CITY OF HIGHLAND
CITY COUNCIL
AGENDA

REGULAR MEETING

October 10, 2023
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

CITY COUNCIL MEMBERS

Larry McCallon, Mayor
Penny Lilburn, Mayor Pro Tem
Jesse Chavez-Cordova, Council Member
Anaeli Solano, Council Member
John P. Timmer, Council Member

STAFF

Joseph A. Hughes - City Manager
Chuck Dantuono - Director of Administrative Services/City Treasurer
Betty Hughes - City Clerk
Lawrence Mainez - Community Development Director
Carlos Zamano - Public Works Director/City Engineer
Maricela Marroquin - City Attorney

MISSION STATEMENT

Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. The City Council and the staff of Highland are dedicated to providing the quality of public facilities and services that its citizens are willing to fund and will do so as efficiently as possible.

Visit the City's website at: www.cityofhighland.org

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance, please contact the City Clerk's office at (909) 864-6861, ext. 226, at least 72 hours prior to the meeting for any requests for reasonable accommodation to include interpreters.

Pursuant to Government Code Section 54957.5, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the City Council less than 72 hours prior to that meeting are available for public inspection at City Hall, 27215 Base Line, Highland, CA 92346, during normal business hours.

Submission of Public Comments: For those wishing to make public comments by email to be read aloud at the meeting, please submit your comments by 5:00 p.m. on October 10, 2023, to the City Clerk at publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the October 10, 2023 agenda, please identify the agenda item number in the subject line.

For those wishing to make a public comment regarding public hearing items (Nos. 16 & 17), please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the close of the public hearing on the corresponding item to be considered part of the record. Please email your comments to publiccomment@cityofhighland.org.

All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Council meeting. Members of the public will be permitted to make public comments in person.

CITY COUNCIL REGULAR MEETING
OCTOBER 10, 2023 - 6:00 p.m.
AGENDA

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

REPORT FROM CLOSED SESSION

SPECIAL PRESENTATIONS

PUBLIC COMMENT (ITEMS NOT ON THE AGENDA)

To address the City Council, please complete a speaker form located at the entrance and give it to the City Clerk prior to the beginning of the meeting. Your name will be called when it is your turn to speak. State Law prohibits the City Council from taking action on any item not on the agenda. Individual speakers are limited to three minutes each.

Comments received via email by October 10, 2023, 5:00 p.m., will be read into the record, provided that the reading shall not exceed three (3) minutes. Email comments submitted by a speaker that also appears in person to address the same matter will not be read into the record.

CITY COUNCIL CONSENT CALENDAR

1. Waive the Reading of All Ordinances
   RECOMMENDATION: Waive the reading of all Ordinances in their entirety and read by title only.

2. Minutes – September 12, 2023 City Council Regular Meeting
   RECOMMENDATION: Approve the Minutes as submitted.

3. Warrant Register
   RECOMMENDATION: Approve Warrant Register No. 758 for October 10, 2023, in the amount of $3,297,175.13 and Payroll of $241,962.10.

4. Treasurer's Report for August 2023
   RECOMMENDATION: That the City Council receive and file Treasurer's Report for August 2023.

5. Claim Consideration - Anna Cabrera
   RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

6. Claim Consideration - Jordan Nicole Lovato
   RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

7. Claim Consideration - Moises Vasquez
   RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

8. Records Destruction Authorization
   RECOMMENDATION: That the City Council approve the destruction of certain records.

9. KOA Contract Amendment for Professional Services - Highland/Redlands Regional Connector Project (Project No. str15002)
RECOMMENDATION: That the City Council approve a contract amendment to the Professional Services Agreement with KOA Corporation (KOA) to extend the term of the contract until the Highland/Redlands Regional Connector Project (Phase 2) is completed.

10. Notice of Completion - Bid No. 2022-05, "Pacific Street Pavement Rehabilitation from Victoria Avenue to Church Avenue" (Project No. str20002a)
RECOMMENDATION: That the City Council:
1) Accept Bid No. 2022-05, "Pacific Street Pavement Rehabilitation from Victoria Avenue to Church Avenue" (Project No. str20002a) as complete;
2) Authorize the Mayor to sign the Notice of Completion; and
3) Direct the City Clerk to file the Notice of Completion.

11. Contract Renewal - 2022-06 Highland HVAC Systems Maintenance, Monitoring, and Repair Contract
RECOMMENDATION: That the City Council approve extension of the HVAC Systems Maintenance, Monitoring, and Repair Contract with F.M. Thomas Air Conditioning, Inc. for one year.

12. Easement Acceptance Manoutchehr and Kamyar Khorshidi for "Victoria Square" Commercial/Retail Project (Southeast Corner of Victoria Avenue & Pacific Street)
RECOMMENDATION: That the City Council:
1) Accept the Grant of Easement for Road and Drainage purposes from Manoutchehr and Kamyar Khorshidi; and
2) Direct the City Clerk to record the Grant of Easement.

13. Selection of an Event Date and Budget for the 26th Annual Citrus Harvest Festival
RECOMMENDATION: That the City Council:
1) Select March 30, 2024, as the event date for the Citrus Harvest Festival with a rain date of April 6, 2024; and
2) Adopt the budget.

14. Conduct a Second Reading of Ordinance No. 461, an Ordinance Adding a New Chapter 3.36 "Development Impact Fees" to Title 3 (Revenue and Finance) of the Highland Municipal Code Codifying, Updating, and Amending the City's Comprehensive System of Development Impact Fees, Superseding Ordinance Nos. 309 and 422, and Making Determinations Under the CEQA
RECOMMENDATION: That the City Council conduct a second reading, read by title only, and waiving further reading of an ordinance codifying, updating, and amending the city's comprehensive system of development impact fees, superseding Ordinance Nos. 309 and 422, and making determinations under CEQA.

15. Declare Two (2) Seats Vacant on the Community Trails Committee
RECOMMENDATION: That the City Council:
1) Declare two (2) seats vacant on the Community Trails Committee; and
2) Direct the City Clerk to advertise the vacancies on the Community Trails Committee.

CITY COUNCIL PUBLIC HEARING

The order of business for Public Hearings shall be:

1) Mayor opens Public Hearing;
2) Staff presentation;
3) Applicant/Representative presentation;
4) Speakers in favor of proposal;
5) Speakers in opposition to proposal;
6) Applicant rebuttal;
7) Mayor closes Public Hearing;
8) Council discussion, motion and vote.

ONCE THE PUBLIC HEARING IS CLOSED NO FURTHER TESTIMONY IS TAKEN.

For those wishing to make a public comment regarding public hearing items (Nos. 16 & 17), please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the close of the public hearing on the corresponding item to be considered as part of the record. Please email your comments to publiccomment@cityofhighland.org. The City Clerk shall read all email comments provided that the reading shall not exceed three (3) minutes because this is the time limit for speakers at a Council Meeting.

16. Design Review Application (DRA 23-002) for the Development of a 220-Unit, Multi-Family Apartment Complex with Eleven (11) Affordable Units; a Conditions, Covenants, and Restrictions--Density Bonus and Inclusionary Housing Agreement to Demonstrate Compliance with Highland Municipal Code Chapters 16.40 Development Density and 16.50 Inclusionary Housing; Lot Line Adjustment (LLA 23-003) to Relocate the Existing Parcel Boundaries and Create Separate Parcels for a Multi-Phase Development; Variance (VAR 23-003) to Construct a Perimeter Fence/Wall 29% Taller than the Maximum Height Permitted for Residential Projects; and the Adoption of a Mitigation Negative Declaration (ENV 23-005) and Associated Mitigation Monitoring, and Reporting Program on Three (3) Vacant Parcels, Totaling 6.77 Acres in Area, Located on the West Side of Sterling Avenue, 250 Feet North of 9th Street, Assessor Parcel Numbers: 0278-131-45,-46, & -47

RECOMMENDATION: The Planning Commission recommends that the City Council:

1) Adopt Resolution No. 2023-_____adopting a Mitigated Negative Declaration (ENV 23-005) and associated Mitigation Monitoring and Reporting Program, and direct staff to file a Notice of Determination with the County Clerk of the Board;
2) Adopt Resolution No. 2023-_____ approving "Conditions, Covenants and Restrictions--Density Bonus and Inclusionary Housing Agreement" to facilitate the development of a 220-unit multi-family housing project utilizing Density Bonus provisions and establishing the Inclusionary Housing Unit requirements for the project;

3) Adopt Resolution No. 2023-_____approving Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, photometric plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex, subject to the Conditions of Approval and Findings of Fact;
4) Adopt Resolution No. 2023-_____ approving Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; subject to the Conditions of Approval and Findings of Fact; and
5) Adopt Resolution No. 2023-_____ approving Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6 feet to 7.75 feet, 29% greater than the maximum height permitted for residential projects, subject to the Findings of Fact.

17. Greenspot Village & Marketplace Specific Plan Revision (SPR 23-001) Proposing an Amendment to Increase the Maximum Dwelling Unit Count from 946 to 1,218 Dwelling Units, Design Review Application (DRA 23-009) Proposing the Construction of a CEQA Finding of Exemption, for a Project Located Within Planning Area 3 of the Greenspot Village & Marketplace Specific Plan Located West of the Intersection of Boulder Avenue and Webster Street, Assessor Parcel Numbers: 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16

RECOMMENDATION: The Planning Commission recommends that the City Council:

1) Make a finding under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;
2) Introduce and conduct first reading of Ordinance No. _____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001); and
3) Adopt Resolution No. 2023-_____ to approve Design Review Application (DRA 23-009), subject to the Conditions of Approval and Findings of Fact.

CITY COUNCIL LEGISLATIVE

18. Contract Award - Bid No. 2023-05, "Highland City Hall Roof Top Coat and Coping for Existing Polyurethane Roof System"

RECOMMENDATION: That the City Council:

1) Award the base bid contract to the responsive lowest bidder, Angelus Waterproofing & Restoration, Inc. in the amount of $207,075.00 for Bid No. 2023-05, "Highland City Hall Roof Top Coat and Coping for Existing Polyurethane Roof System"; and
2) Approve a budget adjustment for FY 2023-2024 to transfer $67,075 from 007-2100 (DIF Fund balance) to be expended from 007-8330-6030 (Building).

19. Purchase of Command Post Vehicle Through Sourcewell
RECOMMENDATION: That the City Council:
1) Approve the purchase of a new Command Post Vehicle for $100,258.98 through Sourcewell, a cooperative purchasing program; and
2) Authorize staff to auction the former Command Post Vehicle.

20. Consideration of Proposals for the City's Tow Rotation List Program Beginning January 1, 2024 and Ending December 31, 2025
RECOMMENDATION: That the City Council:
1) Review the Proposals from the Tow Operators/Companies;
2) Award Agreements to participate in the City's Tow Rotation Program; and
3) Authorize the Mayor to execute the necessary agreements.

21. Appoint One (1) Member of the Public to the Community Trails Committee
RECOMMENDATION: That the City Council appoint one (1) member of the public to the Community Trails Committee.

22. Appoint One (1) Member of the Public to the Planning Commission
RECOMMENDATION: That the City Council appoint one (1) member of the public to the Planning Commission.

