13/2021
31	City Engineer	Exempt	Mgmt	Engineering	1/13/2021
Contract	City Manager	Exempt	Exec	City Manager	1/13/2021
14	Code Enforcement Officer I	Non-Exempt	General	Code	4/14/2021
16	Code Enforcement Officer II	Non-Exempt	General	Code	4/14/2021
18	Code Enforcement Officer, Senior	Non-Exempt	General	Code	4/14/2021
20	Code Enforcement Supervisor	Non-Exempt	General	Code	4/14/2021
12	Code Enforcement Technician	Non-Exempt	General	Code	4/14/2021
30	Community Services Director	Exempt	Mgmt	Community Services	6/9/2021
21	Community Services Manager	Exempt	Mgmt	Community Services	1/13/2021
12	Development Services Technician	Non-Exempt	General	Building	6/9/2021
30	Economic Development Director	Exempt	Mgmt	Economic Development	1/13/2021
23	Economic Development Manager	Exempt	Mgmt	Economic Development	1/13/2021
29	Finance Manager	Exempt	Mgmt	Finance	1/13/2021
37	Finance Director	Exempt	Mgmt	Finance	1/13/2021
7	Groundsworker I	Non-Exempt	General	Maintenance	1/13/2021
9	Groundsworker II	Non-Exempt	General	Maintenance	1/13/2021
11	Groundsworker- Senior	Non-Exempt	General	Maintenance	1/13/2021
22	Human Resources Administrator	Non-Exempt	General	Human Resources	1/13/2021
Minimum Wage	Intern I (Undergraduate)	Non-Exempt	General	varies	1/1/2022
6	Intern II (Graduate)	Non-Exempt	General	varies	1/13/2021
16	Manager of Operations and Maintenance	Exempt	Mgmt	Maintenance	1/13/2021
22	Parks, Community Services, and Cemetery District Manager	Exempt	Mgmt	Maintenance	1/13/2021
37	Planning Director	Exempt	Mgmt	Planning	1/13/2021
15	Plans Examiner	Non-Exempt	General	Building	1/13/2021
37	Public Works Director	Exempt	Mgmt	Public Works	1/13/2021
17	Public Works Inspector II	Non-Exempt	General	Public Works	6/30/2021
15	Purchasing & Contracts Coordinator	Non-Exempt	General	Administration	6/30/2021
Minimum Wage	Recreation Leader I	Non-Exempt	General	Community Services	1/1/2022
6	Recreation Leader II	Non-Exempt	General	Community Services	1/13/2021
26	Senior Engineer	**Exempt**	General	Engineering	12/15/2021
24	Senior Planner	Non-Exempt	General	Planning	1/13/2021

RESOLUTION NO. 19 - 68

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, UPDATING THE CITY'S CURRENT CONFLICT OF INTEREST CODE SET FORTH BY THE CALIFORNIA STATE FAIR POLITICAL PRACTICES COMMISSION FOR ELECTED OFFICIALS, BOARD AND COMMISSION MEMBERS AND EMPLOYEES OF THE CITY OF WILDOMAR

RECITALS

WHEREAS, the Political Reform Act of 1974, Government Code Section 81000, et seq., requires state and local government agencies to adopt and promulgate conflict interest codes; and

WHEREAS, the Fair Political Practices Commission has adopted a regulation, 2 Cal. Code of Regs. Section 18730, which contains the terms of a standard conflict of interest code; and

WHEREAS, the City has adopted Regulation 18730 as its conflict of interest code on August 27, 2008; and

WHEREAS, such terms can be incorporated by reference and may be amended by the Fair Political Practices Commission after public notice and hearings to conform to amendments in the Political Reform Act; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Wildomar as follows:

1. The terms of 2 Cal. Code of Regs. Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference and, along with the attached Exhibit A, in which officials, boards and commission members and employees are designated, and Exhibit B in which disclosure categories are set forth, constitute the conflict of interest code of the City of Wildomar.

2. Upon receipt of statements of the Members of the City Council, Planning Commission, City Manager, City Attorney and City Treasurer, the City Clerk shall make and retain a copy and forward the original of these statements to the Fair Political Practices Commission. Designated employees shall file statements of economic interests with the City Clerk. All statements of economic interests will be made available for public inspection and reproduction, upon request, pursuant to Government Code 81008.

3. Resolution No. 14-44 is hereby repealed.

PASSED, APPROVED, AND ADOPTED this 9th day of October, 2019.

Marsha Swanson

Marsha Swanson, Mayor

APPROVED AS TO FORM:

Thomas D. Jex
City Attorney

ATTEST:

Janet Morales
Acting City Clerk



EXHIBIT A

DESIGNATED EMPLOYEES

Position	Disclosure Category
Accounting Manager	1
Administrative Services Director	1
Assistant City Attorney	1
Assistant City Manager	1
Building Official	1
City Clerk	1
City Engineer	1
Community Services Director	1
Community Services Manager	1
Economic Development Director	1
Economic Development Manager	1
Finance Director	1
Finance Manager	1
Manager of Operations and Maintenance	1
Parks, Community Services & Cemetery Manager	1
Planning Director	1
Public Works Director	1
Candidates for Council	1
Measure AA Committee Members	1
Measure Z Committee Members	1
*Consultants	1-3 as applicable

*Consultants shall be included in the list of designated employees and may be required to file a State of California, Fair Political Practices Commission, Statement of Economic Interests form. If a consultant participates in making financial decisions, said consultant is required to disclose certain types of information so that the public can be made aware of any potential conflict of interest. This form must be filed each year and is a public document. However, the following limitation may apply:

The City Manager may determine in writing that a particular consultant, although a "designated position" is hired to perform a range of duties that is limited in scope and thus is not required to comply fully with the disclosure requirements described in this section. Such determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The City Manager's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code.

The following positions are NOT covered by this code, because they are required to file full disclosure with the Fair Political Practices Commission (by way of the City Clerk) under Section 872000, and therefore, are listed for informational purposes only:

City Councilmembers
City Attorney
City Manager
City Treasurer
City Planning Commissioners

EXHIBIT B

DISCLOSURE CATEGORIES

All disclosure definitions are contained in the Political Reform Act.

All designated employees shall make disclosure in the following category:

1. **Full Disclosure:** All investments and business positions in business entities, sources of income including gifts, loans and travel payments, and interests in real property.

   Form 700 Schedules: All Schedules (A through E)

2. **Income:** All sources of income including gifts, loans, and travel payments, unless otherwise exempt from disclosure by the Political Reform Act.

   Form 700 Schedules: C, D, E

3. **Real Property:** All interests in real property located within the City.

   Form 700 Schedules: B

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE)
CITY OF WILDOMAR)

I, Janet Morales, Acting City Clerk of the City of Wildomar, California, do hereby certify that the foregoing Resolution No. 2019 – 68 was duly adopted at a regular meeting held on October 09, 2019, by the City Council of the City of Wildomar, California, by the following vote:

AYES: Benoit, Moore, Morabito, Mayor Pro Tem Nigg, Mayor Swanson

NOES: None

ABSTAIN: None

ABSENT: None

Janet Morales
Acting City Clerk
City of Wildomar



CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.9
Meeting Date: September 14, 2022

SUBJECT: Wildomar Local Roadway Safety Plan (CIP 051-1)

SUBMITTED BY: Jason Farag, Public Works/ Engineering

PREPARED BY: Cameron Luna, Associate Engineer

ACTION:
Adopt a Resolution entitled:

RESOLUTION NO. 2022 - ____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A STATUTORY CEQA EXEMPTION PER SECTION 15262 (FEASIBILITY AND PLANNING STUDIES) OF CEQA AND ADOPTING THE WILDOMAR LOCAL ROADWAY SAFETY PLAN

SUMMARY:
Adoption of the Wildomar Local Roadway Safety Plan and adoption of a related CEQA Exemption.

BACKGROUND:
On February 12, 2020, the City Council authorized the City Manager to execute a Services Agreement between the City of Wildomar and KOA Corporation for preparation of a Systemic Safety Analysis Report (SSAR) (CIP 051). The SSAR is a report that analyzes existing roadway conditions throughout the City to identify systemic roadway issues and recommend safety improvements. During the development of the SSAR, a new federal program for preparing a Local Roadway Safety Plan (LRSP) was created, and the City was awarded grant funds from the California Department of Transportation (Caltrans) for the preparation of an LRSP (CIP 051-1). The LRSP has become the new municipal standard for roadway safety studies.

Upon completion of the SSAR in February 2021, the City began development of the LRSP. The LRSP analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The

LRSP incorporates the findings from the SSAR with additional safety recommendations utilizing both engineering and non-engineering countermeasures. While SSARs primarily follow an engineering-based approach, the LRSP takes a more holistic safe-systems approach through a framework of addressing the four “E”s of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

The LRSP helps local agencies identify and develop safety projects that can then be submitted for funding through the Highway Safety Improvement Program (HSIP), as well as other grant programs. The LRSP also helps local agencies identify non-engineering solutions to help improve roadway safety. In 2022, the LRSP became a requirement for submitting HSIP grant applications.

DISCUSSION:
The LRSP involved a public input process and a stakeholder engagement process to receive input regarding concerns and recommended improvements to the City's roadway network. City staff and the City's LRSP consultant met with key stakeholders including representatives from from the Riverside County Sheriff's Department, CalFire/Riverside County Fire Department, Riverside Transit Agency, City of Lake Elsinore, and the County of Riverside Department of Transportation. In addition, a City Council Workshop was held on April 13, 2022 to go over the project. At that workshop, the City received community input regarding concerns and recommended improvements. Both the stakeholder input and the public input helped inform final recommendations included in the LRSP. Summaries of the public input and stakeholder input received through the LRSP development process are included in the final LRSP, included as Attachment A.

A summary of some of the engineering and non-engineering safety countermeasures that are recommended in the LRSP are included below.

- Engineering Countermeasures
    - Signal timing adjustments
    - New signals
    - Lighting improvements
    - Leading pedestrian intervals
    - Flashing beacons
- Non-Engineering Countermeasures
    - Advanced Transportation and Congestion Management Technologies Deployment Program
    - Active Transportation Program
    - Sustainable Communities Grant Program
    - Office of Traffic Safety Grants

The LRSP also includes a list of specific recommended projects that are consistent with the safety countermeasures. Some projects are short term projects that can be implemented more quickly, while others are long-term projects that may require more time and funding to

implement. A full list of all of the recommended projects is included in Section 8 of the final LRSP.

As a result of the LRSP development process, the City is preparing and planning to submit three HSIP and one Safe Routes for All (SS4A) applications for the current grant cycle, each based on safety project recommendations made in the report.

Although the LRSP is focused on roadway safety, the LRSP does not focus on speed limits. Speed limits and their establishment follow specific requirements established in the California Vehicle Code. Enforcement, one of the 4 E's previously mentioned, is an LRSP strategy that can be implemented to enforce existing speed limits, but the LRSP does not provide an assessment on existing speed limits in the City. Assembly Bill 43 (AB 43) does provide additional tools that the City may use to evaluate and potentially update existing speed limits on City roadways. Staff is completing an evaluation of AB 43's applicability on specific streets in Wildomar and plans to bring forward a future agenda item to the City Council regarding speed limits that may be adjusted based on AB 43.

By focusing on safety, the LRSP builds off of the City Council's adopted vision statement:

- *"The City of Wildomar will be a safe and active community with responsible growth and quality infrastructure while keeping a hometown feel." (CC Resolution No. 2017-12).*

CEQA DETERMINATION:
The proposed project has been reviewed for compliance with the California Environmental Quality Act (CEQA) and it has been determined that the project falls under a Statutory Exemption pursuant to Section 15262 (Feasibility and Planning Studies) of the State CEQA Guidelines because the proposed action would approve the Local Roadway Safety Plan consisting of possible future projects, which the City of Wildomar has not approved, adopted or funded. Thus, no further environmental review is currently necessary. However, projects resulting from the Local Roadway Safety Plan may require environmental review and a CEQA determination completed prior to commencing said project(s).

FISCAL IMPACT:
Funding for the LRSP was previously included and approved in the FY 21/22 and FY 22/23 budgets for CIP 051-1 and no additional funding is needed at this time.

ATTACHMENTS:
Resolution
A - Wildomar Local Road Safety Plan
B - LRSP Presentation

RESOLUTION NO. 2022 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A STATUTORY CEQA EXEMPTION PER SECTION 15262 (FEASIBILITY AND PLANNING STUDIES) OF CEQA AND ADOPTING THE WILDOMAR LOCAL ROADWAY SAFETY PLAN

WHEREAS, A Local Roadway Safety Plan (LRSP) creates a framework to systematically identify and analyze transportation safety issues, collaborate with partner agencies and stakeholders, and develop a multidisciplinary tool box of traffic safety countermeasures; and

WHEREAS, the Federal Highway Safety Improvement Program (HSIP) is one of the City's main sources of traffic safety grant funding; and

WHEREAS, the HSIP now requires an adopted LRSP in order to be eligible for funding on their program; and

WHEREAS, the City embarked on an effort to develop an LRSP in accordance with State and Federal requirements and guidance; and

WHEREAS, the City engaged with partner agencies and the public in the development of this LRSP; and

WHEREAS, the LRSP will serve not only as a requirement for grant fund eligibility but also a blueprint for addressing traffic safety issues throughout the City across the 4 E's of traffic safety disciplines; Engineering, Education, Enforcement, & Emergency Services; and

WHEREAS, the LRSP provides guidelines, goals and policies for future safety related projects with a detailed list of grant application ready projects for implementation;

NOW, THEREFORE, the City Council of the City of Wildomar does hereby resolve, determine and order as follows:

SECTION 1. CEQA ENVIRONMENTAL REVIEW:

The approval of Resolution No. 2022 - _____ is in compliance with requirements of the California Environmental Quality Act ("CEQA"), as it has been determined that the proposed action by the City Council falls under a Statutory Exemption pursuant to Section 15262 (Feasibility and Planning Studies) of the State CEQA Guidelines because the proposed action would approve the Local Roadway Safety Plan consisting of possible future projects, which the City of Wildomar has not approved, adopted or funded. Thus, no further environmental review is currently necessary. However, projects resulting from the Local Roadway Safety Plan, may require environmental review and a CEQA determination completed prior to commencing said project(s).

SECTION 2. **CITY COUNCIL ACTION.**

Based on the above, the City Council hereby adopts Resolution No. 2022 - _____, adopting a CEQA Exemption and adopting the Wildomar Local Roadway Safety Plan and Appendices, attached hereto as Exhibit A of this Resolution.

PASSED, APPROVED, AND ADOPTED this 14th day of September, 2022.

Ben J. Benoit
Mayor

APPROVED AS TO FORM:

Thomas D. Jex
City Attorney

ATTEST:

Janet Morales
City Clerk

City of Wildomar

LOCAL ROADWAY SAFETY PLAN

SEPTEMBER 2022

DRAFT

Prepared for:
City of Wildomar
Department of Public Works
23873 Clinton Keith Rd., Suite 201
Wildomar, CA 92595

Prepared By:

2141 W. Orangewood Ave.
Orange, CA 92868
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www.koacorp.com

Adopted Date: [Month] [Date], 2022

JB93120

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

1.1 Overview 1
1.2 Safety Measures 1

2.0 INTRODUCTION 3

2.1 Four E's of Safety 3
2.2 Purpose of the LRSP 3
2.2.1 ROLE OF SYSTEMIC SAFETY ANALYSIS REPORT (SSAR) 3
2.3 City of Wildomar 4
2.3.1 EQUITY ANALYSIS 4
2.3.2 SAFETY POLICY ANALYSIS 4
2.4 LRSP Overview 4
2.4.1 SAFETY EMPHASIS AREAS 5
2.4.2 COMMUNITY OUTREACH 5
2.4.3 ENGINEERING RECOMMENDATIONS 5
2.4.4 NON-ENGINEERING STRATEGIES 5
2.4.5 EVALUATION 5
2.4.6 IMPLEMENTATION 5

3.0 SAFETY EMPHASIS AREAS 7

3.1 Cross-Jurisdictional Collaboration 7
3.2 Night Collisions and Collisions with Objects 7
3.3 Pedestrians and Bicyclists 8
3.4 Speeding 8
3.5 Driving Under the Influence (DUI) 8

4.0 COMMUNITY OUTREACH 9

4.1 Stakeholder Meeting 9
4.1.1 RIVERSIDE COUNTY SHERIFF'S OFFICE 9
4.1.2 CAL FIRE/RIVERSIDE COUNTY FIRE DEPARTMENT 9
4.1.3 LAKE ELSINORE UNIFIED SCHOOL DISTRICT 9
4.1.4 RIVERSIDE TRANSIT AGENCY 10
4.1.5 CITY OF LAKE ELSINORE 10
4.1.6 RIVERSIDE COUNTY DEPARTMENT OF TRANSPORTATION 10
4.2 Community Workshop 10

5.0 ENGINEERING RECOMMENDATIONS 11

5.1 Engineering Projects 11
5.1.1 SIGNAL TIMING ADJUSTMENT 11

5.1.2 NEW SIGNALS 11
5.1.3 LIGHTING IMPROVEMENTS 12
5.2 Other Engineering Countermeasures 12
5.2.1 LEADING PEDESTRIAN INTERVAL (LPI) 12
5.2.2 FLASHING BEACONS 13
5.3 Other Locations of Concern 13
5.3.1 CLINTON KEITH ROAD 13
5.3.2 CLINTON KEITH ROAD & PALOMAR STREET 13

6.0 NON-ENGINEERING STRATEGIES 14

6.1 Education 14
6.1.1 PEDESTRIANS AND BICYCLISTS 14
6.1.2 DRIVING UNDER THE INFLUENCE (DUI) 14
6.1.3 UNSAFE SPEED 14
6.2 Enforcement 15
6.2.1 UNSAFE SPEED 15
6.2.2 DRIVING UNDER THE INFLUENCE (DUI) 15
6.3 Emergency Response 16

7.0 EVALUATION 18

8.0 IMPLEMENTATION 20

8.1 Engineering Project Implementation 20
8.2 Non-Infrastructure Program Implementation Guidance 21
8.2.1 FUNDING INFORMATION 24

LIST OF FIGURES

Attachment B: Location of Safety Projects Eligible for HSIP Funding 26
Attachment D: Leading Pedestrian Interval (LPI) Candidate Locations 28

LIST OF TABLES

Table 6.1: Education Funding Sources 14
Table 6.2: Enforcement Funding Sources 16
Table 7.1: Collision Types to Monitor for Each Safety Project 19
Table 8.1: Implementation Categories for LRSP Safety Projects 21
Table 8.2: Implementation Guidance for LRSP Non-engineering Programs 22
Attachment A: Wildomar LRSP Safety Projects Eligible for HSIP Funding 25

Attachment C: Leading Pedestrian Interval (LPI) Candidate Projects 27
Attachment E: Leading Pedestrian Interval (LPI) Candidate Evaluation 29

APPENDIX

Appendix A – Equity and Safety Policy Analysis
Appendix B – 2021 City of Wildomar Systemic Safety Analysis Report
Appendix C – Community Meeting presentation, April 13, 2022
Appendix D – Community Meeting minutes, April 13, 2022
Appendix E – City Council Meeting minutes, April 13, 2022
Appendix F – City Resolution No. 2022-XX, Adoption of LRSP

1.0 EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) has established a program for cities to prepare a Local Roadway Safety Plan (LRSP) to identify safety needs and recommend projects to address these needs. LRSPs are intended to help local roadway owners contribute to the goals of Caltrans' statewide Strategic Highway Safety Plan (SHSP) by focusing on local-level concerns. An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local roads. This document serves as the LRSP for the City of Wildomar.

1.1 OVERVIEW

An LRSP analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The LRSP was created by the State to help local agencies develop safety projects that can be submitted for funding by the Highway Safety Improvement Program (HSIP). HSIP Cycle 11, announced in May 2022, requires an LRSP or equivalent plans such as a Vision Zero Plan or Systemic Safety Analysis Report (SSAR).

Although the City of Wildomar completed an SSAR in 2021, this LRSP document is meant to expand on the findings of the SSAR. While SSARs primarily follow an engineering-based approach, the LRSP takes a more holistic safe-systems approach through a framework of addressing the four "E"s of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

This report has been prepared per Caltrans LRSP guidelines and the *Caltrans Local Roadway Safety Manual* (LRSM) version 1.6 dated June 2022. The general content of this LRSP report follows this outline:

- Safety emphasis areas
- Community outreach
- Engineering recommendations
- Non-engineering strategies
- Evaluation
- Implementation

The LRSP fulfills the following purposes:

- Propose safety countermeasures to address safety issues.
- Prioritize safety improvement projects based on a benefit/cost ratio and other considerations.

The findings in this LRSP are built on the findings of the 2021 Wildomar Systemic Safety Analysis Report (SSAR), attached as **Appendix B**. The SSAR contains a comprehensive collision history assessment, which informs the recommendations made in this LRSP.

1.2 SAFETY MEASURES

The following transportation safety emphasis areas were identified based on background information:

- Cross-jurisdictional collaboration
- Night collisions and hit objects
- Pedestrians and bicyclists
- Unsafe speeding
- Driving or bicycling under the influence

The emphasis areas provide the City of Wildomar areas to focus on when developing projects, programs, and safety strategies for the LRSP.

The LRSP recommends engineering and non-engineering countermeasures, which help to address the identified emphasis areas derived from the collision analysis. Concerns and recommended improvements were discussed with stakeholders which include the Riverside County Sheriff's Department, Cal FIRE/Riverside County Fire Department, Riverside Transit Agency, City of Lake Elsinore, and County of Riverside Department of Transportation. The City also held a community workshop for members of the public to participate in the process.

Some of the engineering countermeasures recommended for multiple locations in the City include:

- Signal timing adjustments
- New signals
- Lighting improvements
- Leading pedestrian intervals
- Flashing beacons

Funding for some of the engineering countermeasures listed in the LRSP may be available from the Highway Safety Improvement Program (HSIP).

In addition to the infrastructure improvements mentioned above, non-engineering safety measures address traffic safety concerns through education, encouragement, and enforcement. Several state and federal grant programs offer funds for non-engineering roadway safety projects, as shown below:

- Advanced Transportation and Congestion Management Technologies Deployment Program
- Active Transportation Program
- Sustainable Communities Grant Program
- Office of Traffic Safety Grants

2.0 INTRODUCTION

KOA Corporation (KOA) has been retained by the City of Wildomar to develop a Local Roadway Safety Plan (LRSP). The purpose of the LRSP is to provide a framework for traffic safety improvements through a collision history assessment, community outreach, and identification of safety emphasis areas. This LRSP proposes a series of countermeasures and improvements to address these issues at both the infrastructure and non-infrastructure level.

2.1 FOUR E'S OF SAFETY

The LRSP not only focuses on engineering improvements to mitigate crashes, but also addresses the other safety improvements in other areas such as enforcement, education, and emergency services. According to the Strategic Highway Safety Plan (SHSP) 2020-2024, two-thirds of all crashes are the result of aggressive driving. Male drivers are more likely to be at fault in aggressive driving-related crashes regardless of age. Making roadways safer requires the Four E's to be involved (Engineering, Enforcement, Education, and Emergency Services). Working together with the Four E's at the city level will help make city roads safer. Recently, Federal and State agencies have also considered Emerging Technologies and Equity as additional E's to improve traffic safety. For instance, considering the use of emerging technologies such as "smart" traffic signal equipment can serve to connect vehicles and traffic control systems to enhance traffic safety.

2.2 PURPOSE OF THE LRSP

The LRSP systematically identifies and analyzes safety problems and recommends improvements through both infrastructure and non-infrastructure approaches. The development of an effective LRSP requires the cooperation of community stakeholders. For this LRSP, the City of Wildomar cooperated with the Riverside County Sheriff's Department, Cal FIRE/Riverside County Fire Department, Riverside Transit Agency, City of Lake Elsinore, Lake Elsinore Unified School District, and Riverside County Deparmtent of Transportation. The results of the LRSP are summarized with a prioritized list of improvements and actions. The LRSP offers a proactive approach to addressing roadway safety needs in Wildomar.

2.2.1 ROLE OF SYSTEMIC SAFETY ANALYSIS REPORT (SSAR)

In January 2021, the City of Wildomar completed a Systemic Safety Analysis Report, also known as the SSAR (included in this report as **Appendix B**). The purpose of the SSAR is to identify the most common collision categories across a roadway network in order to target projects that address the factors associated with those categories. The 2021 Wildomar SSAR includes a comprehensive analysis of collisions within the City between December 2014 and December 2019. The findings from that report provide a substantial foundation for the work done in this LRSP document. Some elements found in the SSAR would typically be found in an LRSP document for cities that do not have an existing SSAR in place.

2.3 CITY OF WILDOMAR

Wildomar is a city in Riverside County. According to the 2020 US Census, Wildomar had a population of 36,875, a 14.6 percent increase from the 2010 population. Between December 2014 and December 2019, a total of 653 collisions occurred within the City (**Appendix B**).

2.3.1 EQUITY ANALYSIS

As part of this LRSP, the City of Wildomar was analyzed to identify potential equity concerns among residents, with program and project recommendations in the LRSP evaluated to improve these concerns. The completed findings of this equity analysis can be found in **Appendix A**.

Wildomar is located in the Inland Empire, which has long had poor air quality due to its sunny, dry climate and geographical features funnel air from the greater Los Angeles area. The Riverside County General Plan states that the South Coast Air Basin, which Wildomar falls under, contains the worst air quality in the nation.

The U.S. Department of Transportation has developed a metric for determining which census tracts can be considered historically disadvantaged. This USDOT metric combines multiple datasets from agencies such as the CDC, U.S. Census Bureau, and EPA to arrive at an aggregate score for individual census tracts, using a combination of environmental, economic, and social metrics. All but three census tracts in the City of Wildomar meet the threshold for a Historically Disadvantaged Community by USDOT.

Analysis from CalEnviroScreen 4.0 reveals that Wildomar's census tracts range from the 25th percentile to the 60th percentile (with higher percentiles indicating greater burden) among the state's census tracts. The Sedco Hills community in the northwest corner of the City is in the 60th percentile, meaning that it is more negatively burdened than 60 percent of California's census tracts.

2.3.2 SAFETY POLICY ANALYSIS

Existing planning documents in the City of Wildomar were analyzed to ensure congruity and help gauge the long-range direction of roadway safety policy in the City. The completed findings of this policy analysis can be found in **Appendix A**.

The Wildomar Active Transportation Plan and Wildomar Mobility Element contain several policies that promote roadway safety through pedestrian and bicycle improvements, lighting improvements, and signal upgrades. The documents also support outreach and education to encourage safe practices.

Other documents analyzed include the County of Riverside General Plan, the SCAG Connect SoCal Plan, the WRCOG Active Transportation Plan, and the City of Wildomar Old Town Vision. All of these documents make recommendations related to roadway safety and expansion of transportation mode options.

2.4 LRSP OVERVIEW

The following sections include a brief description of the tasks associated with the development of this LRSP, with a more detailed description of each task in subsequent sections of this document.

2.4.1 SAFETY EMPHASIS AREAS

Transportation safety emphasis areas provide a strategic framework for developing and implementing the LRSP. The emphasis areas provide the City of Wildomar areas to focus on when developing projects, programs, and safety strategies for the LRSP. Based on previous collision data, the following emphasis areas were identified:

- Cross-jurisdictional collaboration
- Night collisions and hit objects
- Pedestrians and bicyclists
- Unsafe speeding
- Driving or bicycling under the influence

2.4.2 COMMUNITY OUTREACH

The City of Wildomar conducted stakeholder outreach in January 2022 to solicit feedback on areas that could improve traffic safety in the City. This information was collected as a supplement to work done on emphasis areas analysis and previous collision analysis work performed for the 2021 Wildomar SSAR. The City received feedback from the Riverside County Sheriff's Department, Cal FIRE/Riverside County Fire Department, Riverside Transit Agency, City of Lake Elsinore, and County of Riverside Department of Transportation. Additionally, the City held a community workshop on April 13, 2022 for members of the public to provide feedback about traffic safety issues.

2.4.3 ENGINEERING RECOMMENDATIONS

Recommendations were developed for engineering countermeasures in line with the goals of the LRSP program. These safety projects and locations are all considered viable safety projects and are recommended for funding. These recommendations include countermeasure numbers found in the Caltrans Local Roadway Safety Manual (LRSM), anticipated Collision Reduction Factor (CRF), project lifespan, collision reduction benefits (in $) of installing the countermeasure, and maximum share of funding allowed if successful in an HSIP grant. Engineering recommendations supplement those found in the 2021 Wildomar SSAR.

2.4.4 NON-ENGINEERING STRATEGIES

This LRSP provides programs and strategies for education, enforcement, and emergency services. These measures intend to prevent and discourage unsafe road practices and use technological advancements to improve emergency response times.

2.4.5 EVALUATION

To measure the effectiveness and ensure the success of the safety measures proposed, this LRSP provides data sources and metrics which are to be used as indicators. Each safety emphasis area has one or more metrics particular to that area. These are primarily collision counts in which specific filters (collision type, parties involved, time of day, etc.) are applied.

2.4.6 IMPLEMENTATION

This LRSP identifies the time frame, responsible agencies, and measures of progress for each project and program. Projects were sorted into three categories: short (1-2 years), medium (2-3 years), and long (4-7

years). Low cost projects typically cost less than $100,000, medium cost projects range from $100,000 to $500,000, and high cost projects tend to be greater than $500,000.

3.0 SAFETY EMPHASIS AREAS

Transportation safety emphasis areas provide a strategic framework for developing and implementing the Local Roadway Safety Plan (LRSP). The emphasis areas provide the City of Wildomar areas to focus on when developing projects, programs, and safety strategies for the LRSP.

Based on the collision data analysis conducted for the City of Wildomar, KOA identified the following transportation safety emphasis areas:

- Cross-jurisdictional collaboration
- Night collisions and hit objects
- Pedestrians and bicyclists
- Unsafe speeding
- Driving or bicycling under the influence

The following section explains how each area was selected based on the collision analysis and how the emphasis areas should drive the development of projects and programs.

3.1 CROSS-JURISDICTIONAL COLLABORATION

Several significant corridors in the City of Wildomar are shared between Wildomar and neighboring cities. Most notably, portions of Mission Trail and Corydon Road are shared with the City of Lake Elsinore, and sit right at the border of the two cities. Small segments of Grand Avenue are also shared with both the City of Lake Elsinore, the City of Murrieta and the County of Riverside. The collision analysis showed that Mission Trail is the segment with the highest collision frequency and second highest collision rate, while Corydon Road has the fifth highest frequency and fourth highest collision rate. These corridors are important to the overall transportation network in the City of Wildomar (both Mission Trail and Corydon Road are considered Major Arterials in the recently adopted Wildomar Mobility Plan) and treatments are available that can improve safety on these corridors.

Coordination with neighboring cities, particularly Lake Elsinore, is crucial to successful development of projects and programs in this LRSP. Neighboring cities are considered essential stakeholders and partners when conducting outreach for the LRSP and in developing successful approaches to project implementation.

3.2 NIGHT COLLISIONS AND COLLISIONS WITH OBJECTS

A lack of street lighting in remote areas can lead to dangerous driving conditions at night. Overall, 34.2% of collisions in Wildomar took place at night, with 10.9% described specifically as occurring in areas with no street lights or where street lights were not functioning, a higher percentage than other cities of comparable size. According to the 2019 Office of Traffic Safety (OTS) rankings, Wildomar ranked 55 out of 94 peer cities for the number of collisions occurring between 9:00 pm and 3:00 am.

Another curious note in the collision patterns of Wildomar are the high number of collisions with fixed objects reported across the city. This collision type represents 21.8% of collisions reported, which represents the second highest collision type in the City (after broadsides). Collisions with fixed objects rarely make even the top three or four highest collision types in most comparable cities. There is

evidence that nighttime driving conditions in the City may be related to the high prevalence of collisions with fixed objects. Approximately 57% of all hit object collisions occur at night, suggesting that poor lighting conditions may contribute to these collision types.

One opportunity to install additional lighting throughout the City is to install lamps on existing SoCal Edison utility poles. Because of this, SoCal Edison should be considered an important stakeholder when considering the most efficient way to add additional lighting, particularly for roadway segments where there are not alternative installation locations such as on traffic signal poles. As mentioned above, lighting can help make it easier to see objects in or near the roadway before a collision with a fixed object may occur. On the other hand, it is important to try to avoid objects being present in the Clear Recovery Zone (including utility poles) that may pose a threat to motorists. Thus, communication with SoCal Edison is also important to ensure safe placement of any new utility poles and to develop plans to move any poles that may be too close to the roadway right-of-way.

3.3 PEDESTRIANS AND BICYCLISTS

Pedestrians and bicyclists are among the most vulnerable roadway users. People who frequently walk or bike are often too young or too old to drive or lack the means to purchase a car. Broad streets, narrow sidewalks, and limited crossing facilities can make walking not only uncomfortable but also unsafe. Pedestrian and bicycle involved collisions make up 5.1% of collisions overall in the City of Wildomar, but make up 19.5% of all fatal and severe injury (KSI) collisions. Wildomar ranked 45 out of 94 peer cities in the 2019 OTS rankings based on the number of pedestrian crashes, and 34 out of 94 cities based on crashes of pedestrians 65 and older. The amount of bicycle collisions are lower when compared to pedestrian collisions, which may reflect better bicycling conditions in Wildomar than comparable cities, or less ridership overall, or a combination of the two. Pedestrian and bicycle safety can be improved both through implementing infrastructure improvements catering to these modes throughout the City, as well as by better educating residents about safe walking and biking habits, and increasing awareness of these users for those driving motor vehicles.

3.4 SPEEDING

Unsafe travel speed was the second highest primary collision factor (PCF) for collisions in Wildomar. Unsafe speed accounted for 21.8% of collisions across the City. Wildomar ranked 53 out of 94 peer cities in the 2019 OTS rankings for speed related crashes. Speeding remains a concern among many cities in California, where roadways have often been designed to maximize vehicle flow and give less regard to encouraging safe driving behaviors. Design interventions in streets can sometimes help encourage drivers to travel more slowly or at least not exceed the posted speed limit. Furthermore, educational programs and targeted enforcement strategies can also help to reduce speeding.

3.5 DRIVING UNDER THE INFLUENCE (DUI)

Driving under the Influence (DUI) is the fourth-largest PCF in Wildomar, responsible for more than 12% of all collisions over the 5-year period, and responsible for 22% of KSI collisions. In the 2019 OTS rankings, Wildomar ranked 23 out of 94 peer cities for DUI arrests. These statistics are concerning as it suggests DUI collisions are more of an issue in Wildomar than many peer cities. Roadway infrastructure treatments are unlikely to affect DUI collisions, so most interventions must come from the side of educational programs, targeted campaigns, strategic enforcement strategies, and informed policymaking.

4.0 COMMUNITY OUTREACH

4.1 STAKEHOLDER MEETING

To supplement the analytical methods used to identify locations for treatments and recommendations in the SSAR, the LRSP focused on partnerships with the community to give input into this process and provide feedback on areas that could improve traffic safety in the City. Stakeholders were contacted after KOA completed the emphasis areas analysis and prior to developing non-infrastructure recommendations and infrastructure recommendations that supplement the SSAR. Stakeholders were asked to provide feedback about traffic safety issues they have observed through their work and possible approaches to resolving these issues.

Feedback was provided by the Riverside County Sheriff's Department, Cal FIRE/Riverside County Fire Department, Riverside Transit Agency, City of Lake Elsinore, and Riverside County Department of Transportation. These comments were provided during a stakeholder meeting, which took place on January 20, 2022. Comments were received from Lake Elsinore Unified School District via e-mail after the January 20, 2022 stakeholder meeting, as they were unable to attend during the original stakeholder meeting time.

4.1.1 RIVERSIDE COUNTY SHERIFF'S OFFICE

Items discussed with the Riverside County Sheriff's Office include the following:

- Areas in the City with a history of speeding.
- Intersections of concern and reasons for concern.
- Experience with newer traffic control devices such as Flashing Yellow Arrow (FYA), Rectangular Rapid Flashing Beacons (RRFB), Leading Pedestrian Intervals (LPI), and roundabouts.
- Enforcement strategies such as pedestrian crosswalk sting operations, DUI checkpoints, and other OTS funding.
- Traffic safety near schools, noted as main driver of pedestrian activity in the City.

4.1.2 CAL FIRE/RIVERSIDE COUNTY FIRE DEPARTMENT

Items discussed with the chiefs at Cal FIRE/Riverside County Fire Department included:

- Locations where paving roads may facilitate emergency vehicle access.
- Use of Opticom systems for emergency vehicle pre-emption, and GPS technology in limited cases from GTT communications.
- Other minor adjustments that may improve emergency response times.

4.1.3 LAKE ELSINORE UNIFIED SCHOOL DISTRICT

Lake Elsinore Unified School District provided feedback on the following items:

- How students travel to school, including walking, biking, and driving habits.
- Safety concerns, including those regarding current school bus operations.
- Location of school crossing guards (currently only provided at William Collier Elementary).

The school district confirmed that they do not currently have any educational campaigns supporting traffic safety.

4.1.4 RIVERSIDE TRANSIT AGENCY

During the meeting, issues discussed included safety concerns with bus accessibility at particular stations, bus stop location policy, and ideal roadway conditions for transit operation.

4.1.5 CITY OF LAKE ELSINORE

Issues discussed with Lake Elsinore included strategies for pursuing funding for improvements in locations shared between the two cities, differences in typical infrastructure used, and strategies to resolve inconsistencies between each city's respective general plans for the shared roadways.

4.1.6 RIVERSIDE COUNTY DEPARTMENT OF TRANSPORTATION

Issues discussed with the County of Riverside Department of Transportation included strategies for pursuing funding for improvements in locations shared between the two agencies, differences in typical infrastructure used, and strategies to resolve inconsistencies between each agency's respective general plans for the shared roadways.

4.2 COMMUNITY WORKSHOP

A community workshop took place on Wednesday, April 13, 2022. At the workshop, the approach taken by the City to develop the LRSP was discussed, and feedback was provided by community members. Feedback was expressed through multiple sources: during the in-person workshop, during the workshop via virtual meeting software, and after the workshop via email. Some of the topics that generated the most feedback included:

- Traffic operations near schools
- Biking and walking concerns
- Clinton Keith Road operations
- Speed limit concerns

Input from community members was directly influential to the projects developed in this plan. The comments provided were carefully evaluated and the Plan aims to address as many concerns as possible. Documentation related to this community meeting can be found in **Appendix C**, **Appendix D,** and **Appendix E**.

5.0 ENGINEERING RECOMMENDATIONS

Recommendations were developed for engineering countermeasures and non-engineering strategies and programs (education, enforcement, and emergency services) in line with the goals of the LRSP program. Engineering recommendations supplement those found in the earlier completed SSAR.

5.1 ENGINEERING PROJECTS

The following list of recommendations includes projects already in the SSAR that have been prioritized based on the emphasis areas of the LRSP and the stakeholder outreach performed, in addition to new projects developed during the stakeholder outreach process. These safety projects and locations are all considered viable projects and are recommended for funding opportunities. **Attachment A** at the end of this report summarizes the proposed safety projects, including the type of countermeasure they would fall under in the Local Roadway Safety Manual (LRSM), anticipated Collision Reduction Factor (CRF), project lifespan, collision reduction benefits (in $) of installing the countermeasure, and maximum share of funding allowed if successful in an HSIP grant. Crash history is not the only reason to recommend safety improvements, as safety should be proactive. **Attachment B** shows the location of these projects in the City of Wildomar.

5.1.1 SIGNAL TIMING ADJUSTMENT

The Deputy providing feedback from the Riverside County Sheriff's Department noted that it is difficult to enforce the "No Right on Red" restriction on the northbound right-turn pocket at the intersection of Clinton Keith Road and Hidden Springs Road. Based on analysis of the existing signal timing at this intersection, a northbound right-turn overlap phase can be added if applicable signal heads are replaced. It is recommended to re-optimize signal timing at the intersection with the addition of this right-turn overlap phase.

5.1.2 NEW SIGNALS

The Lake Elsinore Unified School District and the deputy providing feedback from the Riverside County Sheriff's Department noted that they have received safety complaints about the operation of Bundy Canyon Road and Almond Street in front of Elsinore High School. School buses have difficulty making a left-turn at this intersection out of the high school due to the high traffic volumes. There are also significant pedestrian volumes at Bundy Canyon Road and Almond Street. It is recommended to install a traffic signal at this intersection based on the potential risks to pedestrian safety at the intersection. The City confirmed that the intersection is warranted for a traffic signal and is included in the 5-Year CIP. However, the City is still seeking funds for this traffic signal.

Another location identified as benefitting from a signal during the community outreach process is at Grand Avenue and Gruwell Street. An emergency vehicle pre-emption system is recommended alongside this signal improvement per the recommendation of the Riverside County Fire Department. While the intersection awaits funding for a traffic signal, lighting improvements may help to make the intersection safer in the short-term. The community recommendation for a signal at this location is consistent with the 2020 Wildomar Mobility Plan, which also identifies a signal at this intersection in the future (2040) condition.

5.1.3 LIGHTING IMPROVEMENTS

Lighting improvements were one of the improvements identified in the SSAR as most likely to create safety benefits in the City of Wildomar. During conversations with the City of Lake Elsinore and County of Riverside during the stakeholder meeting, lighting improvements were among the countermeasures discussed where implementation would benefit from cross-jurisdictional collaboration. It is recommended to prioritize the installation of lighting in the following locations:

- Grand Avenue from Corydon Road to Richard Lane (shared with County of Riverside)
- Mission Trail from Malaga Road to Corydon Road (shared with City of Lake Elsinore)
- Mission Trail from Corydon Road to Bundy Canyon Road
- Clinton Keith Road from Wildomar Trail to Elizabeth Lane

The County of Riverside has been trying to secure funding for street lighting, sidewalks, and bike lanes on Grand Avenue from Corydon Road to the west boundary of Wildomar (Richard Lane). The remaining three projects were already developed in the SSAR. Lighting on Mission Trail has been separated into two portions. The first segment occurs along where Mission Trail shares a border with the City of Lake Elsinore. The second segment occurs where Mission Trail is completely located within the City of Wildomar.

5.2 OTHER ENGINEERING COUNTERMEASURES

In addition to the above projects, there were additional countermeasures identified during the stakeholder outreach process that were not a significant part of the SSAR but still have significant potential safety benefits. It is recommended to prioritize further study of these countermeasures to find locations throughout the City where the treatment can improve the existing location.

5.2.1 LEADING PEDESTRIAN INTERVAL (LPI)

A Leading Pedestrian Interval (LPI) is a signal adjustment that gives pedestrians a head start, of typically 3 or more seconds, on their walk signal before vehicles receive a green signal. LPIs increase pedestrian safety by allowing pedestrians to assert their presence in intersection spaces before vehicles have an opportunity to start their movement.

LPIs were considered as an improvement for a few intersections during the development of the SSAR. They are included as part of this LRSP based on a recommendation by a community member during the community workshop as well as inclusion of a recommendation in previously completed city plans, including the Wildomar Active Transportation Plan.

While this LRSP does not have a finalized list of LPI locations, different locations were evaluated to determine candidate locations where LPI installation should be considered. LPIs were evaluated for all signalized intersections falling along "District" or "Corridor" pedestrian routes as indicated by the Wildomar Active Transportation Plan. These intersections were further judged based on the following criteria:

- Existing pedestrian counts (as given in the Existing Conditions Report for the Wildomar Mobility Plan)
- Existing collision data
- Suitability to LPI based on intersection geometry and traffic volumes

Attachment C includes the list of LPI candidate locations selected as the result of this process. **Attachment D** includes a map showing the candidate locations. **Attachment E** includes all locations evaluated for LPI, the counts and collision information for each location, and the rationale as to why the location was included in the final list or not.

5.2.2 FLASHING BEACONS

Flashing beacons can increase visibility of upcoming signals or stop signs after a long stretch of road without these improvements. Both city staff members and community members identified these countermeasures as benefitting safety in the City. Currently, the City has beacons on both sides of David A. Brown Middle School and a beacon along southbound Mission Trail at Palomar Street, which can serve as models for further installations in the City. It is recommended that the City evaluate potential locations based on a combination of analyzing factors like speed and distance from other intersections as well as responses to citizen requests.