23. City Manager Report and Comments (Work Program, Regional/Legislative/ Development Issues, Subcommittees, etc.)
RECOMMENDATION: Discussion and possible action.

24. Council Member Comments (Agency/Committee/AB 1234 Reports, District Updates, etc.)
RECOMMENDATION: Discussion and possible action.

ANNOUNCEMENTS

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) and/or (d)(3):
One case.

ADJOURN

Regular Meetings
Effective March 1, 2022, pursuant to Resolution No. 2022-001, the regular City Council meetings will be held once a month on the second Tuesday of each month.

2023
November 14; December 12

I, Alondra Muñoz, Deputy City Clerk, certify I caused to be posted this Agenda on or before October 5, 2023, by 5:30 p.m., on our website at www.cityofhighland.org and in the following designated areas:

Highland Branch Library
7863 Central Avenue

Fire Station No. 1
26974 Base Line

City Hall
27215 Base Line

Date: October 5, 2023

Alondra Muñoz
Deputy City Clerk

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Waive the Reading of All Ordinances

RECOMMENDATION: Waive the reading of all Ordinances in their entirety and read by title only.

Approved _____ Motion _____ Second _____ Agenda Item No. 1

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

_____ City Clerk

_____ City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Minutes – September 12, 2023 Regular Meeting

RECOMMENDATION: Approve the minutes as submitted.

Approved _____ Motion _____ Second _____ Agenda Item No. 2

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

MINUTES
CITY COUNCIL REGULAR MEETING
SEPTEMBER 12, 2023

CALL TO ORDER

The regular meeting of the City Council of the City of Highland was called to order at 6:00 p.m. by Mayor McCallon at the Donahue Council Chambers, 27215 Base Line, Highland, California.

The invocation was given by Pastor Tyler Perry, Immanuel Baptist Church, and the Pledge of Allegiance was led by Mayor McCallon.

ROLL CALL

Present: Chavez-Cordova, Lilburn, McCallon, Solano, Timmer
Absent: None

REPORT FROM CLOSED SESSION

None

SPECIAL PRESENTATIONS

Battalion Chief, Liz Brown, introduced Dr. Brian C. Strain as the Emergency Medical Doctor at Loma Linda Hospital.

PUBLIC COMMENT (ITEMS NOT ON THE AGENDA)

Andi LeGro spoke representing the Village Lakes neighborhood with a request to place "Keep Clear" striping within the entrance to their neighborhood off of Greenspot Road.

Daniel Jivanjee spoke regarding concerns with the existing truck routes.

Jane Bouch representing the Highland Chamber of Commerce, spoke about the upcoming 3rd Annual Highland Chamber Run on October 7, 2023.

CITY COUNCIL CONSENT CALENDAR

A MOTION was made by Mayor Pro Tem Lilburn, seconded by Council Member Solano, to approve the consent calendar as submitted. Motion carried on a roll call vote, 5-0.

1. Waive the Reading of All Ordinances
Waived the reading of all Ordinances in their entirety and read by title only.

2. Minutes - August 8, 2023 City Council Regular Meeting
Approved the Minutes as submitted.

3. Warrant Register
Approved Warrant Register No. 757 for September 12, 2023, in the amount of $4,270,897.95 and Payroll of $237,610.45.

4. Treasurer's Report for July 2023
Received and filed Treasurer's Report for July 2023.

5. Year-end Budget Adjustments for Fiscal Year 2022/2023
Approved the year-end budget adjustments for fiscal year 2022/2023.

6. Claim Consideration - Luis Carreto
Rejected claim.

7. The Coalition for Clean Air Requests the City to Participate in the 2023 California Clean Air Day on October 4, 2023
Adopted Resolution No. 2023-039 to support and participate in the 2023 California Clean Air Day on October 4, 2023.

RESOLUTION NO. 2023-039
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, CALIFORNIA DECLARING OCTOBER 4, 2023 AS CLEAN AIR DAY

8. Amendment to Cooperative Agreement with San Manuel Band of Mission Indians and Inland Valley Development Agency for the 3rd Street/5th Street Corridors Improvement Project (Project No. str18001)
   1) Approved an amendment to the Cooperative Agreement with San Manuel Band of Mission Indians (Tribe) and Inland Valley Development Agency (IVDA) regarding the 3rd Street/5th Street Corridors Improvement Project to document that the SB-1 grant in the amount of $1.7 million will be used as a match for the EDA grant and the City will not invoice this portion of the project cost from the Tribe and IVDA; and
   2) Authorized the Mayor to sign the Amendment.

9. Agreement Between the City and the County Regarding Use of the Local Allocation of Opioid Settlement Funds re: Allergan, CVS, Teva, Walgreens, and Walmart
Authorized the City Manager to execute the Agreement between the City and the County regarding use of the local allocation of opioid settlement funds re: Allergan, CVS, Teva, Walgreens, and Walmart.

CITY COUNCIL CONTINUED PUBLIC HEARING

10. Resolution Approving a Development Impact Fee Calculation and Nexus Report (2023 DIF Report), Adopting a Master Facilities Plan, Updating and Establishing the Fee Amounts for the City's Development Impact Fees; Resolution Amending the Park Land Acquisition and Park Facilities Development Fee Applicable to New Residential Subdivisions Pursuant to Section 16.40.200 of the Highland Municipal Code and the Quimby Act (Government Code Section 66477); Introduction of Ordinance Updating and Amending the City's Comprehensive System of Development Impact Fees and Superseding Ordinance Nos. 309 and 422; Making Determinations under CEQA

Mayor McCallon opened the continued public hearing regarding Development Impact Fees (DIF).

Director of Public Works/City Engineer Zamano presented the item. He presented background information into the item and stated that the city from 2006 to 2021 has done annual updates to the DIF to reflect the prevailing construction cost of improvements to ensure the city is collecting enough fees. It has been routinely done for the past 17 years, but in a Work Program item by the City Council back in 2021/2022, staff was directed to go back and do another comprehensive DIF update. The city has completed the comprehensive DIF update, and in June, presented some of those findings to the Finance/Personnel Subcommittee. The subcommittee was on board with the information the city had collected. On July 26, staff uploaded the comprehensive DIF update and the Master Facilities Plan to the city's website and provided it to builders. The builders were notified of the uploaded documents so they could review and provide feedback.

Since then, feedback was received relative to the uploaded reports and changes were made. The most significant changes were made to Chapter 10 of the report pertaining to the Park Land and Facility section. The changes were made because of the way the city was calculating the fees. The city found that it was necessary to include the proper acreage of the existing parks to make sure the correct ratio was calculated. Changes were made and the revised report was uploaded following the completion of the staff report.

Staff was directed to page six of the staff report. Director of Public Works/City Engineer Zamano stated on page six on the top, it listed the existing 2021 DIF fees. Those fees have been in place since April of 2021. The information below the page is information determined from the recent comprehensive DIF update. There are two categories for the various land uses that the report has identified. One category is subdivided for large residential type of development and then there is another category for non-subdivided categories which are non-major projects. In summary, the fees shown are based on the different land uses. The city wanted to look at a comparison, to see what the fees would have looked like had the city continued to do the annual updates to the DIF based on cost-of-living increases. The information below is what would have been the fees had we done

that for 2022 and 2023. The analysis took into consideration the period from July 1, 2021, through the end of June 2022. The California Construction Cost Index (CCI) was used for the adjustments. The adjustments identified for the first year 2021-2022 was 14.67%. The 2021 fees were re-calculated or adjusted based on that 14.67% increase. For 2023, the adjustment was 4.91%, just under 5%.

Based on annual increases, fees imposed on the developers would have been higher. Based on the most recent comprehensive report, the fees are less. What attributed to this change was two primary factors. First, when the city did the comprehensive update back in 2006, the city eliminated in the report projects that had already been completed. Secondly, the city also removed projects that it knew were not going to move forward because of a change in conditions that the city had for ultimate built out. Both of those factors were taken into consideration, and now the city is going to collect what is necessary for developers to pay their fair share of the cost. At the end of the day, this is primarily the purpose of this report, to collect the necessary fees that development is imposing on our existing infrastructure and to ensure that the city has adequate funds for that.

In conclusion, the payment for DIF fees, the city is keeping with what the City Council has been doing in the past, which is allowing developers to lock in their fees at the time that they submit a permit application. Payment of fees is required until the Certificate of Occupancy is established. That term is still applied through the information that is in the staff report. Comments on this term were received and those comments are included in the public comment section of the staff report. Staff responded to all the comments. One of the comments is from a developer who is here, Ed Horowitz from TREH Partners (TREH). They are requesting the City Council lock in their fees at the current 2021 fee rates. Gregory Brown from Revenue and Costs Services is in the audience as well, representing the firm who assisted in the drafting of this report. We are available for comments or questions on the report.

Mayor McCallon stated, in reading the staff report, the new fees would take effect November 2023.

Public Works Director/City Engineer Zamano stated that was correct.

Mayor McCallon asked if the developer wanted to lock in the fees on the old rate, would they have until that time frame to do that?

Public Works Director/City Engineer Zamano stated yes.

Mayor Pro Tem Lilburn asked if the city had a separate category for accessory dwelling units (ADUs), or do they fall under the attached or detached dwelling categories?

Public Works Director/City Engineer Zamano stated the ADUs fall under the structure of non-subdivided. There is a schedule that establishes how much the ADUs would have to pay.

Mayor Pro Tem Lilburn added she thinks they are making a substantial impact on the communities and they need to pay their fair share.

City Manager Hughes added there is a state law that prohibits the city from charging for ADUs under a certain square footage. The city cannot charge DIF fees for ADUs under 750 square feet, once it is over 750 square feet the DIF fees do apply.

City Attorney Marroquin added, the fees would apply at a proportional rate. That is included in the new ordinance. Another change that happened this round is the city is codifying prior ordinances. They will be added to the municipal code, spelling out an exception to the DIF rule, specifically for ADUs based on what is dictated by state law. To the extent that the city can collect, the city will collect, but it is limited by what state law allows.

Mayor Pro Tem Lilburn stated for the record, at some point it needs to be argued because the city is being impacted with traffic, streets, and schools. It does not matter the square footage, they are being packed in, and it should be given a hard look.

Mayor McCallon asked for any comments or questions.

Council Member Timmer followed up on Mayor Pro Tem Lilburn's comments. The square footage restrictions "lights up his fire" and assumes Mayor Pro Tem Lilburn's as well. He stated Mayor Pro Tem Lilburn is correct that the smaller units create a greater need for services than the larger units. State laws are where the cities do not have much of a choice. The second question is about AB602, it talks about square footage categories versus the dwelling units. The city chose to go with the dwelling units because the instructions or the legislation were not very clear on how to calculate the square footage issue. Most of the time, state law has no idea what they are doing, they give you a process, but they do not tell you how to do it or give you sideboards of what is going on. He stated he wanted to make sure City Council is comfortable the calculations in the report and that the city will not be challenged by the state because of AB602.

Public Works Director/City Engineer Zamano stated he does believe the report and attachments outline the proper justifications.

Council Member Timmer stated he wanted to assure that the city addressed both mechanisms and the one the city chose was because it made more sense. The Finance/Personnel Subcommittee works diligently to look at how to maintain the lowest increases or decreases. Many projects were removed from the list that were completed, even though under previous state law, you do not have to remove them, but the city purposely removed projects bringing the cost of the overall increases or decreases down. The Finance/Personnel Subcommittee was sympathetic to the plight of how this impacts development.

Mayor McCallon asked if there were any additional comments or questions? He mentioned there was one speaker slip from Edward Horowitz (Ed).

Ed introduced himself representing TREH Partners. He stated he wanted to provide a brief history of the project. The project is located on the northeast corner of Greenspot Road and SR-210 freeway, 21 ½ acres. In 2009, TREH finished the Lowes Center and retail project across the street. Within the same time frame, TREH installed all the traffic signals and road work to Greenspot Road to facilitate the Golden Triangle's continuing development. At the time, around 2010/2011, several meetings were held with the city, asking TREH to consider signing an exclusive negotiating agreement, given the previous developer was unable to get the deal done. That is when there was a Target, and a bunch of retail and other things going on. TREH entered into an exclusive negotiating agreement in the 2009/2010-time frame. At that time, around 2011, we were told one of our biggest concerns from across the street was the San Bernardino Kangaroo Rat (SBKR). We were told the property of 20 acres was not inhabited by SBKR, the city made the right decision because the Environmental Impact Report (EIR) reflected that. In 2011/2012, one of the additional items that affected the time of the project was its location within a floodplain. It was never reflected initially, and TREH is not putting any blame, other than it was our due diligence, but it was relayed to us if we could come in and get the Golden Triangle kicked off. Everybody remembers there was previous development trying to happen in that time frame and nothing kicked off. TREH had finished the load.

Within the 2013/2014-time frame, TREH did its due diligence and found out that in fact, the property was in a flood plain. Two and a half years were spent negotiating with the Federal Emergency Management Agency (FEMA). All our costs, hours, times and resources were at risk because we had not been in contract but wanted to continue moving forward. TREH was able to process the property through FEMA two and a half years later, got it out of the floodplain through engineering and design. Around the 2014-time frame, TREH wanted to finalize the FEMA map revisions. FEMA required TREH to do an updated environmental. So much for the EIR, and so much for all the effort at the end of the day because it was inhabited by SBKR. It required significantly more time, dollars, energy, and testing.

Almost, four and a half years, from 2014 to 2018, when they got the testing back, FEMA held contingent that TREH needed to get the trappings done. Long story short, around 2015-2017, the original EIR was revised to reflect the SBKR. TREH went into a negotiating contract with San Bernardino County Flood Control (SBCFCD) because the property was owned by the County of San Bernardino. TREH was able to negotiate a contract with the county. The city was part and partial to that agreement, it was enacted and approved by the city. One more interesting thing happened around 2017/2018, the state and its wisdom decided to add SBKR to the endangered species list, which had not previously been the case. After investing effort, time and energy, the state adds it to the list. TREH recognized they were dealing with the state at this point.

Fast forward to 2020/2021, TREH was approved for all 21 acres. Entitled retail on approximately 12 ½ acres and residential multi-family on about eight acres. A tremendous number of amenities with a huge demand and the value added to bring mixed-use and residential into the city. TREH has permits for construction for all the retail. Should we have processed the permits for residential construction, it would not have required me to be up here tonight. TREH until today, is still in negotiations with the state. TREH has their deal cut with the federal government for the SBKR, TREH has to purchase four and a half acres at about $275,000 an acre for the right to be able to develop the property and the state has come back and wanted 21 acres. The federal government wants four and a half, the state wants 21 acres. TREH was successful in getting some headway with the state. After two trips to Sacramento and a couple of meetings with the director, TREH thinks it's close to getting a deal done but the DIF fees are coming in. Given the time frame and those circumstances, which are primarily the SBKR added to the endangered species list and the FEMA floodplain issue. TREH is not complaining or crying, it is part of what a development deal is. You put a lot of money and time at risk, and it should work out, if it does, great, you are very happy campers.

With that said, TREH is asking the City Council to consider that the DIF fees for 2021 hold, while TREH can now start to process plans for residential because there is no issue on the 12 ½ acres of retail. The residential plans can take up to five months, with potential comments coming from Planning Commission and City Council. A physical submittal might not be possible without the state's acknowledgement of a deal. With that said, TREH is asking the City Council to consider the request. If there are any questions, I can answer.

Mayor McCallon asked if there were any questions for Ed?

Mayor Pro Tem Lilburn stated she was disgusted at the $275,000 per acre mitigation fee.

Ed responded it is unbelievable. In addition, the monitoring must continue with backpacks and night vision to track the SBKR during a period. Backpacks need to be placed to track where they are and what they are doing on a two-and-a-half-ounce kangaroo rat so that the state has all the information they need. It is beyond belief.

Mayor Pro Tem Lilburn stated it is amazing what the state can do when they want to do something and throw dwellings up wherever they want to, for whomever and not raise an issue on any endangered species.

Ed added, developers are encouraged by the state senator and state representative Pete Aguilar to get the housing up in their districts, and it is difficult. TREH appreciates the City Council's consideration and time tonight.

Mayor McCallon stated it is a continued public hearing item. There are no more speaker slips, is there anyone in the audience who wishes to speak either for or against the item?

Seeing there were none, Mayor McCallon closed the continued public hearing and brought it back to City Council for discussion and action.

Council Member Timmer stated City Council has been working on this item for a period of time and it has been discussed at subcommittee levels and would like to make the motion to move the item forward. The request from TREH Partners is reasonable and would like to have their request included as part of their ongoing agreements with the city.

Council Member Solano seconded the motion.

City Manager Hughes stated he is not sure if legally the city can pull one developer and give them a fee over all the other developers in the community. Every development develops a risk, while TREH's plight is understandable, the city should not single out one developer and hold the fee to just one group and then apply an increased fee to all other developers in the community. It does not seem appropriate; City Council can extend the time out for all development and seek to have this go into effect in January, February, or March and make it apply to everybody. That is fair practice as it applies to all, and not one group's fee would be kept down while raised for everybody else.

Council Member Timmer stated there was discussion in the staff report that some developers had a concern about this, and it was explained to them that there would be no changes for them. What is the difference we are talking about there?

Public Works Director/City Engineer Zamano clarified the difference is that they did submit and were further along in the process. The applications were submitted, so they complied with that part of the requirement.

City Manager Hughes suggested another option City Council could consider is making the grading permit the trigger point instead of a building permit. City Council can opt for something like that, but make it equal to everyone.

Council Member Timmer stated he will exclude that part right now and ask staff to come back, maybe the following meeting or how would this issue be addressed? He questions if there was a 60-day implementation date for this?

City Attorney Marroquin stated there was a 60-day implementation. Changes would have to be made if the resolution was adopted right now. The ordinance, which is going to be codified, includes the provision regarding the building permit locking in the fee, it could be revised to reflect language that would push it out, or alternatively it can state that by resolution a period of six months, the provision will be based on a grading permit or something along those lines.

Council Member Timmer expressed his concern with having an open-ended cut off date. It would encourage the developer to move forward and get things done. He questioned why that part is being codified?

City Attorney Marroquin stated the city does not need to codify. It can be pulled out and done through a resolution.

Council Member Timmer replied that was not a discretionary action taken by City Council.

City Attorney Marroquin stated that is correct. The reason everything was placed in an ordinance was because it would be developer friendly, the developer could pull the information from the city's website and know the development impact fees and the definition, that was the concept of it. The building permit section does not have to be codified, it could be adopted by resolution, and I can make the edits if you give me two minutes if that is the City Council's direction.

Mayor McCallon asked if this meeting can be continued?

City Attorney Marroquin stated it can be an option.

Mayor McCallon asked if that would be advantageous?

City Attorney stated City Council can take a five-minute recess, she can make the changes now, or City Council can continue it.

Mayor McCallon suggested this should be continued to the next meeting unless it is time sensitive.

City Manager Hughes stated it is not time sensitive, the city is just trying to get the directive from the City Council to get this accomplished.

Council Member Timmer stated he would like to move towards an action tonight.

City Manager Hughes replied it can be done two different ways or both options can be taken into consideration. The trigger point can be a grading permit rather than a building permit, as a grading permit is usually the first thing that is done. Or it can be extended to six months instead of having it go into effect November 2023. The ordinance could go into effect April 1, 2024.

Mayor McCallon replied the reason he is suggesting it be continued, is for City Council to work out what the appropriate language should be, given there is no time sensitivity to the item. He asked what is the City Council's pleasure?

Council Member Timmer replied he would like to have the item resolved tonight.

Mayor Pro Tem Lilburn responded she would like to hear what City Attorney Marroquin suggests.

City Attorney Marroquin agreed she does not think the language should be codified, it could be done through a resolution. If you did it that way, you would have to return after the six months with a new proposal. She understands what Mayor McCallon is stating, suggesting more time is needed to analyze. What City Manager Hughes suggested is a good idea, pushing out the effective date of the ordinance. Sixty (60) days is what is legally given, that is the minimum amount of time, but you could go further. Otherwise, City Council could come up with proposals and come back at the next meeting.

Council Member Timmer stated he would like to have this item resolved tonight. The effective date can be pushed out to April 1, 2024, so that it is left how it is and that way it will not generate building permit issues or conceivable issues.

City Attorney Marroquin responded, correct. She heard Council Member Timmer state he did not want to have it codified and would like more flexibility?

Council Member Timmer replied he did not want to take any more steps later on, he would like to have this resolved tonight, the city has been working on this for a couple of years on the Work Program. The developers in the audience would like to know up front as well.

City Attorney Marroquin stated the easiest solution is to push out the effective date to April 1, 2024, or whichever date the City Council chooses. The new effective date would give certainty to the development community that starting April 1, 2024 the new fees would take effect across the board. That would be the very simple solution.

Mayor McCallon asked if new language would have to be generated?

City Manager Hughes responded there would be no changes to the language, the date would just need to be changed.

City Attorney Marroquin stated Section 8 of the ordinance and resolutions would be changed. Section 8 states, "this ordinance and development impact fees shall apply to the issuance of any building permit for the development project issued 60 days following the passage of this ordinance except as provided in the fee resolution". That language would be changed to say that it will apply to the issuance of any building permit for a development project beginning April 1, 2024. Similar changes would be made to the resolution. Rather than have it tied to the effective date of the ordinance, it would be the April 1, 2024 date.

Mayor McCallon asked Council Member Timmer if that was part of his motion?

Council Member Timmer responded that it was.

A MOTION was made by Council Member Timmer, seconded by Mayor Pro Tem Lilburn, to:

1) Adopt Resolution No. 2023-040 approving a Development Impact Fee Calculation Nexus Report (2023 DIF Report), adopt a Master Facilities Plan as part of the 2023 DIF Report, updating and establishing the fee amounts for the City's Development Impact Fees, and making determinations under CEQA, as amended reflecting April 1, 2024, as the effective date;
2) Adopt Resolution No. 2023-041 amending the Park Land Acquisition and Park Facilities Development Fee applicable to new residential subdivisions pursuant to Section 16.40.200 of the Highland Municipal Code and the Quimby Act (Government Code Section 66477), and making determinations under CEQA, as amended reflecting April 1, 2024, as the effective date; and
3) Introduce and conduct first reading, read by title only, of Ordinance No. 461 updating and amending the City's comprehensive system of Development Impact Fees, superseding Ordinance Nos. 309 and 422, and making determinations under CEQA, as amended reflecting April 1, 2024, as the effective date. Motion carried as amended, 5-0.