5.3 OTHER LOCATIONS OF CONCERN

Other concerns were discussed during the community workshop for the LRSP. For some concern areas, existing city projects are anticipated to address the concern and/or the projects that would address these concerns are not systemic safety improvements of the kind typically covered by an LRSP. These concerns are summarized below.

5.3.1 CLINTON KEITH ROAD

During the community workshop, several comments pertained to concerns about current conditions on Clinton Keith Road. According to the Wildomar Mobility Plan, Clinton Keith Road is an urban arterial road connecting to the Interstate 15 (I-15) and Interstate 215 (I-215) freeways and has the highest amount of average daily traffic in the City. Widening Clinton Keith Road is included in the Wildomar LRSP as CIP No. 025-1. The goal of the project is to provide four travel lanes and bike lanes through the project limits. The project primarily expands the roadway to four lanes from Wildomar Trail to the eastern city limits. This project is actively in development and seeking funding.

5.3.2 CLINTON KEITH ROAD & PALOMAR STREET

Some concerns were expressed during the community workshop about Clinton Keith Road and Palomar Street. CIP 059 is an active project in the City's 5-Year CIP and the goal of the project is to provide continuous bike and pedestrian facilities on both sides of Palomar Street from McVicar Street to Clinton Keith Road, provide missing sidewalks on the south side of Clinton Keith Road at Stable Lanes Road, and widen Palomar Street and Clinton Keith Road within the project limits. In addition, the City reviewed and updated the pedestrian crosswalk timing in April 2022 at Clinton Keith Road and Palomar Street to provide for longer pedestrian crossing times. These improvements began construction in July 2022.

6.0 NON-ENGINEERING STRATEGIES

The following non-engineering strategies were developed based on a combination of stakeholder input as well as best practices related to citywide safety programs. Programs and strategies are provided for education, enforcement, and emergency services.

6.1 EDUCATION

The following proposed education strategies help to meet safety goals in the City, as given by stakeholders and informed by the collision analysis of the SSAR. They are grouped by the emphasis area that each strategy falls under.

6.1.1 PEDESTRIANS AND BICYCLISTS

- Support adult bicycle rider skills classes to take place in the City, such as those offered by the League of American Bicyclists.
- Offer student pedestrian and bicycle traffic safety education in schools. Lessons related to walking can include the danger of walking with distractions, while bicycle lessons can include instructions on helmet and bicycle fit, and teaching how to ride safely on the roadway with motorists.
- Develop a traffic safety campaign. For instance, "walk and bike smart," or ride in the same direction as traffic.
- Offer free bicycle helmets or lights at schools or community centers.
- Organize festivities for and promote Bike to Work Month/Walk to School Day.
- Work with schools to determine no stopping/drop-off zones.

6.1.2 DRIVING UNDER THE INFLUENCE (DUI)

- With cooperation from Lake Elsinore Unified School District, incorporate education about driving under the influence into the high school curriculum, such as "Every 15 Minutes", a two-day program that challenges high school juniors and seniors to think critically about drinking and driving.

6.1.3 UNSAFE SPEED

- Install speed feedback signs near schools.

Table 6.1 summarizes the recommendations for educational programs and provides recommended funding sources.

Table 6.1: Education Funding Sources

DESCRIPTION	RESPONSIBLE AGENCY	FUNDING SOURCE
PEDESTRIANS AND BICYCLISTS		
Support adult bicycle riding skills classes.	City of Wildomar, League of American Bicyclists	OTS Grants

DESCRIPTION	RESPONSIBLE AGENCY	FUNDING SOURCE
Offer student pedestrian and bicycle traffic safety education.	Lake Elsinore Unified School District	OTS Grants
Develop a traffic safety campaign.	City of Wildomar	OTS Grants
Offer free bike helmets or lights.	City of Wildomar	OTS Grants
Bike to Work Month/Walk to School Day	City of Wildomar, Lake Elsinore Unified School District	OTS Grants
Work with schools to determine no stopping zones.	City of Wildomar, Lake Elsinore Unified School District	OTS Grants
DRIVING UNDER THE INFLUENCE (DUI)		
High school educational program.	Lake Elsinore Unified School District	OTS Grants, California Highway Patrol
UNSAFE SPEED		
Install speed feedback signs near schools.	City of Wildomar, Riverside County Sheriff's Department	OTS Grants, California Highway Patrol

6.2 ENFORCEMENT

The following proposed enforcement strategies help to meet safety goals in the City as given by stakeholders and informed by the collision analysis of the SSAR. They are grouped by the emphasis area that each strategy falls under.

6.2.1 UNSAFE SPEED

- Install radar speed feedback signs or portable trailers at periodic intervals along arterials with reported speeding. These technologies display passing drivers' travel speed below a sign with the posted speed limit, thus showing whether drivers are traveling over the speed limit.
- Re-evaluate funding a second motor vehicle officer with available tax funds.

6.2.2 DRIVING UNDER THE INFLUENCE (DUI)

- Monitor local liquor stores and bars suspected of selling alcohol to minors.

Table 6.2 summarizes the recommendations for enforcement programs above and provides recommended funding sources.

Table 6.2: Enforcement Funding Sources

DESCRIPTION	RESPONSIBLE AGENCY	FUNDING SOURCE
UNSAFE SPEED		
Install Active Speed Monitors or Speed Trailers at periodic intervals along arterials with reported speeding.	City of Wildomar	OTS Grants, Advanced Transportation and Congestion Management Technologies Deployment Program
Add a second motor vehicle officer for enforcement.	City of Wildomar	Incoming tax funds or other funds available to Wildomar
DRIVING UNDER THE INFLUENCE (DUI)		
Monitor local liquor stores and bars suspected of selling alcohol to minors.	Riverside County Sheriff's Department	OTS Grants

6.3 EMERGENCY RESPONSE

The City has contracted with CalFIRE/Riverside County Fire Department to provide all fire and emergency medical service needs. Emergency Vehicle Preemption (EVP) systems are currently provided in the City via Opticom systems. Signal preemption allows emergency vehicles to interrupt a normal signal cycle in order to proceed through the intersection more quickly and under safer conditions. An EVP system may assist emergency vehicles traveling through traffic prone areas when responding to an emergency call. If there are issues with EVP due to a lack of line of sight, Cal FIRE/Riverside County Fire Department has previously used GPS technology through GTT Communications to resolve these difficulties.

Based on feedback from chiefs, the following recommendations were provided to improve emergency response in the City:

- Implement GPS technology on Clinton Keith Road.
- Connect Refa Street and Charles Street to Palomar Street to improve response times (streets currently do not connect).
- Install a traffic signal with Opticom at Grand Avenue and Gruwell Street to help the engine and squad transition quicker. *Note: This signal is being currently upgraded by CIP 028-2 (Palomar Widening, Phase 2)*
- Connect and pave Elizabeth Lane to Prielipp Road so response times decrease to Gable Oaks Apartments (alternatively, pave Jana Lane to Prielipp Road). *Note: Both roads are currently being improved by development projects.*
- There is a secondary road that intersects with Waite Street also called Waite Street. It forms the south leg of a three-way intersection, between Bonnie Lane and Linda Vista Lane. This is confusing,

therefore, change the north/south Waite Street to either " Waite Drive" or "Waite Lane" to better improve address recognition.

- Pave any public dirt road that could potentially provide connectivity to other public paved roads, such as White Street.
- Fix the current Opticom to an all red at Mission Trail and Bundy Canyon Road.

While specific dedicated funding sources are not available for many of these improvements, the Highway Safety Improvement Program (HSIP) does provide funding for emergency vehicle pre-emption systems. While the City currently does utilize these systems on many signals, the request above to install a new signal with an emergency pre-emption system can be considered eligible for HSIP funding. This project is included in the list of HSIP eligible projects in the engineering section in **Attachment A.**

7.0 EVALUATION

Since the Local Roadway Safety Plan aims to reduce collision risk, performance effectiveness for the Plan may be evaluated through collision reduction. To this end, the City of Wildomar should download collision data from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) via RoadSafe on an annual basis. The collision trends following the LRSP's adoption provide indicators of the plan's success. The collision analysis should break out collisions by the following categories, as defined by the emphasis area.

- Overall: Total collisions, KSI collisions.
- Cross-Jurisdictional Collaboration: Collisions occurring on Mission Trail (Malaga Road to Corydon Road), Corydon Road (whole extent), and Grand Avenue (Richard Lane to Corydon Road).
- Night Collisions and Collisions with Objects: Collisions that occurred at night, collisions with objects, collisions with objects that occurred at night.
- Pedestrians and Bicyclists: Pedestrian collisions, Bicyclist collisions.
- Speeding: Collisions caused by unsafe speed.
- Driving Under the Influence (DUI): Collisions that are caused by drivers under the influence of alcohol.

Table 7.1 lists the safety projects discussed in previous sections of this report and identifies specific collision types to track after implementation of the project based on the countermeasure implemented:

Table 7.1: Collision Types to Monitor for Each Safety Project

#	Improvement Type	Location Type	No.	Location	Collision Type Reduced
1	Signal Timing Adjust	Signalized Intersection	S03	Clinton Keith Road & Hidden Springs Road	Right-angle
2	Install new traffic signal	Non-signalized intersection	NS03	Bundy Canyon Road & Almond Street	Right-angle, left-turn, pedestrian
3	Install new traffic signal	Non-signalized intersection	NS03	Grand Avenue & Gruwell Street	Right-angle, left-turn, pedestrian
	Add intersection lighting	Non-signalized intersection	NS01		Night
	Install emergency vehicle pre-emption system	Signalized Intersection	S05		Emergency Vehicle
4a	Add segment lighting	Roadway segment	R01	Grand Avenue from Corydon Road to Richard Lane	Night
4b				Mission Trail from Malaga Road to Corydon Road	Night
4c				Mission Trail from Corydon Road to Bundy Canyon Road	Night
4d				Clinton Keith Road from Stable Lanes Road to Elizabeth Lane	Night

The City can also check collision statistics published by the Office of Traffic Safety (OTS). For each of the categories, consider calculating an average for the most recent three years every year. The City can then plot the three-year average against the averages for past years to derive a general trend line. A downward-sloping trend line indicates that the LRSP is working. An upward sloping trend line suggests that LRSP programs do not have their intended outcomes. In the latter instance, the City should conduct further review and update the plan.

The City should also evaluate the internal safety process. The City can ask the following questions:

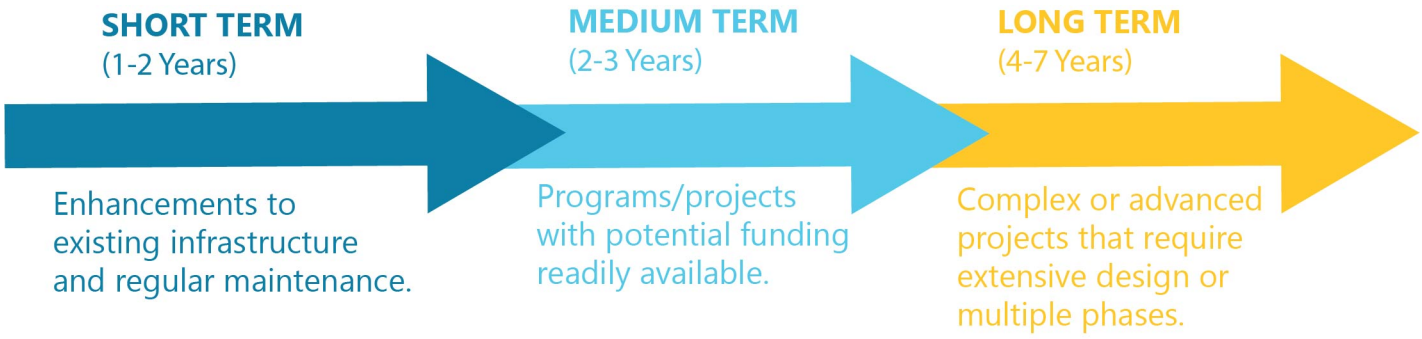
- Who is responsible for implementing safety programs?
- What are the roles and responsibilities of different departments of the City?
- What is the regularity of monitoring and updating performance data?
- How are safety projects prioritized?
- How is progress measured on longer-term projects?

8.0 IMPLEMENTATION

This section presents program implementation – identifying the time frame, responsible agencies, and measures of progress for each project and program. The metrics for evaluating the overall effectiveness and equity of the emphasis areas are summarized in this section.

8.1 ENGINEERING PROJECT IMPLEMENTATION

Projects are sorted into three categories: short, medium, and long. The graphic below summarizes what these three terms mean.



Short-term projects are projects that can typically be done from general city funding and maintenance, and are not recommended as candidates for external funding. Medium-term projects are projects that should be prioritized for the near future as soon when funding is available. Long-term projects are not easy to implement and may require several steps before implementation is possible. This LRSP mostly recommends short and medium term projects, as the focus is not on major public works projects that would typically fit into the long-term category.

For cost, low cost projects typically cost less than $100,000, medium cost projects range from $100,000 to $500,000, and high cost projects tend to be greater than $500,000.

Table 8.1 below breaks down each engineering project in the LRSP by whether the project can be considered short-, medium-, or long-term, and whether they are low, medium, or high cost.

Table 8.1: Implementation Categories for LRSP Safety Projects

#	Improvement Type	Location Type	No.	Location	Term	Cost
1	Signal Timing Adjust*	Signalized Intersection	S03	Clinton Keith Road & Hidden Springs Road	Short	Low
2	Install new traffic signal	Non-signalized intersection	NS03	Bundy Canyon Road & Almond Street	Medium	Medium
3	Install new traffic signal	Non-signalized intersection	NS03	Grand Avenue & Gruwell Street	Long	Medium
	Add intersection lighting	Non-signalized intersection	NS01		Short	Low
	Install emergency vehicle pre-emption system	Signalized Intersection	S05		Long	Medium
4a	Add segment lighting	Roadway segment	R01	Grand Avenue from Corydon Road to Richard Lane	Medium	High
4b				Mission Trail from Malaga Road to Corydon Road	Medium	High
4c				Mission Trail from Corydon Road to Bundy Canyon Road	Medium	High
4d				Clinton Keith Road from Stable Lanes Road to Elizabeth Lane	Medium	High

8.2 NON-INFRASTRUCTURE PROGRAM IMPLEMENTATION GUIDANCE

Different non-infrastructure programs and strategies are also included in the LRSP. To facilitate implementation of these programs, guidance on first steps for each strategy discussed above is included in the table below. Both education and enforcement programs and strategies are included, and they are separated by the target emphasis area in **Table 8.2**.

Table 8.2: Implementation Guidance for LRSP Non-engineering Programs

DESCRIPTION	FIRST STEPS	FUNDING SOURCE
PEDESTRIANS AND BICYCLISTS		
Support adult bicycle riding skills classes.	- Determine what kind of adult bicycle riding skills classes are currently offered. - Identify any existing adult bicycle riding skills classes in the Wildomar community (check-in with the Community Services Department and Community-Based Organizations since they sometimes offer bicycle riding courses). - Retain a consultant to develop a customized curriculum based on the community's needs and collaborate with Community-Based Organizations/ Community Partners to host the events to better promote the classes to a broader audience.	OTS Grants
Offer student pedestrian and bicycle traffic safety education.	- Coordinate with Lake Elsinore Unified School District and individual schools in the City to gain an understanding of existing traffic safety activities/ Safe Routes to School activities. - With the help of a consultant, collaborate with the school district/ schools to develop traffic safety activities.	OTS Grants
Develop a traffic safety campaign	-Determine a behavioral challenge (for instance, texting while driving) to highlight. -Develop a branding and a marketing strategy. (SCAG offers free traffic safety co-branding material and assistance for hosting traffic safety campaigns through the Go Human program).	OTS Grants
Offer free bike helmets or lights.	-Apply for an OTS grant to fund a giveaway. -Identify locations or events where the giveaway can take place.	OTS Grants

DESCRIPTION	FIRST STEPS	FUNDING SOURCE
Organize festivities for and promote Bike to Work Month/Walk to School Day	-Coordinate with Lake Elsinore Unified School District and individual schools in the city to promote walking and biking through popular nationwide encouragement events such as Bike to Work Month or Walk to School Day.	OTS Grants
Work with schools to determine no stopping zones.	-Conduct a walk audit at schools with concerned parents and identify locations where there may be pick-up/drop-off issues. -Confirm locations for no stopping zones with City engineering staff.	OTS Grants
DRIVING UNDER THE INFLUENCE (DUI)		
Establish an interactive simulation program for high school students – Every 15 Minutes. The interactive simulation program aims to challenge high school juniors and seniors about drinking, driving, and mature decision-making.	-Review what alcohol related education is currently taking place in schools in Wildomar. -Determine if there are any recent programs that would be helpful to add to the curriculum.	OTS Grants, California Highway Patrol
Monitor local liquor stores and bars suspected of selling alcohol to minors.	-Identify liquor stores located near DUI collisions and citations. -Determine existing enforcement policy regarding sales to minors and identify ways to target areas where infractions occur.	OTS Grants
UNSAFE SPEED		
Install speed feedback signs near schools.	-Conduct a walk audit with parents or teachers and determine issues where speeding is occurring. -Determine where collisions have occurred near schools and develop an OTS application.	OTS Grants, California Highway Patrol
Install Active Speed Monitors or Speed Trailers at periodic intervals along arterials with	-Work with Riverside County Sheriff's Department to identify locations with speeding issues.	OTS Grants, Advanced Transportation and Congestion Management

DESCRIPTION	FIRST STEPS	FUNDING SOURCE
reported speeding.	-Apply for an OTS grant to fund speed trailers. Develop a deployment strategy.	Technologies Deployment Program

8.2.1 FUNDING INFORMATION

The U.S. Department of Transportation's Safe Streets for All (SS4A) program offers grants to jurisdictions with roadway safety projects. To be eligible for Implementation Plan grants through SS4A, jurisdictions must have an Action Plan that meets a set of requirements, which this LRSP, with its appendices, is intended to satisfy.

California Office of Traffic Safety (OTS) grants are offered on a regular basis, typically annually. The most recent request for grant applications closed on January 31, 2022. The grant funds programs related to the following primary program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Driving
- Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

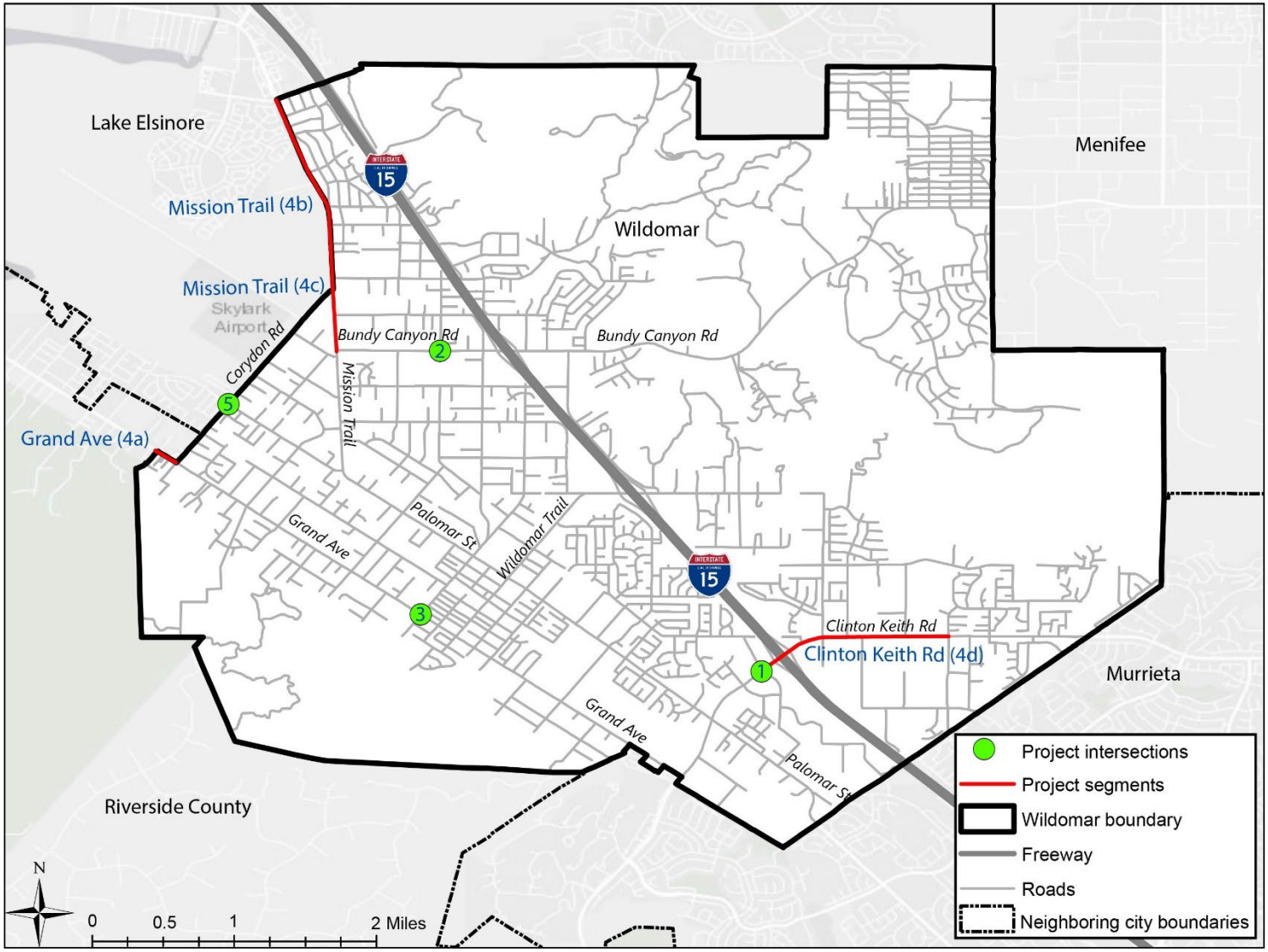
Grant applications should establish a problem to be addressed in the respective city via documented traffic safety data and propose non-engineering strategies to address this problem. More information on the grants can be found at https://www.ots.ca.gov/grants/.

ATTACHMENTS

Attachment A: Wildomar LRSP Safety Projects Eligible for HSIP Funding

#	Improvement Type	Location Type	No.	Location	Collision Type	Collision Costs	Collision Reduction Benefits	CRF	Project Life (years)	HSIP Max Share
1	Signal Timing Adjust	Signalized Intersection	S03	Clinton Keith Road & Hidden Springs Road	All	$39,900	$11,970	15%	10	50%
2	Install new traffic signal	Non-signalized intersection	NS03	Bundy Canyon Road & Almond Street	All	$147,400	$176,880	30%	20	100%
3	Install new traffic signal	Non-signalized intersection	NS03	Grand Avenue & Gruwell Street	All	$297,900	$357,480	30%	20	90%
	Add intersection lighting	Non-signalized intersection	NS01		Night	$0	$0	40%	20	90%
	Install emergency vehicle pre-emption system	Signalized Intersection	S05		Emergency Vehicle	$0	$0	55%	20	90%
4a	Add segment lighting	Roadway segment	R01	Grand Avenue from Corydon Road to Richard Lane	Night	$94,200	$131,880	35%	20	90%
4b				Mission Trail from Malaga Road to Corydon Road	Night	$1,279,800	$1,791,720	35%	20	90%
4c				Mission Trail from Corydon Road to Bundy Canyon Road	Night	$2,566,800	$3,593,520	35%	20	90%
4d				Clinton Keith Road from Stable Lanes Road to Elizabeth Lane	Night	$3,423,700	$4,793,180	35%	20	90%

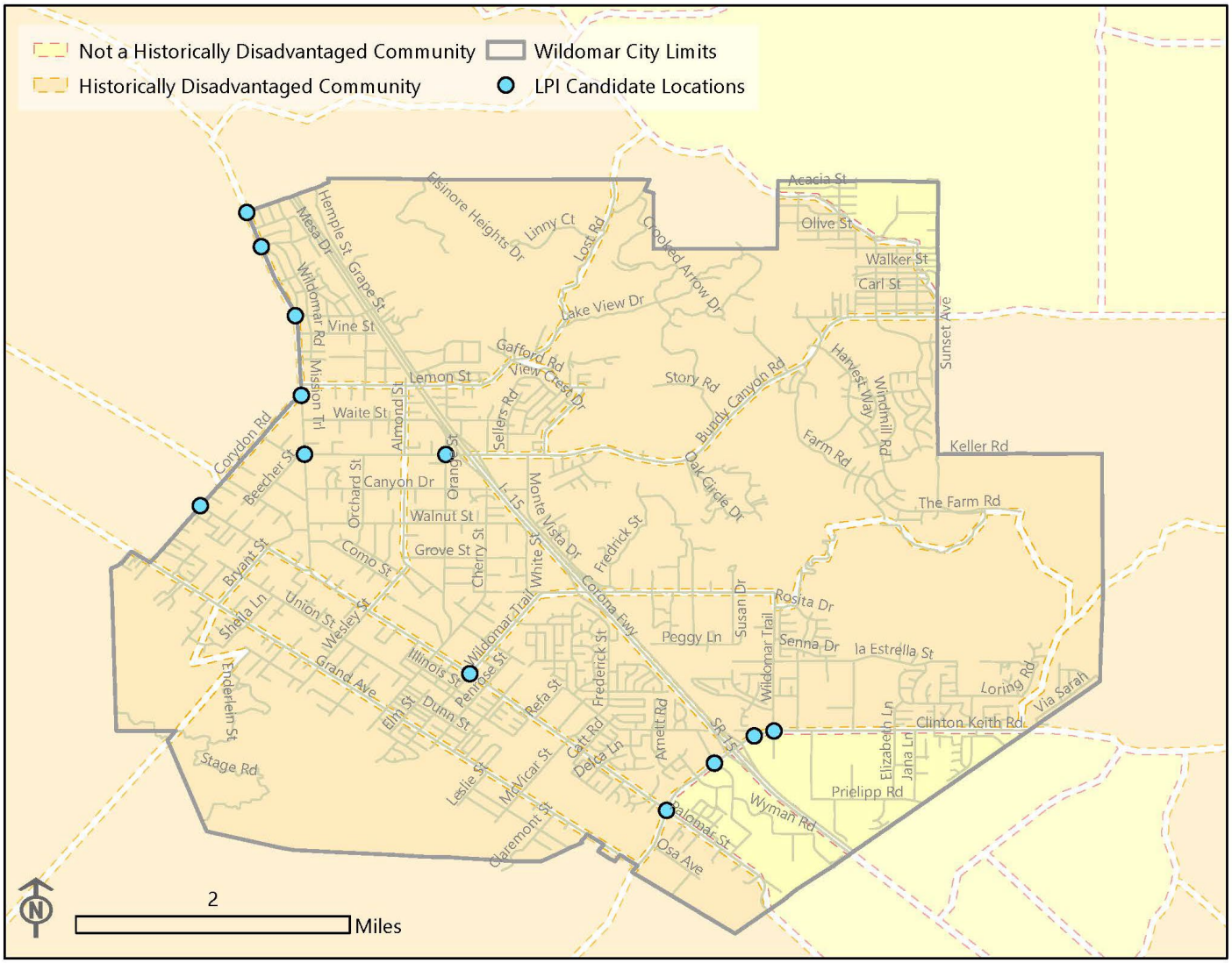
Attachment B: Location of Safety Projects Eligible for HSIP Funding



Attachment C: Leading Pedestrian Interval (LPI) Candidate Projects

Improvement Type	Location Type	No.	Description	Location	Collision Type	Collision Costs	Collision Reduction Benefits	CRF	Project Life (years)	HSIP Max Share
Leading Pedestrian Interval	Signalized Intersection	S21PB	Add leading pedestrian interval to east and west crosswalk.	Clinton Keith Road & Palomar Street	P&B	$142,300	$170,760	60%	10	90%
			Add leading pedestrian interval to north and south crosswalk.	Clinton Keith Road & Hidden Springs Road	P&B	$223,200	$267,840	60%	10	90%
			Add leading pedestrian interval to west crosswalk	Clinton Keith Road & Arya Road	P&B	$0	$0	60%	10	90%
			Add leading pedestrian interval to east and west crosswalk.	Clinton Keith Road & Wildomar Trail	P&B	$0	$0	60%	10	90%
			Add leading pedestrian interval to north crosswalk.	Mission Trail & Malaga Road	P&B	$1,590,000	$1,908,000	60%	10	90%
			Add leading pedestrian interval to north and south crosswalk	Mission Trail & Elberta Road	P&B	$13,300	$15,960	60%	10	90%
			Add leading pedestrian interval to south crosswalk.	Mission Trail & Olive Street	P&B	$0	$0	60%	10	90%
			Add leading pedestrian interval to south crosswalk.	Mission Trail & Corydon Road	P&B	$0	$0	60%	10	90%
			Add leading pedestrian interval to north crosswalk.	Mission Trail & Bundy Canyon Road	P&B	$0	$0	60%	10	90%
			Add leading pedestrian interval to east and west crosswalk.	Bundy Canyon Drive & Orange Street	P&B	$284,600	$341,520	60%	10	90%
			Add leading pedestrian interval to east and west crosswalk.	Corydon Road & Palomar Street	P&B	$1,590,000	$1,908,000	60%	10	90%
			Add leading pedestrian interval to east and west crosswalk.	Wildomar Trail & Palomar Street	P&B	$0	$0	60%	10	90%

Attachment D: Leading Pedestrian Interval (LPI) Candidate Locations



Attachment E: Leading Pedestrian Interval (LPI) Candidate Evaluation

Location	AM Peak Hour Ped Count	PM Peak Hour Ped Count	Fatal Collisions	Severe Injury Collisions	Visible Injury Collisions	Complaint of Pain Collisions	PDO Collisions	Notes
Clinton Keith Road & Palomar Street	1-10	5-11			1			Include- high travel corridor
Clinton Keith Road & Hidden Springs Road	1-10	1-2			1	1		Include- high travel corridor
Clinton Keith Road & Arya Road	N/A	N/A						Include- high travel corridor
Clinton Keith Road & Wildomar Trail	11-20	5-11						Include- high travel corridor
Mission Trail & Malaga Road	11-20	12-17	1				1	Include- high travel corridor
Mission Trail & Elberta Road	N/A	N/A						Include- high travel corridor
Mission Trail & Olive Street	N/A	N/A						Include- high travel corridor
Mission Trail & Corydon Road	21-80	5-11						Include- high travel corridor
Mission Trail & Bundy Canyon Road	11-20	1-2						Include- high travel corridor
Mission Trail & Canyon Drive	N/A	N/A						Include- high travel corridor
Bundy Canyon Drive & Orange Street	81-125	12-17			2			Include- high count and collision rate
Wildomar Trail & Palomar Street	81-125	5-11						Include- high count
Corydon Road & Palomar Street	1-10	1-2		1				Include- high future travel corridor*
Wildomar Trail & Cervera Road	N/A	N/A						Remove, few destinations
Wildomar Trail & Grand Avenue	1-10	1-2						Remove, two major streets, short crossing
Corydon Road & Grand Avenue	1-10	0						Remove, two major streets, short crossing
Corydon Road & Union Street	N/A	N/A						Remove, few destinations
Palomar Street & Gruwell Street	1-10	1-2						Remove, few destinations
Clinton Keith Road & Grand Avenue	1-10	1-2						Remove, low volume
Clinton Keith Road & Smith Ranch Road	N/A	N/A						Remove, low volume

**The Corydon Road and Palomar Street intersection will connect to the Murrieta Creek Trail extension in the future.*

APPENDIX A – EQUITY AND SAFETY POLICY ANALYSIS

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

2.0 EQUITY ANALYSIS 2

2.1 Background Concerns 2
2.2 Data Findings 2

3.0 POLICY SUMMARY 12

3.1 Wildomar Mobility Element 12
3.2 Wildomar Active Transportation Plan 12
3.3 County of Riverside General Plan (2003, last amended in 2020) 13
3.4 SCAG Connect SoCal 2020-2045 RTP/SCS 13
3.5 WRCOG Western Riverside Active Transportation Plan (2018) 14
3.6 County of Riverside Elsinore Area Plan (2011, last amended in 2019) 15
3.7 Wildomar Old Town Vision (2013) 15
3.8 City of Wildomar Strategic Visioning Plan (2008) 16

LIST OF FIGURES

Figure 2.1: CalEnviroScreen Index in Wildomar 3
Figure 2.2: USDOT Historically Disadvantaged Communities in Wildomar 4
Figure 2.3: USDOT Historically Disadvantaged Communities and Recommended Countermeasures 5
Figure 2.4: USDOT Historically Disadvantaged Communities and LPI Candidate Locations 7
Figure 2.5: Missing Sidewalk Inventory 10
Figure 2.6: Existing Bicycle Network 11

LIST OF TABLES

Table 2.1: Recommended Countermeasures in Historically Disadvantaged Communities 6
Table 2.2: LPI Candidate Locations in Historically Disadvantaged Communities 8
Table 2.3: Vehicle Availability by Household 9
Table 2.4: Means of Transportation to Work 9

1.0 EXECUTIVE SUMMARY

This document is built upon the City of Wildomar's Local Roadway Safety Plan (LRSP), which is intended to identify, analyze, and prioritize roadway safety improvements in the City. The LRSP and accompanying Systemic Safety Analysis Report (SSAR) collectively serve the function of examining collision patterns, incorporating stakeholder input, evaluating potential programming measures, and making a set of engineering recommendations for improvement projects. This report is intended to serve as an addendum to the LRSP by providing findings related to equity and policy to inform safety program and project recommendations.

2.0 EQUITY ANALYSIS

The purpose of this equity analysis is to analyze demographic patterns, identify community needs and areas of historic underinvestment, and identify how proposed projects and strategies incorporate improvements to these communities. This equity analysis is built on the previous work of the Wildomar Active Transportation Plan (ATP). Equity analysis is a core element of the SS4A program.

2.1 BACKGROUND CONCERNS

Wildomar is located in the Inland Empire, which has long had poor air quality due to its sunny, dry climate and geographical features that funnel air from the greater Los Angeles area. The Riverside County General Plan states that the South Coast Air Basin, which Wildomar falls under, contains the worst air quality in the nation.

Transportation equity within the City of Wildomar is adversely affected by a limited set of transportation options made available. The City currently has limited pedestrian and bicycle options; however, the city's Active Transportation Plan and Mobility Element do contain plans to expand this network.

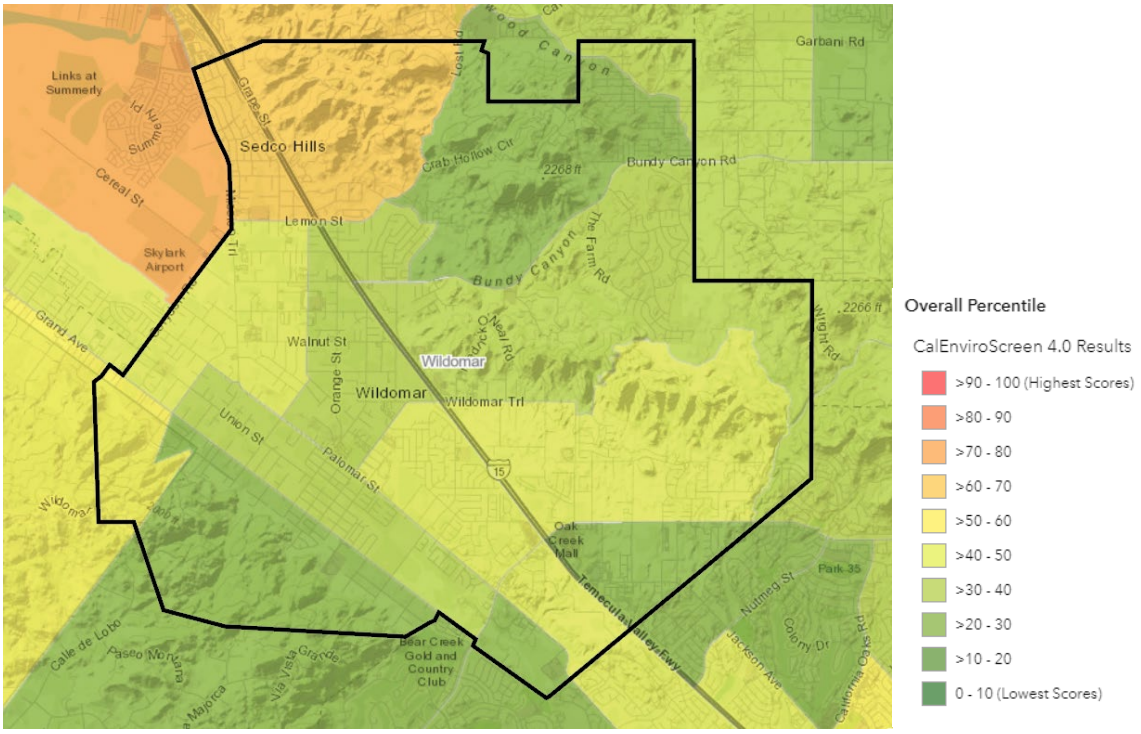
2.2 DATA FINDINGS

Data was analyzed from CalEnviroScreen, an equity mapping tool from the California Office of Environmental Health Hazard Assessment (OEHHA), the U.S. Department of Transportation's Historically Disadvantaged Communities metric, and information on transportation mode share and transportation mode access among Wildomar's residents.

2.2.1 CalEnviroScreen 4.0

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution. It uses a variety of metrics to produce a composite score that indicates the amount of burden faced by a community due to environmental factors. Wildomar's census tracts range from the 25th percentile to the 60th percentile, with the Sedco Hills community in the northern edge of the city having the highest percentile. This percentile means that Sedco Hills is more adversely affected by CalEnviroScreen indicates than 60 percent of California's census tracts.

Figure 2.1: CalEnviroScreen 4.0 Index in Wildomar



Source: California OEHHA

CalEnviroScreen takes a number of metrics into account. Wildomar, like the rest of the Inland Empire, has substantially high ozone concentration levels, with all census tracts at least being in the 70th percentile or higher (among the state) for ozone concentration. In addition, multiple census tracts in the City are above the 60th percentile for diesel particulate matter concentraction.

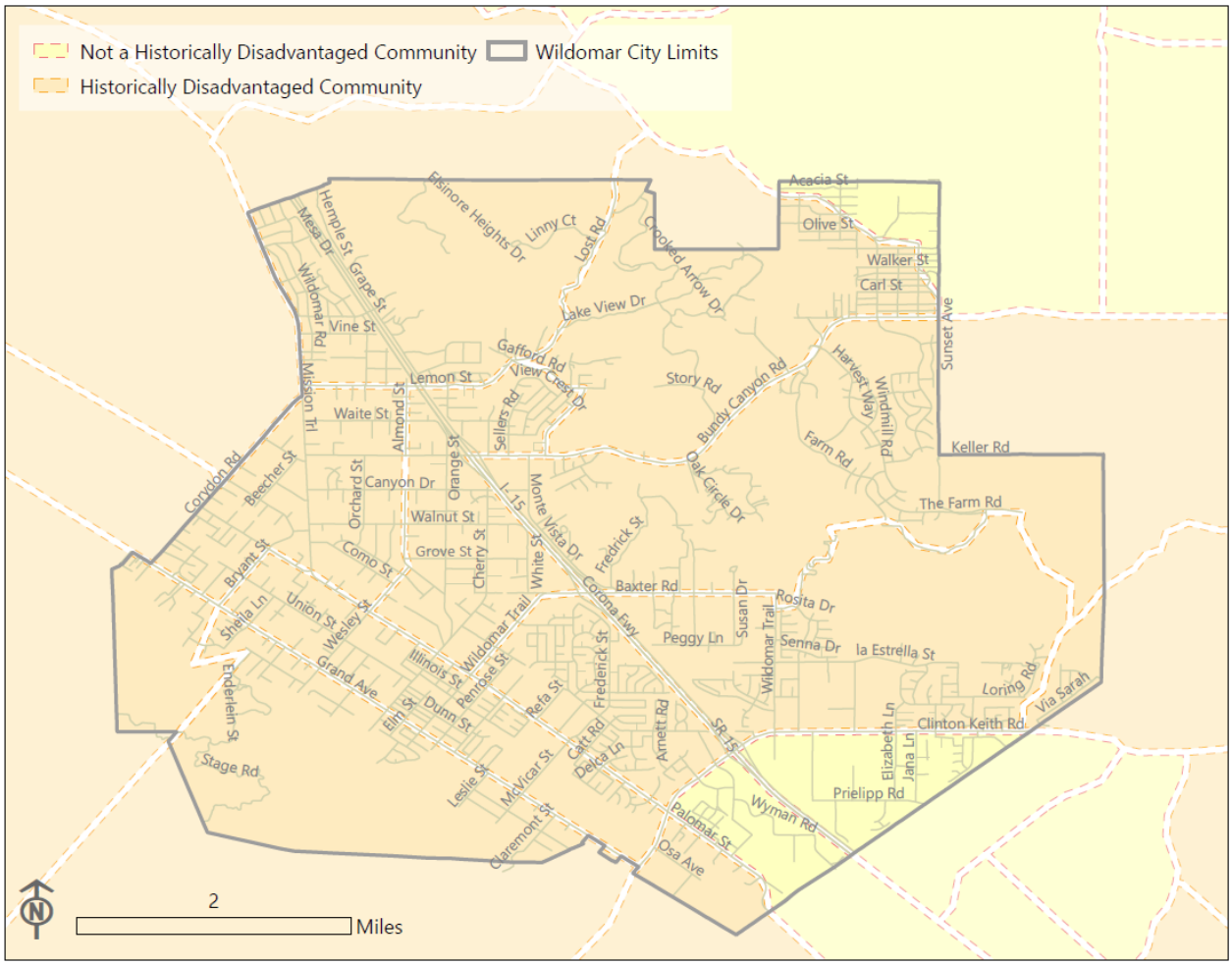
2.2.2 USDOT Historically Disadvantaged Communities

The U.S. Department of Transportation has developed a metric for determining which Census tracts can be considered historically disadvantaged. This USDOT metric combines multiple datasets from agencies such as CDC, US Census Bureau, and EPA to arrive at an aggregate score for individual Census tracts. This score is an aggregate of the following categories:

1) Transportation access
2) Health
3) Environmental (pollution)
4) Economic
5) Resilience (vulnerability to climate change)
6) Equity (including language proficiency)

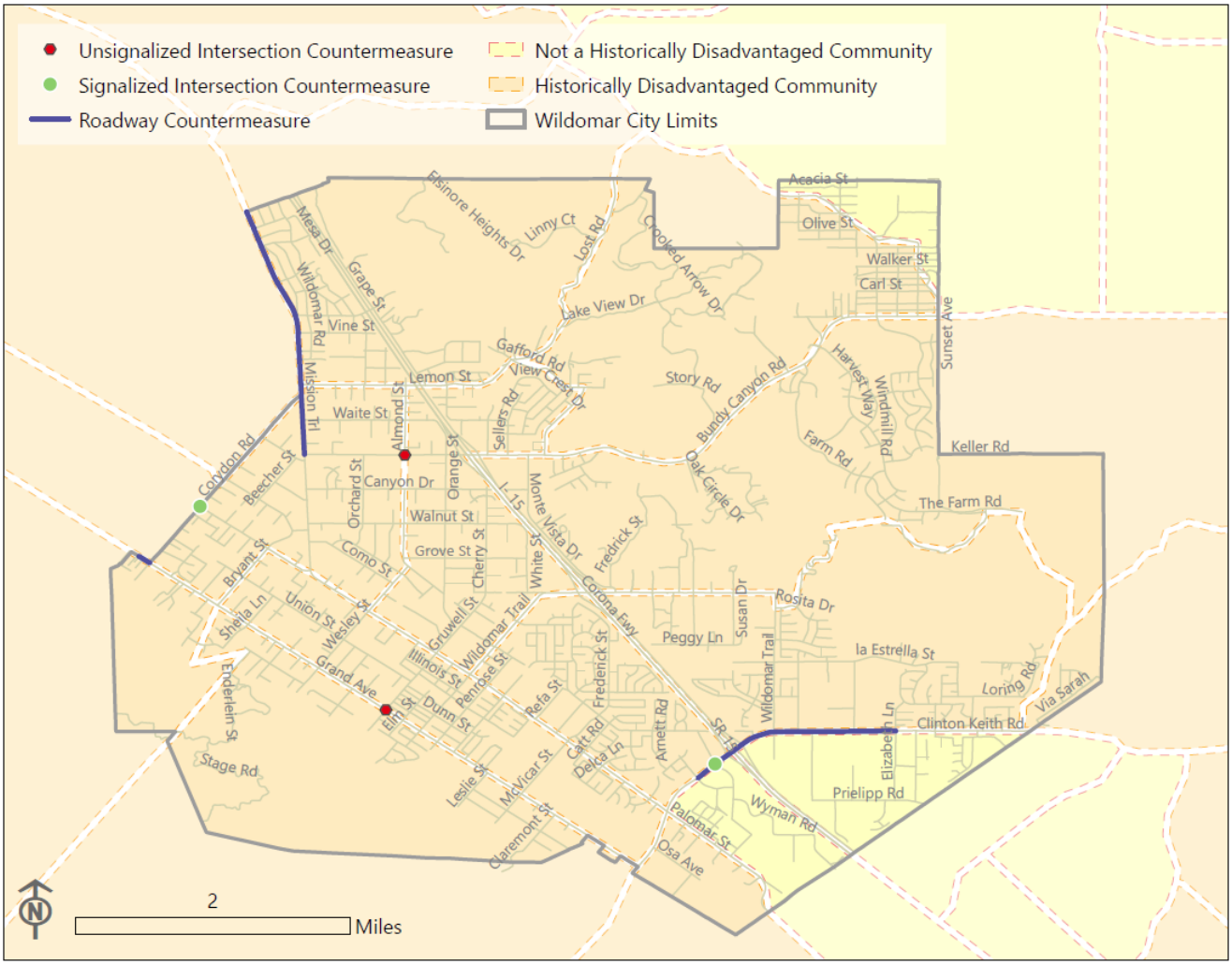
According to USDOT, disadvantaged Census tracts have scores exceeding the 50th percentile (75th percentile for resilience) in at least four of these individual categories.