RESOLUTION NO. 2023-040
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING A DEVELOPMENT IMPACT FEE REPORT (NEXUS STUDY), ADOPTING A MASTER FACILITIES PLANS AS PART OF THE DEVELOPMENT IMPACT FEE REPORT, UPDATING AND ESTABLISHING THE FEE AMOUNTS FOR THE CITY'S DEVELOPMENT IMPACT FEES, AND MAKING DETERMINATIONS UNDER CEQA

RESOLUTION NO. 2023-041
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, AMENDING THE PARK LAND ACQUISITION AND PARK FACILITIES DEVELOPMENT FEE APPLICABLE TO NEW RESIDENTIAL SUBDIVISIONS PURSUANT TO SECTION 16.40.200 OF THE HIGHLAND MUNICIPAL CODE AND QUIMBY ACT (GOVERNMENT CODE SECTION 66477), AND MAKING DETERMINATIONS UNDER CEQA

City Clerk Hughes introduced Ordinance No. 461:

ORDINANCE NO. 461
AN ORDINANCE OF CITY OF HIGHLAND, CALIFORNIA, ADDING A NEW CHAPTER 3.36 "DEVELOPMENT IMPACT FEES" TO TITLE 3 (REVENUE AND FINANCE) OF THE HIGHLAND MUNICIPAL CODE CODIFYING, UPDATING, AND AMENDING THE CITY'S COMPREHENSIVE SYSTEM OF DEVELOPMENT IMPACT FEES, SUPERSEDING ORDINANCE NOS. 309 AND 422, AND MAKING DETERMINATIONS UNDER THE CEQA

which title was read.

CITY COUNCIL LEGISLATIVE

11. Measure I Capital Project Needs Analysis for Fiscal Years (2024/25-2028/29)

Public Works Director/City Engineer Zamano gave a brief review of the staff report.

A MOTION was made by Council Member Solano, seconded by Mayor Pro Tem Lilburn, to:

1) Approve the Measure I Five-Year Capital Project Needs Analysis for Fiscal Years 2024/25-2028/29 for the Major Street and Freeway Interchange Programs; and
2) Adopt Resolution No. 2023-042 adopting the Measure I Five-Year Capital Project Needs Analysis for Fiscal Years 2024/25-2028/29. Motion carried, 5-0.

RESOLUTION NO. 2023-042
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING THE MEASURE I FIVE-YEAR CAPITAL PROJECT NEEDS ANALYSIS FOR FISCAL YEARS 2024/2025 THROUGH 2028/2029

12. Recruitment for a New City Manager

City Manager Hughes gave a brief review of the staff report.

Council consensus to refer this item to the Finance/Personnel Subcommittee to engage the services of a professional recruiting firm. Motion carried, 5-0.

13. City Manager Report and Comments (Work Program, Regional/Legislative/ Development Issues, Subcommittees, etc.)

City Manager Hughes stated the city audit will start on Monday, September 18. Staff will be working with the auditors and bringing it forward to the Finance/Personnel Subcommittee, and ultimately to the City Council in December.

Associate Planner Syed accepted a Senior Planner position with the City of Rancho Cucamonga. The city is working on a replacement and is hopeful there will not be much of a gap. The city wishes him well in Rancho Cucamonga.

The Planning Commission will have a full agenda next week on Tuesday, September 19. There are five projects on the agenda: 1) an apartment complex on Sterling Avenue 2) San Carlo which is a townhome/apartment complex on Greenspot Road 3) an auto body shop expansion on 3rd Street 4) a new tow yard on 5th Street near Sterling Avenue and 5) a new spec industrial building near the southwest corner of 5th Street and Central Avenue.

Brian Cronin, who has been the long time Chief of Animal Care and Control with the County of San Bernardino, has retired. He served with the county for 41 years. Jennifer Osorio is the acting chief.

On Friday, August 18, the city was notified by the California Department of Housing and Community Development (HCD) that the city's adopted 6th Cycle Housing Element is in substantial compliance, in other words, the city got their housing element certified. A special thanks to Community Development Director Mainez, Assistant Community Development Director Stater, and planning staff for their hard work. Implementation of re-zoning will need to be done.

A construction update on Palm Avenue, the city is pleased to announce that Palm Avenue is open to traffic now between 3rd Street and 5th Street. It was closed for quite some time due to pouring of concrete in the area, but it is back open. The signal at 3rd Street and Palm Avenue will be on red flash for a while. More work within the area is scheduled, turn pockets and other items still need to be completed. There will be a reduction of lanes from two to one lane, but the plan is to keep the street open.

The city received a grant award for the 9th Street Transit Stops, Sidewalk and Bikeway Improvements project. It was selected by SBCTA for award for fiscal year 2023/2024 for TDA Article 3 bicycle pedestrian funds in the amount of $404,000. The total estimated cost of the project is $808,000, it will pay approximately 50%.

The Sheriff's Department for the period of August 7 through September 10, responded to 3,938 calls for service, made 243 reports and 158 arrests.

The Fire Department for the month of August responded to 525 medical aids, 43 traffic collisions, 13 structure fires, 8 vegetation fires, 5 vehicle fires and 28 other fires.

The State of the City Address will be held Thursday, September 14 at Big Bear Springs Event Center. Reception will be at 5:30 p.m. and the program will start at 6:30 p.m. On Monday, September 25, a Blood Drive will be held at the Highland Sheriff's Station. October 4 is California Clean Air Day. October 7, the Highland Improvement Team (HIT) will be volunteering by distributing water at the 3rd Annual Discover Highland Run held by the Highland Chamber of Commerce. On October 14, Fire Station #3 will host an Open House. October 23 is Red Ribbon Week. City Hall will host a compost giveaway on Saturday, September 23.

15. Council Member Comments (Agency/Committee/AB 1234 Reports, District Updates, etc.)

Mayor Pro Tem Lilburn stated she did not see the community activists present at tonight's City Council meeting. Herself and Council Member Solano had the opportunity to meet with the constituents of Silver Creek Mobile Home Park. They were able to provide a copy of their bill reflecting the trash rates and they were spot on with what they were being charged. She wanted to thank them and acknowledge their friendliness. She is glad herself and Council Member Solano could be of service and look out for their constituents.

She was honored to present a certificate to the Highland Women's Club for their 125th anniversary.

She had the pleasure of doing the welcome speech for the Discover Highland walk coming up in October.

She stated there is a free concert at Cruising at Altitude at the San Bernardino International Airport on Saturday, September 16. It is free admission and parking. The public is welcome to attend. The band Walters and Almost Monay will be performing. They have taken a big airplane and made a stage out of it. It gives the community an opportunity to see the airport. Doors open at 6:00 p.m. and the band will probably start around 7:00 p.m. or 8:00 p.m.

Mayor McCallon circled back to the Housing Element discussion. He mentioned to Community Development Director Mainez several things will be required of the city by the California Department of Housing and Community Development (HCD), unlike past Housing Elements.

Community Development Director Mainez stated that is correct. He has met with staff and is lined up to get all those things front loaded as soon as possible. While the Planning Department is down one planner, it is their priority and City Council will receive large packets with the information. Sixty-three percent (63%) of cities and counties in California got certified, and staff wants to extend their appreciation for City Council's political will and participation in getting to this point.

Mayor McCallon added that Housing Elements in the past have been treated more as a planning document and ignored. As a result, HCD has put more emphasis on this round of the 6th Housing Element.

Mayor Pro Tem Lilburn stated she keeps coming back to the ADUs because residents pay for services that ADU applicants will get. DIF fees help pay for schools and roads. Her heartburn lands in the fact ADU applicants will not have to pay for DIF fees, yet they will still benefit from those services. The people that will have to pick up or subsidize the costs are Highland residents. It is not fair.

Council Member Timmer stated the whole thing boils down to the Housing Element. The city puts a plan together, the state approves or disapproves. The state tells the city what it needs to change. It boils down to the market, if there is a need for a certain product, the developers will find a way to do that.

Mayor McCallon reiterated it will be a different process this year.

ANNOUNCEMENTS

None

CLOSED SESSION

None

ADJOURN

There being no further business, Mayor McCallon adjourned the meeting at 7:01 p.m. in memory of Robert Eaglin, Jenni Laroe, Ignacio Ramirez, Julie Tilman, and Drake WIlliams.

Submitted By:

Betty Hughes, MMC
City Clerk

Approved By:

Larry McCallon
Mayor

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer CD

PREPARED BY: Leticia Nava-Cruz, Assistant Director of Administrative Services LNC

SUBJECT: Warrant Register #758

RECOMMENDATION: City Council to approve Warrant Register #758; Warrants in the amount of $3,297,175.13 and Payroll in the amount of $241,962.10.

FISCAL IMPACT: The total of Cash and Expenditures is $3,539,137.23.

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: See Printouts Attached.

Approved _____ Motion_____ Second _____ Agenda Item No. 3

Denied _____ Ayes_____

Continued_____ Noes _____ File No. _____

Tabled_____ Abstain_____

Absent_____

City Clerk

City Manager

CITY OF HIGHLAND

WARRANT REGISTER #758

October 10, 2023

Warrants:

9/8/2023	Payroll Wire #829-832 & Ck #87904-87905		73,793.18
9/8/2023	Ck#87906-87908		30,434.49
9/12/2023	Ck#87909-87958		407,088.30
9/19/2023	Ck#87959-88005		1,486,875.97
9/22/2023	Payroll Wire #833-836 & Ck #88006-88007		78,387.30
9/21/2023	Ck#88008		20,257.16
9/26/2023	Ck#88009-88048		1,141,094.35
10/3/2023	Ck#88049-88068 & Wire#1002466979		59,244.38
		Total Warrants	$ 3,297,175.13

Payroll:

9/8/2023	Direct Deposits #13216-13258		117,862.82
9/8/2023	Ck #701		281.90
9/22/2023	Direct Deposits #13259-13301		123,535.48
9/22/2023	Ck #702		281.90
		Total Payroll	$ 241,962.10
	Total Warrants & Payroll		**$ 3,539,137.23**

APPROVED BY:

Larry McCallon
Finance Subcommittee

Joseph A. Hughes
City Manager

John Timmer
Finance Subcommittee

Chuck Dantuono
Director of Administrative
Services/City Treasurer

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
829	9/8/2023	000003 ICMA RETIREMENT TRUST-457	ICMA DEFERRED COMP 457: PAYMENT	
			ICMA DEFERRED COMP 457: Payment 001.1170	10,667.23
			ICMA DEFERRED COMP 457: Payment 004.1170	2,181.38
			ICMA DEFERRED COMP 457: Payment 010.1170	921.94
			ICMA DEFERRED COMP 457: Payment 012.1170	12.50
			ICMA DEFERRED COMP 457: Payment 016.1170	12.50
			ICMA DEFERRED COMP 457: Payment 023.1170	27.49
			ICMA DEFERRED COMP 457: Payment 024.1170	12.00
			ICMA DEFERRED COMP 457: Payment 041.1170	369.50
			ICMA DEFERRED COMP 457: Payment 042.1170	121.49
			ICMA DEFERRED COMP 457: Payment 070.1170	311.63
			Total :	**14,637.66**
830	9/8/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	EPMC: PAYMENT	
			EPMC: Payment 001.1145	638.50
			EPMC: Payment 004.1145	149.88
			EPMC: Payment 010.1145	53.01
			EPMC: Payment 012.1145	2.86
			EPMC: Payment 016.1145	2.86
			EPMC: Payment 023.1145	7.96

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
830	9/8/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			EPMC: Payment	
			024.1145	0.68
			EPMC: Payment	
			041.1145	37.93
			EPMC: Payment	
			042.1145	13.82
			EPMC: Payment	
			070.1145	65.69
			PERS: Payment	
			001.1145	17,997.38
			PERS: Payment	
			004.1145	3,413.47
			PERS: Payment	
			010.1145	1,206.33
			PERS: Payment	
			012.1145	228.76
			PERS: Payment	
			016.1145	228.74
			PERS: Payment	
			023.1145	254.16
			PERS: Payment	
			024.1145	24.68
			PERS: Payment	
			041.1145	541.94
			PERS: Payment	
			042.1145	737.64
			PERS: Payment	
			070.1145	938.54
			PERS SURVIVOR: Payment	
			001.1145	26.14
			PERS SURVIVOR: Payment	
			004.1145	4.59
			PERS SURVIVOR: Payment	
			010.1145	1.14
			PERS SURVIVOR: Payment	
			012.1145	0.56

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
830	9/8/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)		
			PERS SURVIVOR: Payment 016.1145		0.57
			PERS SURVIVOR: Payment 023.1145		0.41
			PERS SURVIVOR: Payment 024.1145		0.04
			PERS SURVIVOR: Payment 041.1145		0.32
			PERS SURVIVOR: Payment 042.1145		1.78
			PERS SURVIVOR: Payment 070.1145		0.72
				Total :	**26,581.10**
831	9/8/2023	000119 INTERNAL REVENUE SERVICE	FEDERAL TAXES: PAYMENT		
			FEDERAL TAXES: Payment 001.1120		13,893.59
			FEDERAL TAXES: Payment 004.1120		2,207.58
			FEDERAL TAXES: Payment 010.1120		865.76
			FEDERAL TAXES: Payment 012.1120		138.84
			FEDERAL TAXES: Payment 016.1120		138.82
			FEDERAL TAXES: Payment 023.1120		145.13
			FEDERAL TAXES: Payment 024.1120		15.85
			FEDERAL TAXES: Payment 041.1120		455.93
			FEDERAL TAXES: Payment 042.1120		356.54
			FEDERAL TAXES: Payment 070.1120		826.86
			SOCIAL SECURITY: Payment		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
831	9/8/2023	000119 INTERNAL REVENUE SERVICE	(Continued)	
			001.1140 MEDICARE: Payment	632.22
			001.1140 MEDICARE: Payment	3,517.96
			004.1140 MEDICARE: Payment	622.46
			010.1140 MEDICARE: Payment	200.58
			012.1140 MEDICARE: Payment	56.10
			016.1140 MEDICARE: Payment	56.08
			023.1140 MEDICARE: Payment	50.68
			024.1140 MEDICARE: Payment	5.38
			041.1140 MEDICARE: Payment	84.24
			042.1140 MEDICARE: Payment	149.92
			070.1140	147.76
			Total :	**24,568.28**
832	9/8/2023	000001 CALIF STATE EMPLOYMENT	STATE TAXES: PAYMENT STATE TAXES: Payment	
			001.1130 STATE TAXES: Payment	5,510.15
			004.1130 STATE TAXES: Payment	856.66
			010.1130 STATE TAXES: Payment	343.00
			012.1130 STATE TAXES: Payment	56.00
			016.1130 STATE TAXES: Payment	56.00
			023.1130	59.84

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
832	9/8/2023	000001 CALIF STATE EMPLOYMENT	(Continued)	
			STATE TAXES: Payment 024.1130	5.75
			STATE TAXES: Payment 041.1130	185.16
			STATE TAXES: Payment 042.1130	115.99
			STATE TAXES: Payment 070.1130	282.09
			Total :	7,470.64
87904	9/8/2023	003804 AFLAC WWHQ	AFLAC ACCIDENT INSURANCE: PAYMENT	
			AFLAC ACCIDENT INSURANCE: Payment 001.1181	98.23
			AFLAC ACCIDENT INSURANCE: Payment 004.1181	13.98
			AFLAC ACCIDENT INSURANCE: Payment 012.1181	3.57
			AFLAC ACCIDENT INSURANCE: Payment 016.1181	3.57
			AFLAC ACCIDENT INSURANCE: Payment 023.1181	5.81
			AFLAC ACCIDENT INSURANCE: Payment 024.1181	0.26
			AFLAC ACCIDENT INSURANCE: Payment 042.1181	4.18
			AFLAC DISABILITY INSURANCE: Payment 001.1181	128.15
			AFLAC DISABILITY INSURANCE: Payment 004.1181	24.69
			AFLAC DISABILITY INSURANCE: Payment 012.1181	6.31
			AFLAC DISABILITY INSURANCE: Payment 016.1181	6.30
			AFLAC DISABILITY INSURANCE: Payment 024.1181	0.51
			AFLAC HOSPITAL INSURANCE: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87904	9/8/2023	003804 AFLAC WWHQ	(Continued)	
			001.1181 AFLAC HOSPITAL INSURANCE: Payment	157.64
			012.1181 AFLAC HOSPITAL INSURANCE: Payment	6.71
			016.1181 AFLAC HOSPITAL INSURANCE: Payment	6.70
			023.1181 AFLAC HOSPITAL INSURANCE: Payment	12.32
			042.1181 AFLAC DENTAL: Payment	4.97
			001.1181 AFLAC DENTAL: Payment	27.89
			004.1181 AFLAC DENTAL: Payment	0.55
			041.1181 AFLAC DENTAL: Payment	1.66
			070.1181 AFLAC SPECIFIED HEALTH INS: Payment	0.56
			001.1181 AFLAC SPECIFIED HEALTH INS: Payment	2.96
			012.1181 AFLAC SPECIFIED HEALTH INS: Payment	1.49
			016.1181	1.49
			Total :	**520.50**
87905	9/8/2023	000433 ARROWHEAD UNITED WAY	ARROWHEAD UNITED WAY: PAYMENT	
			ARROWHEAD UNITED WAY: Payment 001.1180	11.27
			ARROWHEAD UNITED WAY: Payment 004.1180	0.76
			ARROWHEAD UNITED WAY: Payment 041.1180	2.26
			ARROWHEAD UNITED WAY: Payment 070.1180	0.71
			Total :	**15.00**
6 Vouchers for bank code :		wfb	**Bank total :**	**73,793.18**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount

6 Vouchers in this report

Total vouchers : 73,793.18

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87906	9/8/2023	006105 DUKES, WILLIAM SETH	MEDICAL DIRECTOR 22/23		
			MEDICAL DIRECTOR 22/23		
			028.2050.4574		14,500.00
				Total :	**14,500.00**
87907	9/8/2023	001193 LIFE ASSIST, INC.	FS#1: PPE SUPPLIES		
			FS#1: PPE SUPPLIES		
			030.8495.4349		201.49
				Total :	**201.49**
87908	9/8/2023	004920 TKE ENGINEERING	BRG07001 NON PART LOCAL RDA07-FEB		
			BRG07001 NON PART LOCAL RDA07-FEB		
			010.3830.6813		1,437.50
			GENERAL ENG SRVS CAPITAL PROJECTS-FEB		
			GENERAL ENG SRVS CAPITAL PROJECTS-FEB		
			023.3890.4550		708.00
			OLA20002 PM MSRI-FEB		
			OLA20002 PM MSRI-FEB		
			017.8350.6550		230.00
			OLA22001 PM GCF-FEB		
			OLA22001 PM GCF-FEB		
			023.3890.6550		230.00
			SDR06002 NON PART RDA07-FEB		
			SDR06002 NON PART RDA07-FEB		
			010.3830.6600		230.00
			STR17001 NON PART ARPA-FEB		
			STR17001 NON PART ARPA-FEB		
			030.8495.6550		1,035.00
			STR17002 PM CCF 2017-FEB		
			STR17002 PM CCF 2017-FEB		
			027.8490.6550		172.50
			STR19003 PM GCF-FEB		
			STR19003 PM GCF-FEB		
			023.3890.6530		115.00
			STR20002 PM COSB-FEB		
			STR20002 PM COSB-FEB		
			027.8490.6550		213.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87908	9/8/2023	004920 TKE ENGINEERING	(Continued)	
			STR20002 PM DIF LOC-FEB	
			STR20002 PM DIF LOC-FEB	
			007.8330.6550	304.50
			SWK19002 PM MSRI-FEB	
			SWK19002 PM MSRI-FEB	
			017.8350.6545	402.50
			STR18001 PM RDA07-FEB	
			STR18001 PM RDA07-FEB	
			010.3830.6550	5,117.50
			SIG21-002 CM DIF LOCAL-FEB	
			SIG21-002 CM DIF LOCAL-FEB	
			007.8330.6550	310.00
			BRG12-001 PM DIF REG-FEB	
			BRG12-001 PM DIF REG-FEB	
			007.8330.6813	345.00
			SWK21-001 PM MSRI-FEB	
			SWK21-001 PM MSRI-FEB	
			017.8350.6530	230.00
			SWK19-002 CE MSRI-FEB-MAR	
			SWK19-002 CE MSRI-FEB-MAR	
			017.8350.6530	406.32
			SWK19-002 CE ART3-FEB-MAR	
			SWK19-002 CE ART3-FEB-MAR	
			005.8320.6545	598.18
			SWK21-001 CE MSRI-FEB-MAR	
			SWK21-001 CE MSRI-FEB-MAR	
			017.8350.6530	681.44
			SWK21-001 CE ART3-FEB-MAR	
			SWK21-001 CE ART3-FEB-MAR	
			005.8320.6545	661.56
			SIG19-001 DE GCF-FEB	
			SIG19-001 DE GCF-FEB	
			023.3890.6550	2,305.00
			Total :	**15,733.00**

3 Vouchers for bank code : wfb **Bank total : 30,434.49**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
3 Vouchers in this report			Total vouchers :	30,434.49