Figure 2.2: USDOT Historically Disadvantaged Communities in Wildomar



All but three census tracts in the City of Wildomar meet the threshold for a Historically Disadvantaged Community by USDOT.

Figure 2.3: USDOT Historically Disadvantaged Communities and Recommended Countermeasures

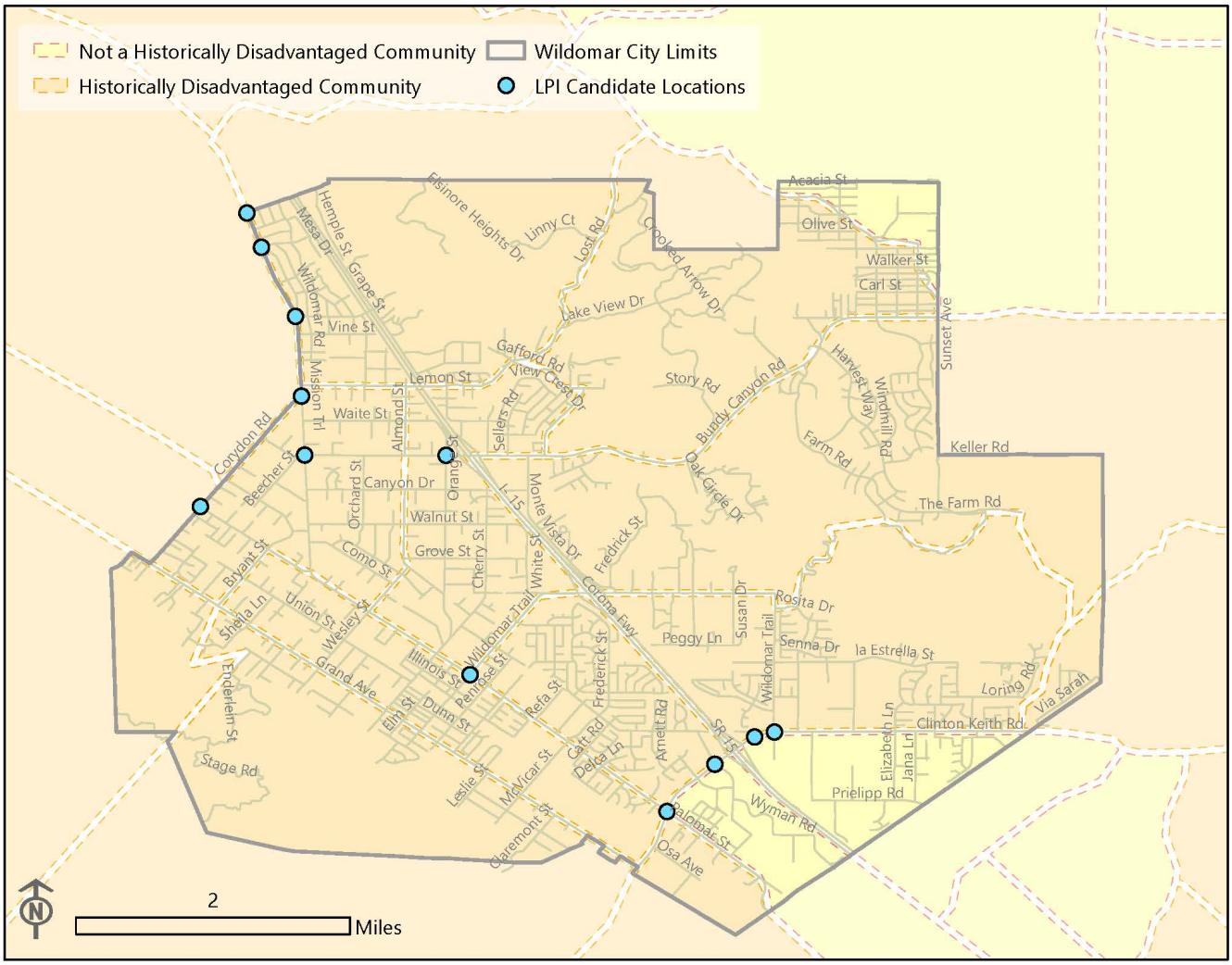


All recommended projects in this LRSP are in some part contained in a Historically Disadvantaged census tract.

Table 2.1: Recommended Countermeasures in Historically Disadvantaged Communities

#	Improvement Type	Location Type	No.	Location	Historically Disadvantaged Community?
1	Signal Timing Adjust	Signalized Intersection	S03	Clinton Keith Road & Hidden Springs Road	Y (partially)
2	Install new traffic signal	Non-signalized intersection	NS03	Bundy Canyon Road & Almond Street	Y (fully)
3	Install new traffic signal	Non-signalized intersection	NS03	Grand Avenue & Gruwell Street	Y (fully)
	Add intersection lighting	Non-signalized intersection	NS01		Y (fully)
	Install emergency vehicle pre-emption system	Signalized Intersection	S05		Y (fully)
4a	Add segment lighting	Roadway segment	R01	Grand Avenue from Corydon Road to Richard Lane	Y (fully)
4b				Mission Trail from Malaga Road to Corydon Road	Y (fully)
4c				Mission Trail from Corydon Road to Bundy Canyon Road	Y (fully)
4d				Clinton Keith Road from Stable Lanes Road to Elizabeth Lane	Y (partially)

Figure 2.4: USDOT Historically Disadvantaged Communities and LPI Candidate Locations



All Leading Pedestrian Interval (LPI) candidate locations are located, at least in some part, in a Historically Disadvantaged Community.

Table 2.2: LPI Candidate Locations in Historically Disadvantaged Communities

Improvement Type	Location Type	No.	Location	Historically Disadvantaged Community?
Leading Pedestrian Interval	Signalized Intersection	S21PB	Clinton Keith Road & Palomar Street	Y (partially)
			Clinton Keith Road & Hidden Springs Road	Y (partially)
			Clinton Keith Road & Arya Road	Y (partially)
			Clinton Keith Road & Wildomar Trail	Y (partially)
			Mission Trail & Malaga Road	Y (fully)
			Mission Trail & Elberta Road	Y (fully)
			Mission Trail & Olive Street	Y (fully)
			Mission Trail & Corydon Road	Y (fully)
			Mission Trail & Bundy Canyon Road	Y (fully)
			Bundy Canyon Drive & Orange Street	Y (fully)
			Corydon Road & Palomar Street	Y (fully)
			Wildomar Trail & Palomar Street	Y (fully)

2.2.3 Vulnerable Population Groups

Wildomar has a heavily car-dependent transportation network. The Wildomar Active Transportation Plan contains information about vehicle availability by household. Information on vehicle availability and primary transportation modes in the City can reveal vulnerabilities that affect residents' ability to access their needs. **Table 2.3** shows vehicle availability by household, while **Table 2.4** shows means of transportation to work.

Table 2.3: Vehicle Availability by Household

Vehicles Available	Households	Percent of Total
No Vehicle Available	366	3.7%
1 Vehicle Available	2,001	20.1%
2 Vehicles Available	3,734	37.6%
3 or more Vehicles Available	3,834	38.6%
Total Occupied Housing Units	**9,935**	**100%**

Source: City of Wildomar Active Transportation Plan

Table 2.4: Means of Transportation to Work

Means of Transportation to Work	Wildomar	Riverside County
Drove Alone	78.9%	77.2%
Carpooled	14.7%	12.9%
Public Transportation	0.7%	1.3%
Walked	0.6%	1.6%
Bicycle	0.2%	0.3%
Other	1.5%	1.4%
Worked from Home	3.4%	5.2%
Total	**100%**	**100%**

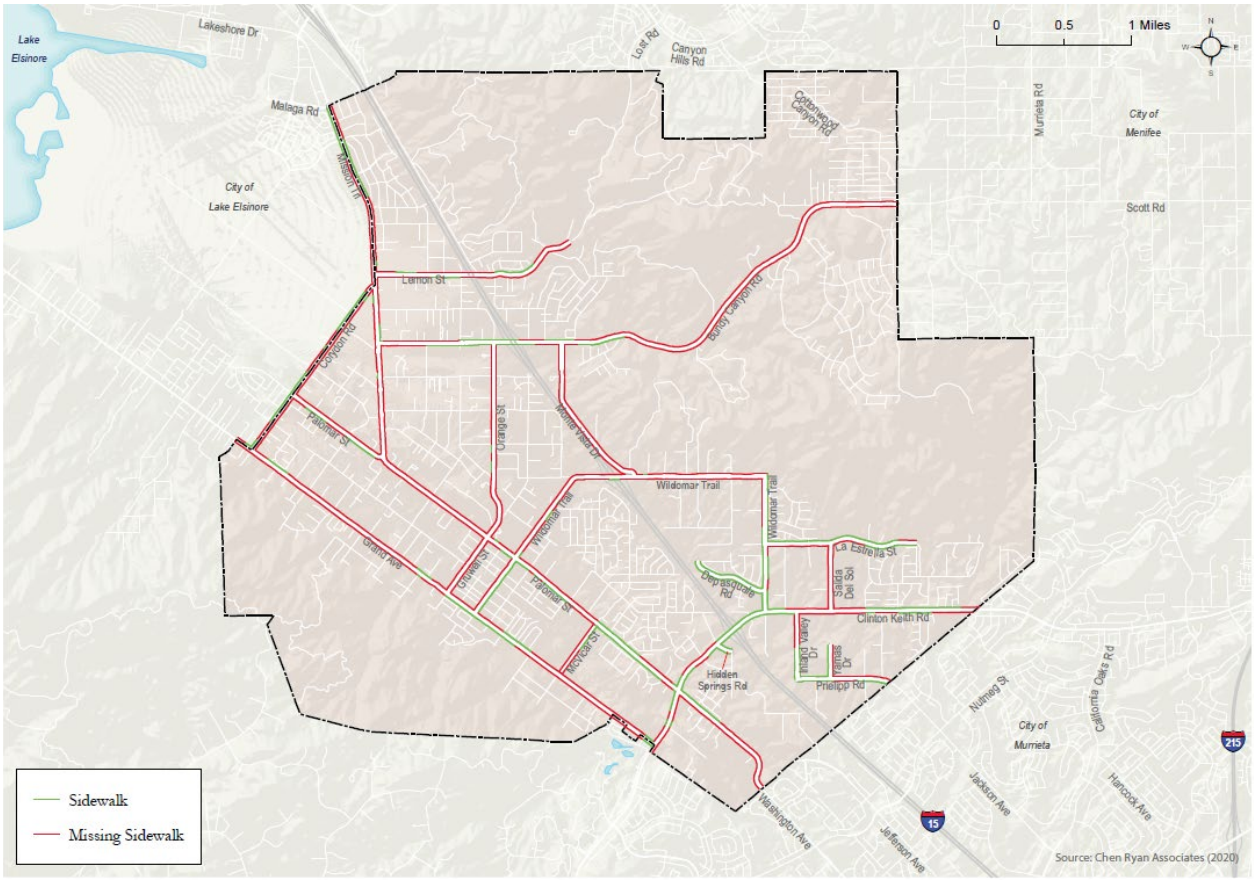
Source: City of Wildomar Active Transportation Plan

These findings illustrate a lack of non-driving options in Wildomar. With 20 percent of households owning one vehicle, this leaves a vulnerability in the event that car access is temporarily or permanently disrupted. In total, nearly 1 in 4 households in Wildomar have access to one vehicle or no vehicles. Only 3.4 percent of Wildomar residents work from home, which may be indicative of employment types in the City that require in-person attendance.

2.1.4 Active Transportation Network Gaps

The City of Wildomar contains approximately 62.9 linear miles when counting both directions of roadways. Of these 62.9 miles, there are approximately 18 miles of existing sidewalk and approximately 45 miles (72%) of missing sidewalks. Sidewalk infill will become an important step toward building a robust pedestrian mobility network. Missing sidewalks create gaps that result in potential safety challenges for youth, people traveling in wheelchairs, people using mobility assistive devices, and for people pushing strollers. Providing residents with a safer and more comfortable pedestrian environment by building more sidewalks with Americans with Disability Act (ADA) compliant curb ramps will be critical to improving walkability in Wildomar. **Figure 2.5** shows missing sidewalks in the City of Wildomar.

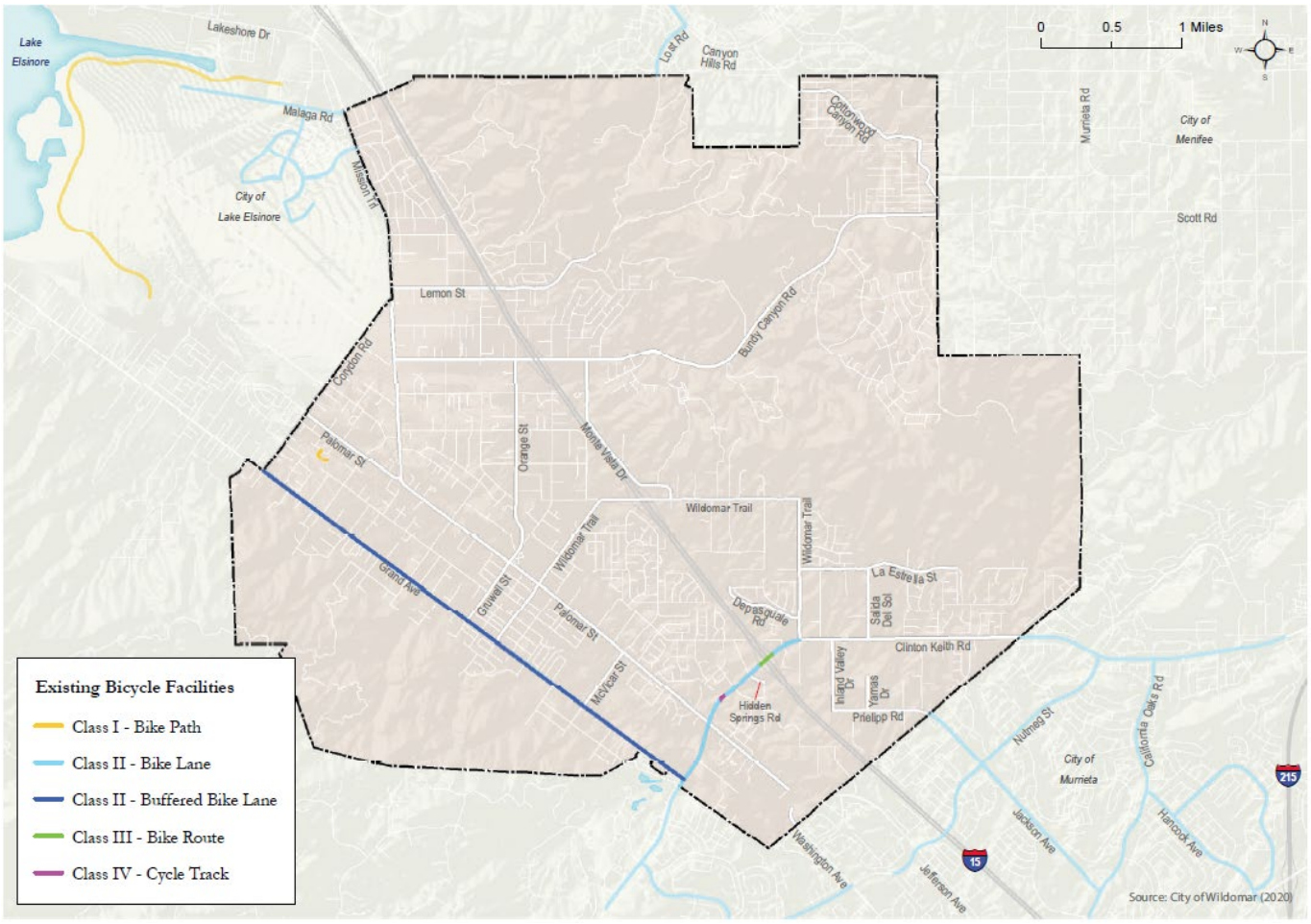
Figure 2.5: Missing Sidewalk Inventory



Source: City of Wildomar Active Transportation Plan

Existing bicycle facilities are displayed in **Figure 2.6**. The existing bicycle network in the City of Wildomar consists primarily of Class II bike lanes, though there is a small section of a Class III bike route, and a block of a Class IV cycle track. Bike lanes are found along Grand Avenue from the northern city limits to Clinton Keith Road, and along Clinton Keith Road from Grand Avenue to Wildomar Trail. The Clinton Keith Road bridge deck over I-15 is a Class III bike route. Clinton Keith Road has an approximately one-block segment of a Class IV cycle track facility. This facility is located on eastbound Clinton Keith Road in front of the northern end of Renaissance Plaza (approximately 400 feet south of the intersection of Clinton Keith Road and Stable Lanes Road). It is evident in **Figure 2.6** that there are major needs for expansion in the City's bicycle network.

Figure 2.6: Existing Bicycle Network



Source: City of Wildomar Active Transportation Plan

3.0 POLICY SUMMARY

3.1 WILDOMAR MOBILITY ELEMENT (2021)

The City of Wildomar Mobility Element is intended to establish a long-range vision for the City's transportation network. The Element is guided by principles of creating a "safe and active community" with quality infrastructure.

The Element contains the following policies that pertain to roadway safety:

- Policy 1.6: 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 conducted to better understand project benefits.
- Policy 2.1: Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types, and connections serving schools, parks, and commercial/retail centers.
- Policy 2.3: Improve pedestrian crossing safety and efficiency through appropriate signal hardware and timing, installation of marked and high visibility crosswalks and accessible curb ramps, and other intersection design features, where relevant.
- Policy 2.6: Pursue funding to implement programs that promote bicycle and pedestrian education, safety and use in schools.
- Policy 2.8: Regularly review and monitor reports of pedestrian-involved collisions to identify potential safety issues and appropriate improvements.
- Policy 3.5: Enhance bicycle intersection crossing efficiency and safety through intersection design considerations, provisions of bicycle detection at signalized intersections, and other appropriate design features.

The Element also contains a set of treatments, some of which can be found in this LRSP:

- Pedestrian Countdown Signal Heads
- Lighting Improvements

3.2 WILDOMAR ACTIVE TRANSPORTATION PLAN (2020)

The purpose of the Wildomar Active Transportation Plan is to function as a foundation for bicycle and pedestrian improvements within the City. The Plan embodies a Complete Streets approach that balances the needs of all roadway users, with or without vehicles.

The document considers the safety and comfort of active transportation to be an important factor in establishing a robust mode share. Sidewalk gaps are considered safety issues that disproportionately affect youth, elderly populations, and people with disabilities. Improvements to pedestrian safety appear in policies that include:

- Policy A.1: Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types shown in Figure 4.1, and connections serving schools, parks, and commercial/retail centers. (Similar to Mobility Element Policy 2.1)

- Policy A.6: Pursue funding to implement programs that promote bicycle and pedestrian education, safety and use in schools. (Similar to Mobility Element Policy 2.6)
- Policy A.8: Regularly review and monitor reports of pedestrian-involved collisions to identify potential safety issues and appropriate improvements.

The Plan also looks at the current bicycle and pedestrian network and scores each corridor based on a needs assessment. Clinton Keith Road and Mission Trail both appear as locations in need of bicycle and pedestrian improvements. Grand Avenue is listed as a location in moderate need of pedestrian improvements.

3.3 COUNTY OF RIVERSIDE GENERAL PLAN (2003, LAST AMENDED IN 2020)

The General Plan manages overall patterns of development across the County more effectively, enhances community identity, and improves quality of life. It includes a Circulation Element, which identifies the transportation needs and issues within the County, proposes new circulation systems, considers mobility alternatives other than single-occupant vehicles, establishes policies for future decision-making, and develops implementation strategies. The Circulation Element's vision is to achieve new and expanded transportation corridors that connect growth centers at key locations throughout the County, especially with various forms of public transit. This is consistent with Riverside County's Vision.

As stated in the Riverside County Vision and Land Use Element, the County is moving away from sprawling growth toward a pattern of concentrated growth and increased job creation. The intent of these new land development patterns and mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that reduce automobile reliance, which may include active transportation modes.

Pertaining to roadway safety, the Plan notes the following policies:

- Allow innovative design solutions to manage traffic flow and improve safety when physically and economically feasible.
- Improve roadways in mountainous and rural areas to adequately meet safety requirements.
- Restrict on-street parking to decrease traffic congestion and improve safety.
- Design and construct trails that properly account for such issues as sensitive habitat areas, cultural resources, flooding potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation.
- All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate.
- Install special turning lanes whenever necessary to relieve congestion and improve safety.

3.4 SCAG CONNECT SOCAL 2020-2045 RTP/SCS

Connect SoCal is SCAG's long-range transportation plan and sustainable communities strategy for a 6-county region, which includes Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial counties.

The purpose of the SCAG Connect SoCal Plan is to establish a long-term cohesive regional vision for the build-out of the transportation network within the SCAG region (which includes San Bernardino County). It notes the following about traffic safety:

- Unsafe speed is the primary collision factor in the SCAG region, accounting for about 30 percent of collisions.
- Approximately 90 percent of collisions are occurring in urban areas, with most taking place on local roads, not highways.
- 65% of fatalities and serious injuries occur on less than 1.5% of the region's roadway network.
- The active transportation investments in Connect SoCal are allocated across a range of active transportation strategies that address planning, policy making and implementation for both short and regional trips. Additionally, they are designed to improve environmental justice outcomes and enhance the safety and comfort of people walking and bicycling.

3.5 WRCOG WESTERN RIVERSIDE ACTIVE TRANSPORTATION PLAN (2018)

WRCOG adopted the Western Riverside Active Transportation Plan (ATP) in 2018. This ATP focuses on enhancing non-motorized infrastructure throughout the western Riverside region, in hopes of developing a robust network for people who walk and bike. The ATP is also intended to serve as a resource for WRCOG member jurisdictions and stakeholders to identify important active transportation facilities in their community.

The ATP provides an overview of the existing conditions in the region, with a focus on non-motorized modes of transportation. It presents an overview of the proposed active transportation regional network, with background information on the development process and its relation to other WRCOG projects.

Implementation and funding strategies relevant to the entire region are also included.

The goals for this ATP were set in conjunction with state and federal vehicle miles traveled reduction efforts, the WRCOG Sustainability Framework, and GHG reduction objectives outlined in Riverside County's Climate Action Plan. Of the five goals, one pertains to roadway safety:

- Enhance safety, remove barriers to access, and correct unsafe conditions in areas of traffic and bicycle/pedestrian activity.

Pertaining to roadway safety, the plan writes, "The safety of bicyclists and pedestrians is one of the most importance aspects of active transportation planning for the Western Riverside County", and considers "Improved Level of Traffic Stress and safety" as a potential outcome of the ATP implementation. Safety strategies include the following:

- Locate routes along high visibility corridors that contain a mix of commercial, civic/institutional (schools, hospitals), recreational, and community facilities and away from blighted structures or sites. This strategy, called "context-sensitive design", directly serves the needs of bicyclists and pedestrians and can enhance public safety for all through the related "eyes on the street" concept.
- Enforce proper and safe driving, bicycling, and walking practices and habits.
- Build bicycle and pedestrian infrastructure that is removed, separated, or buffered from automobiles.
- Provide adequate and consistent lighting along active transportation facilities.
- Install bicycle "fix-it" stations equipped with an emergency communication system on off-street, long-distance pathways.
- Update the infrastructure capital improvement project list to prioritize projects that would proactively address areas with substantial pedestrian or bicyclist-involved collision history.

- Conduct targeted enforcement efforts, with citations and educational materials that focus on safe and lawful behavior for all road users. Enforcement can be targeted at areas such as schools, public facilities, and locations with demonstrated collision history.
- Monitor, record, and regularly review bicyclist and pedestrian-involved collisions.
- Where bike theft occurs regularly (i.e., schools, downtown areas), consider additional law enforcement presence or a standard reporting and documenting process for bicycle theft.

3.6 COUNTY OF RIVERSIDE ELSINORE AREA PLAN (2011, LAST AMENDED IN 2019)

The Elsinore Area Plan is one of nineteen area plans developed by the Riverside County Integrated Project (RCIP) in conjunction with the Riverside County General Plan. The RCIP general vision for the County and incorporated areas is to achieve economic growth and long-term development in an environmentally sustainable manner. The RCIP also sets forth a vision for Riverside County as being "a family of special communities in a remarkable environmental setting".

The Elsinore Area Plan includes a circulation section with programs and policies specific to the area, but also coordinated with the goals of the General Plan Circulation Element. These policies include future recommendations for the following mobility components:

- *Vehicular Circulation System*. The plan proposes a circulation system comprised of six roadway typologies.
- *Trails System*. The plan recommends an extensive system of trails and bikeways to connect the various neighborhoods with recreational resources found in the Cleveland National Forest and along the regional trail system.
- *Scenic Highways*. The plan seeks to protect Interstate 15 and State Route 74, designated as Eligible State Scenic Highways, from changes that would diminish the aesthetic value of adjacent properties.
- *Community Environmental Transportation Acceptability Process (CETAP) Corridors*. The plan recommends consistency with CETAP, which has identified four priority corridors in the area: Winchester to Temecula, East-West CETAP, Moreno Valley to San Bernardino, and Riverside County – Orange County. They are envisioned to be developed in accordance with the CETAP section of the Riverside County General Plan Circulation Element.
- *I-15 Corridor*. The plan proposes enhancing this corridor by expanding automobile and truck capacity, as well as providing a critical north-south link for transit within and outside the County of Riverside.

3.7 WILDOMAR OLD TOWN VISION (2013)

The Wildomar City Council approved the Wildomar Old Town Vision in April 2013. The City identified the intersection of Central and Palomar streets as a site with historical community significance, known as the core of Wildomar Old Town.

The project began with an effort to guide private development and public investments in the historic core of the community. The project was funded by a grant from SCAG's Compass Blueprint Demonstration Project Program. Wildomar's vision for the Old Town is to enhance its role as the historic center of the community with the introduction of pedestrian-oriented development, places for gathering, and trails.

Three key objectives of the vision are as follows:

- Creating a walkable town center with gathering places.
- Providing economic opportunities.
- Strengthening a sense of history and community identity.

In order to achieve this vision, the document calls for streetscape amenities such as wide (up to 10') sidewalks and traffic calming measures. The document proposes pedestrian-friendly development along the project areas.

3.8 CITY OF WILDOMAR STRATEGIC VISIONING PLAN (2008)

The City of Wildomar conducted a strategic visioning session on October 25, 2008. Approximately 100 citizens participated in sharing their vision and brainstorming about the City's future. The attendees were divided into groups and assigned a topic. Facilitators were assigned to each group to record the discussion. Each group reported back at the end of the discussion period, sharing the ideas that emerged. The Visioning Plan concludes by summarizing the themes which were heard and calling upon the citizenry to stay involved.

One of the topics assigned was Traffic Enforcement. On the subject, the Plan writes:

- There are areas where speeding is an issue and the use of speed bumps may be required. Red light cameras could also be installed at selected sites to catch those in violation. Street racing is another area where enforcement will need to be monitored to [ensure] citizen safety.

APPENDIX B – 2021 WILDOMAR SYSTEMIC SAFETY ANALYSIS REPORT (SSAR)

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

2.0 SYSTEMIC SAFETY ANALYSIS 3

2.1 Safety Data Utilized 3

Ranking Function 3

Average Crash Frequency 3

Crash Rate 4

EPDO Scores 4

2.2 Data Analysis Results 4

Collision Severity 4

Collision Type 5

Lighting Condition 6

Involved Parties 6

Primary Collision Factor (PCF) 7

3.0 HIGH RISK CORRIDORS AND INTERSECTIONS 9

3.1 General Methodology 9

3.2 Intersection Analysis Method 11

1. Mission Trail and Olive Street 13

2. Bundy Canyon Road and Orange Street 15

3. Lemon Street and Mission Trail 18

4. Corydon Road and Mission Trail 20

5. Gruwell Street and Palomar Street 22

6. Bundy Canyon Road and Cherry Street 24

8. Bryant Street and Palomar Street 25

9. Bundy Canyon Road and Sunset Avenue 28

10. Bundy Canyon Road and Harvest Way 29

11. Grand Avenue and Sheila Lane 31

3.3 Roadway Segment Analysis 32

1. Corydon Road from Mission Trail to Grand Avenue 34

2. Mission Trail from Malaga Road to Corydon Road 39

3. Orange Street - Gruwell Street from Bundy Canyon Road to Grand Avenue 41

4. Palomar Street from Wildomar Trail (Central Street) to Southern City Limit 41

4.0 SAFETY PROJECTS 46

4.1 Project Scopes and Benefit Calculations 46

4.2 Cost Estimate 57

4.3 Benefit/Cost (B/C) Ratio 57

4.4 Project Prioritization 63

LIST OF FIGURES

Figure 3.1: Intersections with Proposed Safety Countermeasures 13
Figure 3.2: An Aerial View of the intersection of Mission Trail and Olive Street 14
Figure 3.3: Faded Crosswalks at Mission Trail and Olive Street 15
Figure 3.4: An Aerial View of the Intersection of Bundy Canyon Road and Orange Street 16
Figure 3.5: Non ADA-Compliant Pedestrian Push Buttons 17
Figure 3.6: Faded "No U-turn" Sign of Southbound Traffic on Orange Street 18
Figure 3.7: An Aerial View of the Intersection of Lemon Street and Mission Trail 19
Figure 3.8: Non-Compliant STOP Pavement Marking Located at Mission Trail and Lemon Street 20
Figure 3.9: An Aerial View of the Intersection of Corydon Road and Mission Trail 21
Figure 3.10: An Aerial View of the Intersection of Gruwell Street and Palomar Street 23
Figure 3.11: An Aerial View of the Intersection of Bundy Canyon Road and Cherry Street 24
Figure 3.12: Sight Distance Blocked by Mud Mound for Vehicles Turning out of Cherry Street 25
Figure 3.13: An Aerial View of the Intersection of Bryant Street and Palomar Street 26
Figure 3.14: Missing Stop Sign and Pavement Markings on the Bryant Street North of Palomar Street 27
Figure 3.15: An Aerial View of the Intersection of Bundy Canyon Road and Sunset Avenue 28
Figure 3.16: An Aerial View of the Intersection of Bundy Canyon Road and Harvest Way 30
Figure 3.17: An Aerial View of the Intersection of Grand Avenue and Sheila Lane 31
Figure 3.18: City of Wildomar Roadway Segment Map 32
Figure 3.19: Roadway Segments with Proposed Safety Countermeasures 34
Figure 3.20: A Street View of Bryant Street and Corydon Road 35
Figure 3.21: An Aerial View of Palomar Street and Corydon Road 36
Figure 3.22: An Aerial View of Corydon Road North of Union Street 37
Figure 3.23: An Aerial View of Corydon Road and Grand Avenue 38
Figure 3.24: Street View of Southbound Corydon Road towards Grand Avenue 39
Figure 3.25: Street View of Mission Trail near Vine Street 40
Figure 3.26: An Aerial View of the Intersection of Palomar Street and Frederick Street 42
Figure 3.27: An Aerial View of the Intersection of Palomar Street and Catt Road 43
Figure 3.28: Push Button for Bike Crossing at the Intersection of Palomar Street and Clinton Keith Road 44
Figure 3.29: An Aerial View of Palomar Street at the Eastern City Limit 45

LIST OF TABLES

Table 2.1: Collision Severity by Facility Type 5
Table 2.2: Collision Type by Facility Type 6
Table 2.3: Collision Lighting Condition by Facility Type 6
Table 2.4: Collision Involved Party by Facility Type 7
Table 2.5: Primary Collision Factor by Facility Type 8
Table 3.1: Major Safety Countermeasures Applied to Wildomar SSARP 11
Table 4.1: Safety Project Scopes 47
Table 4.2: Benefits/Cost Ratio Analysis by Safety Project 58
Table 4.3: Prioritized Projects to Consider for HSIP Funding 64
Table 4.4: Prioritized Projects to Consider for Local Funding 66

ATTACHMENTS

ATTACHMENT A.1 – INTERSECTION RANKING BY COLLISION FREQUENCY
ATTACHMENT A.2 – TRAFFIC COUNTS FOR SELECTED INTERSECTIONS
ATTACHMENT A.3 – COLLISION DIAGRAMS FOR SELECTED INTERSECTIONS
ATTACHMENT A.4 – ROADWAY SEGMENT RANKING BY COLLISION FREQUENCY
ATTACHMENT A.5 – TRAFFIC COUNTS FOR SELECTED ROADWAY SEGMENTS
ATTACHMENT A.6 – COLLISION DIAGRAMS FOR SELECTED ROADWAY SEGMENTS
ATTACHMENT A.7 – CONCEPTS FOR SELECTED PROJECTS
ATTACHMENT A.8 – COLLISION REDUCTION OUTPUT FROM HSIP ANALYZER
ATTACHMENT A.9 – SAFETY PROJECT COST ESTIMATION
ATTACHMENT A.10 – SELECTED COLLISION HEATMAPS

1.0 EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) established the Systemic Safety Analysis Report Program (SSARP) in 2016 to provide funding for local agencies to identify safety needs and recommend projects to address these needs. Systemic analysis is a proactive safety approach that focuses on evaluating an entire roadway network using a defined set of criteria. It looks at crash history on an aggregate basis to identify high-risk roadway characteristics, rather than looking at high-collision concentration locations through site analysis. Systemic analysis acknowledges that crashes alone are not always sufficient to prioritize countermeasures across a system.

An SSARP analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The SSARP was created to help local agencies develop safety projects that can be submitted to the Highway Safety Improvement Program (HSIP) for funding consideration.

The general content of this SSARP report follows this outline:

- Crash data source and analysis techniques
- Crash data analysis results and highest occurring crash types
- High risk corridor and intersection analysis and proposed safety countermeasures
- Safety project descriptions and estimated collision reduction benefits
- Cost estimates of recommended improvements
- Prioritization of projects based on cost-benefit ratio and effectiveness of safety improvement

This report was prepared in accordance with the Systemic Safety Analysis Report Program Guidelines dated February 2016 and Caltrans Local Roadway Safety Manual (LRSM) version 1.4 dated June 2018.

On August 5, 2019, Caltrans' Division of Local Assistance sent an email to all the agencies that have received SSARP funding, encouraging the possibilities of expanding the SSARP project to develop a Local Roadway Safety Plan (LRSP). An LRSP (or its equivalent, such as an SSARP or a Vision Zero Plan) was highly recommended but not required for an agency to apply for HSIP Cycle 10 (May 2020) grants; and will be required for agencies applying for HSIP Cycle 11 (around April 2022), and all funding cycles thereafter.

Per the SSARP guidelines, the following language from Section 148 of Title 23, United States Code [23 U.S.C. §148(h) (4)] is included as part of this report:

REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION—Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

By signing and stamping this Systemic Safety Analysis Report, the engineer (Stephen Bise, P.E., KOA Corporation) is attesting to this report's technical information and engineering data upon which local agency's recommendation, conclusions, and decisions are made.

2.0 SYSTEMIC SAFETY ANALYSIS

KOA Corporation (KOA) has been retained by the City of Wildomar to develop a Systemic Safety Analysis Report (SSAR). Traditionally, agencies have selected safety projects based on historical crash records, focusing on sites with a concentration of recent severe collisions. By contrast, SSAR identifies the most common collision categories across a roadway network, so as to target projects that address the factors associated with those categories. By focusing on causal factors rather than collisions, SSAR allows agencies to assess risks before a collision occurs. Targeting a wider geography than the traditional site-based approach, systemic project selection favors the broad implementation of cost-effective countermeasures.

2.1 SAFETY DATA UTILIZED

Crash data analysis for this SSAR was completed using collision data from the City's CrossRoads system. CrossRoads is a software for reporting and analyzing traffic collisions. The collision records include a variety of information about each collision including the location, date, time of the day, crash type, crash severity, primary violation category, transportation mode of the involved parties, and movement of the involved parties prior to the collision. Per California state law, motor vehicle collisions must be reported when vehicle or property damage exceeds $1,000, or when any of the parties suffer an injury or fatality. Collisions with no injured parties or little property damage might not be reported and, therefore, are not included in the CrossRoads database.

The SSARP guidelines require analyzing at least three years of the most recent crash data. Five years of CrossRoads (December 2014 to December 2019) data was reviewed for the Wildomar SSARP. The usage of five years of crash data adheres to the maximum threshold permitted by the Highway Safety Improvement Program (HSIP) for a safety infrastructure project application for federal funding.

Ranking Function

A candidate intersection or roadway segment for safety improvements does not need to demonstrate a history of high or severe collisions to be considered for further evaluation. However, locations with high numbers of collisions are often good starting points for safety analysis due to the rich information provided by the collision history. Three ranking methods are utilized to identify high collision frequency intersections and roadway segments: Average Crash Frequency, Crash Rate, and Equivalent Property Damage Only (EPDO) scores. A brief introduction to each of the three methods is provided in the following sections.

Average Crash Frequency

Average Crash Frequency is the most basic method for assessing collision incidence. The analysis tallies the numbers of collisions at each location in the system, both in aggregation and by a category of interest (e.g., level of severity, and collision type). The analysis then ranks intersections or roadway segments based on the collisions' frequency. The method involves easy computation and little data collection. A crash database such as the CrossRoads usually suffices.

Crash Rate

The Crash Rate method goes a step beyond average crash frequency, normalizing facilities' crash frequencies by the amount of vehicle traffic or travel. This method divides the number of collisions (or collisions in a particular category) by the quantity of Million Entering Vehicles (for intersections) or 100 Million Vehicle Miles Traveled (for roadway segments). While the Crash Rate method accounts for differences in facilities' length and traffic volume, it could unduly favor low-volume and low-collision roadways where countermeasures produce lower net benefit for travelers.

EPDO Scores

Equivalent Property Damage Only (EPDO) scores are calculated by assigning weighting factors to crashes by severity relative to property damage only (PDO) crashes. The weights generally reflect an order of magnitude difference between the societal costs of fatal and severe injury crashes versus non-severe injury crashes. Below are the weights by crash severity, based on the 2020 HSIP manual:

- Fatal/Severe Injury
    - Signalized Intersection - $1,590,000
    - Non-signalized Intersection - $2,530,000
    - Roadway - $2,190,000
- Other Visible Injury - $142,300
- Complaint of Pain - $80,900
- Property Damage Only - $13,300

EPDO scores are useful for a benefit-to-cost analysis as collision costs can be translated into measurable benefits from installing improvements should the improvements prevent the collisions in question. However, they may place undue weight on the injury outcomes of previous collisions rather than overall trends suggested by collision patterns regardless of injury outcome. Furthermore, a location's EPDO score could be inflated by a fatal or severe collision caused by DUI.

2.2 DATA ANALYSIS RESULTS

According to the CrossRoads database, a total of 653 collisions occurred within the City of Wildomar between December 2014 and December 2019. In the following sections, the crash data are analyzed and discussed for three facility types:

- Signalized intersection: collisions that occurred within 250 feet of a signalized intersection
- Non-signalized intersection: collisions that occurred within 150 feet of a non-signalized intersection;
- Mid-block: the remaining are categorized as mid-block collisions.

Collision Severity

Table 2.1 shows the collision severity by facility type breakdown for collisions during the analysis period. Among all the collisions, more than half (335) resulted in Property Damage Only (PDO); 193 collisions resulted in complaint of pain; 41 collisions, or 6.3% of total collisions, were killed or severely injured (KSI) collisions. Non-signalized intersections experienced the most KSI

collisions (18). Mid-block locations had 15 KSI, reflecting almost 10% of the 152 collisions occurring at these locations of all severity levels.

Table 2.1: Collision Severity by Facility Type

Severity	Signalized Intersection		Non-signalized Intersection		Mid-block		Total	
	Collisions	%	Collisions	%	Collisions	%	Collisions	%
Fatal	1	0.5%	8	2.6%	8	5.3%	17	2.6%
Severe Injury	7	3.6%	10	3.2%	7	4.6%	24	3.7%
Visible Injury	16	8.3%	44	14.2%	24	15.8%	84	12.9%
Complaint of Pain	63	32.8%	94	30.4%	36	23.7%	193	29.6%
Property Damage Only	105	54.7%	153	49.5%	77	50.7%	335	51.3%
Total	**192**		**309**		**152**		**653**	

Collision Type

Table 2.2 lists the collisions during the analysis period by crash type. Broadside was the most frequent collision type (24.4%) in Wildomar, with the usual primary collision factors associated with this crash type being traffic signals and signs and automobile right of way. Approximately one-third of the collisions at signalized intersections were broadside.

Hit-object was the second most frequent collision type in Wildomar (21.8%), and the most frequent collision type at mid-block locations (26.3%) and non-signalized intersections (23.3%).

Rear-end was the third most frequent collision type in Wildomar, and the second most frequent collision type for signalized intersections. This collision type was typically caused by unsafe speed.

Table 2.2: Collision Type by Facility Type

Type of Collision	Signalized Intersection		Non-signalized Intersection		Mid-block		Total	
	Collisions	%	Collisions	%	Collisions	%	Collisions	%
Broadside	64	33.3%	67	21.7%	28	18.4%	159	24.4%
Head-On	13	6.8%	29	9.4%	13	8.6%	55	8.4%
Hit-Object	30	15.6%	72	23.3%	40	26.3%	142	21.8%
Not Stated	8	4.2%	11	3.6%	2	1.3%	21	3.2%
Other	4	2.1%	6	2.0%	4	2.6%	14	2.1%
Overturned	0	0.0%	8	2.6%	15	9.9%	23	3.5%
Rear-end	44	22.9%	67	21.7%	23	15.1%	134	20.5%
Sideswipe	26	13.5%	35	11.3%	21	13.8%	82	12.6%
Vehicle/ Pedestrian	3	1.6%	14	4.5%	6	3.9%	23	3.5%
Total	**192**		**309**		**152**		**653**	

Lighting Condition

Table 2.3 summarizes the lighting conditions under which collisions occurred during the analysis period by facility type. The majority of collisions (60.5%) occurred under daylight conditions. About 34% of the collisions occurred under dark conditions, with or without street lights. At Mid-block locations, more than 40% of the collisions occurred under various dark conditions.

Table 2.3: Collision Lighting Condition by Facility Type

Lighting	Signalized Intersection		Non-signalized Intersection		Mid-block		Total	
	Collisions	%	Collisions	%	Collisions	%	Collisions	%
Dark - No Street Lights	1	0.5%	39	12.6%	30	19.7%	70	10.7%
Dark - Street Lights	49	25.5%	69	22.3%	34	22.4%	152	23.3%
Dark - Street Lights Not Functioning	0	0.0%	0	0.0%	1	0.7%	1	0.2%
Daylight	129	67.2%	188	60.8%	78	51.3%	395	60.5%
Dusk - Dawn	9	4.7%	10	3.2%	9	5.9%	28	4.3%
Not Stated	4	2.1%	3	1.0%	0	0.0%	7	1.1%
Total	**192**		**309**		**152**		**653**	

Involved Parties

Table 2.4 breaks down the number of collisions during the analysis period by involved parties. Motor vehicle only collisions accounted for approximately 54.7% of all the collisions in the City: 70% of collisions at signalized intersections, 53% at non-signalized intersections, and 39% at mid-block locations.

Pedestrians and bicyclists were involved in 3.4% and 1.7% of the collisions in Wildomar, respectively. Thirteen out of the 22 pedestrian collisions occurred at non-signalized intersections, and accounted for 4.2% of all the locations at this facility type. Among the eleven bicycle collisions, five occurred at signalized intersections and another five occurred at non-signalized intersections.

Table 2.4: Collision Involved Party by Facility Type

Motor Vehicle Involved With	Signalized Intersection		Non-signalized Intersection		Mid-block		Total	
	Collisions	%	Collisions	%	Collisions	%	Collisions	%
Animal	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Bicycle	5	2.6%	5	1.6%	1	0.7%	11	1.7%
Fixed Object	27	14.1%	74	23.9%	45	29.6%	146	22.4%
Motor Vehicle on Other Roadway	1	0.5%	1	0.3%	0	0.0%	2	0.3%
Non - Collision	1	0.5%	7	2.3%	8	5.3%	16	2.5%
Other Motor Vehicle	135	70.3%	163	52.8%	59	38.8%	357	54.7%
Other Object	3	1.6%	7	2.3%	3	2.0%	13	2.0%
Parked Motor Vehicle	2	1.0%	20	6.5%	24	15.8%	46	7.0%
Pedestrian	3	1.6%	13	4.2%	6	3.9%	22	3.4%
Not Mentioned	15	7.8%	18	5.8%	6	3.9%	39	6.0%
Total	**192**		**309**		**152**		**653**	

Primary Collision Factor (PCF)

Table 2.5 lists the number of collisions by the Primary Collision Factor (PCF) during the analysis period. Improper turning was the leading PCF in Wildomar (22.1%) and the most common PCF at mid-block locations (27.6%). Unsafe speed was the second most frequent collision type in the City (21.8%), and the prevailing PCF for signalized intersections (18.8%) and non-signalized intersections (23.3%). Driving under Influence (DUI) accounted for 12.3% of all the collisions and 15.1% of the collisions at mid-block locations.

Table 2.5: Primary Collision Factor by Facility Type

PCF	Signalized Intersection		Non-signalized Intersection		Mid-block		Total	
	Collisions	%	Collisions	%	Collisions	%	Collisions	%
Auto R/W Violation	14	7.3%	28	9.1%	6	3.9%	48	7.4%
Driving Under Influence	20	10.4%	37	12.0%	23	15.1%	80	12.3%
Following Too Closely	4	2.1%	6	1.9%	2	1.3%	12	1.8%
Hazardous Parking	0	0.0%	0	0.0%	1	0.7%	1	0.2%
Impeding Traffic	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Improper Passing	1	0.5%	2	0.7%	2	1.3%	5	0.8%
Improper Turning	33	17.2%	69	22.3%	42	27.6%	144	22.1%
Not Stated	32	16.7%	46	14.9%	18	11.9%	96	14.7%
Other Hazardous Movement	2	1.0%	0	0.0%	1	0.7%	3	0.5%
Other Improper Driving	2	1.0%	3	1.0%	1	0.7%	6	0.9%
Other Than Driver	0	0.0%	1	0.3%	1	0.7%	2	0.3%
Pedestrian R/W Violation	1	0.5%	0	0.00%	0	0.0%	1	0.2%
Pedestrian Violation	8	4.2%	10	3.2%	4	2.6%	22	3.4%
Traffic Signals and Signs	25	13.0%	6	1.9%	2	1.3%	33	5.1%
Unknown	9	4.7%	16	5.2%	4	2.6%	29	4.4%
Unsafe Lane Change	0	0.0%	2	0.7%	2	1.3%	4	0.6%
Unsafe Speed	36	18.8%	72	23.3%	34	22.4%	142	21.8%
Unsafe Starting or Backing	4	2.0%	5	1.6%	3	2.0%	12	1.8%
Wrong Side of Road	1	0.5%	5	1.6%	6	3.9%	12	1.8%
Total	**192**		**309**		**152**		**653**	

Based on the collision analysis, the prominent collision patterns within the City of Wildomar in the past five years include:

- Broadside collisions at signalized and non-signalized intersections
- Hit-object collisions at non-signalized intersections and mid-block locations
- Rear-end collisions at signalized and non-signalized intersections
- Collisions due to unsafe speed at all three facility types
- Collisions due to improper turning at mid-block locations and non-signalized intersections
- Collisions due to poor lighting conditions, especially at mid-block locations
- Collisions due to DUI

3.0 HIGH RISK CORRIDORS AND INTERSECTIONS

This chapter summarizes the proposed safety countermeasures for high collision risk intersections and roadway segments in City of Wildomar, with a focus on addressing the highest occurring crash types by location type.

KOA determines potential candidate locations for field investigation based on the following factors:

- High-risk locations based on collision history
- Typical locations for a prominent collision type in Wildomar
- Locations with a predominant collision pattern
- Challenging or unique geometry (skewed intersections, double right-turn lanes, triple left-turn lanes, horizontal/vertical curves, etc.)
- A variety of intersection control types
- Initial screening through previous fieldwork

KOA conducted a field investigation to identify roadway characteristics that might contribute to the collisions at the study locations. In addition, KOA infers other locations that share similar risk factors but may not have demonstrated significant crash patterns yet.

3.1 GENERAL METHODOLOGY

The recommended countermeasures for an identified candidate location are based on the following factors:

- Collision severity
- Lighting condition
- Collision involved parties (motor vehicles, pedestrians, bicyclists, etc.)
- Type of collision
- Primary collision factor

Caltrans developed the SSARP guidelines in consultation with the California Local HSIP Advisory Committee. As such, it is logical to utilize the tools for identifying potential countermeasures for candidate locations that are also used in the development of an HSIP application. The *Local Roadway Safety Manual* (LRSM) was developed by Caltrans to support the HSIP call-for-projects and provides lists of potential countermeasures that are deemed acceptable for implementation with federal-aid funding awarded through the HSIP. Countermeasures in the LRSM are categorized by facility type, including signalized intersection, non-signalized intersection, and roadway segments. The majority of, if not all, proposed countermeasures will be selected from the lists in the LRSM.

Identifying and analyzing the patterns in the crash data along with field observations allow for the most appropriate countermeasure to be selected to effectively address safety problems. When applied correctly, countermeasures and their corresponding Crash Reduction Factors (CRFs) can help the City identify the expected safety impacts of installing a combination of countermeasures to reduce crashes and injuries. The goal for the countermeasure selection process is to identify and implement various combinations of countermeasures to achieve the highest possible benefits. Countermeasures play important roles in the calculation of Benefit/Cost Ratios (BCR). The effectiveness of a countermeasure and how well it can maximize the BCR depend on the CRFs, expected life, and systemic approach opportunity.

Table 3.1 includes a list of safety countermeasures that were applied to this project. They were selected from the LRSM. The table provides information on the countermeasure number in the LRSM, a brief description, applicability to type of crash, the Crash Reduction Factor (CRF) used in the Caltrans local HSIP program associated with the countermeasure, the project life or length of time the measure will be effective, the maximum federal reimbursement ratio, and the degree that the countermeasure can be part of a systemic approach. For crash type applicability, "P&B" means the countermeasure applies to pedestrian and bicycle crashes.

This general process is followed for identifying candidate locations and potential countermeasures with small differences in execution for intersections and roadway segments. The following sections will elaborate further on the processes for analyzing the focus facilities and selecting potential countermeasures. Safety countermeasures are not proposed for all the top-ranked locations. Professional judgment was applied by KOA planners and engineers to determine whether appropriate countermeasures could be proposed to reduce high-risk situations.

Table 3.1: Major Safety Countermeasures Applied to Wildomar SSARP

No.	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	Federal Funding Eligibility
S2	Improve Signal Hardware: Lenses, Back-Plates, Mounting, Size, and Number	All	15%	10	100%
S4	Provide Advanced Dilemma Zone detection	All	40%	10	100%
S6	Install left-turn lanes	All	55%	20	90%
S7	Install protected left turn phase	All	30%	20	100%
S17PB	Install pedestrian countdown signals	P&B	25%	20	100%
S21PB	Install leading pedestrian interval	P&B	60%	10	100%
NS1	Add lighting	Night	40%	20	100%
NS2	Convert to all-way STOP	All	50%	10	100%
NS3	Install signals	All	30%	20	100%
NS4	Convert intersection to roundabout	All	Varies	20	100%
NS6	Install signage	All	15%	10	100%
NS21PB	Install/upgrade pedestrian crossing	P&B	35%	20	100%
R1	Install segment lighting	Night	35%	20	100%
R4	Install guard rail	All	25%	20	100%
R8	Install raise median	All	25%	20	90%
R34PB	Install sidewalk/pathway	P&B	80%	20	90%
R35PB	Install/upgrade pedestrian crossing	P&B	35%	20	90%

3.2 INTERSECTION ANALYSIS METHOD

All intersections of City-owned public streets were reviewed based on the Crash Frequency method and the Equivalent Property Damage Only (EPDO) method. The following summarizes the procedure taken for recommending potential countermeasures at the selected intersections.

- Summarize collision data by intersection and rank by crash frequency and EPDO
- Select a list of candidate intersections for field visit and prepare collision diagrams
- Review field conditions through physical site visits in the City. Identify roadway characteristics that might contribute to the collisions. Assess the nature of prevalent crash types with respect to the intersection's control type, geometrical features, and signal phasing/timing.

- Take photos to document various features of the intersections including geometry and striping, access control, crosswalk, signage, pavement markings, and traffic signal controls.
- Review via Google Maps whenever necessary to check whether any geometry, striping or signage changes have been made in the past few years.
- Evaluate and screen countermeasures from LRSM or Crash Modification Factor (CMF) Clearinghouse (http://www.cmfclearinghouse.org/), a searchable database that can be easily queried to identify CMFs and Crash Reduction Factors (CRFs), which can be derived from the CMFs.
- Identify intersections that do not have a demonstrated crash history but resemble other intersections with documented crash history and risk factors.

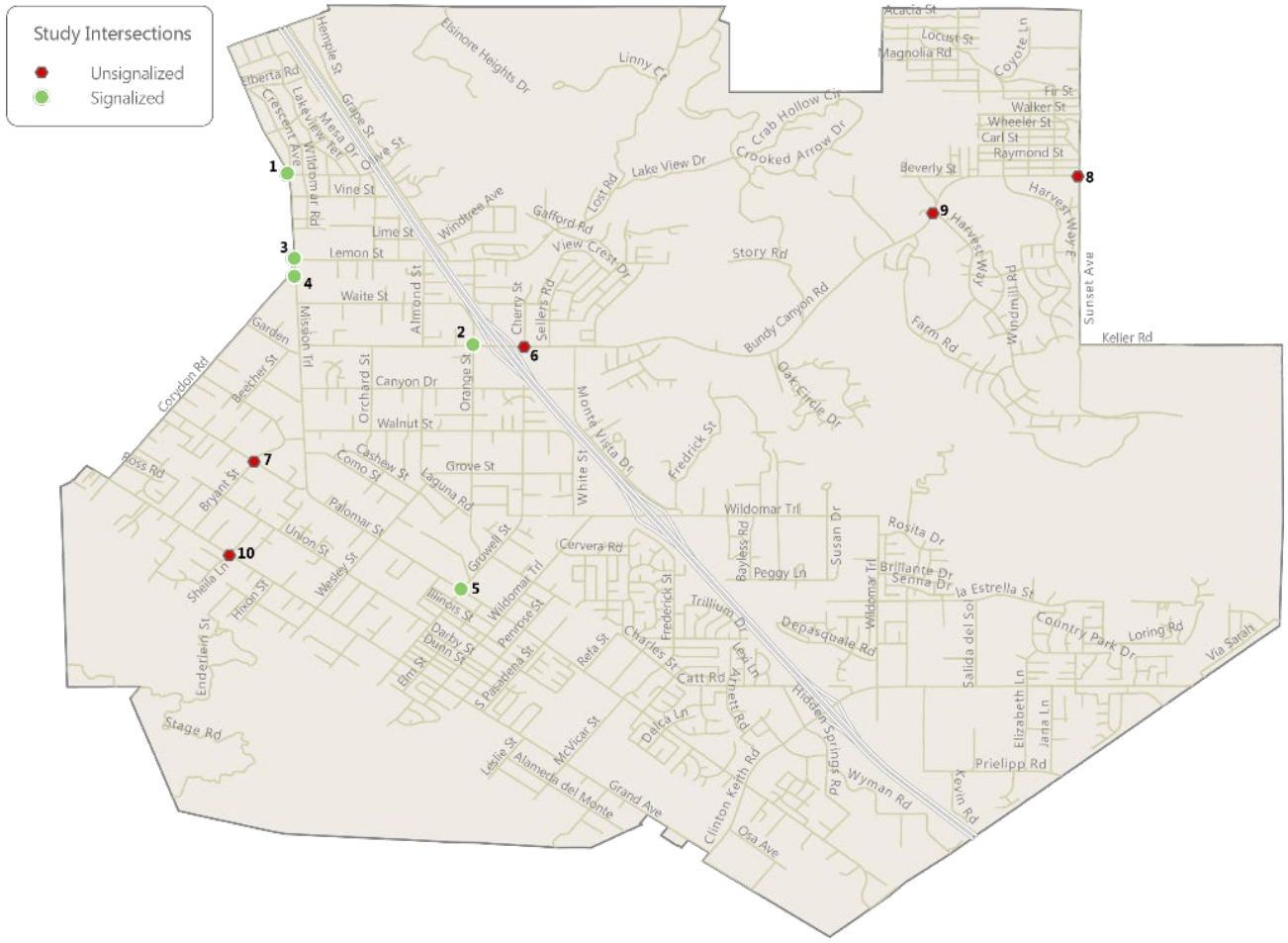
Ten intersections were chosen for potential countermeasure implementation:

1. Mission Trail and Olive Street (Signalized)
2. Bundy Canyon Road and Orange Street (Signalized)
3. Lemon Street and Mission Trail (Signalized)
4. Corydon Road and Mission Trail (Signalized)
5. Gruwell Street and Palomar Street (Signalized)
6. Bundy Canyon Road and Cherry Street (Two-way Stop)
7. Bryant Street and Palomar Street (Two-way Stop)
8. Bundy Canyon Road and Sunset Avenue (Two-way Stop)
9. Bundy Canyon Road and Harvest Way (Two-way Stop)
10. Grand Avenue and Sheila Ln (All-way Stop)

Intersections are not numbered in any particular order, numbering is only used as a means to reference the intersections throughout the report.

The location of the ten intersections is shown in Figure 3.1.

Figure 3.1: Intersections with Proposed Safety Countermeasures



The intersection rankings by Crash Frequency and EPDO scores are provided in Attachment A.1. Traffic counts collected for the selected intersections are provided in Attachment A.2. The collision diagrams for the selected intersections are provided in Attachment A.3.

1. Mission Trail and Olive Street

As shown in Figure 3.2, the intersection is joined by a minor street, Crescent Avenue, which intersects with Olive Street. Mission Trail is shared between the City of Wildomar and the City of Lake Elsinore down the Centerline. It has two lanes in each direction, with a speed limit of 50 miles per hour (mph). On the north leg, a left-turn pocket is provided; on the south leg, a two-way left-turn lane is used as a median. Olive Street has one travel lane on each direction with a speed limit of 25 mph. Standard crosswalks exist on the south leg of Mission Trail and on Olive Street. Residential housing exists along Olive Street, while the land west of Mission Trail (located in Lake Elsinore) is largely undeveloped at present.

Figure 3.2: An Aerial View of the intersection of Mission Trail and Olive Street



Source: Google (2020)

A total of 17 collisions occurred at the intersection of Mission Trail and Olive Street between December 2014 and December 2019. The intersection ranks 1st by total collision frequency and 23rd by the EPDO score method. Collision types consisted of hit-object (7), rear-end (4), broadside (3), and sideswipe (3). The most common primary collision factors were unsafe speed (6) and improper turning (5), although multiple collisions were also reported as caused by DUI and traffic signals and signs violations. Nine collisions occurring at this intersection took place under the dark – with street lights condition.

KOA recommends the following safety countermeasures at this location:

- R4: install additional guardrail to counteract the effects of the horizontal curve located at this intersection which could be leading to hit-object collisions. Specifically, the existing guardrail located southeast of the intersection should be extended north towards the intersection, between the Wildomar Council Center and the signal. KOA also recommends guard rail installation northwest of the intersection just north of the bus stop. These correspond to the locations of hit-object collisions at this intersection.

- S1: install additional safety lighting at this intersection. During fieldwork, KOA identified that lighting was insufficient at this intersection, especially considering the presence of the horizontal curve. This is supported by the collision history that nine out of the 17 collisions in the past five years occurred under the dark – with street lights condition.

- Finally, KOA recommends regularly refreshing crosswalks (see Figure 3.3) and adding an ADA compliant curb ramp at the southwest corner (Lake Elsinore boundary) to ensure safety and accessibility for pedestrians.

Figure 3.3: Faded Crosswalks at Mission Trail and Olive Street



Source: Google (2019)

Similar locations:

- NS1: Almond Street and Bundy Canyon Road

2. Bundy Canyon Road and Orange Street

As shown in Figure 3.4, the east leg of Bundy Canyon Road has two lanes in each direction with a left-turn lane at the intersection, while the west leg narrows down from two lanes in each direction to one lane in each direction. The northbound and southbound movements on Orange Street have a shared through-left lane and a dedicated right-turn lane. There are curb extensions at all four corners and high-visibility school crosswalks. The west leg of Bundy Canyon Road is within the school zone and has a speed limit of 25 mph, while Orange Street has a speed limit of 40 mph. There is a gas station on the northeast corner of the intersection and a retail plaza on the northwest corner; the two corners on the south consist of vacant land. On-street parking is allowed on the north leg. Current pedestrian push buttons are non-ADA compliant (see Figure 3.5) but will be replaced by a funded project in progress by the City.

Figure 3.4: An Aerial View of the Intersection of Bundy Canyon Road and Orange Street



Source: Google (2020)

A total of 14 collisions occurred at the intersection of Bundy Canyon Road and Orange Street from December 2014 to December 2019. The intersection ranks 4th by total collision frequency and 18th by the EPDO method. Almost half of all collisions (six out of 14) were broadside collisions.

KOA recommends the following safety countermeasures at this location:

- S6/S7: Restripe to create an exclusive left-turn lane for both the northbound and southbound directions on Orange Street. During field observations, KOA realized that the current lane geometry for northbound and southbound vehicles may be contributing to the high amount of broadside collisions at this intersection.

- For the northbound direction, there is enough space to re-stripe the approach to include both a dedicated right-turn lane and left-turn lane (there is about 34 feet of right-of-way available, which could be re-striped to a 10-foot left-turn lane, a 12-foot through lane, and a 12-foot dedicated right-turn lane). For the southbound approach, due to limited right-of-way, KOA recommends to re-stripe the approach to include a dedicated left-turn lane and through-right lane. As the I-15 freeway is located east of this intersection, KOA does not believe the re-striping will impede the flow of vehicle traffic.

- S2: Improve visibility by installing retro-reflective tape on backplate.

- Replace the faded "No U-Turn Sign" on the mast arm of the signal facing the southbound traffic on Orange Street (see Figure 3.6).

Figure 3.5: Non ADA-Compliant Pedestrian Push Buttons



Figure 3.6: Faded "No U-turn" Sign of Southbound Traffic on Orange Street



Similar Locations:

- S6: add southbound left-turn pocket on Mission Trail at the intersection of Mission Trail and Vine Street

3. Lemon Street and Mission Trail

As shown in Figure 3.7, Mission Trail has two lanes in each direction while Lemon Street has one lane in each direction. A right-turn pocket is provided on the south leg of Mission Trail while a left-turn pocket is provided on the north leg. ADA ramps and a standard crosswalk are provided for pedestrians to cross Lemon Street. The speed limit is 50 mph on Mission Trail and 25 mph on Lemon Street as the intersection is about 1,000 feet from Jean Hayman Elementary School. There is no development on the west side of Mission Trail (located in Lake Elsinore) or on the southeast corner; on the northeast corner, there is a truck rental agency (U-Haul).

Figure 3.7: An Aerial View of the Intersection of Lemon Street and Mission Trail



Source: Google (2021)

A total of 11 collisions occurred at the intersection of Mission Trail and Lemon Street from December 2014 to December 2019. The intersection ranks 8th by total collision frequency and 26th by the EPDO score. Four collisions were hit-object, three were rear-end, three were sideswipe, and one was a broadside collision. Some noteworthy primary collision factors include four collisions caused by DUI, two caused by traffic signals and signs violations, and two caused by unsafe speed. Five of the collisions occurred slightly east of the intersection or when turning to go east.

KOA recommends the following safety countermeasures at this location:

- KOA identified that there is a U-Haul lot located on the northeast corner of the intersection. The driveway for ingress and egress to this lot is located close to the intersection. Collisions may be caused by cars stopping suddenly to turn into the driveway or from large vehicles turning out of the driveway. KOA recommends that the City coordinate with U-Haul to move the driveway farther away from the intersection, near the east side of the lot.
- There is a STOP pavement marking that has not been completed removed on the east leg despite the presence of a signal at this intersection. KOA recommends removing this pavement marking.
- Repaint the faded existing crosswalk on Lemon Street (see Figure 3.8).

Figure 3.8: Non-Compliant STOP Pavement Marking Located at Mission Trail and Lemon Street



4. Corydon Road and Mission Trail

As shown in Figure 3.9, Mission Trail has two lanes in each direction. There is a left-turn pocket on the south leg and a right-turn pocket on the north leg. Corydon Road is shared between the City of Wildomar and the City of Lake Elsinore down the centerline. On the west leg, Corydon Road has two left-turn lanes and two right-turn lanes for eastbound traffic. It has two entry lanes that quickly narrow into one lane for westbound traffic. ADA ramps are provided on the northwest and southwest corners of the intersection; standard crosswalks are provided on the west and south legs. The speed limit is 50 mph on Mission Trail and 45 mph on Corydon Road. There is no development on the northwest (Lake Elsinore boundary) or southwest corner; on the east side of Mission Trail, there are some low-density industrial and commercial facilities.

Figure 3.9: An Aerial View of the Intersection of Corydon Road and Mission Trail



Source: Google (2021)

A total of ten collisions occurred at the intersection of Mission Trail and Corydon Road from December 2014 to December 2019. The intersection ranks 12th by total collision frequency and 25th by the EPDO score. Collision types include broadside (3), head-on (3), rear-end (2), and sideswipe (1). The common primary collision factors are automobile right of way (2), traffic signals and signs violations (2), and unsafe speed (2). All three broadside collisions were eastbound left-turning cars colliding with southbound through traffic.

KOA recommends the following safety countermeasures at this location:

- S4: There is existing video detection at this location. It would be beneficial to install advanced dilemma zone detection on all three legs, which would help reduce left-turn collisions due to red light violations.

- S2: All vehicle heads, which are currently worn down, should be replaced and include LED left turn arrow vehicle heads, which would increase vehicle head visibility.

- S21PB: Currently, there are two eastbound dedicated right-turn lanes which are required to yield to pedestrians in the crosswalk on the south leg. KOA recommends adding a leading pedestrian interval to improve safety in this arrangement.

- Eliminate the dual receiving lanes on the west leg of the intersection, as they quickly merge into one lane and require drivers to act quickly after turning.

The City has taken exploratory efforts with the City of Lake Elsinore to realign the intersection to more of a traditional "T" shaped intersection. During this effort, one or more of the above recommendations could be implemented.

Similar Location:

- S21PB: Clinton Keith Road and Hidden Spring Road (leading pedestrian interval for the northbound right-turn approach on Hidden Springs Road)

5. Gruwell Street and Palomar Street

As shown in Figure 3.10, both Gruwell Street and Palomar Street have one lane in each direction. Left-turn pockets are provided on both legs of Palomar Street. The left-turn phasing is permissive in all directions. Standard crosswalks are provided on three sides although ADA ramps are absent. The speed limit on Gruwell Street is 35 mph. There is no development around the intersection, except for the Wildomar Cemetery District on the east corner.

Figure 3.10: An Aerial View of the Intersection of Gruwell Street and Palomar Street



Source: Google (2020)

A total of ten collisions occurred at the intersection of Gruwell Street and Palomar Street from December 2014 to December 2019. The intersection ranks 12th by total collision frequency and 30th by the EPDO score. The most common collision type is broadside (6), followed by head-on (1), hit object (1), rear-end (1), and sideswipe (1). The leading primary collision factors are improper turning (3) and traffic signals and signs violations (3). The broadside collisions were primarily left-turning vehicles heading eastbound or westbound colliding with vehicles heading through the intersection northbound or southbound.

While collisions during left turns may be caused by red-light running, this intersection does not meet the warrant for dedicated left-turn protected-permissive phasing due to its low left-turn volumes.[1]

KOA recommends the following safety countermeasures at this location:

- S2: upgrade existing vehicle heads to LED vehicle heads and provide LED luminaires.
- S4: Install advanced dilemma zone detection
- Upgrade curb ramps to be ADA compliant to ensure accessibility for pedestrians.

[1] See MUTCD Section 4D.19, "for a traffic-actuated signal, 50 or more left turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more"

6. Bundy Canyon Road and Cherry Street

As shown in Figure 3.11, Bundy Canyon Road has two lanes in each direction while Cherry Street has one lane for each direction. The intersection is stop-controlled on Cherry Street. A left-turn pocket is provided on the west leg of Bundy Canyon Road. The speed limit on Bundy Canyon Road is 45 mph. There is no development immediately north of Bundy Canyon Road; on the south side, there is a gas station and a convenience shop.

Figure 3.11: An Aerial View of the Intersection of Bundy Canyon Road and Cherry Street



Source: Google (2020)

A total of seven collisions occurred at the intersection of Bundy Canyon Road and Cherry Street from December 2014 to December 2019. The intersection ranks 17th by total collision frequency and 45th by the EPDO score. The most common collision type is broadside (3), followed by head-on (2), and rear-end (2). The leading primary collision factors are improper turning (2) and automobile right of way (2). There are three collisions involving eastbound left-turning cars, and one collision involving a southbound right-turning car.

During field review, KOA noticed that existing striping is creating a confusing situation in the westbound direction at this intersection. The westbound direction splits into two lanes immediately prior to the intersection. Faded striping, the short distance between the change in the number of lanes and the intersection, and potential sight distance issues looking left from a car stopped at the north leg (see Figure 3.12) may all be contributing to a difficulty in recognizing the need to check for two approach lanes or a difficulty in seeing these approach lanes.

Figure 3.12: Sight Distance Blocked by Mud Mound for Vehicles Turning out of Cherry Street



The eastbound striping of lanes may also be creating confusion, though there is no evidence of this from collision history. A right-turn lane is added to two approach lanes immediately at this intersection. The second of the two through lanes begins to merge into one single through lane, with the first associated pavement marking located right at this intersection.

KOA recommends the following safety countermeasures at this location:

- Restripe Bundy Canyon Road to provide for only one westbound travel lane east of Cherry Ave.
- Restripe the second eastbound through lane to become a "trap" right-turn lane, meaning having it change directly into a right-turn lane instead of the existing situation, where a dedicated right-turn lane is added and the two through lanes merge together afterwards.

Note that a development project is funding a change to the alignment of this intersection due to a traffic impact study. This may resolve one or more of the issues that KOA encountered at this intersection.

7. Bryant Street and Palomar Street

As shown in Figure 3.13, Bryant Street and Palomar Street have one lane in each direction. The intersection is stop-controlled on Bryant Street. The speed limit is 25 mph on both streets. Being in a residential neighborhood, low-density single-family homes can be found on all four corners of the intersection.

Figure 3.13: An Aerial View of the Intersection of Bryant Street and Palomar Street



Source: Google (2020)

A total of five collisions occurred at the intersection of Bryant Street and Palomar Street from December 2014 to December 2019. The intersection ranks 24th by total collision frequency and 37th by the EPDO method. The most common collision type is broadside (3), followed by hit-object (1), and rear-end (1). One broadside collision involved a bicyclist traveling north making a left turn from Bryant Street and colliding with a vehicle traveling west on Palomar Street, causing property damage. The main primary collision factors are automobile right of way (2) and unsafe speed (1).

KOA believes the lack of a STOP sign on the north leg (see Figure 14) and sight distance insufficiencies for vehicles looking right and making a southbound left turn from this location likely contributed to two of the observed collisions.

Figure 3.14: Missing Stop Sign and Pavement Markings on the Bryant Street North of Palomar Street



KOA recommends the following safety countermeasures at this location:

- NS2: Conduct a warrant to make this intersection an all-way stop; while it is unlikely that the intersection will meet the volume threshold required for the warrant, an all-way stop can be justified under the additional consideration of a failure to meet sufficient corner sight distance required for a two-way stop.[2] It is likely that this intersection will meet the warrant. If not, at minimum the missing stop sign should be added.
- NS1: Add safety lighting at the intersection, as virtually none is present at this intersection currently.

Similar Locations:
Add missing stop signs:

- Bundy Canyon Road and Harvest Way E – missing stop sign north of the intersection
- Bundy Canyon Road and Club Avenue – missing stop sign north of the intersection
- Bundy Canyon Road and Raciti Road – missing stop sign north of the intersection

NS2: Convert to all-way STOP controlled intersection (from two-way controlled intersection)

- Mission Trail and Palomar Street

[2] See MUTCD Section 2B.07, "Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop"

8. Bundy Canyon Road and Sunset Avenue

As shown in Figure 3.15, Bundy Canyon Road and Sunset Avenue have one lane on each direction. The intersection is stop-controlled on Sunset Avenue. The south leg is unpaved while the north leg is unmarked. The speed limit is 45 mph on Bundy Canyon Road and 25 mph on Sunset Avenue. There is no development immediately around the intersection; Sunset Avenue is the entrance to some small residential communities.

Figure 3.15: An Aerial View of the Intersection of Bundy Canyon Road and Sunset Avenue



Source: Google (2020)

A total of five collisions occurred at the intersection of Bundy Canyon Road and Sunset Avenue from December 2014 to December 2019. The intersection ranks 24th by total collision frequency and 37th by the EPDO method. All collisions are rear-end collisions that happened to vehicles traveling east on Bundy Canyon Road, resulting one visible injury, two complaint of pain, and two property damage only cases. Four collisions were caused by unsafe speed, and one by following too closely.

Adding a left-turn pocket on Bundy Canyon Road would reduce the chance of rear-end collisions in the future. However, there is not sufficient right-of-way to add a dedicated left-turn lane.

KOA recommends the following safety countermeasures at this location:

- NS6: Add additional Side Road Symbol Sign (MUTCD W2-2) and Advance Street Name Sign (MUTCD D3-2) to help motorists better anticipate that an intersection is upcoming where a vehicle may slow down and turn.



W2-2 Sign



D3-2 Sign

Similar Locations:

- Bundy Canyon Road and Harvest Way E and Club Avenue
- Bundy Canyon Road and Raciti Road
- Albert Street and Corydon Road and Lakeside Drive

9. Bundy Canyon Road and Harvest Way

As shown in Figure 3.16, Bundy Canyon Road and Harvest Way have one lane on each direction. The intersection is stop-controlled on Harvest Way. The north leg of Bundy Canyon Road has a left-turn pocket and the south leg of Bundy Canyon Road has a right-turn lane. The speed limit is 45 mph on Bundy Canyon Road and 25 mph on Harvest Way. There is no development immediately around the intersection; Harvest Way is the entrance to some small residential communities.

Figure 3.16: An Aerial View of the Intersection of Bundy Canyon Road and Harvest Way



Source: Google (2021)

A total of 11 collisions occurred at the intersection of Bundy Canyon Road and Harvest Way from December 2014 to December 2019. The intersection ranks 8th by total collision frequency and 6th by the EPDO score. Six out of the 11 collisions were broadsides that were not caused by DUI. One out of the six collisions resulted in a fatality and the remaining five collisions resulted in Complain of Pain injuries.

KOA recommends the following safety countermeasures at this location:

- NS3: Signalize this intersection; the current traffic volumes will not meet the signal warrant. However, signalizing the intersection can bring significant benefits in reducing collisions in the future.
- NS6: Add W3-3 signal ahead sign on Bundy Canyon Road on both sides of the intersection

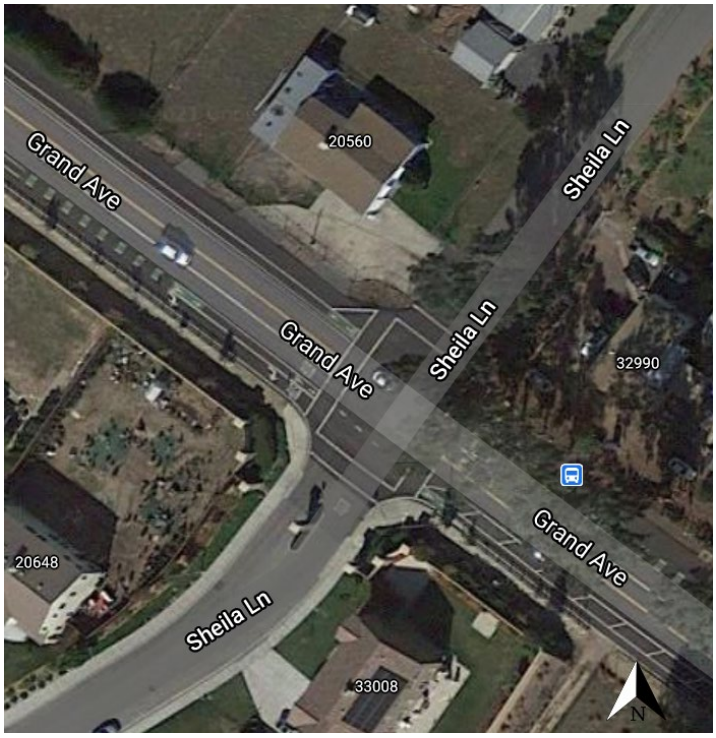
Similar Locations:

- NS3: Signalize the intersection of Bundy Canyon Road and Monte Vista Drive
- NS3: Signalize the intersection of Bundy Canyon Road and Orchard Street
- Add W3-3 signal ahead sign northeast of the intersection of Bundy Canyon Road & Farm Road
- NS6: For the intersection of Grape Street and Olive Street, add W3-1 stop sign ahead sign on Grape Street north of the intersection, and on Olive Street east of the intersection

10. Grand Avenue and Sheila Lane

As shown in Figure 3.17, the intersection of Grand Avenue and Sheila Lane is controlled by an all-way stop sign. Grand Avenue has one travel lane and one bike lane in each direction. There are a left-turn pocket and a right-turn lane on Grand Avenue at this intersection on both sides of Sheila Lane. There is also a multi-purpose trail on the south side of the roadway. Sheila Lane has one travel lane in each direction and the south leg leads into a single-family residential community. The speed limit is 45 mph on Grand Avenue and 25 mph on Sheila Lane.

Figure 3.17: An Aerial View of the Intersection of Grand Avenue and Sheila Lane



Source: Google (2021)

A total of four collisions occurred at the intersection from December 2014 to December 2019. All four collisions were rear-end collisions. Two out of the four collisions resulted in injuries. The intersection ranks 32nd by total collision frequency and 42nd by the EPDO score.

KOA recommends the following safety countermeasures at this location:

- NS4: Convert intersection to a roundabout

Similar Locations:

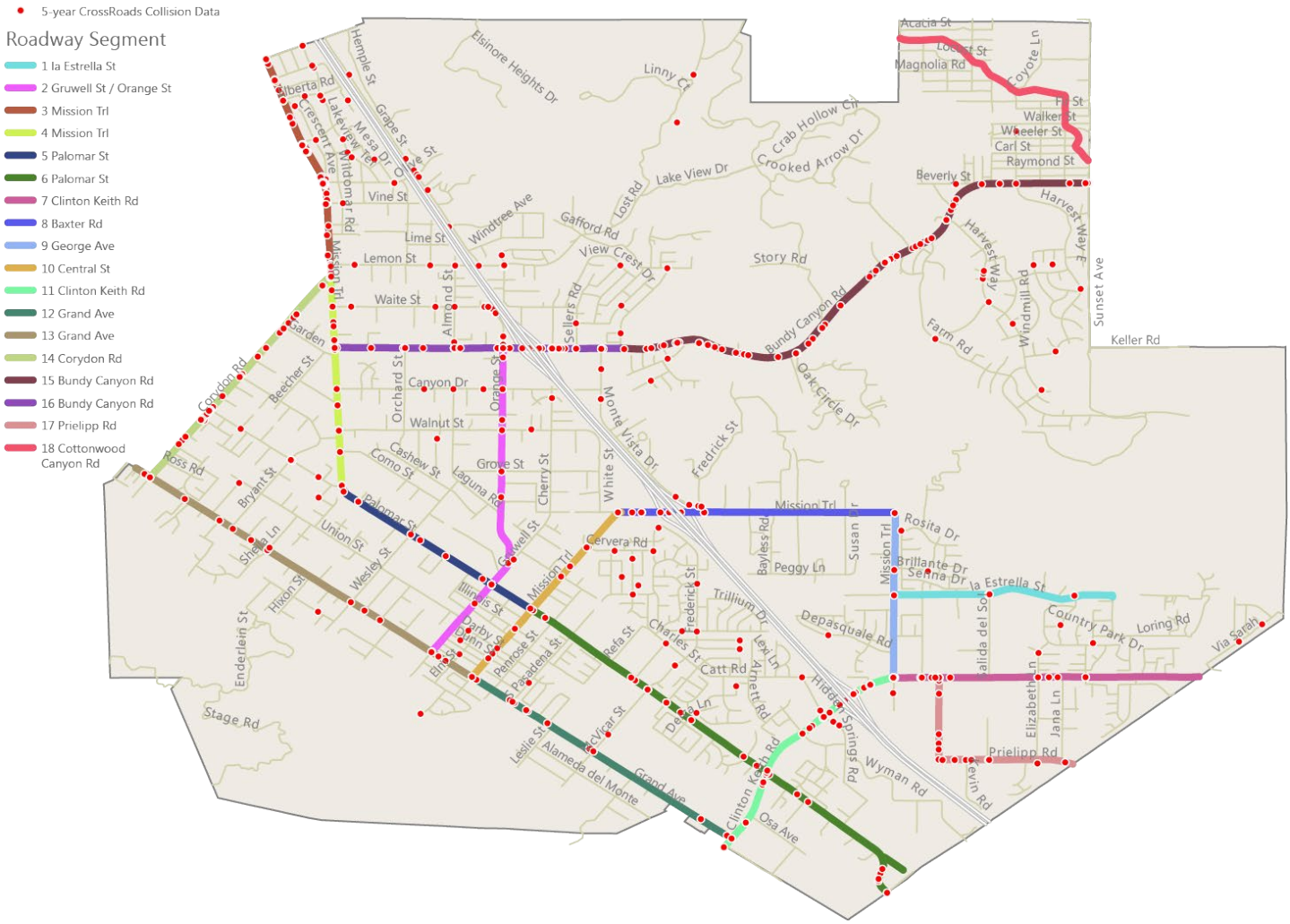
NS4:

- Wildomar Trail and I-15 South on and off ramps
- Wildomar Trail and I-15 North on and off ramps
- Bundy Canyon Road and Almond Street

3.3 ROADWAY SEGMENT ANALYSIS

According to the Multiple Species Habitat Conservation Plan (MSHCP) and Wildomar Mobility Plan – Existing Condition Review, all roadways within the City were classified into four categories of high traffic roadways: arterials, major roads, secondary roads, and collectors. KOA defined a total of 18 roadway segments that include all four categories in the City. Local streets are excluded due to their low traffic volumes and collision frequency. The definition of the roadway segments was primarily based on major barriers such as freeways and rail tracks, major cross streets, roadway configuration, and land use. The roadway segment map is provided in Figure 3.18.

Figure 3.18: City of Wildomar Roadway Segment Map



Each corridor segment was analyzed based on the total number of collisions, the number of non-intersection collisions, and collision severity. The following three ranking methods were used to rank the roadway segments:

- Collision frequency
- Collision rate
- Equivalent Property Damage Only (EPDO)

The completed roadway ranking tables are provided in Attachment A.4. The 24-hour traffic counts conducted by the City in 2019 were utilized for calculating crash rates. The counts are provided in Attachment A.5. The collision diagrams for the selected roadway segments are provided in Attachment A.6.

Ranking is a quantitative method used to evaluate a particular corridor segment and compare with various other segments. It is ultimately just a tool to streamline the crash analysis and selection process for candidate locations. High ranking segments shown at the top of the list are not necessarily ideal candidates for potential improvements and selecting locations to further review requires discernment.

After ranking the roadway segments, the next step is to view the various collision data that is included for each roadway segment. This process requires that all high collision segments in the City are reviewed to determine patterns or trends in crashes, with the objective of searching for segments with unusual crash rates and characteristics. Several steps are taken when a roadway segment is selected for review, as shown below:

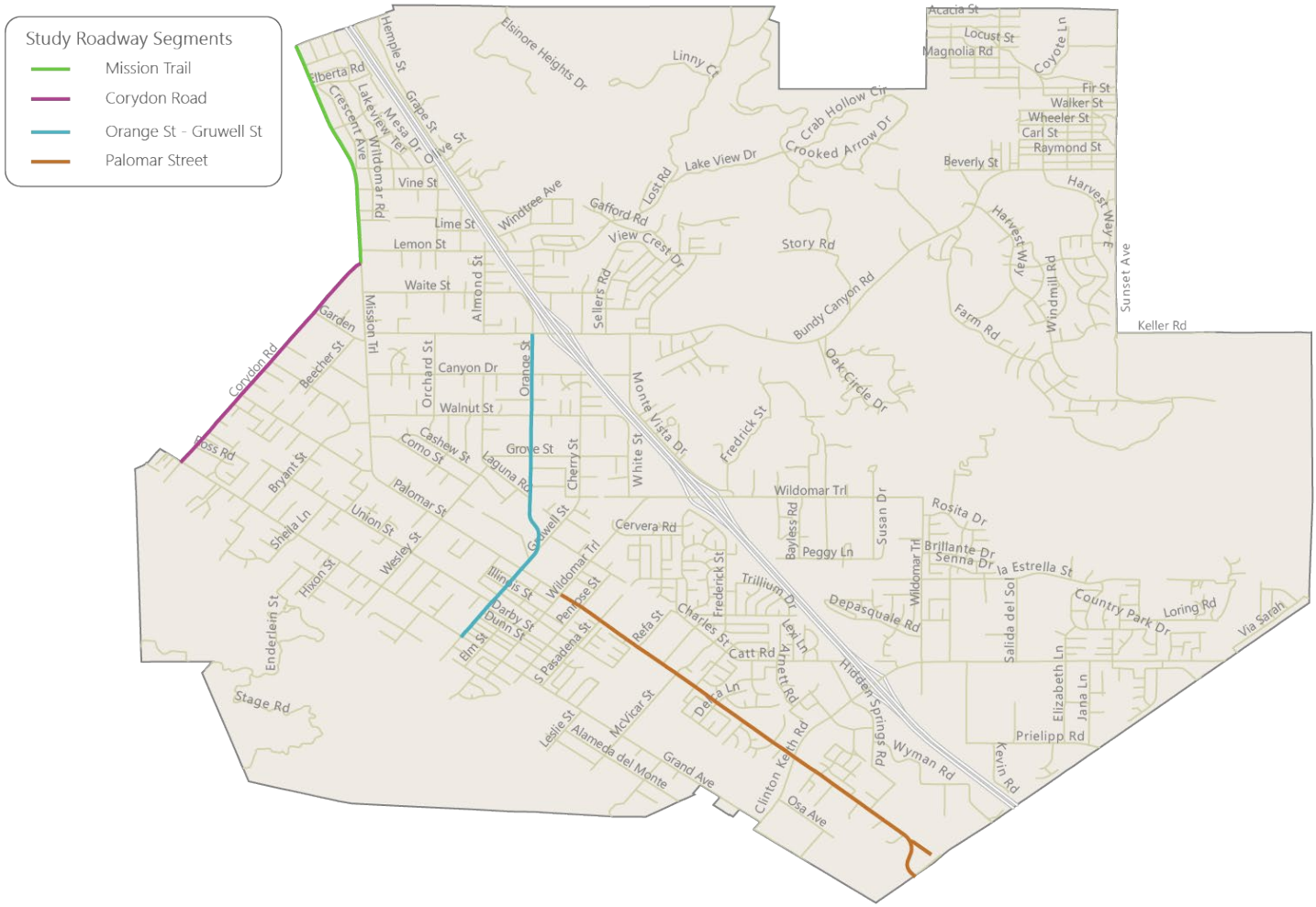
- Select a list of roadway segments for field visit and prepare collision diagrams.
- Review field conditions through physical site visits in the City. Identify roadway characteristics that might contribute to the collisions. Assess the nature of prevalent crash types with respect to the roadway segment's vertical/horizontal alignment, median type, lane width, shoulder, signing and striping, speed limit, and others.
- Take photos to document various features of the roadway segments including geometry and striping, medians, curbs, sidewalks, driveways, signage, pavement markings, and others.
- Review via Google Maps whenever necessary to check whether any geometry, striping or signage changes have been made in the past few years.
- Evaluate and screen countermeasures from LRSM or Crash Modification Factor (CMF) Clearinghouse (http://www.cmfclearinghouse.org/), a searchable database that can be easily queried to identify CMFs and Crash Reduction Factors (CRFs), which can be derived from the CMFs.
- Identify candidate roadway segments that do not have a demonstrated crash history but resemble other segments with documented crash history and risk factors. Once identified, the roadway segment is subjected to analysis through the aforementioned steps.