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87909	9/12/2023	004206 #1 SON PLUMBING	FS#2: BACKFLOW TEST FS#2: BACKFLOW TEST 028.2050.4030 FS#2: BACKFLOW TEST 029.2100.4030		382.50 382.50
				Total :	**765.00**
87910	9/12/2023	004945 ABOVE ALL NAMES CONSTRUCTION	ROW REPAIRS ROW REPAIRS 004.8310.4570		15,939.30
				Total :	**15,939.30**
87911	9/12/2023	005771 AMAZON CAPITAL SERVICES	PD: OFFICE SUPPLIES - RETURNED PD: OFFICE SUPPLIES - RETURNED 001.2000.4200 30% RECYCLE PAPER TOWLES/RETURNED 30% RECYCLE PAPER TOWLES/RETURNED 042.9510.4200 OFFICE SUPPLIES OFFICE SUPPLIES 001.3200.4200 PD: YABER CAR JUMPER PD: YABER CAR JUMPER 001.2000.4240 STATE OF THE CITY: SUPPLIES STATE OF THE CITY: SUPPLIES 001.1000.4336 PD: OFFICE SUPPLIES-RETURNED PD: OFFICE SUPPLIES-RETURNED 001.2000.4200		-1.50 -32.30 43.55 201.72 107.40 -10.93
				Total :	**307.94**
87912	9/12/2023	000165 AT&T	CORP YARD TELE/INT-SEP CORP YARD TELE/INT-SEP 004.8310.4060		1,202.28
				Total :	**1,202.28**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87913	9/12/2023	000165 AT&T	CITY HALL TELE/INT-SEP		
			CITY HALL TELE/INT-SEP		
			042.9510.4060		1,023.77
				Total :	**1,023.77**
87914	9/12/2023	000165 AT&T	WHITE PAGES-SEP		
			WHITE PAGES-SEP		
			042.9510.4060		17.13
				Total :	**17.13**
87915	9/12/2023	001072 AUTO ZONE	VEH #3511A: MAINTENANCE		
			VEH #3511A: MAINTENANCE		
			028.2050.4240		23.34
			VEH #3511A: MAINTENANCE		
			029.2100.4240		23.33
				Total :	**46.67**
87916	9/12/2023	003599 BAB STEERING HYDRAULICS INC,	ME543: BRAKES & FRONT ALIGNMENT		
			ME543: BRAKES & FRONT ALIGNMENT		
			029.2100.4240		2,502.65
			ME543: BRAKES & FRONT ALIGNMENT		
			028.2050.4240		2,502.64
				Total :	**5,005.29**
87917	9/12/2023	000043 BALLARD PLUMBING HEATING & AIR	FS#3: HVAC MAINT		
			FS#3: HVAC MAINT		
			028.2050.4588		112.50
			FS#3: HVAC MAINT		
			029.2100.4588		112.50
			FS#2: HVAC MAINT		
			FS#2: HVAC MAINT		
			028.2050.4588		112.50
			FS#2: HVAC MAINT		
			029.2100.4588		112.50
				Total :	**450.00**
87918	9/12/2023	003445 BOOT BARN, INC.	UNIFORM BOOT: HALLOWAY		
			UNIFORM BOOT: HALLOWAY		
			001.6010.4249		173.99

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87918	9/12/2023	003445 BOOT BARN, INC.	(Continued)		
			UNIFORM BOOT: RAMOS		
			UNIFORM BOOT: RAMOS		
			004.8310.4249		175.00
			UNIFORM BOOT: PECK		
			UNIFORM BOOT: PECK		
			001.6000.4249		175.00
			UNIFORM BOOT: COLEMAN		
			UNIFORM BOOT: COLEMAN		
			001.6000.4249		175.00
				Total :	**698.99**
87919	9/12/2023	006208 BOWER, DAVID	REFUND LIVESCAN		
			REFUND LIVESCAN		
			001.1450.9536		34.00
				Total :	**34.00**
87920	9/12/2023	000232 CAPITAL ONE	UNIFORM ALLOWANCE: HALLOWAY		
			UNIFORM ALLOWANCE: HALLOWAY		
			001.6010.4249		120.76
			CORP YARD: MISC SUPPLIES		
			CORP YARD: MISC SUPPLIES		
			004.8310.4206		54.30
				Total :	**175.06**
87921	9/12/2023	004234 CEMEX	SAND FOR SANDBAGS		
			SAND FOR SANDBAGS		
			004.8310.4206		1,017.02
				Total :	**1,017.02**
87922	9/12/2023	006099 CHARTER COMMUNICATIONS	PD TELE/INT-SEP		
			PD TELE/INT-SEP		
			001.2000.4065		829.85
				Total :	**829.85**
87923	9/12/2023	000213 DAILY JOURNAL CORPORATION	2023-05 BID NEWSPAPER PUBLICATIONS		
			2023-05 BID NEWSPAPER PUBLICATIONS		
			001.1200.4300		966.00
			DIF ORD-NEWSPAPER PUBLICATIONS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87923	9/12/2023	000213 DAILY JOURNAL CORPORATION	(Continued)		
			DIF ORD-NEWSPAPER PUBLICATIONS		
			001.1200.4300		579.60
				Total :	**1,545.60**
87924	9/12/2023	004868 DISASTER MASTERS FIRE PROT	F/E REFURB		
			F/E REFURB		
			028.2050.4245		363.66
			F/E REFURB		
			029.2100.4245		363.65
				Total :	**727.31**
87925	9/12/2023	005599 DM CONTRACTING, INC.	SWK19002 CON MSRI PPE3 RET REL		
			SWK19002 CON MSRI PPE3 RET REL		
			017.1350		1,841.50
			SWK19002 CON ART3 PPE3 RET REL		
			SWK19002 CON ART3 PPE3 RET REL		
			005.1350		1,791.05
			SWK21001 CON SB 1 RMRA PPE3 RET REL		
			SWK21001 CON SB 1 RMRA PPE3 RET REL		
			004.1350		1,904.22
			SWK21001 CON ART3 PPE3 RET REL		
			SWK21001 CON ART3 PPE3 RET REL		
			005.1350		2,741.50
				Total :	**8,278.27**
87926	9/12/2023	006202 EVER FENCE CORPORATION	PRK23001 PPE#2 CON PROP 68-AUG		
			PRK23001 PPE#2 CON PROP 68-AUG		
			027.8490.6020		84,007.65
			PRK23001 PPE#2 CON PROP 68 RET-AUG		
			PRK23001 PPE#2 CON PROP 68 RET-AUG		
			027.1350		-4,200.38
				Total :	**79,807.27**
87927	9/12/2023	005018 FLYERS ENERGY, LLC	FUEL-AUG		
			FUEL-AUG		
			001.2000.4220		5,657.23
			FUEL-AUG		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87927	9/12/2023	005018 FLYERS ENERGY, LLC	(Continued)		
			001.4600.4220 FUEL-AUG		249.36
			001.6000.4220 FUEL-AUG		176.98
			004.8310.4220 FUEL-AUG		663.67
			028.2050.4220 FUEL-AUG		850.93
			029.2100.4220 FUEL-AUG		850.93
			042.9510.4220		44.24
				Total :	**8,493.34**
87928	9/12/2023	000100 GOVERNMENT FINANCE OFFICERS, AS	BUDGET AWARD APPLICATION BUDGET AWARD APPLICATION 001.1700.4310		575.00
				Total :	**575.00**
87929	9/12/2023	005457 GOVERNMENT TAX SEMINARS, LLC	GOVT TAX & EMPLOYEE BENEFIT GOVT TAX & EMPLOYEE BENEFIT 001.1700.4330		495.00
				Total :	**495.00**
87930	9/12/2023	000623 HARBOR FREIGHT TOOLS	FS#2: MAINTENANCE SUPPLIES FS#2: MAINTENANCE SUPPLIES 028.2050.4245		127.19
			FS#2: MAINTENANCE SUPPLIES 029.2100.4245		127.18
				Total :	**254.37**
87931	9/12/2023	000292 HDL COREN & CONE	22/23 ACFR STAT PACKAGE 22/23 ACFR STAT PACKAGE 001.1700.4510		695.00
				Total :	**695.00**
87932	9/12/2023	000108 HIGH TECH SECURITY	FS#1: ANNUAL INSP 23/24 FS#1: ANNUAL INSP 23/24 028.2050.4070		90.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87932	9/12/2023	000108 HIGH TECH SECURITY	(Continued)	
			FS#1: ANNUAL INSP 23/24	
			029.2100.4070	90.00
			FS#2 ANNUAL INSP 23/24	
			FS#2 ANNUAL INSP 23/24	
			028.2050.4070	90.00
			FS#2 ANNUAL INSP 23/24	
			029.2100.4070	90.00
			FS#3: ANNUAL INSP 23/24	
			FS#3: ANNUAL INSP 23/24	
			028.2050.4070	90.00
			FS#3: ANNUAL INSP 23/24	
			029.2100.4070	90.00
			Total :	**540.00**
87933	9/12/2023	002664 INLAND LIGHTING SUPPLIES, INC.	PD: LIGHTING SUPPLIES	
			PD: LIGHTING SUPPLIES	
			001.2000.4070	242.30
			FS#3: LIGHTHING SUPPLIES	
			FS#3: LIGHTHING SUPPLIES	
			028.2050.4070	44.86
			FS#3: LIGHTHING SUPPLIES	
			029.2100.4070	44.86
			FS#3: LIGHTING SUPPLIES	
			FS#3: LIGHTING SUPPLIES	
			028.2050.4070	39.15
			FS#3: LIGHTING SUPPLIES	
			029.2100.4070	39.15
			CITY HALL: LIGHTING SUPPLIES	
			CITY HALL: LIGHTING SUPPLIES	
			042.9510.4070	89.72
			Total :	**500.04**
87934	9/12/2023	005245 JOHNSON EQUIPMENT COMPANY	BATTALION TRUCK: MAINTENANCE	
			BATTALION TRUCK: MAINTENANCE	
			029.2100.6060	1,608.71
			Total :	**1,608.71**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87935	9/12/2023	000127 K & L HARDWARE	CORP YARD: SUPPLIES		
			CORP YARD: SUPPLIES		
			004.8310.4206		116.44
				Total :	**116.44**
87936	9/12/2023	000207 KONICA MINOLTA	IT MONTHLY CONTRACT-SEP		
			IT MONTHLY CONTRACT-SEP		
			042.9510.4627		5,003.00
			PRINTER MAINT CONTRACT-AUG		
			PRINTER MAINT CONTRACT-AUG		
			042.9510.4631		703.68
				Total :	**5,706.68**
87937	9/12/2023	006203 M & M CARPETS	FS#3: FLOORING/INSTALL		
			FS#3: FLOORING/INSTALL		
			029.2100.4070		3,426.17
			FS#3: FLOORING/INSTALL		
			028.2050.4070		3,426.16
				Total :	**6,852.33**
87938	9/12/2023	001679 MC CRAY'S ENTERPRISES	ME543: MAINTENANCE		
			ME543: MAINTENANCE		
			028.2050.4240		919.85
			ME543: MAINTENANCE		
			029.2100.4240		919.84
				Total :	**1,839.69**
87939	9/12/2023	005164 MIKE ROQUET CONSTRUCTION INC.	PAVEMENT REPAIR: 26667 HIGHLAND AVE		
			PAVEMENT REPAIR: 26667 HIGHLAND AVE		
			004.8310.4570		12,249.00
				Total :	**12,249.00**
87940	9/12/2023	004555 NEXTECH SYSTEMS, INC.	IN ROAD LIGHTED CROSSWALK REPAIR PARTS		
			IN ROAD LIGHTED CROSSWALK REPAIR PARTS		
			004.8310.4580		32,496.93
				Total :	**32,496.93**
87941	9/12/2023	002511 RECORDER-CLERK CO OF SB	DOCUMENT RECORDING-AUG		
			DOCUMENT RECORDING-AUG		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87941	9/12/2023	002511 RECORDER-CLERK CO OF SB	(Continued)		
			001.1200.4506 DOCUMENT RECORDING-AUG DOCUMENT RECORDING-AUG		20.00
			001.1200.4506		20.00
				Total :	**40.00**
87942	9/12/2023	001414 RICHARDS, WATSON & GERSHON	GENERAL - JUL GENERAL - JUL		
			001.1450.4520 WAKELAND-JUL WAKELAND-JUL		7,231.14
			070.7000.4520 CODE ENFORCEMENT CASE-JUL CODE ENFORCEMENT CASE-JUL		988.00
			001.4600.4520 CODE ENFORCEMENT GEN-JUL CODE ENFORCEMENT GEN-JUL		1,045.00
			001.4600.4520 PERSONNEL & LABOR RELATIONS-JUL PERSONNEL & LABOR RELATIONS-JUL		2,522.75
			001.1450.4520 CODE ENFORCEMENT CASE#4744-JUL CODE ENFORCEMENT CASE#4744-JUL		110.00
			001.4600.4520		118.00
				Total :	**12,014.89**
87943	9/12/2023	000030 SAN BERNARDINO COUNTY SHERIFFS	VEHICLE MAINTENANCE 4/23-6/23 VEHICLE MAINTENANCE 4/23-6/23		
			001.2000.4240 CELL PHONES 4/23-6/23 CELL PHONES 4/23-6/23		7,029.41
			001.2000.4061 TRANSCRIPTIONS 4/23-6/23 TRANSCRIPTIONS 4/23-6/23		595.23
			001.2000.4560 SHERIFF O/T & ON-CALL 4/23-06/23 SHERIFF O/T & ON-CALL 4/23-06/23		2,035.53

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87943	9/12/2023	000030 SAN BERNARDINO COUNTY SHERIFFS	(Continued)	
			001.2000.4560 OT SPECIAL EVENT-CHF 4/23-6/23 OT SPECIAL EVENT-CHF 4/23-6/23	107,093.98
			001.2000.4560 OT ARP2-4/23-6/23 OT ARP2-4/23-6/23	2,487.28
			030.8495.4560 OT SPECIAL EVENT-HBIC 4/23-6/23 OT SPECIAL EVENT-HBIC 4/23-6/23	40,804.61
			001.2000.4560 PERSONNEL CREDITS 4/23-6/23 PERSONNEL CREDITS 4/23-6/23	16,322.90
			001.2000.4560 VEHICLE MAINT CREDIT 4/23-6/23 VEHICLE MAINT CREDIT 4/23-6/23	-15,520.00
			001.2000.4240 CREDIT FOR SERVICE & SUPPLIES 4/23-6/23 CREDIT FOR SERVICE & SUPPLIES 4/23-6/23	-15,884.80
			001.2000.4560	-2,504.00
			Total :	**142,460.14**
87944	9/12/2023	003713 SATCOM GLOBAL LTD.	SATTELITE PHONE-AUG SATTELITE PHONES-AUG	
			028.2050.4061 SATTELITE PHONES-AUG	21.38
			029.2100.4061 SATTELITE PHONES-AUG	21.37
			042.9510.4061 SATTELITE PHONES-AUG	42.75
			001.2000.4061	42.75
			Total :	**128.25**
87945	9/12/2023	000487 SMART & FINAL	BREAKROOM SUPPLIES BREAKROOM SUPPLIES	
			042.9510.4200	183.67
			Total :	**183.67**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87946	9/12/2023	000203 SOUTHERN CALIFORNIA EDISON	LS2-AUG LS2-AUG 013.8510.4011 LS3-AUG LS3-AUG	94.09
			013.8510.4011 TC-AUG TC-AUG	382.04
			004.8310.4580 LS2-AUG LS2-AUG	46.35
			013.8510.4011 TC-AUG TC-AUG	16,103.49
			004.8310.4580 LMD 73 & HIGHLAND ALPR-AUG LMD 73-AUG	3,933.21
			012.8500.4010 HIGHLAND AVENUE ALPR-AUG	15.15
			001.2000.4062 TC-AUG TC-AUG	15.44
			004.8310.4580 LS3-AUG	75.14
			013.8510.4011 TC-AUG	82.03
			004.8310.4580 LS2-AUG LS2-AUG	94.81
			013.8510.4011 PARKS & PMD PARKS-AUG CUNNINGHAM PARK-AUG	1,224.61
			001.6000.4010 OAK CREEK PARK-AUG	17.50
			016.8540.4010 SEELEY PARK-AUG	15.63
			016.8540.4010 LS1-AUG	23.40

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87946	9/12/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			LS1-AUG	
			013.8510.4011	9,195.77
			BASELINE & BOULDER MEDIANS-AUG	
			BASELINE & BOULDER MEDIANS-AUG	
			004.8310.4010	313.97
			LS2-AUG	
			LS2-AUG	
			013.8510.4011	20.53
			Total :	**31,653.16**
87947	9/12/2023	000203 SOUTHERN CALIFORNIA EDISON	SIGNALS & LS3-AUG	
			SIGNALS-AUG	
			004.8310.4580	74.37
			LS3-AUG	
			013.8510.4011	1,004.09
			SIGNALS & LS2&3-AUG	
			SIGNALS-AUG	
			004.8310.4580	202.41
			LS2 & LS3-AUG	
			013.8510.4011	628.95
			LMD'S & PARK- AUG	
			LMD 10-AUG	
			012.8500.4010	17.78
			LMD 22-AUG	
			012.8500.4010	15.39
			LMD 03-AUG	
			012.8500.4010	14.15
			LMD 16-AUG	
			012.8500.4010	14.91
			LMD 20-AUG	
			012.8500.4010	15.39
			LMD 02-AUG	
			012.8500.4010	15.39
			LMD 35-AUG	
			012.8500.4010	15.15
			LMD 01-AUG	
			012.8500.4010	15.15

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87947	9/12/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			LMD 31-AUG	
			012.8500.4010	15.39
			LMD 21-AUG	
			012.8500.4010	15.39
			LMD 00-AUG	
			012.8500.4010	15.39
			LMD 15-AUG	
			012.8500.4010	30.78
			LMD 02-AUG	
			012.8500.4010	30.54
			LMD 04-AUG	
			012.8500.4010	15.39
			LMD 07-AUG	
			012.8500.4010	13.91
			LMD 06-AUG	
			012.8500.4010	14.05
			LMD 05-AUG	
			012.8500.4010	14.91
			LMD 11-AUG	
			012.8500.4010	15.39
			LMD 02-AUG	
			012.8500.4010	15.15
			LMD 34-AUG	
			012.8500.4010	15.39
			LMD 36-AUG	
			012.8500.4010	30.54
			LMD 44-AUG	
			012.8500.4010	15.86
			LMD 17-AUG	
			012.8500.4010	67.30
			COMM PARK-AUG	
			001.6000.4010	376.63
			LMD 47-AUG	
			012.8500.4010	15.39
			LMD 29-AUG	
			012.8500.4010	15.39