Four roadway segments were selected for analysis and recommendations are provided for roadway improvements. Again, numbering is only used as a reference, not an order of priority:

1. Corydon Road from Mission Trail to Grand Avenue
2. Mission Trail from Malaga Road to Corydon Road
3. Orange Street - Gruwell Street from Bundy Canyon Road to Grand Avenue
4. Palomar Street from Wildomar Trail (Central Street) to Southern City Limit

The locations of the four roadway segments are shown in Figure 3.19.

Figure 3.19: Roadway Segments with Proposed Safety Countermeasures



1. Corydon Road from Mission Trail to Grand Avenue

This segment on Corydon Road from Mission Trail to Grand Avenue is approximately one and a half miles long. It is shared between the City of Wildomar and City of Lake Elsinore down the centerline. The roadway width ranges from 25 to 60 feet with a posted speed limit of 45 mph. Between Grand Avenue and Union Street, Corydon Road has one lane in each direction with a two-way left-turn lane in the center. Between Union Street and Palomar Street, there are two lanes for southwest-bound traffic and one-lane for northeast-bound traffic, separated by a two-way left-turn lane. Between Palomar Street and Mission Trail, there is one lane in each direction; a two-way left-turn lane exists in a developed commercial area and is replaced by a double yellow line in the undeveloped rural area. The daily traffic volume was approximately 14,530 in 2019. This segment includes a total of four signalized intersections.

A total of 45 collisions occurred on this segment from December 2014 to December 2019, ranking 5th by collision frequency, 4th by crash rate, and 8th by EPDO score. The majority of the collisions occurred during the daytime. Rear-end, broadside, and hit-object were the most common collision types. 16 (36%) collisions were due to unsafe speed and 11 (24%) were caused by improper turning.

During the field visit to this segment, KOA noticed general issues such as speeding, lack of street lighting, insufficient pedestrian infrastructure, and sight distance issues.

The intersection of Corydon Road & Bryant Street is shown in Figure 3.20. There were three rear-end collisions at this intersection. KOA recommends the following improvements at this location:

- Pave 100 feet of Bryant Street immediately adjacent to Corydon Road
- R28: Add edge line striping on Corydon Road near the intersection
- NS1: Add intersection lighting

Figure 3.20: A Street View of Bryant Street and Corydon Road



Source: Google (2019)

The intersection of Corydon Road & Palomar Street is shown in Figure 3.21. There were two pedestrian collisions at this intersection. KOA recommends the following improvements at this location:

- Add high visibility crosswalks
- Add ADA compliant curb ramp at the southeast corner
- S17PB: Install pedestrian countdown signal heads

Figure 3.21: An Aerial View of Palomar Street and Corydon Road



Source: Google (2021)

Figure 3.22 shows the stretch of Corydon Road north of Union Street. There were three collisions of vehicles traveling in the southbound direction towards the intersection of Cordon Road and Union Street. KOA recommends the following improvement at this location:

- Increase the length of the dashed line indicating that the right lane will become a "trap" dedicated right-turn only lane to 775 feet, and move "right lane must turn right" sign back to the start of this dashed line[3] (these improvements are located on the Lake Elsinore boundary).

[3] See MUTCD Figure 3B-14 and Table 2C-4. The length of the elephant tracks should correspond to distance "d" in Figure 3B-14, and this distance is the same as the advance placement of a warning sign in Table 2C-4. In this situation, guidance should follow Condition A: Speed Reduction and Lane Changing in Heavy Traffic, which suggests a distance of 775 feet at 45 miles per hour

Figure 3.22: An Aerial View of Corydon Road North of Union Street



Source: Google (2021)

The intersection of Corydon Road and Grand Avenue is shown in Figure 3.23. As shown in Figure 3.24, the southbound signal for vehicles on Corydon Road turning to Grand Avenue currently features a right-turn overlap.

KOA recommends the following improvements at this intersection (located on the Lake Elsinore boundary):

- Remove right-turn overlap (this is not permissible as there is no dedicated right-turn pocket[4])
- S2: Add near side signal at north leg of Grand Avenue
- S4: Install advanced dilemma zone detection
- S7: Install protected left-turn phasing NB/SB (left-turn lane already exists)
- Add ADA compliant curb ramps at the northeast and southwest corners of the intersection.

[4] See MUTCD Section 4D.21, "A protected only mode right-turn movement that does not begin and terminate at the same time as the adjacent through movement shall not be provided on an approach unless an exclusive right-turn lane exists."

Figure 3.23: An Aerial View of Corydon Road and Grand Avenue



Source: Google (2020)

Figure 3.24: Street View of Southbound Corydon Road towards Grand Avenue



KOA also recommends narrowing the southwest bound dual receiving lane starting at the west leg of Mission Trail & Corydon Road, specifically by reducing the number of receiving lanes from two to one (see ***4. Corydon Road and Mission Trail*** under the intersection section). As the City is working on alignment changes with the City of Lake Elsinore, work on this re-alignment may help to improve this situation.

2. Mission Trail from Malaga Road to Corydon Road

This segment on Mission Trail from Malaga Road to Corydon Road is approximately 1.4 miles long. The roadway width ranges from 48 to 72 feet with a posted speed limit of 50 mph. The centerline of the roadway forms the boundary between Lake Elsinore and Wildomar. Between Malaga Road and Elberta Road/Hidden Trail, Mission Trail has two lanes for northbound traffic and three lanes for southbound traffic, separated by a two-way left-turn lane. Between Elberta Road/Hidden Trail and Olive Street, Mission Trail narrows down to two lanes in each direction with a two-way left-turn lane in the center. South of Olive Street, the roadway segment continues to narrow and the median becomes a double-yellow line. The daily traffic volume was approximately 20,587 in 2019. This segment includes a total of five signalized intersections.

A total of 79 collisions occurred on this segment from December 2014 to December 2019, ranking 1st by collision frequency, 2nd by crash rate, and 2nd by EPDO score. Thirty-six (46%) of the total collisions happened during nighttime. Rear-end, broadside, and hit-object were the most common collision types. Seventeen (22%) collisions were caused due to unsafe speed, 16 (20%) were by DUI, and 15 (19%) were caused by improper turning.

During the field visit, KOA observed issues consistent across the corridor, including high speeds, lack of street lighting, and poor sight distance in some locations. There were two fatalities with pedestrians at Mission Trail and Sylvester Road, which both occurred at night. As shown in Figure 3.25, there is a lack of adequate street lighting on Mission Trail.

Figure 3.25: Street View of Mission Trail near Vine Street



KOA recommends the following improvements along this roadway segment:

- R1: Add segment lighting along the entire roadway segment
- R8: Install raised median from Malaga Road to Lemon Street
- Add ADA compliant curb ramps at Mission Trail & Elberta Road

Similar Locations:

R1:

- Add intersection and segment lighting on Wildomar Trail between Baxter Road and Killarney Ln
- Add intersection and segment lighting on Bundy Canyon Road between Mission Trail and Sunset Avenue
- Add intersection and segment lighting on Mission Trail from Corydon Road to Bundy Canyon Road
- Enhance intersection and segment lighting on Clinton Keith Road between Stable Lanes Road and Elizabeth Lane

3. Orange Street - Gruwell Street from Bundy Canyon Road to Grand Avenue

This is segment of Orange Street is approximately two miles long. The Orange Street segment starts from Bundy Canyon Road, and merges into Gruwell Street and ends at Grand Avenue. The roadway width ranges from 24 to 48 feet with a posted speed limit of 50 mph. The daily traffic volume was approximately 2,769 in 2019. This segment includes a total of two signalized intersections.

A total of 34 collisions occurred on this segment from December 2014 to December 2019, ranking 6th by collision frequency, 1st by crash rate, and 9th by EPDO score. Eleven (32%) of the total collisions happened during nighttime. Broadside and head-on were the most common collision types. Five (15%) collisions were caused by improper turning, five by traffic signals and signs violation, and four (12%) by unsafe speed.

During fieldwork, KOA identified issues of speeding, lack of street lighting, and lack of pedestrian infrastructure on the corridor, which could contribute to the collisions with pedestrians and collisions occurring at night that have happened along the corridor.

KOA recommends the following improvements along the roadway segment:

- R1: Add street lighting along the entire segment
- R34PB: Add sidewalks from Bundy Canyon Road to Grove Street on the west side of the roadway
- R35PB: Add crosswalks at Grove Street on the West leg and Walnut Street on the West leg

4. Palomar Street from Wildomar Trail (Central Street) to Southern City Limit

The segment of Palomar Street from Wildomar Trail (Central Street) to the southern city limit is approximately 2.5 miles long. The daily traffic volume was approximately 9,802 in 2019. This segment includes a total of two signalized intersections.

A total of 29 collisions occurred on this segment from December 2014 to December 2019, ranking 7th by collision frequency, 13th by crash rate, and 5th by EPDO score. Ten (34%) of the total collisions happened during nighttime. Hit-object, rear-end, and overturned were the most common collision types. Seven (24%) collisions were caused by unsafe speed and five (17%) were due to DUI.

KOA recommends the following improvement on Palomar Street from Wildomar Trail (Central Street) to Frederick Street:

- Add striping and signage to better indicate that only one lane is present in each direction.

Similar Location:

- Bundy Canyon Road between Orange Street and I-15 northbound ramp

The intersection of Palomar Street & Frederick Street is shown in Figure 3.26. KOA recommends the following improvements at this intersection:

- Add delineators to tighten intersection at the southeast corner
- NS21PB: Add continental crosswalk

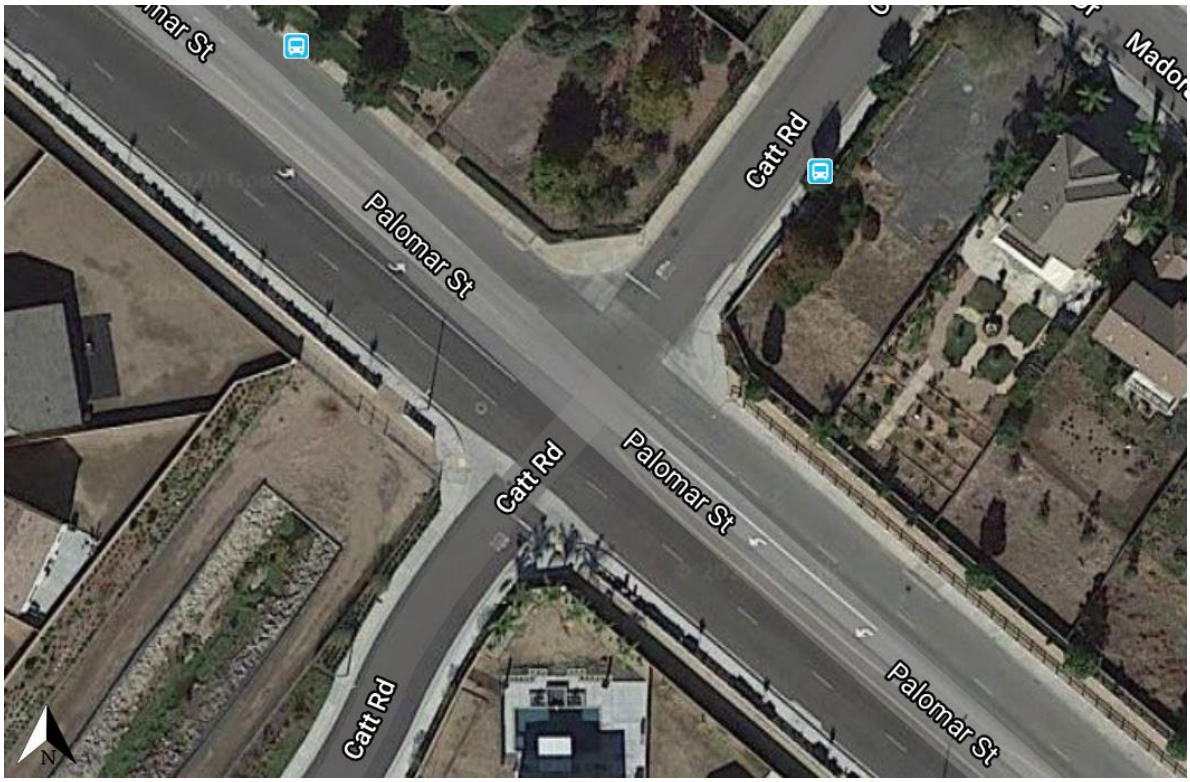
Figure 3.26: An Aerial View of the Intersection of Palomar Street and Frederick Street



Source: Google (2020)

The intersection of Palomar Street & Catt Road is shown in Figure 3.27. KOA noticed during the filed visit that the two left-turn pockets don't align well. The aerial view of the intersection confirms that.

Figure 3.27: An Aerial View of the Intersection of Palomar Street and Catt Road



Source: Google (2020)

KOA recommends:

- Re-align left-turn pockets in the eastbound and westbound direction

Similar locations:

- Clinton Keith Road at Elizabeth Lane
- Clinton Keith Road at Inland Valley Drive

As shown in Figure 3.28, a push-button for bike crossing is installed on the signal pole at the northwest corner of Palomar Street and Clinton Keith Road. However, there is a right-turn lane in between the bike lane and the signal pole, which makes it infeasible for bicyclists to push the button.

KOA recommends the following improvements at this intersection:

- Remove the push-button for bike crossing (the City already plans to do it)
- Add video or loop bike detection
- S1: Remove Type 1A signals and replace with Type 15 to provide more lighting

Figure 3.28: Push Button for Bike Crossing at the Intersection of Palomar Street and Clinton Keith Road



It is also noted that five collisions from overturning vehicles occurred on Palomar Street at the S-shaped curve near the eastern city limit (see Figure 3.29). However, this segment is currently being re-aligned with funding from a development project, which may include improvements to avoid collisions of this type in the future. KOA would recommend additional signage and guardrail if the current alignment was maintained.

Figure 3.29: An Aerial View of Palomar Street at the Eastern City Limit



Source: Google(2020)

4.0 SAFETY PROJECTS

Safety projects are proposed at 10 intersections and 4 roadway segments, based on the safety countermeasures proposed in the previous section, plus at 13 additional intersections and 7 additional roadway segments with similar characteristics as the intersections and segments discussed. This section provides the project scope, collision reduction benefits calculation, cost estimation and Benefit to Cost (B/C) ratio analysis. This section also discusses and summarizes the project prioritization for HSIP application.

4.1 PROJECT SCOPES AND BENEFIT CALCULATIONS

The development of project scopes involves identifying one or more specific countermeasures at potential locations for safety improvements. For each location, a general scope of the project(s) is described. The exhibits of the project concepts for selected projects are provided in Attachment A.7.

Expected benefits are derived by applying the proposed countermeasures and corresponding Crash Reduction Factors (CRFs) to the expected crashes. This involves:

- Identifying the current number of crashes without treatment
- Applying CRFs by type and severity
- Applying a benefit value by crash severity
- Calculating the annual collision reduction benefits and multiplying by the project life in years

Caltrans has established some key requirements and procedures for its calls-for-projects to allow agencies maximum flexibility in combining countermeasures and locations into a single project while ensuring all projects can be consistently ranked on a statewide basis. These include:

- Only a maximum of three (3) individual countermeasures can be utilized in the B/C ratio for a project.
- For a countermeasure to be utilized in the B/C ratio calculations, it must represent a minimum of 15%of the project's total construction cost. This is intended to ensure that minor and insignificant elements of the project are not misrepresented to be a major safety effort by the agency.

An engineer determining the benefits of newly installed infrastructure first determines the number of collisions with potential to be prevented by the improvement. The engineer then applies the CRF which gives the rough percentage of crashes that would actually be prevented. The next step in estimating the overall benefit of a proposed improvement project is to multiply the expected reduction in crashes by a generally accepted value for the "cost" of crashes. The expected "benefit" value for a project is the expected "reduction in costs" value from reducing future crashes. The source for the costs by collision severity level was taken from Attachment D of the Caltrans Local Roadway Safety Manual:

- Fatal - $5,579,400
- Severe Injury - $297,100
- Other Visible Injury - $108,600
- Complaint of Pain - $61,300
- Property Damage Only - $10,000

The final step in calculating the total safety project benefits is to divide the benefits by the number of years the collision data was collected (five years for this project), and then multiply this value by the project life in years.

For this SSAR, instead of calculating project benefits manually, project benefits were derived from entering collision data directly into the HSIP Analyzer tool. The tool auto-calculates project collision reduction benefits based on the method discussed above, and reduces benefits calculated if more than one project is included due to cumulative effects.

In Table 4.1 the project scopes are listed, including the applicable countermeasure category for each improvement and benefits calculated according to the method above. Project numbering references the intersection and roadway segment analysis in Chapter 3 above; they do not designate an order of priority. Projects beginning with an "A" are projects proposed at intersections that were not chosen for analysis in Chapter 3 but are similar or related intersections to at least one of the locations studied where similar treatments can be recommended. Note that projects A1 and A6 were deemed unsuitable and dropped during the process of developing the SSAR. The lack of inclusion is intentional.

Table 4.1: Safety Project Scopes

Project 1: Mission Trail & Olive Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
R4	Install guard rail	The existing guardrail located southeast of the intersection should be extended north towards the intersection, between the Wildomar Council Center and the signal. Guard rail should also be installed northwest of the intersection just north of the bus stop.	All	25%	20	$1,215,300
CUSTOM	Pedestrian improvements	Repaint crosswalks and add an ADA compliant curb ramp at the southwest corner to ensure safety and accessibility for pedestrians.	N/A	N/A	N/A	N/A

An exhibit of the proposed safety projects is provided in Attachment A.7.

Project 2: Bundy Canyon Road & Orange Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
S2	Improve signal hardware	Furnish and install retro-reflective tape on vehicle head backplate.	All	15%	10	$533,925
S4	Provide Advanced Dilemma Zone Detection	Install advanced dilemma zone detection	All	40%	10	$1,423,799
S7	Install left-turn lane	Restripe to create an exclusive left-turn lane for both the northbound and southbound directions on Orange Street.	All	30%	20	$2,479,470
CUSTOM	Replace sign	Replace the faded "No U-Turn Sign" on the mast arm of the signal facing the southbound traffic on Orange Street	N/A	N/A	N/A	N/A

An exhibit of the proposed safety project is provided in Attachment A.7.

Project 3: Lemon Street & Mission Trail

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Move driveway	Coordinate with U-Haul to move the driveway farther away from the intersection, near the east side of the lot.	N/A	N/A	N/A	N/A
CUSTOM	Remove pavement marking	There is a STOP pavement marking that has not been completely removed on the east leg despite the presence of a signal at this intersection. Remove this pavement marking.	N/A	N/A	N/A	N/A
CUSTOM	Repaint crosswalk	Repaint the faded existing crosswalk on Lemon Street	N/A	N/A	N/A	N/A

An exhibit of the proposed safety project is provided in Attachment A.7.

Project 4: Corydon Street & Mission Trail

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
S2	Improve signal hardware	All vehicle heads, which are currently worn down, should be replaced by LED left turn arrow vehicle heads, which would increase vehicle head visibility.	All	15%	10	$212,910
S4	Provide Advanced Dilemma Zone Detection	There is existing video detection at this location. Install advanced dilemma zone detection on all three legs	All	40%	10	$567,759
S21PB	Add leading pedestrian interval	Add leading pedestrian interval to improve safety with presence of two eastbound dedicated turn lanes.	P&B	60%	10	$0
CUSTOM	Remove lane	Eliminate the dual receiving lanes on the west leg of the intersection.	N/A	N/A	N/A	N/A

A typical exhibit of advanced dilemma zone detection installation is provided in Attachment A.7.

Project 5: Gruwell Street & Palomar Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
S2	Improve signal hardware	Upgrade existing vehicle heads to LED vehicle heads and provide LED luminaries	All	15%	10	$107,818
S4	Provide Advanced Dilemma Zone Detection	Install advanced dilemma zone detection	All	40%	10	$287,515
CUSTOM	Pedestrian improvements	Upgrade *all* curb ramps to ADA compliant	N/A	N/A	N/A	N/A

A typical exhibit of advanced dilemma zone detection installation is provided in Attachment A.7.

Project 6: Bundy Canyon Road & Cherry Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Remove lane	Restripe Bundy Canyon Road to provide for only one westbound travel lane east of Cherry Ave.	N/A	N/A	N/A	N/A
CUSTOM	Restripe lane	Restripe the second eastbound through lane to become a "trap" right-turn lane, meaning having it change directly into a right-turn lane instead of the existing situation, where a dedicated right-turn lane is added and the two through lanes merge together afterwards.	N/A	N/A	N/A	N/A

Project 7: Bryant Street & Palomar Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS1	Add lighting	Add safety lighting at the intersection	Night	40%	20	$15,960
NS2	Convert to all-way STOP	Conduct a warrant to make this intersection an all-way stop	All	50%	10	$330,700

Project 8: Bundy Canyon Road & Sunset Avenue

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS6	Add signage	Add additional Side Road Symbol Sign (MUTCD W2-2) and Advance Street Name Sign (MUTCD D3-2) to help motorists better anticipate that an intersection is upcoming where a vehicle may slow down and turn.	All	15%	10	$99,211

Project 9: Bundy Canyon Road & Harvest Way

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS3	Install signals	Signalize this intersection	All	30%	20	$3,763,441
CUSTOM	Add signage	Add W3-3 signal ahead sign on Bundy Canyon Road on both sides of the intersection	N/A	N/A	N/A	N/A

An exhibit of the proposed safety project is provided in Attachment A.7.

Project 10: Grand Avenue & Sheila Lane

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS4	Convert to roundabout	Convert intersection to a roundabout	All	Varies	20	$835,940

An exhibit of the proposed safety project is provided in Attachment A.7.

Project 11: Corydon Road from Mission Trail to Grand Avenue

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
S2	Improve signal hardware	Furnish and install retro-reflective tape on vehicle head backplate on Corydon Road & Grand Avenue.	All	15%	10	$27,415
S4	Provide Advanced Dilemma Zone Detection	Install advanced dilemma zone detection on Corydon Road & Grand Avenue.	All	40%	10	$73,106
S7	Install left-turn lane	Implement left-turn protected phasing for both the northbound and southbound directions on Grand Avenue.	All	30%	20	$127,309
S17PB	Install pedestrian countdown signals	Install pedestrian countdown signal heads at Palomar Street & Corydon Road	P&B	25%	20	$1,732,300
NS1	Add lighting	Add intersection lighting to Corydon Road & Bryant Street	Night	40%	20	$227,680
R28	Install edge-lines and centerlines	Add edge line striping on Corydon Road near the intersection of Corydon Road & Bryant Street	All	25%	10	$189,400
CUSTOM	Pave road	Pave 100 feet of Bryant Street immediately adjacent to Corydon Road	N/A	N/A	N/A	N/A
CUSTOM	Pedestrian improvements	Add high visibility crosswalks and ADA compliant curb ramp at southeast corner of Corydon Road & Palomar Street	N/A	N/A	N/A	N/A
CUSTOM	Relocate sign and extend striping	Increase the length of the dashed line at Corydon Road & Union Street indicating that the right lane will become a “trap” dedicated right-turn only lane to 775 feet, and move “right lane must turn right” sign back to the start of this dashed line.	N/A	N/A	N/A	N/A
CUSTOM	Remove lane	Remove right-turn overlap at Corydon Road & Grand Avenue	N/A	N/A	N/A	N/A
CUSTOM	Pedestrian improvements	Add ADA compliant curb ramps at northeast and southwest corners of Corydon Road and Grand Avenue	N/A	N/A	N/A	N/A

An exhibit of the proposed safety projects located at Corydon Road & Grand Avenue is provided in Attachment A.7.

Project 12: Mission Trail from Malaga Road to Corydon Road

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
R1	Add lighting	Add segment lighting along the entire roadway segment	Night	35%	20	$10,896,480
R8	Install raised median	Install raised median from Malaga Road to Lemon Street	All	25%	20	$15,387,400
CUSTOM	Pedestrian improvements	Add ADA compliant curb ramps *at all corners* of Mission Trail & Elberta Road	N/A	N/A	N/A	N/A

An exhibit of the proposed safety projects is provided in Attachment A.7.

Project 13: Orange Street/Gruwell Street from Bundy Canyon Road to Grand Avenue

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
R1	Add lighting	Add street lighting along the entire segment	Night	35%	20	$5,796,420
R34PB	Install sidewalk/pathway	Add sidewalks from Bundy Canyon Road to Grove Street on the west side of the roadway	P&B	80%	20	$1,080,677
R35PB	Install/upgrade pedestrian crossing	Add crosswalks at Grove Street on the West leg and Walnut Street on the West leg	P&B	35%	20	$472,796
CUSTOM	Add ADA ramp	Construct ADA ramp at Bundy Canyon Road & Grove Street	N/A	N/A	N/A	N/A

An exhibit of the proposed safety projects is provided in Attachment A.7.

Project 14: Palomar Street from Wildomar Trail to Southern City Limit

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
S1	Add lighting	Remove Type 1A signals at Palomar Street & Clinton Keith Road and replace with Type 15 to provide more lighting	Night	40%	20	$42,560
NS21PB	Install/upgrade pedestrian crossing	Add continental crosswalk at Palomar Street & Frederick Street	P&B	35%	20	$113,261
CUSTOM	Add signage and striping	Add striping and signage to better indicate that only one lane is present in each direction from Wildomar Trail (Central Street) to Frederick Street	N/A	N/A	N/A	N/A
CUSTOM	Add delineators	Add delineators to tighten intersection of Palomar Street & Frederick Street at southeast corner	N/A	N/A	N/A	N/A
CUSTOM	Restripe lane	Re-align left turn pockets in the eastbound and westbound direction at Palomar Street & Catt Road	N/A	N/A	N/A	N/A
CUSTOM	Add detection	Add video or loop bike detection and Remove push button for bike crossing at Palomar Street & Clinton Keith Road	N/A	N/A	N/A	N/A

An exhibit of the proposed safety projects is provided in Attachment A.7.

Project A2: Bundy Canyon Road & Almond Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS1	Add lighting	Add safety lighting at the intersection	Night	40%	20	$172,000
NS4	Convert to roundabout	Convert intersection to a roundabout	All	Varies	20	$1,403,912

An exhibit of a typical roundabout installation is provided in Attachment A.7.

Project A3: Mission Trail & Vine Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
S6	Install left turn phase	Add southbound left-turn pocket on Mission Trail	All	55%	20	$400,840

Project A4: Clinton Keith Road & Hidden Springs Road

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
S21PB	Leading pedestrian interval	Add leading pedestrian interval for northbound right -turn approach on Hidden Spring Road	P&B	60%	10	$267,841

Project A5: Bundy Canyon Road & Harvest Way E /Club Avenue

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Add missing stop sign	Add stop sign north of intersection	N/A	N/A	N/A	N/A
CUSTOM	Add signage	Add additional Side Road Symbol Sign (MUTCD W2-2) and Advance Street Name Sign (MUTCD D3-2) to help motorists better anticipate that an intersection is upcoming where a vehicle may slow down and turn.	N/A	N/A	N/A	N/A

Project A7: Bundy Canyon Road & Raciti Road

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Add missing stop sign	Add missing stop sign north of intersection	N/A	N/A	N/A	N/A
CUSTOM	Add signage	Add additional Side Road Symbol Sign (MUTCD W2-2) and Advance Street Name Sign (MUTCD D3-2) to help motorists better anticipate that an intersection is upcoming where a vehicle may slow down and turn.	N/A	N/A	N/A	N/A

Project A8: Mission Trail & Palomar Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS2	Convert to all-way STOP	Conduct a warrant to make this intersection an all-way stop.	All	50%	10	$344,000

An exhibit of the proposed safety project is provided in Attachment A.7.

Project A9: Albert Street and Corydon Road and Lakeside Drive

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Add signage	Add additional Side Road Symbol Sign (MUTCD W2-2) and Advance Street Name Sign (MUTCD D3-2) to help motorists better anticipate that an intersection is upcoming where a vehicle may slow down and turn.	N/A	N/A	N/A	N/A

Project A10: Bundy Canyon Road & Monte Vista Drive

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS3	Install signals	Signalize this intersection	All	30%	20	$379,561

Project A11: Bundy Canyon Road & Orchard Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS3	Install signals	Signalize this intersection	All	30%	20	$226,081

Project A12: Bundy Canyon Road & Farm Road

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Add signage	Add W 3-3 signal ahead sign northeast of the intersection	N/A	N/A	N/A	N/A

Project A13: Grape Street & Olive Street

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS6	Add signage	Add W3-1 stop sign ahead sign on Grape Street north of the intersection, and on Olive Street east of the intersection	All	15%	10	$40,231

Project A14: Baxter Road & I-15 South on and off ramps

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS4	Convert to roundabout	Convert intersection to a roundabout	All	Varies	20	$0

An exhibit of a typical roundabout installation is provided in Attachment A.7.

Project A15: Baxter Road & I-15 North on and off ramps

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
NS4	Convert to roundabout	Convert intersection to a roundabout	All	Varies	20	$0

An exhibit of a typical roundabout installation is provided in Attachment A.7.

Project A16: Baxter Road between Central Street and Killarney Lane

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
R1	Add lighting	Add intersection and segment lighting	Night	35%	20	$557,620

Project A17: Bundy Canyon Road between Mission Trail and Sunset Avenue

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
R1	Add lighting	Add intersection and segment lighting	Night	35%	20	$22,976,940

Project A18: Mission Trail between Corydon Road and Bundy Canyon Road

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
R1	Add lighting	Add intersection and segment lighting	Night	35%	20	$3,593,521

An exhibit of the proposed safety project is provided in Attachment A.7.

Project A19: Clinton Keith Road between Stable Lanes Road and Elizabeth Lane

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
R1	Add lighting	Add intersection and segment lighting	Night	35%	20	$4,793,181

An exhibit of the proposed safety project is provided in Attachment A.7.

Project A20: Bundy Canyon Road between Orange Street and I-15 NB ramp

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Add signage and striping	Add striping and signage to better indicate that only one lane is present in each direction	N/A	N/A	N/A	N/A

Project A21: Clinton Keith Road & Elizabeth Lane

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Restripe lane	Re-align left turn pockets in the eastbound and westbound direction	N/A	N/A	N/A	N/A

Project A22: Clinton Keith Road & Inland Valley Drive

No.	Countermeasure Name	Work Description	Collision Type	CRF	Project Life (years)	Collision Reduction Benefits
CUSTOM	Restripe lane	Re-align left turn pockets in the eastbound and westbound direction	N/A	N/A	N/A	N/A

4.2 COST ESTIMATE

Planning-level cost estimates were developed for each countermeasure and project costs were estimated based on the countermeasures applied to the priority project locations. Cost estimates were prepared based on use of recent bid tabulations and estimates of current construction costs consisting of unit based cost estimates and contingencies. The costs include construction costs and also include engineering and administrative costs. A contingency is added to the construction cost of each project depending on the complexity of the scope. The engineering and administration cost is assumed to be 25% of the total construction cost, including the contingency. The cost estimates are included in the Attachment A.9.

4.3 BENEFIT/COST (B/C) RATIO

A BCR is the ratio of the benefits of a project relative to its costs, both expressed in monetary terms. The Benefit to Cost (B/C) ratio is calculated by taking a project's overall benefit and dividing it by the overall project cost. Projects with a BCR greater than one (1) have greater benefits than costs; hence, they have positive net benefits. A higher BCR means greater benefits relative to costs, while a lower BCR means fewer benefits relative to costs.

Based on Caltrans' need for a fair, data-driven, statewide project selection process for HSIP call-for-projects, the benefit and cost calculations were completed using the same process shown in the HSIP Analyzer to calculate the B/C ratio of the project. The B/C ratios were used to identify the projects with high cost effectiveness that have the greatest chance of receiving federal funding in a Caltrans call-for-projects. Table 4.2 summarizes the B/C ratio for all the 43 proposed safety projects.

Table 4.2: Benefits/Cost Ratio Analysis by Safety Project

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share*	HSIP Amount	Local Amount
1	Mission Trail & Olive Street	Install guard rail	R4	$1,215,300	$9,432	128.85	100%	$9,432	$0
		Pedestrian improvements	CUSTOM		$12,648				
		Total		$1,215,300	$22,080	55.04			
2	Bundy Canyon Road & Orange Street	Install left-turn lane	S7	$2,479,470	$8,249	300.58	90%	$7,424	$825
		Provide Advanced Dilemma Zone Detection	S4	$1,423,799	$34,322	41.48	100%	$34,322	$0
		Improve signal hardware	S2	$533,925	$1,415	377.33	100%	$1,415	$0
		Replace sign	CUSTOM		$1,565				
		Total		$4,437,194	$45,551	97.41			
3	Lemon Street & Mission Trail	Move driveway	CUSTOM		N/A				
		Remove pavement marking	CUSTOM		$131				
		Repaint crosswalk	CUSTOM		$1,565				
		Total			$1,696				
4	Corydon Street & Mission Trail	Provide Advanced Dilemma Zone Detection	S4	$567,759	$7,847	72.35	100%	$7,847	$0
		Improve signal hardware	S2	$212,910	$36,025	5.91	100%	$36,025	$0
		Add leading pedestrian interval	S21PB	$0	$7,926	0	100%	$7,926	$0
		Remove lane	CUSTOM		$1,513				
		Total		$780,669	$51,798	15.07			

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share*	HSIP Amount	Local Amount
5	Gruwell Street & Palomar Street	Provide Advanced Dilemma Zone Detection	S4	$287,515	$34,322	8.38	100%	$34,322	$0
		Improve signal hardware	S2	$107,818	$36,811	2.93	100%	$36,811	$0
		Pedestrian improvements	CUSTOM		$30,589				
		Total		$395,333	$101,722	3.89			
6	Bundy Canyon Road & Cherry Street	Remove lane	CUSTOM		$2,037				
		Restripe lane	CUSTOM		$4,074				
		Total			$6,111				
7	Bryant Street & Palomar Street	Convert to all-way STOP	NS2	$330,700	$11,299	29.27	100%	$11,299	$0
		Add lighting	NS1	$15,960	$55,020	0.29	100%	$55,020	$0
		Total		$346,660	$66,319	5.23			
8	Bundy Canyon Road & Sunset Avenue	Add signage	NS6	$99,211	$1,565	63.39	100%	$1,565	$0
9	Bundy Canyon Road & Harvest Way	Install signals	NS3	$3,763,441	$271,170	13.88	100%	$271,170	$0
		Add signage	CUSTOM		$1,605				
		Total		$3,763,441	$272,775	13.80			
10	Grand Avenue & Sheila Lane	Convert to roundabout	NS4	$835,940	$721,189	1.16	100%	$721,189	$0
11	Corydon Road from Mission Trail to Grand Avenue	Install edge-lines and centerlines	R28	$189,400	$8,810	21.50	100%	$8,810	$0
		Add lighting	NS1	$227,680	$81,679	2.79	100%	$81,679	$0
		Pave road	CUSTOM		$108,743				
		Pedestrian improvements	CUSTOM		$14,083				

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share*	HSIP Amount	Local Amount
		Install pedestrian countdown signals	S17PB	$1,732,300	$22,598	76.66	100%	$22,598	$0
		Relocate sign and extend striping	CUSTOM		$3,537				
		Remove lane	CUSTOM		$1,565				
		Improve signal hardware	S2	$27,415	$1,179	23.25	100%	$1,179	$0
		Provide Advanced Dilemma Zone Detection	S4	$73,106	$34,322	2.13	100%	$34,322	$0
		Install left-turn lane	S7	$127,309	$59,802	2.13	100%	$59,802	$0
		Pedestrian improvements	CUSTOM		$15,458				
		Total		$2,377,210	$351,776	6.76			
12	Mission Trail from Malaga Road to Corydon Road	Add lighting	R1	$10,896,480	$735,238	14.82	100%	$735,238	$0
		Install raised median	R8	$15,387,400	$1,194,196	12.89	90%	$1,074,776	$119,420
		Pedestrian improvements	CUSTOM		$30,589				
		Total		$26,283,880	$1,960,023	13.41			
13	Orange Street/Gruwell Street from Bundy Canyon Road to Grand Avenue	Add lighting	R1	$5,796,420	$1,299,651	4.46	100%	$1,299,651	$0
		Install sidewalk/pathway	R34PB	$1,080,677	$794,227	1.36	90%	$714,804	$79,423
		Install/upgrade pedestrian crossing	R35PB	$472,796	$943	501.37	90%	$849	$94
		Add ADA ramp	CUSTOM		$15,458				
		Total		$7,349,893	$2,110,279	3.48			
14	Palomar Street from Wildomar Trail to Southern City Limit	Add signage and striping	CUSTOM		$10,356				
		Add delineators	CUSTOM		$694				
		Install/upgrade pedestrian crossing	NS21PB	$113,261	$4,716	24.02	100%	$4,716	$0
		Restripe lane	CUSTOM		$4,395				

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share*	HSIP Amount	Local Amount
		Add lighting	S1	$42,560	$113,512	0.37	100%	$113,512	$0
		Add detection	CUSTOM		$3,131				
		Total		$155,821	$136,804	1.14			
A2	Bundy Canyon Road & Almond Street	Add lighting	NS1	$172,000	$42,575	4.04	100%	$42,575	$0
		Convert to roundabout	NS4	$1,403,912	$797,043	1.76	100%	$797,043	$0
		Total		$1,575,912	$839,618	1.88			
A3	Mission Trail & Vine Street	Install left turn phase	S6	$400,840	$3,603	111.25	90%	$3,243	$360
A4	Clinton Keith Road & Hidden Springs Road	Leading pedestrian interval	S21PB	$267,841	$7,827	34.22	100%	$7,827	$0
A5	Bundy Canyon Road & Harvest Way E /Club Avenue	Add missing stop sign	CUSTOM		$773				
		Add signage	CUSTOM		$1,565				
		Total			$2,338				
A7	Bundy Canyon Road & Raciti Road	Add missing stop sign	CUSTOM		$793				
		Add signage	CUSTOM		$1,565				
		Total			$2,358				
A8	Mission Trail & Palomar Street	Convert to all-way STOP	NS2	$344,000	$12,642	27.21	100%	$12,642	$0
A9	Albert Street and Corydon Road and Lakeside Drive	Add signage	CUSTOM		$1,565				
A10	Bundy Canyon Road & Monte Vista Drive	Install signals	NS3	$379,561	$271,170	1.40	100%	$271,170	$0

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share*	HSIP Amount	Local Amount
A11	Bundy Canyon Road & Orchard Street	Install signals	NS3	$226,081	$271,170	0.83	100%	$271,170	$0
A12	Bundy Canyon Road & Farm Road	Add signage	CUSTOM		$793				
A13	Grape Street & Olive Street	Add signage	NS06	$40,231	$1,565	25.71	100%	$1,565	$0
A14	Baxter Road & I-15 South on and off ramps	Convert to roundabout	NS4	$0	$641,772		100%	$652,722	$0
A15	Baxter Road & I-15 North on and off ramps	Convert to roundabout	NS4	$0	$641,772		100%	$652,722	$0
A16	Baxter Road between Central Street and Killarney Lane	Add lighting	R1	$557,620	$374,791	1.49	100%	$374,791	$0
A17	Bundy Canyon Road between Mission Trail and Sunset Avenue	Add lighting	R1	$22,976,940	$2,764,100	8.31	100%	$2,764,100	$0
A18	Mission Trail between Corydon Road and Bundy Canyon Road	Add lighting	R1	$3,593,521	$322,522	11.14	100%	$322,522	$0
A19	Clinton Keith Road between Stable Lanes Road and Elizabeth Lane	Add lighting	R1	$4,793,181	$577,448	8.30	100%	$577,448	$0
A20	Bundy Canyon Road between Orange Street and I-15 NB ramp	Add signage and striping	CUSTOM		$8,188				
A21	Clinton Keith Road & Elizabeth Lane	Restripe lane	CUSTOM		$4,716				
A22	Clinton Keith Road & Inland Valley Drive	Restripe lane	CUSTOM		$5,168				

** Note: HSIP guidelines state that a project will receive the lowest reimbursement rate of the applied countermeasures.*

4.4 PROJECT PRIORITIZATION

To develop a prioritized list of safety projects for the HSIP application and to maximize the City's opportunity of receiving funding, KOA further refined the BCR calculation by using the same process shown in the HSIP Analyzer. The B/C ratios were used to identify the projects with high cost-effectiveness that have the greatest chance of receiving federal funding in a Caltrans call-for-projects.

Because HSIP grants are competitive, it is typically appropriate to only apply for projects that have an estimated BCR that is high. For the purpose of this SSAR, all projects with BCRs of 8 or more were prioritized. A high BCR is not the only reason to apply for HSIP funding for a project. For instance, some projects that have very high BCRs (over 100) are low cost. As the minimum request for funding for an HSIP grant needs to be at least $100,000, enough projects and intersections need to be combined to reach this minimum amount if a project is low cost.

For projects under $15,000 at intersections or segments without other improvements, KOA recommends the City to consider implementing these projects using local funds. For other projects, KOA recommends the City consider applying for HSIP funding. Projects are divided into these two categories based on recommended funding source, and then ranked by BCR of the most beneficial countermeasure per location in Table 4.3 and Table 4.4. Some projects that do not have a BCR of 8 were included as they are easily grouped with other similar projects or other intersection treatments.

BCR is not the only reason to implement a countermeasure, and thus the prioritization list is only a recommendation, and the City may choose to move forward with any of these prioritized projects in any order. The City has already completed an application for HSIP Cycle 10 funding during the draft stage of this plan; projects included as part of the application are indicated with an asterisk. If the applications are successful, these projects should not be applied for in the future, but if unsuccessful, they can be considered for funding in future cycles. The City may use this list of projects to consider and determine which will be prioritized based on other considerations the City may have in selecting which projects to apply for funding.

Table 4.3: Prioritized Projects to Consider for HSIP Funding

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share	HSIP Amount	Local Amount
2	Bundy Canyon Road & Orange Street	Improve signal hardware*	S2	$533,925	$1,415	377.33	100%	$1,415	$0
		Install left-turn lane*	S7	$2,479,470	$8,249	300.58	90%	$7,424	$825
		Provide Advanced Dilemma Zone Detection*	S4	$1,423,799	$34,322	41.48	100%	$34,322	$0
4	Corydon Street & Mission Trail	Provide Advanced Dilemma Zone Detection*	S4	$567,759	$7,847	72.35	100%	$7,847	$0
		Improve signal hardware*	S2	$212,910	$36,025	5.91	100%	$36,025	$0
11	Corydon Road from Mission Trail to Grand Avenue	Install pedestrian countdown signals	S17PB	$1,732,300	$22,598	76.66	100%	$22,598	$0
		Improve signal hardware*	S2	$27,415	$1,179	23.25	100%	$1,179	$0
		Install edge-lines and centerlines	R28	$189,400	$8,810	21.50	100%	$8,810	$0
		Provide Advanced Dilemma Zone Detection*	S4	$73,106	$34,322	2.13	100%	$34,322	$0
		Install left-turn lane*	S7	$127,309	$59,802	2.13	100%	$59,802	$0
14	Palomar Street from Wildomar Trail to Southern City Limit	Install/upgrade pedestrian crossing	NS21PB	$113,261	$4,716	24.02	100%	$4,716	$0
12	Mission Trail from Malaga Road to Corydon Road	Add lighting*	R1	$10,896,480	$735,238	14.82	100%	$735,238	$0
		Install raised median	R8	$15,387,400	$1,194,196	12.89	90%	$1,074,776	$119,420

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share	HSIP Amount	Local Amount
9	Bundy Canyon Road & Harvest Way	Install signals*	NS3	$3,763,441	$271,170	13.88	100%	$271,170	$0
A18	Mission Trail between Corydon Road and Bundy Canyon Road	Add lighting*	R1	$3,593,521	$322,522	11.14	100%	$322,522	$0
5	Gruwell Street & Palomar Street	Provide Advanced Dilemma Zone Detection*	S4	$287,515	$34,322	8.38	100%	$34,322	$0
		Improve signal hardware*	S2	$107,818	$36,811	2.93	100%	$36,811	$0
A17	Bundy Canyon Road between Mission Trail and Sunset Avenue	Add lighting	R1	$22,976,940	$2,764,100	8.31	100%	$2,764,100	$0
A19	Clinton Keith Road between Stable Lanes Road and Elizabeth Lane	Add lighting*	R1	$4,793,181	$577,448	8.30	100%	$577,448	$0

**City applied for this project in HSIP Cycle 10, funding announcement pending*

Table 4.4: Prioritized Projects to Consider for Local Funding

#	Location	Countermeasure	No.	Benefits	Cost ($)	Benefit/Cost Ratio	HSIP Max Share	HSIP Amount	Local Amount
13	Orange Street/Gruwell Street from Bundy Canyon Road to Grand Avenue	Install/upgrade pedestrian crossing	R35PB	$472,796	$943	501.37	90%	$849	$94
1	Mission Trail & Olive Street	Install guard rail	R4	$1,215,300	$9,432	128.85	100%	$9,432	$0
A3	Mission Trail & Vine Street	Install left turn phase	S6	$400,840	$3,603	111.25	90%	$3,243	$360
8	Bundy Canyon Road & Sunset Avenue	Add signage	NS6	$99,211	$1,565	63.39	100%	$1,565	$0
A4	Clinton Keith Road & Hidden Springs Road	Leading pedestrian interval	S21PB	$267,841	$7,827	34.22	100%	$7,827	$0
7	Bryant Street & Palomar Street	Convert to all-way STOP	NS2	$330,700	$11,299	29.27	100%	$11,299	$0
A8	Mission Trail & Palomar Street	Convert to all-way STOP	NS2	$344,000	$12,642	27.21	100%	$12,642	$0
A13	Grape Street & Olive Street	Add signage	NS06	$40,231	$1,565	25.71	100%	$1,565	$0
14	Palomar Street from Wildomar Trail to Southern City Limit	Install/upgrade pedestrian crossing	NS21PB	$113,261	$4,716	24.02	100%	$4,716	$0

ATTACHMENT A.1 – INTERSECTION RANKING BY COLLISION FREQUENCY

ATTACHMENT A.2 – TRAFFIC COUNTS FOR SELECTED INTERSECTIONS

ATTACHMENT A.3 – COLLISION DIAGRAMS FOR SELECTED INTERSECTIONS

ATTACHMENT A.4 – ROADWAY SEGMENT RANKING BY COLLISION FREQUENCY (WITH AND WITHOUT COLLISIONS OCCURRING AT INTERSECTIONS)

ATTACHMENT A.5 – TRAFFIC COUNTS FOR SELECTED ROADWAY SEGMENTS

ATTACHMENT A.6 – COLLISION DIAGRAMS FOR SELECTED ROADWAY SEGMENTS

ATTACHMENT A.7 – CONCEPTS FOR SELECTED PROJECTS

ATTACHMENT A.8 – COLLISION REDUCTION OUTPUT FROM HSIP ANALYZER

ATTACHMENT A.9 – SAFETY PROJECT COST ESTIMATION

ATTACHMENT A.10 – SELECTED COLLISION HEAT MAPS

APPENDIX C – COMMUNITY MEETING PRESENTATION, APRIL 13, 2022



Local Roadway Safety Plan (CIP 051-1)

CITY OF WILDOMAR | City Council Workshop, April 13, 2022

CONSULTANT BACKGROUND



HAS LED OVER 30 LOCAL ROADWAY SAFETY PLANS ACROSS SOUTHERN CALIFORNIA SINCE 2017



BACKGROUND IN SAFETY, ENGINEERING, AND COMMUNITY PLANNING



GRANT-READY PROJECTS: WON OVER $150 MILLION IN GRANT FUNDING FOR CLIENTS

LRSP PURPOSE

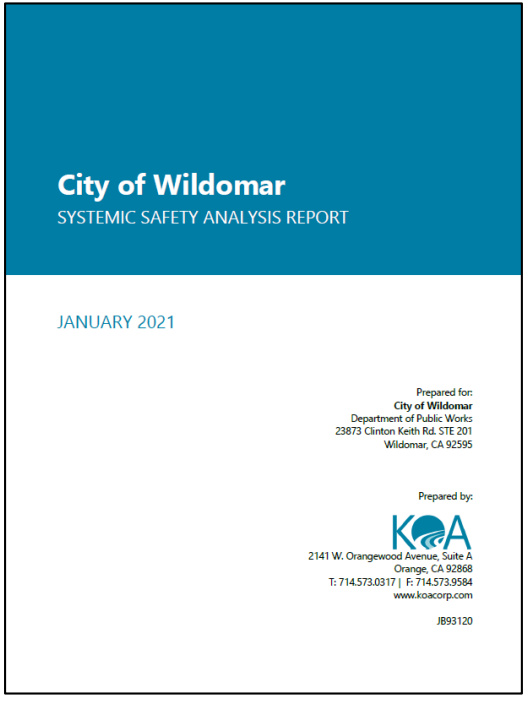
Goal:

Systematically analyze safety problems and develop recommended infrastructure and non-infrastructure improvements..

Project builds on the City's adopted vision statement:

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

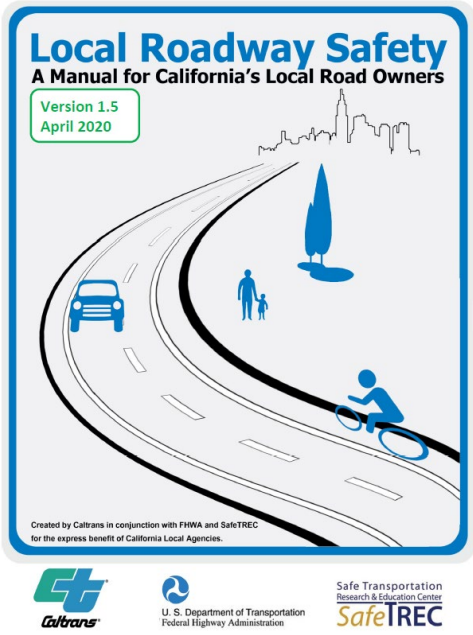
SSAR



- Systemic Safety Analysis Report (SSAR)- predecessor to the LRSP
  - Analyzed 11 high risk intersections and 4 high risk corridors
  - Developed 34 potential safety recommendations
  - Report finalized in January 2021
- City successfully applied for two Highway Safety Improvement Program (HSIP) grants
  - $272,900 for a new signal at Bundy Canyon Road and Harvest Way (West)
  - $375,200 for signal hardware improvements and left-turn lanes at four intersections
- Other recommendations have been incorporated into the City's CIP Program where applicable
- Some safety recommendations have been shared with Land Development projects for incorporation into their plans

LRSP BACKGROUND/SUMMARY

- Citywide collision analysis
- Stakeholder Outreach
- Four "E"s
  - Engineering
  - Enforcement
  - Education
  - Emergency Services
- Recommendations
  - Safety improvement projects (new infrastructure)
  - Strategies and policies (non-infrastructure)



OUTREACH APPROACH

- **Stakeholder meeting held on Thursday, January 20**
- Stakeholders
  - Riverside County Sheriff's Department
  - Lake Elsinore Unified School District
  - CalFIRE/Riverside County Fire Department
  - Riverside Transit Agency
  - City of Lake Elsinore
  - County of Riverside Dept. of Transportation
- **Today's Workshop**







LAKE ELSINORE
UNIFIED SCHOOL DISTRICT





NON-ENGINEERING STRATEGIES



EDUCATION

- School programs
- Adult bicycle skills courses
- Social media campaigns



ENFORCEMENT

- Speed trailers
- Checkpoints



EMERGENCY VEHICLES

- Emergency Vehicle Pre-emption (EVP)
- GPS Opticom technology
- Response times to remote areas

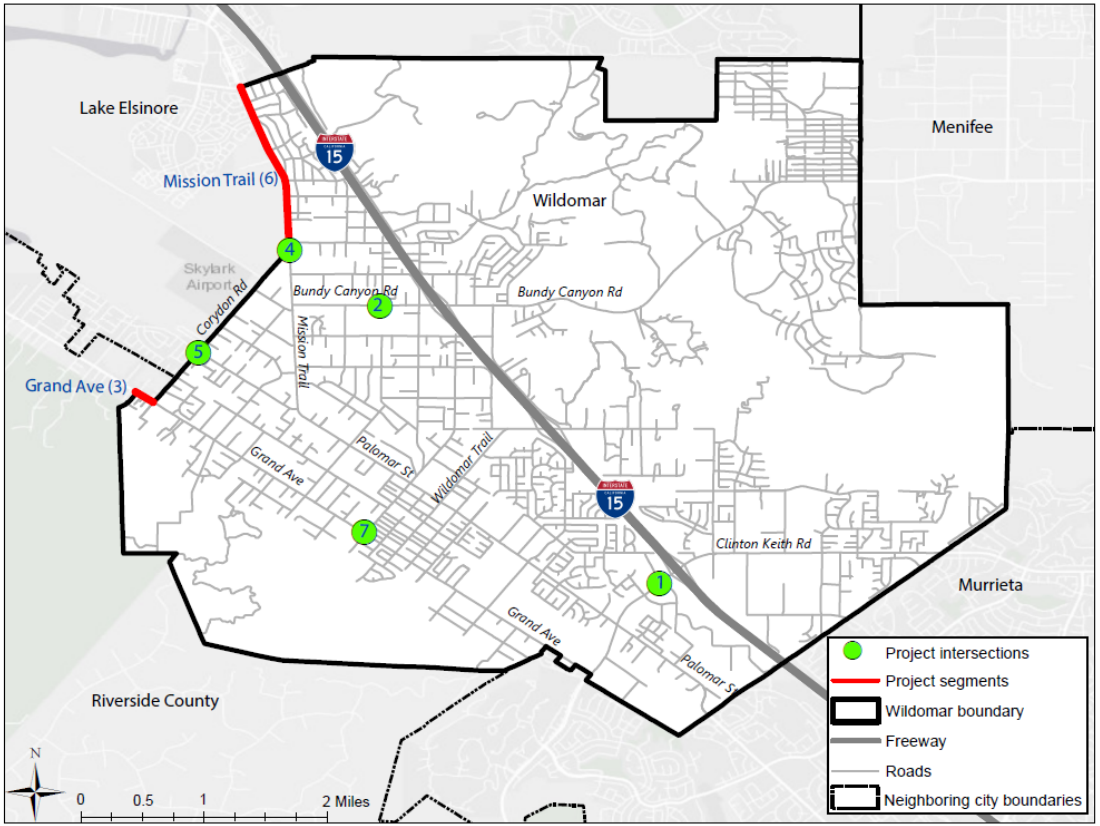
ENGINEERING STRATEGIES



- New signals and signal operational improvements
- Pedestrian improvements on busy corridors and near schools
- New street lighting

DRAFT PROJECT LOCATIONS

No.	Location	Recommendation(s)
1	Hidden Springs Rd / Clinton Keith Rd	Modify Turn Phases
2	Almond St / Bundy Canyon Rd	Signalize Intersection
3	Grand Ave, Corydon Rd to City Limits	Street lighting, bike lanes, and sidewalks
4	Mission Trail / Corydon Rd	Modify Turn Phases, bike lanes, sidewalks
5	Palomar St / Corydon Rd	Bike lanes and sidewalks
6	Mission Trail, Corydon Rd to City Limits	Street lighting, bike lanes, and sidewalks
7	Gruwell St / Grand	Signalize Intersection



Questions / Comments?

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

- Seeks to fund countermeasures that will reduce traffic collisions and fatalities
- Cities must have an LRSP to apply
- Minimum project cost of $100,000
- Funds improvements in locations with a significant demonstrated collision history or as part of a broader citywide package
- Cycle 11 forthcoming



OFFICE OF TRAFFIC SAFETY (OTS)



- Funds programs related to the following:
  - Alcohol Impaired Driving
  - Distracted Driving
  - Drug-Impaired Driving
  - Emergency Medical Services
  - Motorcycle Safety
  - Occupant Protection
  - Pedestrian and Bicycle Safety
  - Police Traffic Services
  - Public Relations, Advertising, and Marketing Program
  - Traffic Records
- Most recent cycle closed January 31, 2022 (typically calls for projects are announced on an annual basis in December)
- An LRSP can provide evidence for traffic safety issues in the City

TIMELINE

Date	Milestone
Evaluation/implementation of the LRSP	4/29/2022
HSIP Call for Projects	5/9/2022
Draft LRSP	5/13/2022
Final LRSP	5/29/2022
HSIP Applications Due	9/12/2022

APPENDIX D – COMMUNITY MEETING MINUTES, APRIL 13, 2022

Participant 1:

- Use of cameras on Neighborhood Street Watch Watch program to identify offending vehicles, sending registered owners a courtesy letter that vehicle was observed speeding or running a stop sign.
- Remove stop signs, too many.
- Remove plants and improve line of sight.
- School programs are a waste of resources, as parents teach bad habits and schools can't correct.
- Social media is ineffective, "just a way for people to [complain]"
- Doing community service or jail time only real deterrent.

Participant 2:

- Supports light at Gruwell & Grand, due to lots of people walking and horses
- Consider 3 or 4 second light delay (LPI)
- Not enough bike trails, traffic doesn't pay attention to bikers.
- Need more enforcement of kids on scooters and e-bikes.

Participant 3:

- Complained about consultants
- Palomar & Clinton Keith- needs a cop on a corner or cameras, "accident waiting to happen." Problem is east to west on Clinton Keith, go past red lights.
- Kaiser development- pile of dirt, one side has rails, needs rails on both sides (Wildomar Trail)

Participant 4:

- Clinton Keith from Inland Valley Drive to (east) City Limits-
    - Wants updated traffic counts (claims they've "quadrupled")
    - EB on Clinton Keith at Inland Valley, "race" to get in the lane, jockeying back and forth all the way to Murrieta
    - WB on Clinton Keith, 2 lanes in Murrieta, jockeying back and forth. Add striping between (east) city line and Covington
    - May be in design phase, but participant is frustrated with lack of progress
    - Stores on Murrieta side increasing amount of traffic
    - Clinton Keith "on the list" for safety improvements
- Supports traffic signal at Gruwell & Grand, at least put up a light at this intersection
- Gruwell between Grand and Orange
    - 50 mph street, needs to be reduced
    - Put more speed limit signs, add signs saying speed checked by radar
    - Add speed enforcement zone sign (add to Clinton Keith)
- Sheila and Grand- stop sign with beacon exists
    - Add pole light

    - Temecula has stop ahead signs with yellow outline blinking, add these to this location
- Schools- streets in front are no drop off zones
    - Grand in front of David E. Brown school, drop offs are dangerous

Participant 5 (council):

- Also keep an eye on Palomar
- Palomar & Clinton Keith a wide intersection
- Clinton Keith & Hidden Springs- improvements now or when development comes in?
- Clinton Keith- freeway to Murrieta, motor cop does a lot of time and ticket writing

Cameron/Jason:

- Palomar & Clinton Keith- CIP Improvement project out to bid
- Wildomar completed pedestrian ped head countdown project
- Clinton Keith- still in design, working through environmental permitting and ROW acquisition, no construction date yet
- Gruwell speed limit- 85th percentile limits speed adjustment, consider traffic calming
- Sheila & Grand- go after grant funding for roundabout

APPENDIX E – WILDOMAR CITY COUNCIL MEETING MINUTES, APRIL 13, 2022

Agenda Item #1.2

CITY OF WILDOMAR
CITY COUNCIL REGULAR MEETING MINUTES
APRIL 13, 2022

CALL TO ORDER – WORKSHOP- 3:00 P.M.

The Workshop of April 13, 2022, of the Wildomar City Council was conducted in-person at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 106, Wildomar, California, and was called to order by Mayor Benoit at 3:02 p.m.

City Council Roll Call showed the following:

Members in attendance: Council Member DePhillippo, Mayor Pro Tem Morabito, Mayor Benoit

Council Member Nigg arrived at 3:44 p.m.

Members absent: Council Member Moore

Staff in attendance: Assistant City Manager York, City Attorney Jex, City Clerk Morales, Planning Director Bassi, Administrative Services Director Howell, Project Consultant Riley, Economic Development Director Davidson, Senior Engineer Farag, Development Manager Stadnik, Community Services Director Torres and Senior Project Manager Repke.

PUBLIC COMMENTS

There were no public comments.

0 WORKSHOP

0.1 Local Roadway Safety Plan (LRSP) Community Workshop, CIP 051-1

Mayor Benoit read the title.

Associate Engineer Luna presented staff report.

Kenneth Mayes, resident, provided public comment.
Speaker on Zoom presented public comment.
Gina Castanon, resident, provided public comment.
Don Saunders, resident, provided public comment.

It was the consensus of the City Council to receive and file the concepts presented for proposed traffic safety improvement projects throughout the City associated with the Local Roadway Safety Plan (LRSP), CIP 051-1.

ADJOURN WORKSHOP

There being no further business, Mayor Benoit adjourned the workshop at 3:49 p.m.

CALL TO ORDER – SPECIAL CLOSED SESSION - 4:00 P.M.

The Closed Session of April 13, 2022, of the Wildomar City Council was conducted in-person at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 106, Wildomar, California, and was called to order by Mayor Benoit at 4:00 p.m.

City Council Roll Call showed the following:

Members in attendance: Council Member DePhillippo, Nigg, Mayor Pro Tem Morabito, Mayor Benoit

Members absent: Council Member Moore

Staff in attendance: City Attorney Jex, City Clerk Morales, and City Manager York.

PUBLIC COMMENTS

There were no public comments.

CLOSED SESSION

City Clerk Morales read the following:

The City Council will meet in closed session pursuant to the provisions of Government Code Section 54956.8 to confer with legal counsel and conference with real property negotiators as follows:

Property: 362-150-026 – Cross Streets: Clinton Keith Road / Salida Del Sol
Agency negotiators: Dan York
Negotiating parties: Roger Schultz, President, Mt. San Jacinto College
Under negotiation: Instruction regarding price and terms of payment.

Property: 380-050-025 – Cross Streets: Palomar Street/ South Pasadena
Agency negotiators: Dan York
Negotiating parties: Jeanne Weiler, CAFH Order at Wildomar
Under negotiation: Instruction regarding price and terms of payment.

Councilmember DePhillippo recused herself due to a conflict of interest.

The remaining City Council convened into closed session at 4:02 p.m.

CALL TO ORDER – SPECIAL SESSION - 5:00 P.M.

The Special Session of April 13, 2022, of the Wildomar City Council was conducted in-person at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 106, Wildomar, California, and was called to order by Mayor Benoit at 5:01 p.m.

City Council Roll Call showed the following:

Members in attendance: Council Member DePhillippo, Moore, Nigg, Mayor Pro Tern Morabito, Mayor Benoit

Members absent: None

PRESENTATIONS

The Mayor, City Council, Regional Elected Officials, staff, and community recognized former Councilmember Marsha Swanson for her years of service

ADJOURN SPECIAL SESSION

There being no further business, Mayor Benoit adjourned the Special Session at 5:30 p.m.

RECONVENE INTO OPEN SESSION

The City Council reconvened into open session with all members present at 6:00 p.m.

ANNOUNCEMENTS

City Attorney Jex stated that the City Council met in Closed Session and there is no reportable action.

ADJOURN CLOSED SESSION

There being no further business, Mayor Benoit adjourned the Closed Session at 6:00 p.m.

CALL TO ORDER – REGULAR SESSION - 6:00 P.M.

The Regular meeting of April 13, 2022, of the Wildomar City Council was conducted in-person at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 106, Wildomar, California, and was called to order by Mayor Benoit at 6:00 p.m.

City Council Roll Call showed the following:

Members in attendance: Council Member DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit

Members absent: None

Staff in attendance: City Manager York, City Attorney Jex, City Clerk Morales, Planning Director Bassi, Administrative Services Director Howell, Economic Development Director Davidson, Project Consultant Riley, Senior Engineer Farag, Administrative Assistant I Rosales, Development Manager Stadnik, Community Services Director Torres, Senior Project Manager Repke, code Enforcement Technician Baggio.

The flag salute was led by Councilmember DePhillippo

PRESENTATIONS

1. Mayor Benoit presented a proclamation to Eagle Scouts Carson Gray and Ethan Strong.
2. Mayor Benoit presented a proclamation for DMV Donate Life Month.
3. Director Fontneau presented a Cops for Kids update
4. President Larson presented the Reality Rally Inter-City Challenge fundraiser video.
5. Specialist Munson presented the Elsinore Valley Municipal Water District drought/rebate update.

DEPARTMENT REPORTS

1. Lt. Mack presented the Police Department Update
2. Chief Olsen presented the Fire Department Update
3. Library Manager Sandra Brautigam presented the Wildomar Library update

PUBLIC COMMENTS

The following individuals provided public comment on items not listed on the agenda:

1. Desmond Young
2. Miss Miller
3. Kenneth Mayes, resident

COUNCIL COMMUNICATIONS

The City Council Members spoke regarding the various committees, commissions, and boards that they serve on locally and regionally and community events, including:

1. Community events
2. Regional events
3. Chamber of Commerce
4. Riverside Transit Agency (RTA)
5. Riverside Conservation Authority (RCA)
6. Riverside County Transportation Commission (RCTC)
7. League of California Cities
8. Southern California Association of Governments (SCAG)
9. Riverside County Habitat Conservation Agency (RCHCA)
10. Western Riverside Council of Governments (WRCOG)
11. South Coast Air Quality Management District (SCAQMD)
12. Southwest Community Financing Authority (Animal Shelter)
13. Western Community Energy (WCE)
14. Ad Hoc & Subcommittees

APPROVAL OF THE AGENDA AS PRESENTED

No changes to the agenda.

1.0 CONSENT CALENDAR

City Manager York proposed changes to item #1.10 & 1.12.

Miss miller provided public comment in opposition of agenda item #1.13.

A **MOTION** was made by Mayor Pro Tem Morabito seconded by Councilmember Nigg to approve the Consent Calendar as amended.

MOTION carried, 5-0, by the following vote:

YEA: DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit
NAY: None
ABSTAIN: None
ABSENT: None

1.1 Reading of Ordinances
Approved the reading by title only of all ordinances on this agenda

1.2 Minutes- February 9 2022 Regular Meeting
Approved the minutes as presented.

1.3 Warrant and Payroll Registers
Approved the following:

1. Warrant Registers dated 03-03-2022 in the amount of $921,111.21.
2. Warrant Register dated 03-10-2022 in the amount of $174,930.59.
3. Warrant Register dated 03-17-2022 in the amount of $482,126.76.
4. Warrant Register dated 03-24-2022 in the amount of $228,383.81.
5. Warrant Register dated 03-31-2022 in the amount of $764,945.68.
6. Wire Transfer Register dated 03-31-2022 in the amount of $42,937.96.
7. Payroll Register dated 04-01-2022 in the amount of $178,321.56.

1.4 Treasurer's Report
Approved the Treasurer's Report for February 2022.

1.5 2nd Reading of Ordinance No. 214 – The Bakery Retail Cannabis - Development Agreement No. 20-0086
Adopted an Ordinance entitled:

ORDINANCE NO. 214
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A CATEGORICAL EXEMPTION IN ACCORDANCE WITH SECTION 15301 (CLASS 1) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), AND APPROVING DEVELOPMENT AGREEMENT NO. 20-0086, SUBJECT TO CONDITIONS, TO ESTABLISH A 6,345 SQUARE-FOOT RETAIL CANNABIS BUSINESS WITHIN AN EXISTING RETAIL LEASE SPACE IN THE C-1/C-P ZONE LOCATED AT 22812 PALOMAR STREET (SUITE #100 – 103)

1.6 **2022 First Quarter Update - Public Works/Engineering Department**
Received and filed the 2022 First Quarter Department Update for the Public Works/Engineering Department.

1.7 **Notice of Completion for CIP 026-2A (Bundy Canyon Rd. House Demolition Project)**
Adopted a Resolution entitled:

RESOLUTION NO. 2022-10
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ACCEPTING THE HOUSE DEMOLITION FOR THE BUNDY CANYON ROAD IMPROVEMENT PROJECT, SEGMENT 2 (CIP 026-2A) AS COMPLETE, AND AUTHORIZING STAFF TO PREPARE AND FILE THE NOTICE OF COMPLETION WITH THE RIVERSIDE COUNTY RECORDER

1.8 **Inland Valley Medical Center Expansion - Precise Grading Agreement and Stormwater Management/BMP Facilities Agreement**
Authorized the City Manager to execute the Precise Grading Agreement and Stormwater Management/BMP Facilities Agreement with Universal Health Services of Rancho Springs, LLC.

1.9 **Award Services Agreement with Rogers Anderson Malody & Scott, LLP (RAMS) Auditing Services Contract**
Approved a three-year contract with external auditors Rogers Anderson Malody & Scott, LLP (RAMS) to provide for audit services and preparation of required reports for fiscal years 2021/22 through 2023/24 and authorized the City Manager to execute the contract.

1.10 **Consideration of Adoption of a City Flag Display Policy**
Adopted the City Flag Display Policy and added the Wildomar Cemetery, Fire Station #61 and Marna O'Brien Park to the list of locations under Section I.2. and II.3.

1.11 **Adopting an Administrative Policy: "Family Care & Medical Leave, and Pregnancy Disability Leave Policy."**
Approved the adoption of the City of Wildomar's "Family Care & Medical Leave, and Pregnancy Disability Leave Policy," and removed all references to the Family Medical Leave Act (FMLA) from the City's Personnel Rules.

1.12 **Establishment of Community Facilities District No. 2022-1 (Services)**
Adopted a Resolution entitled:

RESOLUTION NO. 2022 -11
RESOLUTION OF CITY COUNCIL OF THE CITY OF WILDOMAR DECLARING ITS INTENTION TO ESTABLISH COMMUNITY FACILITIES DISTRICT NO. 2022-1 (SERVICES) OF THE CITY OF WILDOMAR, TO AUTHORIZE THE LEVY OF A SPECIAL TAX ON PROPERTY WITHIN THE DISTRICT TO PAY THE COSTS OF PROVIDING CERTAIN PUBLIC SERVICES

1.13 Establishment of Community Facilities District No. 2022-2 (Horizon Place)

Adopted a Resolution entitled:

RESOLUTION NO. 2022 - 13
RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR TO ESTABLISH COMMUNITY FACILITIES DISTRICT NO. 2022-2 (HORIZON PLACE) OF THE CITY OF WILDOMAR, TO AUTHORIZE THE LEVY OF A SPECIAL TAX TO PAY THE COSTS OF ACQUIRING OR CONSTRUCTING CERTAIN FACILITIES AND TO PAY DEBT SERVICE ON BONDED INDEBTEDNESS

And

RESOLUTION NO. 2022 - 14
RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF THE CITY OF WILDOMAR TO INCUR BONDED INDEBTEDNESS IN AN AMOUNT NOT TO EXCEED $10,000,000 WITHIN PROPOSED COMMUNITY FACILITIES DISTRICT NO. 2022-2 (HORIZON PLACE) OF THE CITY OF WILDOMAR

2.0 PUBLIC HEARINGS

2.1 Zoning Ordinance Amendment No. 2022-01: A proposed code amendment to require a conditional use permit for gasoline and diesel service stations with the concurrent sale of beer and wine for off-premises consumption

Mayor Benoit read the title.

Mayor Benoit opened the public hearing.

Planning Director Bassi presented the staff report.

There being no testimony, Mayor Benoit closed the public hearing.

A **MOTION** was made by Councilmember Nigg seconded by Councilmember DePhillippo to introduce and approve the first reading of an Ordinance entitled

ORDINANCE NO. 215
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A GENERAL RULE EXEMPTION IN ACCORDANCE WITH SECTION 15061(B)(3) OF CEQA AND APPROVAL OF ZONING ORDINANCE AMENDMENT NO. 2022-01 TO MODIFY CHAPTERS 17.88; 17.92; 17.96; 17.108; AND 17.248 OF THE WILDOMAR MUNICIPAL CODE REQUIRING A CONDITIONAL USE PERMIT FOR GASOLINE AND DIESEL SERVICE STATIONS WITH THE CONCURRENT SALE OF BEER AND WINE FOR OFF-PREMISES CONSUMPTION

MOTION carried, 5-0, by the following vote:

YEA: DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit
NAY: None
ABSTAIN: None
ABSENT: None

3.0 GENERAL BUSINESS

3.1 Ordinance Repealing and Replacing Chapter 15.40 of the Wildomar Municipal Code – Adopting International Property Maintenance Code by reference

Mayor Benoit read the title.

Code enforcement supervisor Berroteran presented the staff report.

A **MOTION** was made by Councilmember Moore seconded by Mayor Pro Tem Morabito to introduce and waive further reading of an Ordinance entitled:

ORDINANCE NO. 216
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, AMENDING THE WILDOMAR MUNICIPAL CODE BY REPEALING CHAPTER 15.40 "UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS" AND ADDING CHAPTER 15.40

"INTERNATIONAL PROPERTY MAINTENANCE CODE"

MOTION carried, 5-0, by the following vote:

YEA: DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit
NAY: None
ABSTAIN: None
ABSENT: None

3.2 FY 2021-22 3rd Quarter Budget Report

Mayor Benoit read the tittle.

Administrative Service Director Howell presented staff report.

A **MOTION** was made by councilmember Moore seconded by councilmember Nigg to approve the Fiscal Year 2021-22 3rd Quarter Report and to adopt a Resolution entitled:

RESOLUTION NO. 2022 - 14
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, AUTHORIZING AMENDMENTS TO THE FY 2021-22 BUDGETED REVENUES AND EXPENSES

MOTION carried, 5-0, by the following vote:

YEA: DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit
NAY: None
ABSTAIN: None
ABSENT: None

3.3 Extension of the Temporary Use Permit (TUP) regulations for outdoor commercial activities

Mayor Benoit read the title.

Planning Director Bassi presented the staff report.

Andy Morris provided public comment in favor.

A **MOTION** was made by Mayor Benoit and seconded by Mayor Pro Tem Morabito to adopt an Uncodified Urgency Ordinance entitled:

ORDINANCE NO. 217
AN UNCODIFIED URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, REGARDING TEMPORARY USE PERMITS FOR OUTDOOR COMMERCIAL ACTIVITIES.

MOTION carried, 5-0, by the following vote:

YEA: DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit
NAY: None
ABSTAIN: None
ABSENT: None

3.4 Draft Legislative Platform

Mayor Benoit read the title.

Economic Development Director Davidson presented the staff report.

City Council provided input for the Draft Legislative Platform.

3.5 Committees, Commissions, and Boards Appointment

Mayor Benoit read the tittle.

City Clerk Morales presented the staff report.

A **MOTION** was made by Mayor Benoit and seconded by Mayor Pro Tem. Morabito to:

MOTION carried, 5-0, by the following vote:

YEA: DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit
NAY: None
ABSTAIN: None
ABSENT: None

3.6 Surveillance Camera Exchange and Installation

Mayor Benoit read the title.

Community Service director Torres presented the staff report.

A **MOTION** was made by Councilmember Moore and seconded by

Councilmember Nigg to approve:

1. Return procured surveillance cameras and use credited amount towards camera units with one year storage capacity.

2. The utilization of Infinity Technologies for the installation of new cameras

MOTION carried, 5-0, by the following vote:

YEA: DePhillippo, Moore, Nigg, Mayor Pro Tem Morabito, Mayor Benoit
NAY: None
ABSTAIN: None
ABSENT: None

MANAGER REPORT

City Manager York Presented the Staff report including COVID update and National Volunteer Week announcement.

FUTURE AGENDA ITEMS

Added:

1. Sidewalk vending policy - Moore
2. Speed reduction in the city- Benoit
3. Outdoor dining ordinance- Benoit

ADJOURN THE CITY COUNCIL MEETING

There being no further business, Chair Benoit declared the meeting adjourned at 8:05 p.m.

Submitted by:

Janet Morales, CMC
City Clerk

Approved by:

Ben J. Benoit
Mayor



LOCAL ROADWAY SAFETY PLAN (CIP 051-1)

CITY OF WILDOMAR | September 14, 2022

LRSP PURPOSE

Goal:

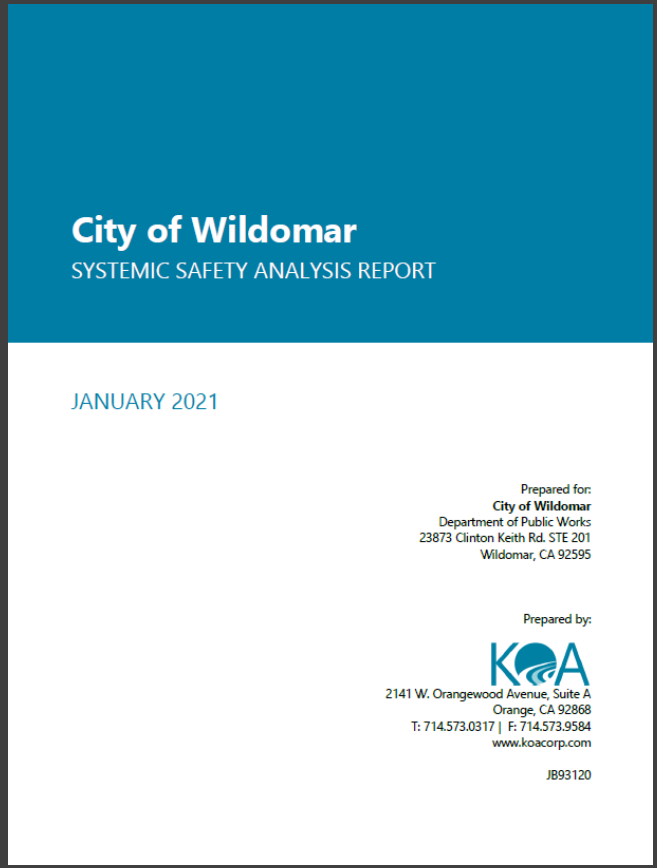
Systematically analyze safety problems and develop recommended infrastructure and non-infrastructure improvements.

Project builds on the City's adopted vision statement:

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

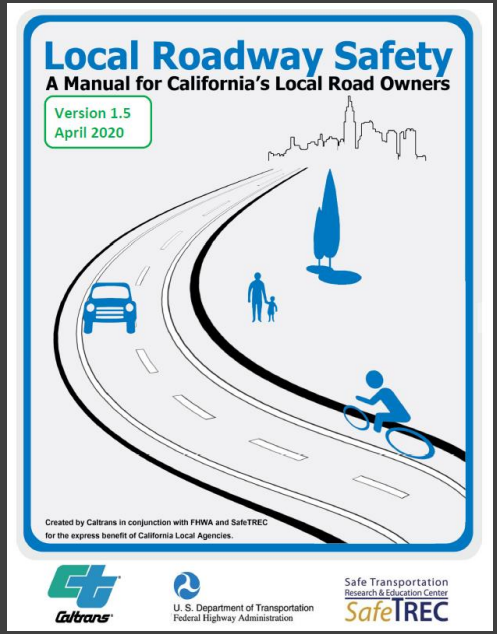
SSAR

- Systemic Safety Analysis Report (SSAR) - predecessor to the LRSP
  - Analyzed 11 high risk intersections and 4 high risk corridors
  - Developed 34 potential safety recommendations
  - Report finalized in January 2021
- City successfully applied for two Highway Safety Improvement Program (HSIP) grants
  - $272,900 for a new signal at Bundy Canyon Road and Harvest Way (West)
  - $375,200 for signal hardware improvements and left-turn lanes at four intersections
- Other recommendations have been incorporated into the City's CIP Program where applicable
- Some safety recommendations have been shared with Land Development projects for incorporation into their plans



LRSP BACKGROUND/SUMMARY

- Citywide collision analysis
- Stakeholder Outreach
- Four “E”s
  - Engineering
  - Enforcement
  - Education
  - Emergency Services
- Recommendations
  - Safety improvement projects (new infrastructure)
  - Strategies and policies (non-infrastructure)



OUTREACH APPROACH

- **Stakeholder meeting held on Thursday, January 20**
- Stakeholders
  - Riverside County Sheriff's Department
  - Lake Elsinore Unified School District
  - CalFIRE/Riverside County Fire Department
  - Riverside Transit Agency
  - City of Lake Elsinore
  - County of Riverside Dept. of Transportation
- **April 2022 City Council Workshop**

NON-ENGINEERING STRATEGIES



EDUCATION

School programs
Adult bicycle skills courses
Social media campaigns



ENFORCEMENT

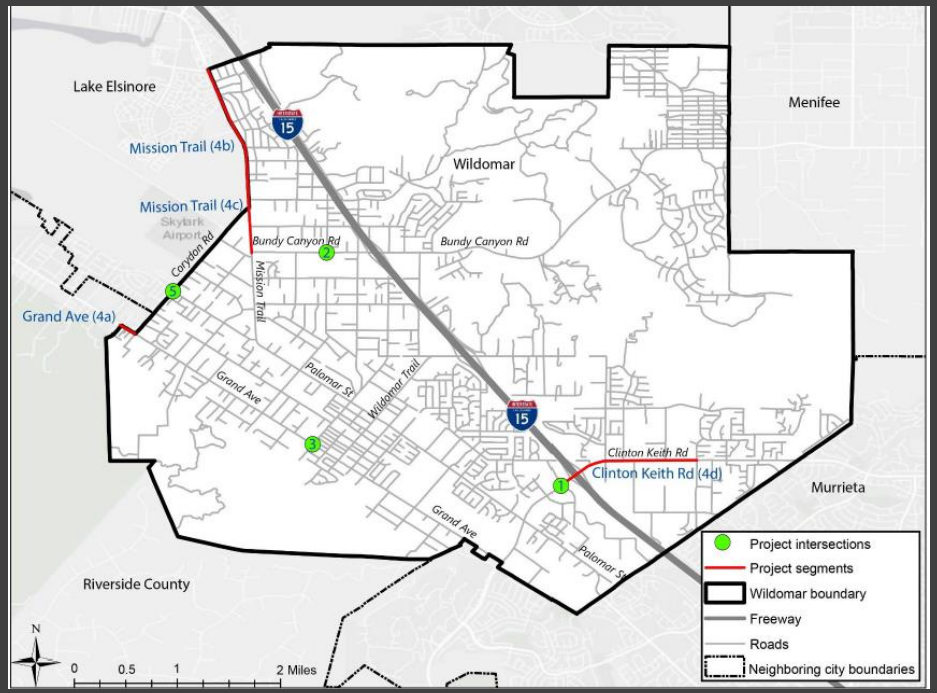
Speed trailers
Checkpoints



EMERGENCY VEHICLES

Emergency Vehicle Pre-emption (EVP)
GPS Opticom technology
Response times to remote areas

RECOMMENDED IMPROVEMENTS



#	Improvement Type	Location Type	No.	Location	Term	Cost
1	Signal Timing Adjust*	Signalized Intersection	S03	Clinton Keith Road & Hidden Springs Road	Short	Low
2	Install new traffic signal	Non-signalized intersection	NS03	Bundy Canyon Road & Almond Street	Medium	Medium
3	Install new traffic signal	Non-signalized intersection	NS03	Grand Avenue & Gruwell Street	Long	Medium
	Add intersection lighting	Non-signalized intersection	NS01		Short	Low
	Install emergency vehicle pre-emption system	Signalized Intersection	S05		Long	Medium
4a	Add segment lighting	Roadway segment	R01	Grand Avenue from Corydon Road to Richard Lane	Medium	High
4b				Mission Trail from Malaga Road to Corydon Road	Medium	High
4c				Mission Trail from Corydon Road to Bundy Canyon Road	Medium	High
4d				Clinton Keith Road from Stable Lanes Road to Elizabeth Lane	Medium	High

Questions / Comments?

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.10
Meeting Date: September 14, 2022

SUBJECT: Calendar and Holiday Home Decoration Contests

SUBMITTED BY: Daniel Torres, Community Services

PREPARED BY: Daniel Torres, Community Services Director

ACTION:
Receive and file the Calendar and Holiday Home Decoration Contests from by the Community Services Department.

SUMMARY:
This staff report presents the three upcoming contests that Wildomar Residents will be able to participant in.

BACKGROUND:
Throughout the years the Community Services Department engages Wildomar residents with opportunities to participate in multiple programs. One of these programs is the Holiday Home decoration contest where residents who decorate their home for the Christmas holiday season may compete to be recognized as winner of the different decorating categories. Also, for several years the City has conducted a Calendar Photo Contest where the City invited both amateur and professional photographers of all ages to submit their best photos that suit that year's criteria. The photos are judged by city staff and Mayor for consideration to be included in the following year's City distributed calendar.

DISCUSSION:
The Community Services Department will be conducting the mentioned contest this year and introducing a new contest for residents. Wildomar will be holding its first Halloween House Contest this season. The contest is open to all residents of Wildomar and judged based on the criteria developed by city staff. Winners will receive yard signs and will be recognized at the City's Trunk or Treat Event. Contestants will be added to the map sharing the locations of decorated homes in Wildomar.

FISCAL IMPACT:
Funding for these programs have been budgeted in the General Fund for the 2022/23 fiscal

year. The expenditures will consist of printing yard signs for the home decoration contest and the printing of calendars for distribution.

ACCOUNT CODE:
100-410-4610-52016

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.11
Meeting Date: September 14, 2022

SUBJECT: Second Amendment to the Services Agreement between the City of Wildomar and Infinity Technologies for monthly IT and GIS Services

SUBMITTED BY: Robert Howell, Administrative Services

PREPARED BY: Robert Howell, Administrative Services Director

ACTION:
Authorize the City Manager to execute the Second Amendment to the Information Technology Services Agreement with Infinity Technologies.

BACKGROUND:

The City Council awarded an agreement for Information Technology services to Infinity Technologies on May 21, 2021, in the amount of $96,000.

In addition to the awarded agreement the city waived the Request for Proposal requirement, per Section 3.28.040 of the Municipal Code and deemed the proposed Professional Services Agreement with Infinity Technologies as advantageous to the City. The key finding for the waiver was that the staff under the former Interwest Consulting Agreement left the company after the acquisition by Safe Built, Inc. Safe Built, Inc. no longer offers the Information Technology services.

Similarly, the staff providing Geographic Information System (GIS) Services has left Safe Built, Inc. and joined Infinity Technologies.

The First Amendment with Infinity Technologies add GIS services a cost of $2,000 per month, which brought the contract total to $120,000 per year.

DISCUSSION:
Staff members from both the City and Infinity Technologies have had discussions regarding adding a second day of in-person coverage for general IT Services at a cost of $11,300 per month. This is an increase of $2,700 per month, or $32,400 per year, to provide the additional in-person day.

Staff from the GIS Section of Infinity Technologies reviewed the amount of work completed for the City of Wildomar between December 2021 and July 2022 for standard and special GIS projects and brought to staff the results of the review. That review found that GIS staff had completed 260 hours of standard work and 208 hours of special projects for a total of 468 hours of work. The cost of these hours if the City would have paid the hourly rates listed in the First Amendment would have been approximately $50,000. The city's cost of these hours was only the $2,000 monthly payment, or $16,000 for the months reviewed.

Based on the review Infinity Technologies has requested an increase in their standard monthly fee, from $2,000 to $3,200 per month for standard GIS services. For special projects Infinity Technologies has requested an annual not-to-exceed amount of $25,000. The annual amount for special GIS services would include licenses for aerial mapping. The increase in GIS Services would be $14,400 per year in standard services plus the $25,000 in Special Projects, or a total of $39,900.

FISCAL IMPACT:
The additional IT Services have been budgeted in the General Fund for the 2022-2023 fiscal year. GIS Services have been budgeted for in the City's Gas Tax Fund.

ATTACHMENTS:
IT and GIS Services - 2nd Amendment 9-14-2022 v2.docx
City of Wildomar- IT Services Proposal Updated 2_21.pdf
Wildomar - GIS Services Proposal 2022 - v2.pdf

SECOND AMENDMENT TO AGREEMENT FOR SERVICES BETWEEN CITY OF WILDOMAR AND INFINITY TECHNOLOGIES.

This Second Amendment to the Agreement for Services between City of Wildomar and Infinity Technoloiges, Inc. ("Second Amendment"), which is dated September 14, 2022 ("Effective Date") is hereby entered into by and between the CITY OF WILDOMAR, a California general law city ("City"), and Infinity Technoloigies, an Information Technology Service Provider ("Service Provider") as follows:

RECITALS

A. City and Service Provider entered into an Agreement for Services ("Agreement") dated May 26, 2021

.

B. City and Service Provider entered into a First Amendment ("First Amendment") to add monthly Geographic Information System (GIS) Support that was approved by the City Council on October 13, 2021.

C. This Second Amendment amends the scope of services and compensation to Service Provider.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the promises made and recited herein, the parties do hereby enter into this Second Amendment, which modifies and amends the Agreement as follows:

1. Exhibit A. Scope of Services. Exhibit "A" to the Agreement is replaced in its entirety with Exhibit "A" to this Second Amendment.

2. Section 4(a). Compensation and Method of Payment. Section 4, paragraph (a) of the Agreement is amended in its entirety to read as follows:

> "(a) Subject to any limitations set forth in this Agreement, City agrees to pay Service Provider the amounts specified in Exhibit "B" "Compensation" and made a part of this Agreement by this reference. The total compensation per fiscal year, including reimbursement for actual expenses, shall not exceed One Hundred Ninety-Nine thousand dollars ($199,000) unless additional compensation is approved in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of this Agreement. In accordance with California Government Code Section 8546.7, if the Not to Exceed Amount exceeds TEN THOUSAND DOLLARS ($10,000.00), this Agreement and the Service Provider's books and records related to this Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement."

3. Exhibit B. Compensation. Exhibit "B" is replaced in its entirety with Exhibit "B" to this Second Amendment.

4. **Remainder Unchanged**. Except as specifically modified and amended in this Second Amendment, the Agreement remains in full force and effect and binding upon the parties.

5. **Integration**. This Second Amendment constitutes the entire understanding and agreement of the parties and supersedes all negotiations or previous agreements between the parties with respect to all or any part of the transaction discussed in this Second Amendment.

6. **Applicable Law**. The laws of the State of California shall govern the interpretation and enforcement of this Second Amendment.

7. **References**. All references to the Agreement include all their respective terms and provisions. All defined terms utilized in this Second Amendment have the same meaning as provided in the Agreement, unless expressly stated to the contrary in this Second Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this Second Amendment to the Agreement on the date and year first written above.

THE CITY OF WILDOMAR

By:_____
Daniel A. York
City Manager

INFINITY TECHNOLOGIES

By: _____
Mohammad Ahmad
President

ATTEST:

_____
Janet Morales, CMC
City Clerk

APPROVED AS TO FORM

_____
Thomas D. Jex, City Attorney

EXHIBIT A
SCOPE OF SERVICES

I. IT SERVICES. Service Provider will perform the following IT Services:

Monthly Support
Infinity Technologies will provide support for your mission-critical systems, including desktops, network equipment, City Software, Microsoft office 365 Email System, Mobile Devices and Server Management. The services listed below are included in our flat monthly fee:

1. On-Site 2 Days a week (flexible with City's schedule)
2. Assist with Council and Planning Commission meetings
3. 24 x 7 x 365 Technical Support
4. 24 x 7 x 365 Unlimited Remote Support (Help Desk)
5. After hour and holiday support
6. Response times (Described in SLA)
7. Tyler Eden Software Support
8. Department Outreach
9. City Software Support
10. Proactive network monitoring and backup services
11. Remote support for desktops onsite and offsite
12. Network and infrastructure support
13. Support for desktops/laptops
14. Server maintenance and backup
15. Administration of Office 365
16. Mobile devices
17. Install/Configure new Computers and Servers
18. IT procurement processes
19. Printer/Copier user support (connectivity for onsite users)
20. RingCentral Phone System Support
21. Emergency Services Support (EOC Training – One Day a year)
22. Asset control/Replacement Schedule – Asset Management
23. Help Finance Staff in creating a RFP for Financial ERP Software
24. Website Support and Training
25. Ransomware Protection Deployment
26. Help Procure Equipment
27. One stop shop all things technology
28. Monthly Meeting with City Leadership
29. Cyber Security training

II. GIS SERVICES. Service Provider will perform the following GIS Services:

Monthly Support
Infinity Technologies is submitting this quote that will provide the City of Wildomar with a reliable set of GIS services. Infinity Technologies will offer the following GIS services under a flat monthly fee:

▪ Quarterly updates of parcel and street GIS data
▪ As-needed data updates Public Works asset layers, planning layers, and districts
▪ Custom hardcopy/digital mapping requests.
▪ Analysis and report creation.
▪ Maintenance of the existing WebGIS applications for staff and public use.
▪ ArcGIS Online administration.
▪ Fulfilling GIS Data requests.

Special GIS Support Projects

Additionally, we have a broad set of experience and expertise to offer GIS support services beyond the scope outlined above for any new or special projects. In these instances, we will work with you to develop a task order and budget to ensure they meet your time and cost expectations. Once the task order is approved and work has started, hours will be billed on time and materials basis. Examples of special projects include:

▪ New public mapping applications
▪ New staff mapping applications
▪ New GIS data development (Master Address Database)
▪ NG911 GIS data compliance
▪ Mobile field collection solutions
▪ GIS support of new business systems (permitting, asset management, code enforcement)
▪ Zoning and general plan data realignment

EXHIBIT B
COMPENSATION

I. Service Provider shall use the following rates of pay in the performance of the Services:

IT Services - $11,300 per month flat fee.
GIS Services - $3,200 per month flat fee.
Special GIS Projects shall be billed at the hourly rates below and shall not exceed $25,000 per fiscal year.

Name	Title	Rate	Primary Task Responsibility
Mark Dumford	Project Manager	$160	Project Management
Todd Lighthizer	Sr. GIS Analyst	$125	GIS Review and Needs
Jared Schuckert	Sr. GIS Analyst	$125	WebGIS Maintenance, ArcGIS Online Admin,
Peter Pang	Sr. GIS Analyst	$125	ArcGIS Online Admin, Project Management, Quality Control
Abby Thornton	GIS Analyst	$105	WebGIS Maintenance, Data Maintenance, Mapping, Analysis/Reports
Ryan Gonzalez	GIS Tech	$95	Data Maintenance, Mapping, New WebGIS Applications, Data Requests
Alex Larsen	GIS Tech	$95	Data Maintenance, Mapping, New WebGIS Applications, Data Requests

II. Service Provider may utilize sub-contractors as indicated in this Agreement. The hourly rate for any subcontractor is not to exceed $100.00 per hour without written authorization from the City Manager or designee.

III. The total compensation for the Services shall not exceed $199,000 per fiscal year, as provided in Section 4 "Compensation and Method of Payment" of this Agreement.

City of Wildomar, CA **March 21, 2022**

DESCRIPTION OF SERVICES AND COST QUOTE FOR:

MONTHLY IT MANAGEMENT SUPPORT

Introduction

Infinity Technologies would like to thank the City of Wildomar for the opportunity to provide a quote for services to continue to support your technology needs. Infinity Technologies has extensive experience in developing city IT departments from the ground up, as well as maintaining a high level of service for ongoing management of City technology requirements.

Infinity Technologies is submitting this quote that will provide the City of Wildomar with a reliable set of technology services including a help desk to support your network and desktop PCs, provide reliable server management, administer your email system and support your mobile devices. We will continue to offer these services under a flat monthly technology fee.

Additionally, we have a broad set of experience and expertise to offer IT services beyond the scope outlined below for any new or special projects. In these instances, we will work with you to develop budget to ensure they meet your time and cost expectations.

Monthly Support - Scope of Services

Infinity Technologies will provide support for your mission-critical systems, including desktops, network equipment, City Software, Microsoft office 365 Email System, Mobile Devices and Server Management. The services listed below are included in our flat monthly fee:

1. **On-Site 2 Days a week** (flexible with City's schedule)
2. Assist with Council and Planning Commission meetings
3. 24 x 7 x 365 Technical Support
4. 24 x 7 x 365 Unlimited Remote Support (Help Desk)
5. After hour and holiday support
6. Response times (Described in SLA)
7. Tyler Eden Software Support
8. Department Outreach
9. City Software Support
10. Proactive network monitoring and backup services
11. Remote support for desktops onsite and offsite
12. Network and infrastructure support
13. Support for desktops/laptops
14. Server maintenance and backup
15. Administration of Office 365
16. Mobile devices
17. Install/Configure new Computers and Servers
18. IT procurement processes

19. Printer/Copier user support (connectivity for onsite users)
20. RingCentral Phone System Support
21. Emergency Services Support (EOC Training – One Day a year)
22. Asset control/Replacement Schedule – Asset Management
23. Help Finance Staff in creating a RFP for Financial ERP Software
24. Website Support and Training
25. Ransomware Protection Deployment
26. Help Procure Equipment
27. One stop shop all things technology
28. Monthly Meeting with City Leadership
29. Cyber Security training

Monthly Support

Revised Flat fee for monthly services	**$11,300**

INFINITY TECHNOLOGIES SERVICE LEVEL AGREEMENT (SLA)

1. One reach local phone number and email address for emergency support
2. Provide 24 x 7 x 365 support
3. Respond to emergency outages (1) hour during normal business hours
4. Respond to emergency outages (2) hours during non-business hours
5. In case of an emergency, be onsite within (4) hours
6. Provide unlimited technical phone support
7. Trouble Tickets will be acknowledged within (30) minutes during normal business hours
8. Typical response time during normal business hours
    a. Password reset (15) minutes
    b. Create new user (1) hour
    c. Installing desktop application (1) hour
    d. Troubleshoot/Desktop repair (30) minutes
    e. Adding desktop printer (15) minutes

Additional Option:

Monthly Support (3 Days – 24 Hour/Week)

Revised Flat fee for monthly services	**$14,500**

INFINITY TECHNOLOGIES
You need IT, we got IT

CITY OF WILDOMAR, CA **August 1, 2022**

DESCRIPTION OF SERVICES AND COST QUOTE FOR:

*MONTHLY **GEOGRAPHIC INFORMATION SYSTEM** (GIS) SUPPORT*

Introduction

Infinity Technologies would like to thank the City of Wildomar for the opportunity to provide a quote for services to continue to support your GIS needs. Infinity Technologies has extensive experience in implementing and supporting a city-wide GIS from the ground up, as well as maintaining a high level of service for ongoing day-to-day City GIS requests.

Monthly Support - Scope of Services

Infinity Technologies is submitting this quote that will provide the City of Wildomar with a reliable set of GIS services. Infinity Technologies will offer the following GIS services under a flat monthly fee:

- Quarterly updates of parcel and street GIS data
- As-needed data updates Public Works asset layers, planning layers, and districts
- Custom hardcopy/digital mapping requests.
- Analysis and report creation.
- Maintenance of the existing WebGIS applications for staff and public use.
- ArcGIS Online administration.
- Fulfilling GIS Data requests.

Special GIS Support Projects – Scope of Services

Additionally, we have a broad set of experience and expertise to offer GIS support services beyond the scope outlined above for any new or special projects. In these instances, we will work with you to develop a task order and budget to ensure they meet your time and cost expectations. Once the task order is approved and work has started, hours will be billed on time and materials basis. Examples of special projects include:

- New public mapping applications
- New staff mapping applications
- New GIS data development (Master Address Database)
- NG911 GIS data compliance
- Mobile field collection solutions
- GIS support of new business systems (permitting, asset management, code enforcement)
- Zoning and general plan data realignment

Infinity Technologies Monthly GIS Support

Flat fee for monthly GIS services	**$3,200**

Infinity Technologies Estimated Annual Budget for Special GIS Projects

Annual NTE budget for special GIS support projects	**$25,000**

Infinity Technologies GIS Staff/Hourly Rates (Special Project Requests)

Name	Title	Rate	Primary Task Responsibility
Mark Dumford	Project Manager	$160	Project Management
Todd Lighthizer	Sr. GIS Analyst	$125	GIS Review and Needs
Jared Schuckert	Sr. GIS Analyst	$125	WebGIS Maintenance, ArcGIS Online Admin,
Peter Pang	Sr. GIS Analyst	$125	ArcGIS Online Admin, Project Management, Quality Control
Abby Thornton	GIS Analyst	$105	WebGIS Maintenance, Data Maintenance, Mapping, Analysis/Reports
Ryan Gonzalez	GIS Tech	$95	Data Maintenance, Mapping, New WebGIS Applications, Data Requests
Alex Larsen	GIS Tech	$95	Data Maintenance, Mapping, New WebGIS Applications, Data Requests

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.12
Meeting Date: September 14, 2022

SUBJECT: Fiscal Year 2020-2021 Single Audit Report

SUBMITTED BY: Robert Howell, Administrative Services

PREPARED BY: Robert Howell, Administrative Services Director

ACTION:
Receive and File the Fiscal Year 2020-2021 Single Audit Report

SUMMARY:
The City's auditing firm, Teaman, Ramirez & Smith, Inc. has completed the work on the City's Single Audit for the 2020-2021 fiscal year. At the completion of their work the auditors did not identify any material weaknesses, significant deficiencies, or instances of noncompliance, and found that the City has complied with all of the compliance requirements on its major programs..

BACKGROUND:
The firm of Teaman, Ramirez & Smith, Inc. has complete the work on the Single Audit of the City's federal award expenditures. The Federal Office of Management and Budget (OMB) requires a Single Audit Report when a grantee (state, local or tribal government) expends more than $750,000 in federal dollars in one year. The audit is called a Single Audit because "The Single Audit Act of 1984" standardized audits for entities receiving federal dollars.

DISCUSSION:
In the 2020-2021 fiscal year the City of Wildomar expended $784,276 in federal dollars. Included in the expenditures was $318,313 for guardrails, $217,407 for Pedestrian Crosswalk Countdown Heads, $211,953 in CARES Act funding, and $36,603 in Community Development Block Grants (CDBG) for the second phase of the Sedco Sidewalk Project.

The Single Audit Report is comprised of two categorical reports. The first report is on internal controls, compliance and other matters based on an audit performed in accordance with Government Accounting Standards. At the completion of the review, no material weaknesses, significant deficiencies or instances of noncompliance were identified. The second report is

on compliance for each major program and on internal control over compliance required by the Uniform Guidance regulations issued by the OMB. The City had one major program, the Highway Planning and Construction program. In this report, the auditors stated that in their opinion, in all material respects, the City complied with the compliance requirements on each of its major federal programs for the year ended June 30, 2021.

FISCAL IMPACT:
None.

ATTACHMENTS:
COW Finalized Single Audit Report

CITY OF WILDOMAR
Wildomar, California

SINGLE AUDIT REPORT ON
FEDERAL AWARD PROGRAMS

Year Ended June 30, 2021

CITY OF WILDOMAR
SINGLE AUDIT REPORT ON FEDERAL AWARD PROGRAMS
Year Ended June 30, 2021

TABLE OF CONTENTS

	Page
Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*	1 - 2
Independent Auditors' Report on Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance	3 - 5
Schedule of Expenditures of Federal Awards	6
Notes to the Schedule of Expenditures of Federal Awards	7
Schedule of Findings and Questioned Costs	8 - 9
Summary Schedule of Prior Audit Findings	10

Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

City Council
City of Wildomar
Wildomar, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of the City of Wildomar, California (the "City"), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated January 28, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Teaman Ramirez & Smith, Inc.

Riverside, California
January 28, 2022

Independent Auditors' Report on Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance

City Council
City of Wildomar
Wildomar, California

Report on Compliance for Each Major Federal Program

We have audited the City of Wildomar, California's (the "City") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the City's major federal programs for the year ended June 30, 2021. The City's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statues, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the City's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the City's compliance.

Opinion on Each Major Federal Program

In our opinion, the City of Wildomar, California, complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021.

Report on Internal Control over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of the City of Wildomar, California as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements. We issued our report thereon dated January 28, 2022, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Teaman Ramirez & Smith, Inc.

Riverside, California
August 11, 2022, except for the Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance to which the date is January 28, 2022

CITY OF WILDOMAR
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended June 30, 2021

Federal Grantor/Pass-Through Grantor Program Title	Federal CFDA Number	Grant/Contract Number	Total Federal Expenditures
United States Department of Housing and Urban Development			
Passed through the County of Riverside			
Community Development Block Grants	14.218	1.WD.21-18	$ 36,603
United States Department of Transportation			
Passed through the State of California Department of Transportation			
Highway Planning and Construction	20.205	H-08-024	318,313
Highway Planning and Construction	20.205	H-08-025	217,407
Total Highway Planning and Construction			535,720
United States Department of the Treasury			
Passed through the State of California			
COVID-19 - Coronavirus Relief Fund	21.019	60004-0001	211,953
Total Expenditures of Federal Awards			$ 784,276

CITY OF WILDOMAR
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended June 30, 2021

1) SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES APPLICABLE TO THE SCHEDULE OF FEDERAL AWARDS

a) Scope of Presentation

The accompanying schedule presents only the expenditures incurred (and related awards received) by the City of Wildomar that are reimbursable under programs of federal agencies providing financial assistance. For the purpose of this schedule, financial assistance includes both federal financial assistance received directly from a federal agency, as well as federal funds received indirectly by the City of Wildomar from a non-federal agency or other organization. Only the portion of the program expenditures reimbursable with such federal funds is reported in the accompanying schedule. Program expenditures in excess of the maximum federal reimbursement authorized or the portion of the program expenditures that were funded with state, local or other non-federal funds are excluded from the accompanying schedule.

b) Basis of Accounting

The expenditures included in the accompanying schedule were reported on the accrual basis of accounting. Under the accrual basis of accounting, expenditures are recognized in the period incurred. Expenditures reported include any property or equipment acquisitions incurred under the federal program.

c) Major Programs

The City had one major program for the year ended June 30, 2021, consisting of expenditures from the United States Department of Transportation. The major program had disbursements of $535,720. This amount calculates to 68% of the total disbursements from federal awards. The City did not meet the requirements to be a low risk auditee. Therefore, the City's major programs have to cover at least 40 percent of the total expenditures of federal awards.

d) Indirect Cost Rate

The City has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

e) Relationship to Basic Financial Statements

Federal award expenditures agree or can be reconciled with the amounts reported in the City's financial statements.

CITY OF WILDOMAR
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2021

SECTION I - SUMMARY OF AUDITORS' RESULTS

Financial Statements

Type of Auditors' Report Issued:	Unmodified
Internal Control Over Financial Reporting:	
Material Weakness(es) Identified?	No
Significant Deficiency(ies) Identified not Considered to be Material Weaknesses?	No
Noncompliance Material to Financial Statements Noted?	No

Federal Awards

Internal Control Over Major Programs:	
Material Weakness(es) Identified?	No
Significant Deficiency(ies) Identified not Considered to be Material Weaknesses?	No
Type of Auditors' Report Issued on Compliance for Major Programs:	Unmodified
Any Audit Findings Disclosed that are Required to be Reported in Accordance with 2 CFR Section 200.516(a)	No

Identification of Major Programs:

CFDA Numbers	Name of Federal Program or Cluster
20.205	U.S. Department of the Transportation; Highway Planning and Construction

Dollar Threshold used to Distinguish Between Type A and Type B Programs:	$ 750,000
Auditee Qualified as Low-Risk Auditee?	No

CITY OF WILDOMAR
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2021

SECTION II - FINANCIAL STATEMENT FINDINGS

There were no auditor's findings required to be reported in accordance with *Government Auditing Standards*.

SECTION III - FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

There were no auditor's findings required to be reported in accordance with Uniform Guidance.

SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS

There were no auditor's findings required to be reported in accordance with Uniform Guidance or *Government Auditing Standards*.

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.1
Meeting Date: September 14, 2022

SUBJECT: Wildomar Beautification Program Discussion

SUBMITTED BY: Daniel Torres, Community Services

PREPARED BY: Daniel Torres, Community Services Director

ACTION:
Provide input and receive and file the conceptual program for the Wildomar Beautification Program.

SUMMARY:
Staff undertook the Wildomar Beautification Program to fulfill multiple requests from Council to provide the Wildomar community with supplemental programs to enhance community engagement and quality of life. Staff met with the ad-hoc subcommittee on four occasions to generate 4 categories of programs. The proposed categories are: Keep it Clean, Light Pole Banners, First Impressions, and Recognitions.

BACKGROUND:
During the February 2021 regular City Council meeting, an ad-hoc subcommittee was developed to guide staff through the conceptual plans of a Wildomar Beautification Program. The subcommittee, Councilmembers Moore and Morabito, and staff met via zoom to cover the the multiple topic and areas of interest that would be incorporated into a conceptual plan for the program. The Keep it Clean orange bag program had launched several months earlier and presented multiple community opportunities and were noted within the conceptual program. Upon completion of the planning process, staff would present the program to council.

DISCUSSION:
Each of the four categories have subcategories as additional elements within the program. The Keep it Clean, Light Pole Banners, First Impressions, and Recognitions categories were developed from the numerous supplemental services requested from both council and the community.

The Keep it Clean Program had originated as a volunteer program where the city provides orange bags to members of the community who are committed to making a difference within

Wildomar by cleaning debris from the City Right-of-Way. The subcommittee discussed element such as homeless encampments, 602 Letters, adopt-a-block, right of ways, current developments, community events, pubic services announcements, and partnerships. The subcommittee had narrowed the subcategories should to include Community Events, Community Group Participation, Business Engagement, Trash Containers in the Right of Way, and Program Affiliations.

A Light Pole Banner Program was discussed to honor active military members and veterans. The subcommittee and staff reviewed the possibility for the future expansion of the category to include City information. Clinton Keith Road was proposed for the placement of the light pole banners.

The third category came to be called the First Impression category. This category and the structuring of the the subcategories had drawn lengthy conversation regarding freeway interchanges, freeway frontage and freeway bridges. There was in-depth discussion regarding art in public spaces with the potential requirements for an additional commission to review and provide recommendation to council regarding art and murals. The subcommittee had came to conclusion to focus in the following subcategories: City Logo Placements, Graffiti Abatement, Street Sweeping, Trees in Right of Way.

The fourth and last category focuses on Recognitions and geared towards developing a program to incorporate the multiple requests from the community to donate, honor and remember individuals. The subcategories include Tree donations, a Brick/Paver program for future city owned developments, Bench Program that aims towards the replacement of park benches, and a Flag Pole plaque program that allows for the remembrance of Fire and Police personnel.

With the conceptual program developed by the subcommittee, Council may provide any additional input and direction staff on the further implementation of the program in its entirety or specific elements.

FISCAL IMPACT:
Funds were approved as part of the Adopted Budget for FY 22/23 in the amount of $5,500.00.

ACCOUNT CODE:
100-410-4610-52115

ATTACHMENTS:
Wildomar Beautification Program - Slides.pdf



WILDOMAR BEAUTIFICATION PROGRAM

City of Wildomar City Council Meeting September 14, 2022

BACKGROUND

City Council had requested supplemental and enhanced programs to be included to services that are currently provided to the community.

An ad-hoc subcommittee was developed on the February 2021 City Council meeting; consisted of Councilmembers Moore and Morabito.

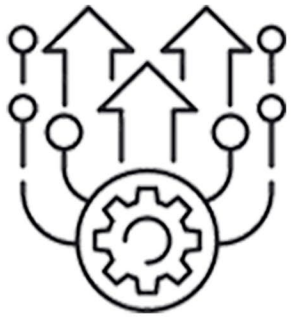
The subcommittee was tasked to guide staff with through multiple supplemental services outlining components that will be added to the overall Beautification Program.

GOALS



ENGAGE

- Residents
- Teens
- Community Groups
- Businesses



ELEVATE

- Quality of Life
- Wildomar Right of Way
- Name Recognition

TOPICS

During the multiple meeting, the subcommittee discussed and review the topics listed below:

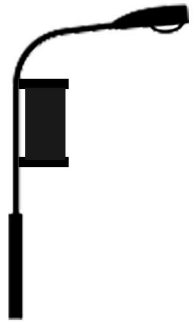
- Renewals of 602 Letters
- Encampments
- Clean up Special Events
- Street Sweeping
- Freeway off ramps
- Right of Ways
- City Entry Signs
- Light Poles
- Memorials
- Donations
- Adopt –A – Block
- Partnerships and Affiliations
- Business Developments
- Art in Public Spaces
- Trash Can Programs
- Graffiti Abatement
- Illegal dumping enforcement
- Community Group Partnerships



CATEGORIES



KEEP IT CLEAN



LIGHT POLE BANNERS



FIRST IMPRESSIONS



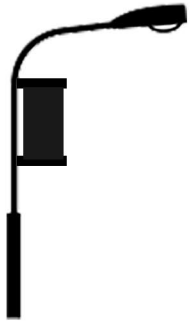
RECOGNITIONS

KEEP IT CLEAN



1. The current Keep it Clean Project will be expanded to incorporate the following:
    a. Sync volunteer program with Community Clean Up Event.
    b. Add Special Events such as Plogging (Pick Up while jogging) and Earth Day.
2. City Right of Way trash cans container.
    a. Staff to inventory pockets within the right of way.
    b. Container to have some type of marking that will make it easily recognized.
3. Expand the Adopt-A-Block program
4. GIS mapping
    a. Highlighting area of focus.
    b. Community groups can volunteer.
5. Create a volunteer program for Teens; opportunity to fulfill community services hours.
6. Affiliations with local municipalities, regional, and nationally.

LIGHT POLE BANNER



1. Opportunities for Families to honor their Veterans and Active Military members.
    a. DD214 Requirement.
    b. Military ID
2. Posting will be annually and prior to Veterans Day.
3. Focused areas for display – Clinton Keith Road
4. Sub-committee did discuss the possible expansion of the program:
    1. Include City Recognitions – Years of Incorporations, Programs, etc.

FIRST IMPRESSION



1. City Distinction
    a. Traffic Signal Boxes
    b. Stripping on Freeway Exits
    c. Welcome Monuments
        1. Focus on Clinton Keith
2. Graffiti Abatement
    1. Reporting Portal
    2. GIS Mapping
    3. Yearly Reporting
3. Street Sweeping Program
    1. Focus on intersection and main arterials
4. Street Trees
    a. Inventory
    b. Donation Program
5. Right of Ways Enhancements
    a. Freeway Frontage – litter removal
    b. Freeway Ramps – Weed Abatements
    c. Freeway Bridges

RECOGNITIONS



1. Trees Donations
    a. Create a catalog of species and locations
    b. Placed during specified time of year
2. Brick and Pavers
    a. Future Program
    b. City owned facility
    c. Recognize members of the community
3. Benches
    a. Replacements for current parks
    b. Installments in Trails and Future sites
4. Flagpoles
    a. Focused on Fire and Police members
5. Limitations
    a. Residents associated
    b. Non-Residents Organization

NEXT STEPS



FEEDBACK

- Council provide additional suggestions and direction regarding the program.
- Community to provide input regarding the categories and levels of interest.



PRIORITIZE

- Segments of program staff should focus on first this fiscal year.
- Segments to be developed in future fiscal years.

Questions and Comments

Daniel Torres - Community Services Director
dtorres@cityofwildomar.org
951-677-7751 x8212

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.2
Meeting Date: September 14, 2022

SUBJECT: Master License Agreement with Riverside County Flood Control (RCFC) for Public Trail Use within RCFC Facilities

SUBMITTED BY: Jason Farag, Public Works/ Engineering

PREPARED BY: Jason Farag, Public Works Director

ACTION:
Authorize the City Manager to Execute the Master License Agreement with Riverside County Flood Control (RCFC).

SUMMARY:
Approval and execution of a Master License Agreement with Riverside County Flood Control and Water Conservation District (District) to allow for public use of District facilities for trail purposes, and to allow the City to make trail improvements/enhancements.

BACKGROUND:
The Riverside County Flood Control and Water Conservation District (District, RCFC) operates several miles of drainage facilities in the City of Wildomar. District drainage facilities primarily consist of underground storm drains, basins, and above-ground channels. Above-ground channels are typically constructed with adjacent access roads to allow District maintenance vehicles access to maintain the channel.

Under the provisions of a Master License Agreement, the District allows public access across its channel access roads when they are not being actively used for maintenance or for flood control purposes. Prior to City incorporation, the Riverside County Parks Department had an agreement with the District for public access across the District channel access roads. Under that agreement, the County Parks Department was also responsible for trail maintenance along the access roads.

DISCUSSION:
The Riverside County Parks Department no longer provides trail maintenance along District access roads. As a result the District has indicated that the City must enter into a Master License Agreement with the District to continue to allow for public trail use of their channel

access roads and to take over the trail maintenance responsibilities. Alternatively, if the City elects not to pursue a separate agreement, the District would restrict public access along their channel access roads in Wildomar.

City staff have worked with District staff to draft a new Master License Agreement (MLA, Attachment A) to allow public access across District facilities. The MLA is a master agreement that covers all District facilities throughout the City and identifies general provisions under which the City may use the District's facilities for pedestrian, bicycle, equestrian, or other forms of public use trails. The MLA identifies, in general, the types of items that the City is permitted to install or construct within the District's facilities including such things as landscaping, gates, signage, surface pavements, railing, striping, etc... The MLA also addresses the level of maintenance the City will be responsible for within District facilities that are used for public access. In general, the City will be responsible for maintenance of items that are related to the public's use of the facility and that are located outside of the top of the channel. The MLA also identifies that a Specific Facility License Exhibit (SFLE) will be developed for each individual facility that is approved for public access. The SFLE will include details regarding any specific work or improvements to be made to a facility/access road, the specific use of the property being permitted, and any other terms that may be required for each facility.

Following approval of the MLA, City staff will work with District staff to prepare an SFLE for those facilities that are currently open for public use, to ensure that they remain open. City staff will also evaluate if there are additional District facilities that are currently not open for public use that can be opened. The SFLEs and any additional recommendations will then be presented to City Council for consideration and approval.

Included in the City's 5-Year Capital Improvement Program is the Wildomar Channel Trail Access Project (CIP 043). This project proposes certain improvements to the various pedestrian access points along the Wildomar Channel. Funds for the Project Development/Environmental, Right-of-Way, and Design/PS&E phases have been budgeted for the current fiscal year. However, construction funds have not yet been identified.

Attachment B includes exhibits showing the District's facilities in Wildomar, existing and proposed multi-use trails from the City's Active Transportation Plan, a sample of an existing District channel with access roads, and a sample of potential improvements that can be made to District access roads under the MLA and an SFLE.

FISCAL IMPACT:
There is no fiscal impact at this time. Upon approval of individual SFLEs, the City will be required to begin maintenance within the licensed area of the facility identified in each SFLE. The funding sources proposed to cover the City's maintenance costs within each facility will be identified at the time that each SFLE is approved.

Potential fund sources to cover future trail maintenance within these areas include cannabis revenues and Measure AA. Staff will identify the specific fund source to be used at the time that an SFLE is brought to Council for approval or through the budget update process.

ATTACHMENTS:

A - Master License Agreement

B - Exhibits

MASTER LICENSE AGREEMENT BETWEEN RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT AND CITY OF WILDOMAR

1. PARTIES AND DATE

This AGREEMENT ("Master License Agreement") is made this _____day of _____, 2022 by and between the RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, a body corporate and politic ("LICENSOR" or "DISTRICT"), and the CITY OF WILDOMAR, a municipal corporation ("LICENSEE"). LICENSOR and LICENSEE are sometimes referred to herein individually as "Party" and collectively as "Parties."

2. RECITALS

2.1 Licensor. LICENSOR operates and maintains certain flood control and drainage facilities principally located in the Wildomar area of western Riverside County, as shown in concept on Exhibit "A" attached hereto and made a part hereof:

(a) Hereinafter called "CHANNELS"; and

(b) Access road adjoining CHANNELS, hereinafter called "ACCESS ROAD"; and

(c) Together, CHANNELS and ACCESS ROAD are hereinafter called "LICENSOR PROPERTY"; and

These facilities are an essential and integral part of LICENSOR's collection and disposal system of flood and surface waters within Wildomar area of western Riverside County and are located within LICENSOR's existing easements and rights of way, as shown in concept on Exhibit "A".

2.2 Licensee. LICENSEE wishes to enter a portion of LICENSOR PROPERTY ("LICENSED PROPERTY") to construct or cause to construct, and subsequently operate,

repair and maintain pedestrian, bicycle, equestrian or other forms of public use trails located on LICENSED PROPERTY, as shown in concept on Exhibit "B", attached hereto and made a part hereof. This may include the following: (1) landscape features, (2) gates, (3) signage, (4) asphalt concrete/decomposed granite, (5) removal of existing channel lining, (6) earthwork, (7) construction of retaining walls, (8) construction of concrete and asphalt concrete pavement, (9) installation of protective railing and (10) striping or other LICENSOR-approved materials for the trails, pedestrian bridge, walkways, irrigation systems, inlets, and other features of the trails. Should any of said trails or LICENSEE's construction, operation, repair and maintenance obligations herein in any way cause or necessitate modifications to LICENSOR's flood control facilities, including CHANNELS and ACCESS ROAD, LICENSEE shall be responsible for performing said modifications ("Modifications") at its sole cost and expense. The plans for said Modifications shall be approved in writing by LICENSOR prior to the commencement of the Modifications, and once completed, the Modifications shall be inspected by LICENSOR and, if satisfied with the condition of the Modifications, LICENSOR shall accept the Modifications in writing. LICENSEE shall not damage and shall protect LICENSED PROPERTY, including all improvements and the natural resources thereon, at all times at LICENSEE's sole cost and expense, and LICENSEE may not commit or create or suffer to be committed or created any waste, hazardous condition and/or nuisance to occur upon LICENSED PROPERTY.

2.3 Scope of License. This Master License Agreement will serve as a Master Agreement permitting Licensee to construct, operate, repair and maintain public use trails, including pedestrian, bicycle, equestrian or other public use trails, located on LICENSED PROPERTY. A Specific Facility License Exhibit ("SFLE"), the form of which is attached hereto and incorporated herein by reference as Exhibit "C", will be developed for each property subject to this Master Agreement. Each SFLE will (1) describe the specific work

to be completed, (2) the use of property to be permitted and (3) other terms that may be required for each location where LICENSEE's facilities are constructed, operated, repaired and maintained. Each SFLE shall be subject to the terms of this Master Agreement and shall become a part hereof upon full execution by Parties. Each SFLE shall be executed by Parties. LICENSEE's City Manager shall be authorized to sign each SFLE on behalf of LICENSEE. LICENSOR's General Manager-Chief Engineer shall be authorized to sign each SFLE on behalf of LICENSOR. No SFLE provisions shall be revised without LICENSOR's written permission, which shall be granted in LICENSOR's sole discretion. LICENSOR reserves the right to reject any proposal in its sole and absolute discretion, or to request changes thereto prior to acceptance.

2.4 Consideration. This Master Agreement is made in consideration of the terms, conditions and mutual covenants contained herein, the sufficiency of which are hereby acknowledged.

3. TERMS

3.1 Grant. Subject to the terms and conditions of this Master Agreement, LICENSOR hereby grants to LICENSEE, its agents and contractors a revocable, non-exclusive license in, on, over, under and across LICENSED PROPERTY described in each SFLE which is necessary to perform the work and for the use specified in each SFLE ("Facility Project") and to obtain ingress and egress to and upon said LICENSED PROPERTY for the purpose of exercising the rights, privileges and license granted herein.

3.2 Nature of Rights. The permission, rights and privileges granted hereunder are revocable, nonexclusive and nontransferable. The rights granted hereunder in this Master Agreement and in each SFLE are subject to the prior use and property rights of LICENSOR and all other licenses, covenants, conditions, restrictions, reservations, rights and easements whether of record or not. LICENSEE shall not unreasonably or materially interfere with the

use by and operation and activities of LICENSOR on LICENSED PROPERTY. LICENSEE shall not, either voluntarily or by action of law, assign or transfer this Master Agreement or any obligation, right, title or interest assumed by LICENSEE herein without the prior written consent of LICENSOR. Section 3.5 notwithstanding, if LICENSEE makes an assignment or transfer of this Master Agreement, any SFLE or any obligation, right, title or interest herein without prior written consent of LICENSOR, LICENSOR may terminate and revoke the Master Agreement or the applicable SFLE, provided LICENSEE has received ninety (90) days advance notice of termination. In the event of a proper termination of this Master Agreement, all SFLE's shall terminate. If the assignment is of one or more SFLE(s) only, LICENSOR's rights shall be limited to termination of the applicable SFLE(s).

3.3 LICENSED PROPERTY "As Is". LICENSEE accepts LICENSED PROPERTY in its "as is" condition, with all faults. LICENSEE acknowledges and agrees that LICENSEE is entering LICENSED PROPERTY under this Master Agreement and into each SFLE based on LICENSEE's own investigations and knowledge of LICENSED PROPERTY and that, except as otherwise specifically stated in this License Agreement and each SFLE, neither LICENSOR nor any agent of LICENSOR, has made any representation or warranty whatsoever, express or implied, with regard to the physical condition of LICENSED PROPERTY or the suitability of LICENSED PROPERTY for any particular purpose or use, including, without limitation, any representations or warranties regarding the applicability or non-applicability of any laws, the soil or subsoil, surface or subsurface conditions, topography, possible Hazardous Materials contamination, fill, drainage, access to public roads, availability of utilities, existence of underground storage tanks, applicability of or compliance with any Environmental Law or any other matter of any nature whatsoever. LICENSOR is not responsible for damage to or loss by theft of LICENSEE's property located in, on or under LICENSED PROPERTY.

3.4 Use. LICENSEE shall use LICENSED PROPERTY solely for that use described in each SFLE and shall not use it for any other purpose unless approved in writing by LICENSOR. No change shall be made by LICENSEE in the use of LICENSED PROPERTY as described in each SFLE without LICENSOR's prior written approval.

3.5 Term and Termination of License

(a) Term. This Master Agreement shall commence on the date this Master Agreement is fully approved and executed by Parties and continue for so long as LICENSED PROPERTY is used for the permitted purposes unless terminated pursuant to the terms and conditions in Section 3.5(b) herein.

(b) Termination for Cause. LICENSOR reserves the right to immediately terminate this Master Agreement, or any one SFLE granted, and any encroachment permit issued thereto if, for any reason whatsoever, LICENSOR's General Manager-Chief Engineer determines that LICENSEE's or the public's use of LICENSED PROPERTY is not compatible with the primary flood control purpose or function of LICENSOR's facilities. LICENSOR shall provide notification of such termination in writing and shall specify the effective date thereof.

LICENSOR shall have the right to terminate this Master Agreement, or any one SFLE granted and any encroachment permit issued thereto, and shall have no obligation to reimburse LICENSEE for any of its improvements to LICENSED PROPERTY, under the following circumstances: In the event of a default by LICENSEE of any term or provision of this Master Agreement, which acts of LICENSEE shall include, but not be limited to, the failure by LICENSEE to perform any obligation under this Master Agreement, provided LICENSEE has received written notice of default and LICENSEE has failed to cure the default within ninety (90) days of its receipt of said notice, unless otherwise agreed upon by Parties. In the event that LICENSEE has failed to cure the default as prescribed herein, then

LICENSOR shall have the right to immediately terminate this Master Agreement or any applicable SFLE for cause by providing notification of such termination in writing and specifying the effective date thereof.

3.6 Termination for Abandonment. In the event that LICENSEE shall abandon the use of LICENSED PROPERTY or any portion thereof, for the permitted purposes described herein or in the applicable SFLE, the Master Agreement (in the case of abandonment of the entire LICENSED PROPERTY) and the applicable SFLE (in the case of abandonment of a portion of LICENSED PROPERTY) shall expire and terminate upon the expiration of six (6) months following LICENSEE's abandonment of the said property, in which case, LICENSOR shall provide written notice to LICENSEE of termination for abandonment with the effective date of said termination.

3.7 Relocation. In the event that LICENSOR determines in its sole but good faith discretion that it requires LICENSED PROPERTY subject to any SFLE hereunder for a public project ("Required Property"), LICENSOR shall notify LICENSEE of the same, and shall make available to LICENSEE a reasonable relocation area sufficient for relocation of the Facility Project, provided that LICENSOR determines that it has such an area available. In such case, Parties shall amend or terminate the applicable SFLE to remove the Required Property and shall enter into a new or amended SFLE for the new property onto which the affected Facility Project shall be relocated. If LICENSOR does not have property available for such relocation, notwithstanding any other provision of this Master Agreement, and in addition to its rights set forth in Section 3.5 above, LICENSOR shall have the right to terminate the applicable SFLE. Acquisition of any property and relocation of the Facility Project as described herein shall be at LICENSEE's sole cost and expense.

3.8 Maintenance. LICENSEE shall maintain all features identified as the Facility Project in the SFLE and all existing surface features within LICENSED PROPERTY,

including, but not limited to: (1) fence, railing, side or other protective devices and (2) side slopes or retaining walls if LICENSED PROPERTY adjoins adjacent properties at a different grade. Additionally, LICENSEE shall be responsible for the following within LICENSOR PROPERTY: (1) weed abatement, (2) trash removal, (3) graffiti removal, (4) removal of waste generated by public, horses or other sources of that may cause a threat to water quality within LICENSOR PROPERTY and (5) removal of other illegal dumping or nuisance conditions resulting from the public use of LICENSED PROPERTY. LICENSEE shall be responsible to ensure that the public is not allowed to use motorized or high-speed vehicles within LICENSED PROPERTY.

3.9 Repair. LICENSEE shall, at its own cost and subject to the written approval of LICENSOR's General Manager-Chief Engineer or his or her designee repair and maintain the parts of a Facility Project and LICENSED PROPERTY so that they will not at any time be a source of danger to or interference with (a) the present or future roadbed and property of or managed by LICENSOR or (b) any other activities on LICENSED PROPERTY. Unless otherwise specifically addressed in the terms of an individual SFLE, any repair and maintenance work shall be done to LICENSOR's standards.

3.10 Tests and Inspections. LICENSOR shall have the right at any time to inspect LICENSED PROPERTY and any Facility Project so as to monitor compliance with this Master Agreement. If, in LICENSOR's sole judgment, any LICENSEE-caused installation or condition on or LICENSEE's or public's use of LICENSED PROPERTY has been determined by LICENSOR to have an adverse effect on LICENSED PROPERTY (whether or not owned by LICENSOR) or LICENSOR's operations, LICENSOR shall be permitted to conduct any tests or assessments, including, but not limited to, environmental assessments, of, on or about LICENSED PROPERTY and a Facility Project, as it determines to be necessary or useful to evaluate the condition of LICENSED PROPERTY

and a Facility Project. LICENSEE shall cooperate with LICENSOR in any tests or inspections deemed necessary by LICENSOR. LICENSEE shall pay or reimburse LICENSOR, as appropriate, for all reasonable costs and expenses incurred due to the tests, inspections or any necessary corrective work and inspections thereafter within thirty (30) days of a request for payment.

3.11 Insurance. LICENSEE, at its sole cost and expense, shall obtain and maintain in full force and effect insurance as required by LICENSOR in the amounts and coverage specified and issued by insurance companies as described in Exhibit "D" attached hereto and incorporated herein by reference. Prior to (i) entering LICENSED PROPERTY or (ii) performing any work or maintenance on the Facility Project, LICENSEE shall furnish LICENSOR with the insurance endorsements and certificates in the form and amounts specified in Exhibit "D", evidencing the existence, amounts and coverage of the insurance required to be maintained hereunder. LICENSOR reserves the right to review and change the amount and type of insurance coverage it requires in connection with this Master Agreement or the work to be performed on the Facility Project. A program of self-insurance shall be an acceptable alternative to satisfy the insurance provisions required under this Master Agreement.

3.12 Indemnity. LICENSEE shall indemnify, defend and hold harmless LICENSOR, its directors, officers, Board of Supervisors, elected and appointed officials, agents, employees, representatives, independent contractors and subcontractors (collectively "Indemnified Parties") from any liability whatsoever, based or asserted upon any act or omission of LICENSEE, its officers, employees, subcontractors, agents or representatives, arising from, related to or in any manner connected with LICENSEE's use and responsibilities in connection therewith of LICENSED PROPERTY or the condition thereof, including, but not limited to, property damage, liens, bodily injury or death, or any other

element of any kind or nature whatsoever arising from, related to or in any manner connected with the public use of LICENSED PROPERTY. LICENSEE shall defend, at its sole expense, all costs and fees including, but not limited to, attorneys' fees, cost of investigation, defense and settlements or awards, Indemnified Parties in any claim or legal action based upon such alleged acts or omissions.

With respect to any action or claim subject to indemnification herein by LICENSEE, LICENSEE shall, at their sole cost, have the right to use counsel of their own choice and shall have the right to adjust, settle or compromise any such action or claim without the prior consent of LICENSOR; provided, however, that any such adjustment, settlement or compromise in no manner whatsoever limits or circumscribes LICENSEE's indemnification to Indemnified Parties as set forth herein. LICENSEE's obligation hereunder shall be satisfied when LICENSEE has provided to Indemnified Parties the appropriate form of dismissal relieving Indemnified Parties from any liability for the action or claim involved. The specified insurance limits required in this Master Agreement shall in no way limit or circumscribe LICENSEE's obligations to indemnify and hold harmless Indemnified Parties herein from third Party claims.

In the event there is conflict between this clause and California Civil Code Section 2782, this clause shall be interpreted to comply with Civil Code 2782. Such interpretation shall not relieve LICENSEE from indemnifying the Indemnified Parties to the fullest extent allowed by law.

This indemnification provision shall survive termination or expiration of this Master Agreement until such a time as the statute of limitations shall run for any claims that may arise out of this Master Agreement.

3.13 Assumption of Risk and Waiver. LICENSEE shall waive any claim against LICENSOR for damages to Facility Project resulting from LICENSOR's customary operation

and maintenance activities performed within LICENSED PROPERTY or its appurtenant works, including, but not limited to, any natural calamity, act of God or any cause or conditions beyond the control of LICENSOR, save and except damages resulting from LICENSOR's active negligence or willful misconduct.

3.14 Defense. Parties hereto shall attempt to resolve any disputes amicably at the working level. If that is not successful, the dispute shall be referred to the senior management of Parties. LICENSEE shall proceed diligently with the performance of this Master Agreement pending the resolution of a dispute. Prior to the filing of any legal action related to this Master Agreement, Parties shall be obligated to attend a mediation session with a neutral third-party mediator agreeable to both Parties in the County of Riverside. Parties shall equally share the cost of mediation.

3.15 Survival of Obligations. All obligations of LICENSEE hereunder not fully performed as of the termination or cessation of this Master Agreement in any manner shall survive the termination of this Master Agreement, including without limitation, each Facility Project, and all obligations concerning the condition of each portion of LICENSED PROPERTY.

3.16 Assignment. This Master Agreement and the license granted herein are personal to LICENSEE. LICENSEE shall not assign or transfer (whether voluntary or involuntary) this Master Agreement in whole or in part, or permit any other person or entity to use the rights or privileges hereby conveyed, without the prior written consent of LICENSOR, which may be withheld in LICENSOR's sole and absolute discretion provided consent shall not be unreasonably delayed, conditioned or withheld. Any assignment made without prior written consent by LICENSOR shall be void and without effect and give LICENSOR the right to immediately terminate this Master Agreement pursuant to the terms and conditions in Section 3.2 herein.

3.17 Condemnation. In the event all or any portion of LICENSED PROPERTY shall be taken or condemned for public use (including conveyance by deed in lieu of or in settlement of condemnation proceedings), LICENSEE shall receive compensation (if any) only for the taking of and damage to the Facility Project. Any other compensation or damages arising out of such taking or condemnation awarded to LICENSEE are hereby assigned by LICENSEE to LICENSOR.

3.18 Restoration of LICENSED PROPERTY; Claims for Costs. Upon the termination, revocation or cessation of this Master Agreement or any or all SFLE in any manner provided in this Master Agreement, LICENSEE, upon demand of LICENSOR, and at LICENSEE's own cost and expense, shall abandon the applicable Facility Project(s) and remove it and restore LICENSED PROPERTY to the same condition in which they were prior to the maintenance of the Facility Project thereunder, reasonable wear and tear excepted, unless Parties otherwise agree that removal and restoration is not to be done or not necessary. In no event shall LICENSEE have any claim against LICENSOR for any of the costs of operating, repairing, maintaining, replacing or removing the Facility Project. In case LICENSEE shall fail to restore LICENSED PROPERTY as aforesaid within one hundred eighty (180) days after the effective date of said termination, revocation, or cessation, LICENSOR may proceed with such work at the expense of LICENSEE or may assume title and ownership of the Facility Project facilities and appurtenances, if any, and any other property of LICENSEE located on LICENSED PROPERTY. No termination hereof shall release LICENSEE from any liability or obligation hereunder, whether of indemnity or otherwise, resulting from any acts, omissions or events happening prior to the date the Facility Project is removed.

3.19 Notice. Any notice hereunder to be given by one Party to the other Party shall be deemed to be properly served on the date it is deposited in the United States Mail,

postage prepaid, addressed as specified below. Either LICENSOR or LICENSEE may change its address for the receipt of notice by giving written notice thereof to the other Party of such change.

TO LICENSOR:	TO LICENSEE:
Riverside County Flood Control and Water Conservation District ATTN: Chief of Operations and Maintenance Division 1995 Market Street Riverside, CA 92501	City of Wildomar ATTN: City Manager 23873 Clinton Keith Road, Suite 201 Wildomar, CA 92595

3.20 Nondiscrimination. LICENSEE certifies and agrees that all persons employed thereby and any contractors retained thereby with respect to LICENSED PROPERTY and any Facility Project are and shall be treated equally without regard to or because of race, religion, ancestry, national origin, or sex, and in compliance with all federal and state laws prohibiting discrimination in employment, including, but not limited to, the Civil Rights Act of 1964; the Unruh Civil Rights Act; the Cartwright Act; and the California Fair Employment Practices Act.

3.21 Further Acts. LICENSEE agrees, at LICENSEE's sole expense, to perform any further acts, and to execute and deliver in recordable form any documents, which may be reasonably necessary to carry out the provisions of this Master Agreement, including, at LICENSOR's sole discretion, the relocation of any Facility Project and the license granted by this Master Agreement. Any order by LICENSOR for relocation of any Facility Project shall be in accordance with Section 3.6 of this Master Agreement.

3.22 Non-Exclusive License. The license granted by this Master Agreement is not exclusive and LICENSOR specifically reserves the right to grant other licenses within the vicinity of any Facility Project, provided that any such licenses shall not unreasonably interfere with LICENSEE's use of LICENSED PROPERTY.

3.23 Severability. If any term, covenant, condition or provision of this Master

Agreement, or the application thereof to any person or circumstance, shall to any extent be held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the terms, covenants, conditions or provisions of this Master Agreement, or the application thereof to any person or circumstance, shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.

3.24 Entire Agreement. This Master Agreement, the Exhibits incorporated hereto, and each subsequently executed and incorporated SFLE constitute the entire agreement between LICENSOR and LICENSEE with respect to the subject matter hereof and supersede all prior verbal or written agreements and understandings between Parties with respect to the items set forth herein.

3.25 Governing Law and Venue. This Master Agreement shall be governed by the laws of the State of California and venue shall be set in the County of Riverside.

3.26 Agreement Signatures. This Master Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. Each Party of this AGREEMENT agrees to the use of electronic signatures, such as digital signatures that meet the requirements of the California Uniform Electronic Transactions Act ("CUETA") Cal. Civ. Code §§ 1633.1 to 1633.17), for executing this AGREEMENT. The Parties further agree that the electronic signatures of the Parties included in this AGREEMENT are intended to authenticate this writing and to have the same force and effect as manual signatures. Electronic signature means an electronic sound, symbol or process attached to or logically associated with an electronic record and executed or adopted by a person with the intent to sign the electronic record pursuant to CUETA as amended from time to time. CUETA authorizes use of an electronic signature for transactions and contracts among Parties in California, including a government agency. Digital signature means an electronic identifier,

created by computer, intended by the Party using it to have the same force and effect as the use of a manual signature, and shall be reasonably relied upon by the Parties. For purposes of this section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of Section 1633.2 of the Civil Code.

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[SIGNATURES ON FOLLOWING PAGES]

IN WITNESS WHEREOF, Parties hereto have executed this Master Agreement on

_____. (to be filled in by Clerk of the Board)

RECOMMENDED FOR APPROVAL:

By_____
JASON E. UHLEY
General Manager-Chief Engineer

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT,
a body corporate and politic

By_____
KAREN SPIEGEL, Chair
Riverside County Flood Control and Water Conservation District Board of Supervisors

APPROVED AS TO FORM:

COUNTY COUNSEL

By_____
RYAN YABKO
Deputy County Counsel

ATTEST:

KECIA R. HARPER
Clerk of the Board

By_____
Deputy

(SEAL)

Master License Agreement:
City of Wildomar
06/28/22
AK:blm

RECOMMENDED FOR APPROVAL:

CITY OF WILDOMAR

By_____
DANIEL A. YORK
City Manager

APPROVAL AS TO FORM:

By_____
THOMAS D. JEX
City Attorney

ATTEST:

By_____
JANET MORALES
City Clerk

(SEAL)

Master License Agreement:
City of Wildomar
06/28/22
AK:blm

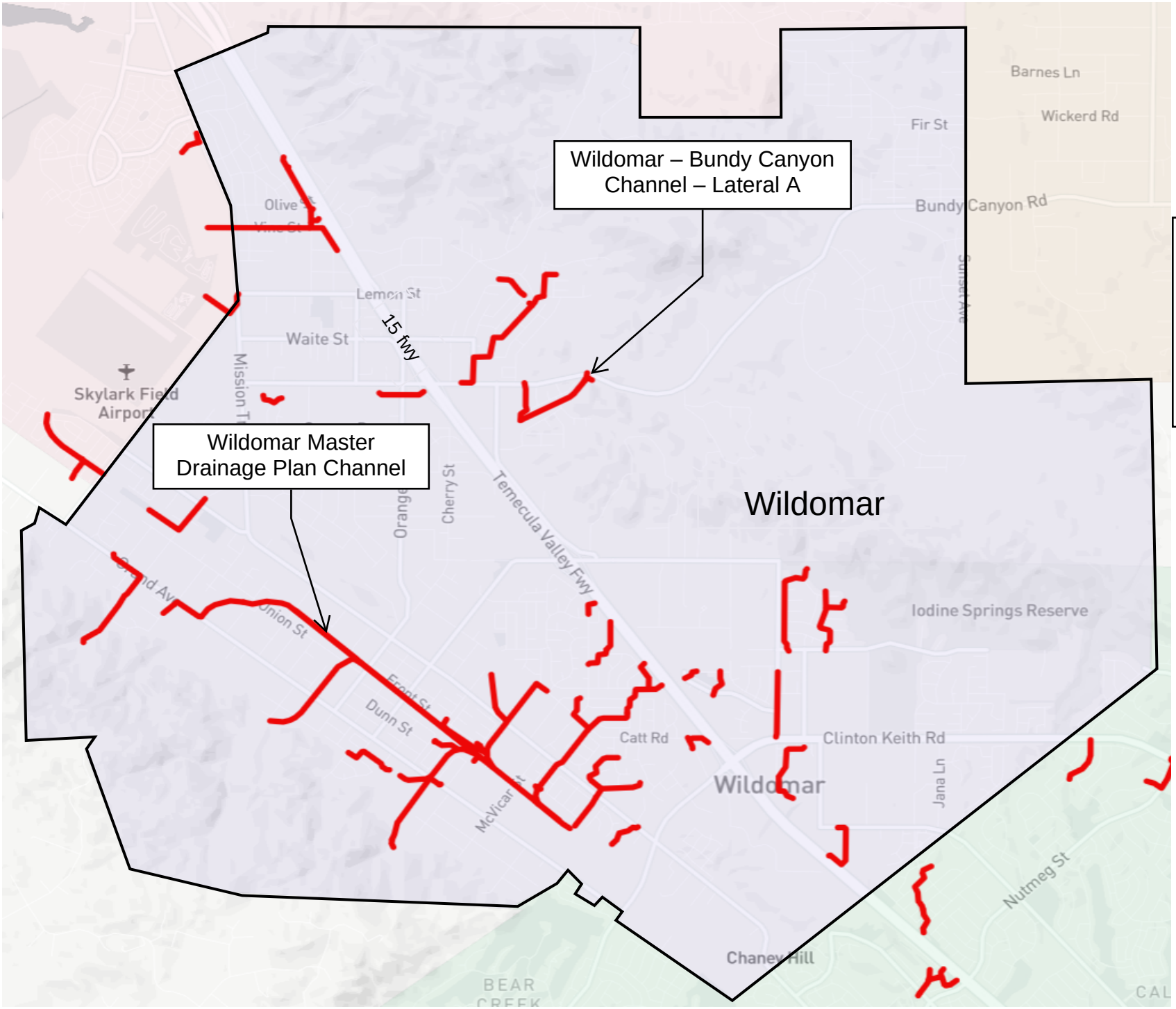

Exhibit "A"
Wildomar – Bundy Canyon Channel – Lateral A
Wildomar Master Drainage Plan Channel
LEGEND
Wildomar City Boundary
District Facilities
Wildomar
Barnes Ln
Wickerd Rd
Fir St
Bundy Canyon Rd
Lemon St
Waite St
15 fwy
Skylark Field Airport
Mission Trl
Cherry St
Temecula Valley Fwy
Union St
Front St
Dunn St
Catt Rd
Clinton Keith Rd
Jana Ln
Iodine Springs Reserve
Nutmeg St
Chaney Hill
BEAR CREEK

EXHIBIT "B"
MULTI-USE AND EQUESTRIAN TRAILS

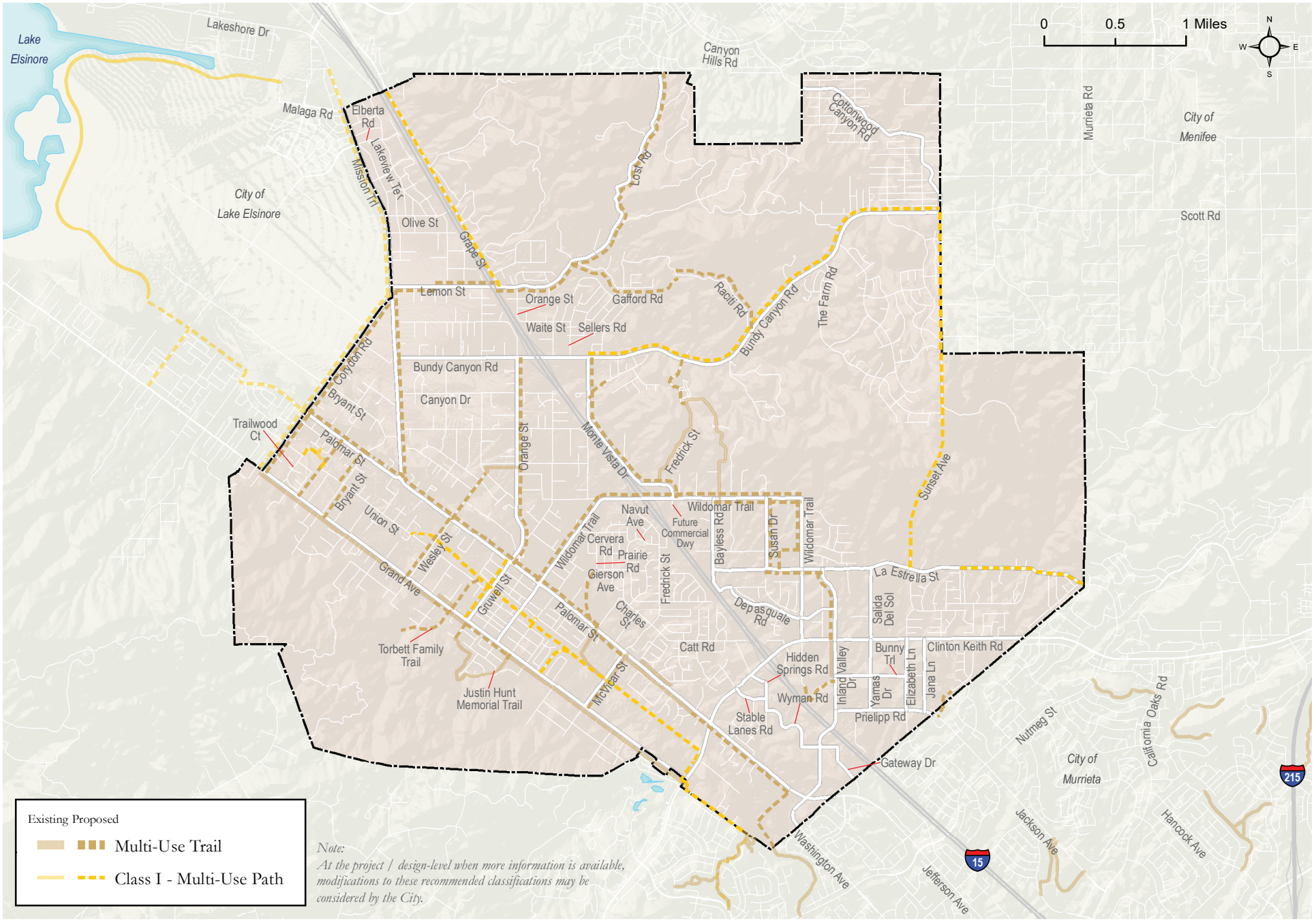


EXHIBIT "C"

SAMPLE SPECIFIC FACILITY LICENSE EXHIBIT

[attached on following page]

TEMPLATE

Sample Specific Facility License Exhibit No. X:
For Facility Project No.
Facility Project Title:

This Specific Facility License ("SFLE") is entered into this ___ day of_____, 20___, by and between the Riverside County Flood Control and Water Conservation District, a body corporate and politic ("LICENSOR") and City of Wildomar, a municipal corporation ("LICENSEE"), pursuant to the provisions of that certain Master License Agreement dated____ _____, 20__, which is incorporated herein by reference, and all terms and definitions contained in the Master License Agreement shall apply to this SFLE. LICENSOR and LICENSEE are sometimes referred to herein individually as "Party" and collectively as "Parties."

1. FACILITY PROJECT DESCRIPTION AND USE.

2. LICENSED PROPERTY LOCATION AND DURATION OF WORK.

The work to be performed in connection with the Facility Project shall be performed at **[insert address and/or APN #]**. The Facility Project shall commence no later than **[insert date]** and shall be completed no later than **[insert date]** unless the Parties agree to amend such commencement and completion dates.

[Insert APN table here]

3. TERMINATION OF PREVIOUS CONTRACTS.

The Specific License Exhibit No. **[insert #]** does not change any prior contracts.

4. PERSONNEL.

The Facility Project will be performed or constructed by LICENSEE. LICENSEE's representative responsible for the Facility Project can be contacted at:

[Insert Contact Name, address, and email]

5. INDEMNITY AND INSURANCE REQUIREMENTS.

LICENSEE shall fully comply with all terms and obligations contained within the Master Agreement, which are incorporated herein by this reference, including all insurance and indemnity requirements.

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[SIGNATURES ON FOLLOWING PAGES]

IN WITNESS WHEREOF, LICENSEE acknowledges that it understands and agrees to all of the above terms in this SFLE on the day and year first above written.

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

By:_____ Date:_____
JASON E. UHLEY
General Manager-Chief Engineer

CITY OF WILDOMAR

By:_____ Date:_____
DANIEL A. YORK
City Manager

EXHIBIT "D"

INSURANCE REQUIREMENTS

[attached on following page]

EXHIBIT D

DISTRICT's Insurance Requirements are as follows:

As a condition to this Master Agreement, without limiting or diminishing LICENSEE's obligation to indemnify or hold DISTRICT harmless, LICENSEE shall procure and maintain or cause to be maintained, at its sole cost and expense, the following insurance coverages during the term of this Master Agreement. As respects to the insurance section only, "DISTRICT" herein refers to the Riverside County Flood Control and Water Conservation District, the County of Riverside, its Agencies, Districts, Special Districts, and Departments, their respective directors, officers, Board of Supervisors, employees, elected or appointed officials, agents or representatives as Additional Insureds.

A. Workers' Compensation:

If LICENSEE has employees as defined by the State of California, LICENSEE shall maintain statutory Workers' Compensation Insurance (Coverage A) as prescribed by the laws of the State of California. Policy shall include Employers' Liability (Coverage B) including Occupational Disease with limits not less than $1,000,000 per person per accident. Policy shall be endorsed to waive subrogation in favor of DISTRICT.

B. Commercial General Liability:

Commercial General Liability insurance coverage, including but not limited to, premises liability, unmodified contractual liability, products and completed operations liability, personal and advertising injury, and cross liability coverage, covering claims which may arise from or out of LICENSEE's performance of its obligations hereunder. Policy shall name the

EXHIBIT D

DISTRICT as Additional Insured. Policy's limit of liability shall not be less than $2,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this Master Agreement or be no less than two (2) times the occurrence limit.

C. Vehicle Liability:

If LICENSEE's vehicles or mobile equipment are used in the performance of the obligations under this Master Agreement, then LICENSEE shall maintain liability insurance for all owned, non-owned or hired vehicles so used in an amount not less than $1,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this Master Agreement or be no less than two (2) times the occurrence limit. Policy shall name DISTRICT as Additional Insureds.

D. General Insurance Provisions – All Lines:

1. Any insurance carrier providing insurance coverage hereunder shall be admitted to the State of California and have an A.M. BEST rating of not less than an A: VIII (A: 8) unless such requirements are waived, in writing, by DISTRICT Risk Manager. If DISTRICT's Risk Manager waives a requirement for a particular insurer such waiver is only valid for that specific insurer and only for one policy term.

2. LICENSEE must declare its insurance self-insured retention for each coverage required herein. If any such self-insured retention exceeds $500,000 per occurrence each such retention shall have the prior written consent of DISTRICT Risk Manager before the commencement of

EXHIBIT D

operations under this Master Agreement. Upon notification of self-insured retention deemed unacceptable to DISTRICT, and at the election of DISTRICT's Risk Manager, LICENSEE's carriers shall either: 1) reduce or eliminate such self-insured retention with respect to this Master Agreement with DISTRICT, or 2) procure a bond which guarantees payment of losses and related investigations, claims administration, and defense costs and expenses.

3. LICENSEE shall cause their insurance carrier(s) or its contractor's insurance carrier(s), to furnish DISTRICT with 1) a properly executed original certificate(s) of insurance and certified original copies of endorsements effecting coverage as required herein; and 2) if requested to do so orally or in writing by DISTRICT Risk Manager, provide original certified copies of policies including all endorsements and all attachments thereto, showing such insurance is in full force and effect. Further, said certificate(s) and policies of insurance shall contain the covenant of the insurance carrier(s) that a minimum of thirty (30) days written notice shall be given to DISTRICT prior to any material modification, cancellation, expiration or reduction in coverage of such insurance. If LICENSEE's insurance carrier(s) policies do not meet the minimum notice requirement found herein, LICENSEE shall cause LICENSEE's insurance carrier(s) to furnish a 30 day Notice of Cancellation Endorsement.

EXHIBIT D

4. In the event of a material modification, cancellation, expiration or reduction in coverage, this Master Agreement shall terminate forthwith, unless DISTRICT receives, prior to such effective date, another properly executed original certificate of insurance and original copies of endorsements or certified original policies, including all endorsements and attachments thereto, evidencing coverages set forth herein and the insurance required herein is in full force and effect. An individual authorized by the insurance carrier to do so on its behalf shall sign the original endorsements for each policy and the certificate of insurance. ***LICENSEE shall not commence entry onto LICENSED PROPERTY until DISTRICT has been furnished original Certificate(s) of Insurance and certified original copies of endorsements and if requested, certified original policies of insurance including all endorsements and any and all other attachments as required in this Exhibit B. An individual authorized by the insurance carrier to do so on its behalf shall sign the original endorsements for each policy and the Certificate of Insurance. DISTRICT reserves the right to require complete certified copies of all policies of LICENSEE's contractors and subcontractors, at any time.***

5. It is understood and agreed by the Parties hereto that LICENSEE's insurance shall be construed as primary insurance, and DISTRICT's insurance and/or deductibles and/or self-insured retentions or self-

EXHIBIT D

insured programs shall not be construed as contributory.

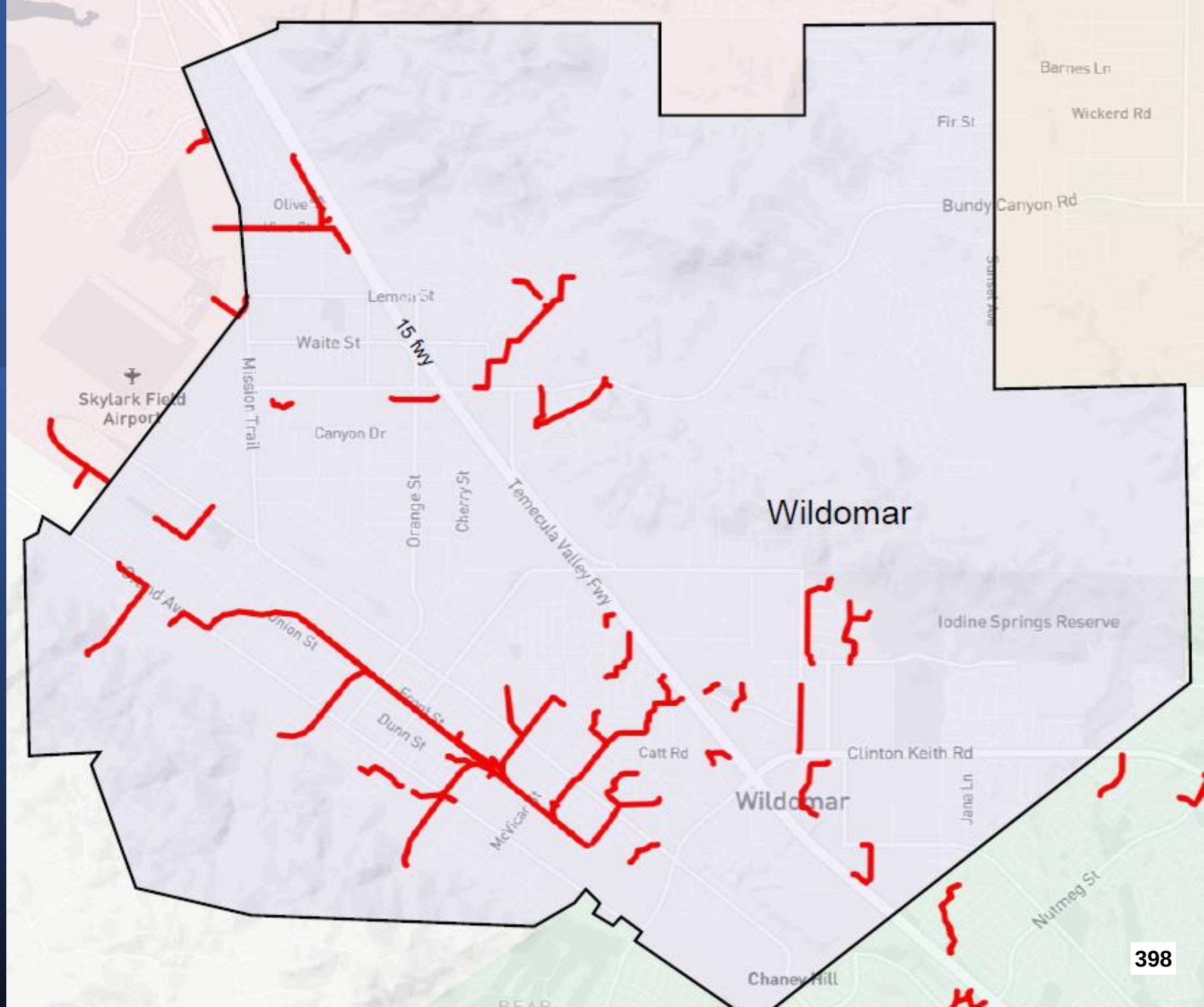
6. If, during the term of this Master Agreement or any extension thereof, there is a material change in the scope of work or there is a material change in the equipment to be used in the performance of the scope of work which will add additional exposures (such as the use of aircraft, watercraft, cranes, etc.); or the term of this Master Agreement, including any extensions thereof, exceeds five (5) years, DISTRICT reserves the right to adjust the types of insurance required under this Master Agreement and the monetary limits of liability for the insurance coverages currently required herein, if, in DISTRICT Risk Manager's reasonable judgment, the amount or type of insurance carried by LICENSEE has become inadequate.

7. LICENSEE shall pass down the insurance obligations contained herein to all tiers of subcontractors working under this Master Agreement.

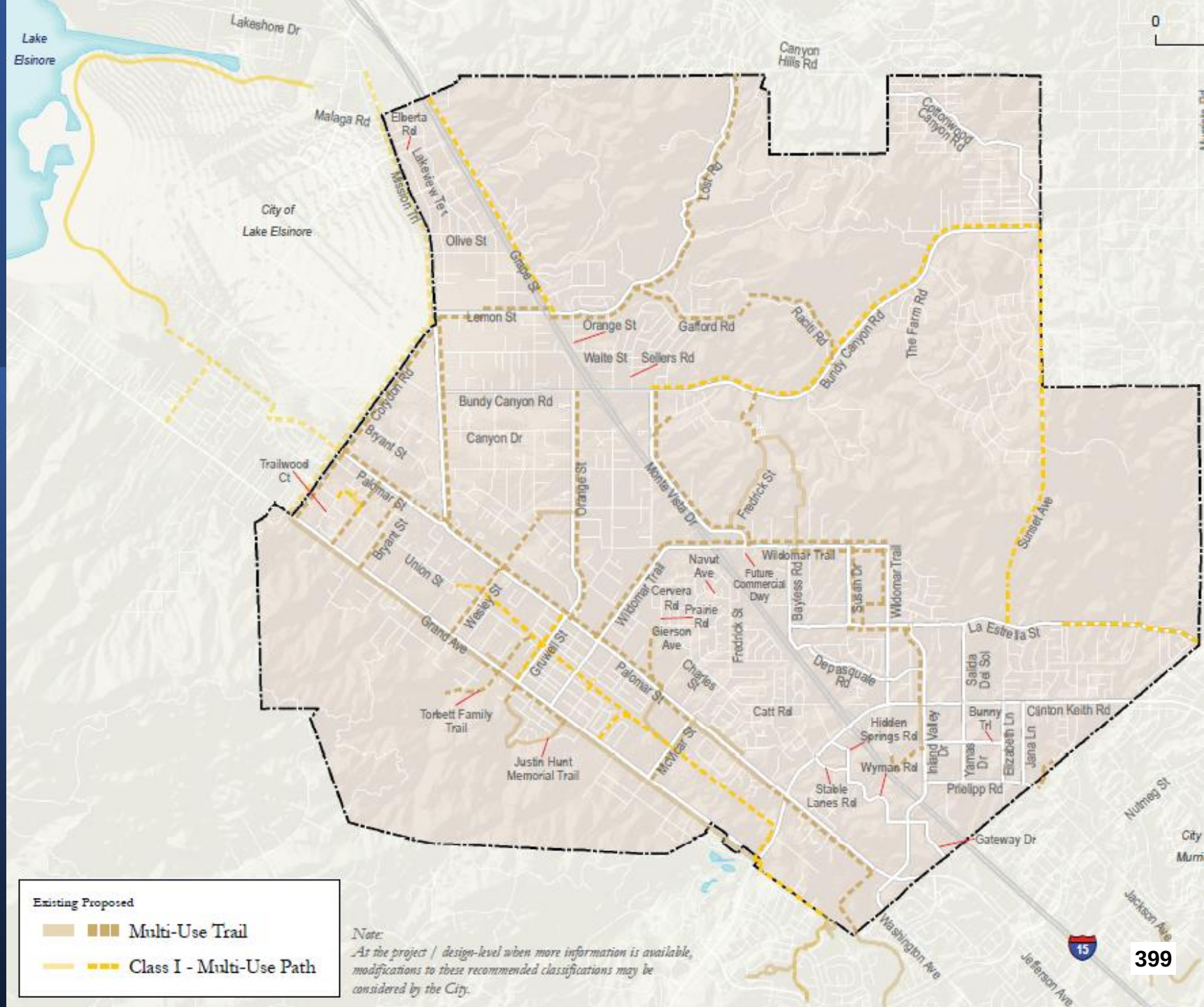
8. The insurance requirements contained in this Master Agreement may be met with a program(s) of self-insurance acceptable to DISTRICT.

9. LICENSEE agrees to notify DISTRICT of any claim by a third Party or any incident or event that may give rise to a claim arising from the performance of this Master Agreement.

RCFC FACILITIES IN WILDOMAR



WILDOMAR ATP MULTI-USE TRAILS



TYPICAL FLOOD CONTROL CHANNEL



POTENTIAL ACCESS ROAD IMPROVEMENTS



CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING

CONSENT CALENDAR
Agenda Staff Report # 4.1
Meeting Date: September 14, 2022

SUBJECT: August 10, 2022, Cemetery Minutes

SUBMITTED BY: Jandi Aguilar, City Clerk's Office

PREPARED BY: Jandi Aguilar, Administrative Analyst

ATTACHMENTS:
1. Cemetery Minutes

MINUTES
CITY OF WILDOMAR
CEMETERY DISTRICT REGULAR MEETING
WEDNESDAY, AUGUST 10, 2022
COUNCIL CHAMBERS
23873 CLINTON KEITH ROAD SUITE 106
WILDOMAR, CA 92595

Members in attendance: Chair Ben J Benoit, Vice-Chair Joseph Morabito, Board Members Ashlee DePhillippo, Bridgette Moore, and Dustin Nigg.

Staff in Attendance: General Manager York, Attorney Jex, Clerk of the Board Morales, Administrative Analyst Aguilar, Planning Director Bassi, Administrative Services Director Howell, Economic Development Director Davidson, Senior Engineer Farag, Development Manager Stadnik, Community Services Director Torres.

CALL TO ORDER THE WILDOMAR CEMETERY DISTRICT

The regular meeting of August 10, 2022, of the Wildomar Cemetery District, was conducted in-person at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 106, Wildomar, California, and was called to order by Chair Benoit at 8:30 p.m.

ROLL CALL

All District members were present.

PUBLIC COMMENTS

None

BOARD COMMUNICATIONS

None

APPROVAL OF THE AGENDA AS PRESENTED

There were no changes to the agenda as presented.

4. CEMETERY CONSENT CALENDAR

Moved by Dustin Nigg; seconded by Ben J Benoit to approve the consent calendar as presented.

Motion Approved: 5- 0

Voting For: Ben J Benoit, Joseph Morabito, Ashlee DePhillippo, Bridgette Moore, Dustin Nigg
Voting Against: None
Abstain: None
Absent: None

4.1 Minutes-July 13, 2022, Regular Meeting Minutes
Approved the minutes as presented.

4.2 Warrant Register Cemetery July 2022
Approved the warrant register for the following fiscal years:

For Fiscal Year 2021/2022

1. Warrant Register dated 08-04-2022 in the amount of $65.98.
2. Warrant Register dated 08-11-2022 in the amount of $1,784.65.
3. Warrant Registers dated 08-25-2022 in the amount of $253.75.

For Fiscal Year 2022/2023

1. Warrant Register dated 08-04-2022 in the amount of $29.10.
2. Warrant Registers dated 08-11-2022 in the amount of $4,564.30.
3. Warrant Registers dated 08-17-2022 in the amount of $190.71.
4. Warrant Registers dated 08-25-2022 in the amount of $600.96.

4.3 June 2022 Cemetery Treasurers Report
Approved the June 2022 Cemetery Treasurers Report.

5. PUBLIC HEARINGS

None

6. General Business

None

GENERAL MANAGER REPORT

None

FUTURE AGENDA ITEMS

None

ADJOURN THE WILDOMAR CEMETERY DISTRICT

There being no further business Chair Benoit adjourned the meeting at 8:30 p.m.

Submitted by:

_____
Janet Morales, CMC
Clerk of the Board

Approved by:

_____
Ben J. Benoit
Chair

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 4.2
Meeting Date: September 14, 2022

SUBJECT: Warrant Register Cemetery August 2022

SUBMITTED BY: Robert Howell, Administrative Services

PREPARED BY: Nicholas Neidiffer, Accounting Specialist

ACTION:
Approve the following:

For Fiscal Year 2021/2022
1. Warrant Register dated 08-04-2022 in the amount of $65.98.
2. Warrant Register dated 08-11-2022 in the amount of $1,784.65.
3. Warrant Registers dated 08-25-2022 in the amount of $253.75.

For Fiscal Year 2022/2023
1. Warrant Register dated 08-04-2022 in the amount of $29.10.
2. Warrant Registers dated 08-11-2022 in the amount of $4,564.30.
3. Warrant Registers dated 08-17-2022 in the amount of $190.71.
4. Warrant Registers dated 08-25-2022 in the amount of $600.96.

DISCUSSION:
The Wildomar Cemetery District requires that the Trustees audit payments of demands and direct the General Manager to issue checks. The Warrant Registers are submitted for approval.

FISCAL IMPACT:
These Warrant Registers will have a budgetary impact in the amount and fiscal year noted in the recommendation section of this report. These costs are included in the Fiscal Year 2022/23 Budget.

ATTACHMENTS:
1. Warrant Reg CEM Aug 2022 Voucher Listings.pdf

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215359	8/4/2022	000941 FRONTIER	FRONTIER		CEMETERY VOICE /INTERNET SVC 06/19/22-0	65.98
					Total :	**65.98**

1 Vouchers for bank code : wf **Bank total :** **65.98**

1 Vouchers in this report **Total vouchers :** **65.98**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215423	8/11/2022	000012 ELSINORE VALLEY MUNICIPAL, WATER D	11757847		05/20/22-06/19/22 CEMETERY WATER SERVICE	1,784.65
					Total :	**1,784.65**

1 Vouchers for bank code : wf **Bank total :** **1,784.65**

1 Vouchers in this report **Total vouchers :** **1,784.65**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215502	8/25/2022	001680 STOTZ EQUIPMENT	W17252		CEMETERY EQUIPMENT REPAIR	253.75
					Total :	**253.75**

1 Vouchers for bank code : wf **Bank total :** **253.75**

1 Vouchers in this report **Total vouchers :** **253.75**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215360	8/4/2022	000088 ACE HARDWARE	306718/3		CEMETERY DEPT SUPPLIES	29.10
					Total :	**29.10**

1 Vouchers for bank code : wf **Bank total :** **29.10**

1 Vouchers in this report **Total vouchers :** **29.10**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215424	8/11/2022	000367 CINTAS CORPORATION	4126477390		STAFF UNIFORM & TOWEL MAINTENANCE	105.61
			4127153146		STAFF UNIFORM & TOWEL MAINTENANCE	105.61
			4127847594		STAFF UNIFORM & TOWEL MAINTENANCE	105.61
			7125807625		STAFF UNIFORM & TOWEL MAINTENANCE	105.61
					Total :	**422.44**
215425	8/11/2022	000011 CR&R INC.	349198		JULY 2022 WASTE SERVICES - 3 YD COMM. BI	403.73
			350170		AUGUST 2022 WASTE SERVICES - 3 YD COMM.	447.78
					Total :	**851.51**
215426	8/11/2022	000012 ELSINORE VALLEY MUNICIPAL, WATER D	11816255		06/19/22-07/19/22 CEMETERY WATER SERVICE	2,840.80
					Total :	**2,840.80**
215427	8/11/2022	000186 RIGHTWAY	306972		08/01/22-08/28/22 CEMETERY RESTROOM MAIN	449.55
					Total :	**449.55**

4 Vouchers for bank code : wf **Bank total :** **4,564.30**

4 Vouchers in this report **Total vouchers :** **4,564.30**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215472	8/17/2022	001338 DEANZA TERMITE & PEST CONTROL, INC	610384B		PEST CONTROL CEMETERY (08/15/22)	75.00
					Total :	**75.00**
215473	8/17/2022	000941 FRONTIER	71922		CEMETERY VOICE/INTERNET SVC 07/19/22-08/	70.80
					Total :	**70.80**
215474	8/17/2022	000790 SPARKLETTS	81322		THROUGH 08/13/22 DRINKING WATER - CEMTER	44.91
					Total :	**44.91**
3	**Vouchers for bank code :**	wf			**Bank total :**	**190.71**
3	**Vouchers in this report**				**Total vouchers :**	**190.71**

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
215503	8/25/2022	000367 CINTAS CORPORATION	4128524772		STAFF UNIFORM & TOWEL MAINTENANCE	77.72
					Total :	**77.72**
215504	8/25/2022	000378 TEMECULA VALLEY PIPE & SUPPLY	621755		CEMETERY DEPT SUPPLIES	223.24
					Total :	**223.24**
215505	8/25/2022	001752 THOMAS ELECTRICAL CONTRACTING	21427		BUILDING MAINTENANCE	300.00
					Total :	**300.00**
3 Vouchers for bank code : wf					**Bank total :**	**600.96**
3 Vouchers in this report					**Total vouchers :**	**600.96**

CITY COUNCIL/CEMETERY DISTRICT - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 4.3
Meeting Date: September 14, 2022

SUBJECT: July 2022 Cemetery Treasurers Report

SUBMITTED BY: Robert Howell, Administrative Services

PREPARED BY: Adam Jantz, Senior Administrative Analyst

ACTION:
Approve the Treasurer's Report for July 2022.

SUMMARY:
July 2022 Cemetery Treasurers Report

BACKGROUND:
Attached is the Treasurer's Report for Cash and Investments for the month of July 2022.

FISCAL IMPACT:
None.

ATTACHMENTS:
Cemetery Treasurers Report July 2022

WILDOMAR CEMETERY DISTRICT
TREASURER'S REPORT FOR
CASH AND INVESTMENT PORTFOLIO
July 2022

DISTRICT INVESTMENT

ISSUER	BOOK VALUE	FACE VALUE	MARKET VALUE	PERCENT OF PORTFOLIO	DAYS TO MAT.	STATED RATE
EDWARD JONES	$ 250,657.72	$ 250,657.72	$ 250,657.72	100.00%	0	Variable
TOTAL	$ 250,657.72	$ 250,657.72	$ 250,657.72	100.00%		

ISSUER	BEGINNING BALANCE	+ DEPOSITS/ PURCHASES	WITHDRAWALS/ SALES/ MATURITIES	ENDING BALANCE	STATED RATE
EDWARD JONES	$ 247,667.37	$ 2,990.35	$ -	$ 250,657.72	Variable
TOTAL	$ 247,667.37	$ 2,990.35	$ -	$ 250,657.72	

TOTAL INVESTMENT	$ 250,657.72

In compliance with the California Code Section 53646, as City Treasurer for the Wildomar Cemetery District, I hereby certify that sufficient investment liquidity and anticipated revenues are available to meet the District's expenditure requirements for the next six months.

I also certify that this report reflects all Government Agency pooled investments and all of the District's Bank Balances.

Robert Howell

Robert Howell
Administrative Services Director

8/30/2022

Date