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87947	9/12/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)		
			LMD 08-AUG		
			012.8500.4010		15.39
			LMD 09-AUG		
			012.8500.4010		15.63
				Total :	**2,796.94**
87948	9/12/2023	000203 SOUTHERN CALIFORNIA EDISON	AURANTIA PARK-AUG		
			AURANTIA PARK-AUG		
			001.6000.4010		221.07
			CANYON OAK-AUG		
			CANYON OAK-AUG		
			016.8540.4010		23.47
			LMD 30-AUG		
			LMD 30-AUG		
			012.8500.4010		15.63
			LMD 20-AUG		
			012.8500.4010		15.39
			LMD 10-AUG		
			012.8500.4010		42.28
			LMD 37-AUG		
			012.8500.4010		15.39
				Total :	**333.23**
87949	9/12/2023	006127 STAPLES BUSINESS CREDIT	FS#2: OFFICE SUPPLIES		
			FS#2: OFFICE SUPPLIES		
			029.2100.4200		149.16
			FS#2: OFFICE SUPPLIES		
			028.2050.4200		149.15
			FS#2: OFFICE SUPPLIES		
			FS#2: OFFICE SUPPLIES		
			029.2100.4200		12.12
			FS#2: OFFICE SUPPLIES		
			028.2050.4200		12.11
			FS#2: OFFICE SUPPLIES		
			FS#2: OFFICE SUPPLIES		
			029.2100.4200		3.50
			FS#2: OFFICE SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87949	9/12/2023	006127 STAPLES BUSINESS CREDIT	(Continued)		
			028.2050.4200 30% RECYCLED COPY PAPER 30% RECYCLED COPY PAPER		3.49
			042.9510.4200		474.39
				Total :	**803.92**
87950	9/12/2023	003044 THOMSON REUTERS WEST	CODE BOOKS-SEP CODE BOOKS-SEP		
			001.1200.4626		1,447.41
				Total :	**1,447.41**
87951	9/12/2023	004679 TK ELEVATOR CORPORATION	PD: ELEVATOR MAINT 9/23-11/23 PD: ELEVATOR MAINT 9/23-11/23		
			001.2000.4587		697.17
				Total :	**697.17**
87953	9/12/2023	004920 TKE ENGINEERING	PGI21-001 MISC PERMIT/INSP-FEB PGI21-001 MISC PERMIT/INSP-FEB		
			001.3200.4551		800.00
			STI22-008 MISC PERMITS/INSP-FEB STI22-008 MISC PERMITS/INSP-FEB		
			001.3200.4551		412.00
			SDI22-001 MISC PERMITS/INSP-FEB SDI22-001 MISC PERMITS/INSP-FEB		
			001.3200.4551		618.00
			EXE22-013 MISC PERMITS/INSP-FEB EXE22-013 MISC PERMITS/INSP-FEB		
			001.3200.4551		721.00
			RGI22-001 MISC PERMITS/INSP-FEB RGI22-001 MISC PERMITS/INSP-FEB		
			001.3200.4551		103.00
			SWI22-001 MISC PERMITS/INSP-FEB-MAR SWI22-001 MISC PERMITS/INSP-FEB-MAR		
			001.3200.4551		360.50
			STC21-005 MISC PERMITS/INSP-FEB-MAR STC21-005 MISC PERMITS/INSP-FEB-MAR		
			001.3200.4551		115.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87953	9/12/2023	004920 TKE ENGINEERING	(Continued)	
			RGI22-003 MISC PERMITS/INSP-FEB-MAR	
			RGI22-003 MISC PERMITS/INSP-FEB-MAR	
			001.3200.4551	103.00
			EXE22-017 MISC PERMITS/INSP-FEB	
			EXE22-017 MISC PERMITS/INSP-FEB	
			001.3200.4551	2,678.00
			RGI22-004 MISC PERMITS/INSP-FEB	
			RGI22-004 MISC PERMITS/INSP-FEB	
			001.3200.4551	103.00
			LDR22-008 MISC PERMITS/INSP-FEB	
			LDR22-008 MISC PERMITS/INSP-FEB	
			001.3200.4551	27.50
			HYD23-002 MISC PERMITS/INSP-FEB	
			HYD23-002 MISC PERMITS/INSP-FEB	
			001.3200.4551	257.50
			PGC22-013 MISC PERMITS/INSP-FEB	
			PGC22-013 MISC PERMITS/INSP-FEB	
			001.3200.4551	717.50
			FIN23-001 MISC PERMITS/INSP-FEB	
			FIN23-001 MISC PERMITS/INSP-FEB	
			001.3200.4551	372.50
			HYD23-001 MISC PERMITS/INSP-FEB	
			HYD23-001 MISC PERMITS/INSP-FEB	
			001.3200.4551	115.00
			PGC23-001 MISC PERMITS/INSP-FEB	
			PGC23-001 MISC PERMITS/INSP-FEB	
			001.3200.4551	227.50
			PGI21-003 MISC PERMITS/INSP-DEC-MAR	
			PGI21-003 MISC PERMITS/INSP-DEC-MAR	
			001.3200.4551	257.50
			LDR23-001 MISC PERMITS/INSP-NOV-FEB	
			LDR23-001 MISC PERMITS/INSP-NOV-FEB	
			001.3200.4551	285.00
			350-22-037 ATT PERMITS/INSP-JAN-FEB	
			350-22-037 ATT PERMITS/INSP-JAN-FEB	
			001.3200.4551	103.00
			350-23-004 ATT PERMITS/INSP-JAN-FEB	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87953	9/12/2023	004920 TKE ENGINEERING	(Continued)	
			350-23-004 ATT PERMITS/INSP-JAN-FEB	
			001.3200.4551	309.00
			351-22-003 MISC PERMITS/INSP CLOSED-FEB	
			351-22-003 MISC PERMITS/INSP CLOSED-FEB	
			001.3200.4551	309.00
			351-22-042 MISC PERMITS/INSP-FEB	
			351-22-042 MISC PERMITS/INSP-FEB	
			001.3200.4551	257.50
			351-22-049 MISC PERMITS/INSP-FEB	
			351-22-049 MISC PERMITS/INSP-FEB	
			001.3200.4551	206.00
			351-22-050 MISC PERMITS/INSP-FEB	
			351-22-050 MISC PERMITS/INSP-FEB	
			001.3200.4551	257.50
			351-22-054 MISC PERMITS/INSP-FEB	
			351-22-054 MISC PERMITS/INSP-FEB	
			001.3200.4551	257.50
			351-23-003 MISC PERMITS/INSP-FEB	
			351-23-003 MISC PERMITS/INSP-FEB	
			001.3200.4551	103.00
			EXE23-001 MISC PERMITS/INSP-FEB	
			EXE23-001 MISC PERMITS/INSP-FEB	
			001.3200.4551	824.00
			EXE22-008 MISC PERMITS/INSP-FEB	
			EXE22-008 MISC PERMITS/INSP-FEB	
			001.3200.4551	2,732.00
			STI21-003 MISC PERMITS/INSP-FEB	
			STI21-003 MISC PERMITS/INSP-FEB	
			001.3200.4551	103.00
			RGI21-002 MISC PERMITS/INSP-FEB	
			RGI21-002 MISC PERMITS/INSP-FEB	
			001.3200.4551	103.00
			353-23-003 SCE PERMITS/INSP-FEB	
			353-23-003 SCE PERMITS/INSP-FEB	
			001.3200.4551	154.50
			353-23-009 SCE PERMITS/INSP-FEB	
			353-23-009 SCE PERMITS/INSP-FEB	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87953	9/12/2023	004920 TKE ENGINEERING	(Continued)		
			001.3200.4551 353-23-007 SCE PERMITS/INSP-FEB		154.50
			353-23-007 SCE PERMITS/INSP-FEB 001.3200.4551 353-23-011 SCE PERMITS/INSP-FEB		103.00
			353-23-011 SCE PERMITS/INSP-FEB 001.3200.4551 STI21-002 MISC PERMITS/INSP-FEB		309.00
			STI21-002 MISC PERMITS/INSP-FEB 001.3200.4551 STI21-001 MISC PERMITS/INSP-FEB		463.50
			STI21-001 MISC PERMITS/INSP-FEB 001.3200.4551 LDR22-003 MISC PERMITS/INSP-FEB		103.00
			LDR22-003 MISC PERMITS/INSP-FEB 001.3200.4551 RGI20-001 MISC PERMITS/INSP-FEB		112.50
			RGI20-001 MISC PERMITS/INSP-FEB 001.3200.4551 WIN22-002 MISC PERMITS/INSP-FEB		257.50
			WIN22-002 MISC PERMITS/INSP-FEB 001.3200.4551 STI22-006 MISC PERMITS/INSP-AUG-MAR		154.50
			STI22-006 MISC PERMITS/INSP-AUG-MAR 001.3200.4551 EXE22-012 MISC PERMITS/INSP-NOV-FEB		453.00
			EXE22-012 MISC PERMITS/INSP-NOV-FEB 001.3200.4551		154.50
				Total :	**16,257.50**
87954	9/12/2023	003689 TPX COMMUNICATIONS	CITY HALL/CORP YARD PHONES-AUG CITY HALL PHONES-AUG 042.9510.4060		1,404.47
			CORP YARD PHONES-AUG 004.8310.4060		294.41
				Total :	**1,698.88**

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Voucher	Date	Vendor	Description/Account		Amount
87955	9/12/2023	000222 UNDERGROUND SERVICE ALERT	REGULARTORY COST-AUG		
			REGULARTORY COST-AUG		
			004.8310.4553		307.21
			MONTHLY DIG ALERT-AUG		
			MONTHLY DIG ALERT-AUG		
			004.8310.4553		1,296.25
				Total :	**1,603.46**
87956	9/12/2023	000979 VERIZON WIRELESS	AIR CARD- AUG		
			AIR CARD- AUG		
			001.2000.4062		38.01
			CELL PHONE/AIR CARDS-AUG		
			CELL PHONES-AUG		
			001.2000.4061		169.62
			AIR CARDS-AUG		
			001.2000.4062		1,064.30
			CELL PHONES-AUG		
			001.6000.4061		79.44
			CELL PHONES-AUG		
			001.6010.4061		30.20
			CELL PHONES-AUG		
			004.8310.4061		154.11
			AIR CARDS-AUG		
			004.8310.4062		38.01
			CELL PHONES-AUG		
			028.2050.4061		145.24
			AIR CARDS-AUG		
			028.2050.4062		304.08
			AIR CARDS-AUG		
			042.9510.4062		40.01
			CELL PHONES-AUG		
			042.9510.4061		780.50
			AIR CARDS-AUG		
			042.9510.4062		194.05
				Total :	**3,037.57**
87957	9/12/2023	000231 VISTA PAINT CORP	GRAFFITI ABATEMENT		
			GRAFFITI ABATEMENT		

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Voucher	Date	Vendor	Description/Account	Amount
87957	9/12/2023	000231 VISTA PAINT CORP	(Continued)	
			001.6010.4206	994.95
			Total :	994.95
87958	9/12/2023	000233 WAXIE SANITARY SUPPLY	FS#2: JANITORIAL SUPPLIES	
			FS#2: JANITORIAL SUPPLIES	
			028.2050.4055	91.18
			FS#2: JANITORIAL SUPPLIES	
			029.2100.4055	91.18
			PD: JANITORIAL SUPPLIES	
			BLACK CORELESS ROLL LINER	
			001.2000.4055	113.20
			50% RECYCLED SLIMFOLD TOWELS	
			001.2000.4055	40.26
			80% RECYCLED TOILET SEAT COVERS	
			001.2000.4055	209.68
			FS#1: JANITORIAL SUPPLIES	
			FS#1: JANITORIAL SUPPLIES	
			028.2050.4055	49.19
			FS#1: JANITORIAL SUPPLIES	
			029.2100.4055	49.19
			Total :	643.88
49 Vouchers for bank code : wfb			Bank total :	407,088.30
49 Vouchers in this report			Total vouchers :	407,088.30

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87959	9/19/2023	004206 #1 SON PLUMBING	LMD 30: BACKFLOW TEST		
			LMD 30: BACKFLOW TEST		
			012.8500.4030		2,234.72
				Total :	**2,234.72**
87960	9/19/2023	004193 AECOM USA INC.	BRG07001 DES RDA07-JUL		
			BRG07001 DES RDA07-JUL		
			010.3830.6813		816.39
			BRG07001 DES HBP-JUL		
			BRG07001 DES HBP-JUL		
			030.8495.6813		6,301.19
				Total :	**7,117.58**
87961	9/19/2023	003834 ALAPALM ANIMAL HOSPITAL	VOUCHER 24-0001		
			VOUCHER 24-0001		
			001.2200.4344		50.00
			VOUCHER 24-0002		
			VOUCHER 24-0002		
			001.2200.4344		50.00
				Total :	**100.00**
87962	9/19/2023	005771 AMAZON CAPITAL SERVICES	OFFICE SUPPLIES		
			OFFICE SUPPLIES		
			001.2000.4250		153.56
				Total :	**153.56**
87963	9/19/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	CRRA CONFERENCE INCIDENTALS		
			CRRA CONFERENCE INCIDENTALS		
			001.4200.4320		14.07
			CRRA CONFERENCE INCIDENTALS		
			CRRA CONFERENCE INCIDENTALS		
			001.4200.4320		49.74
			CRV GRANT CRRA LOGING:FLOREZ		
			CRV GRANT CRRA LOGING:FLOREZ		
			001.4200.4202		1,250.35
			CRV GRANT CRRA LODGING: MORGAN		
			CRV GRANT CRRA LODGING: MORGAN		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87963	9/19/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	(Continued)		
			001.4200.4202 DRI CRASH PLAN-AUG DRI CRASH PLAN-AUG		1,250.35
			042.9510.4208 CRRA CONFERENCE INCIDENTALS CRRA CONFERENCE INCIDENTALS		19.98
			001.4200.4320 CRRA CONFERENCE INCIDENTALS CRRA CONFERENCE INCIDENTALS		28.45
			001.4200.4320 CRRA CONFERENCE INCIDENTALS CRRA CONFERENCE INCIDENTALS		66.71
			001.4200.4320 CRRA CONFERENCE INCIDENTALS CRRA CONFERENCE INCIDENTALS		70.00
			001.4200.4320 CRRA CONFERENCE INCIDENTALS CRRA CONFERENCE INCIDENTALS		69.65
			001.4200.4320 UCLA EXTENSION CEQA COURSE: TAFOLLA UCLA EXTENSION CEQA COURSE: TAFOLLA		36.00
			001.4100.4330		434.50
				Total :	**3,289.80**
87964	9/19/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	ZOOM MEETING-AUG ZOOM MEETING-AUG		
			042.9510.4310 STATE OF THE CITY: FLOWERS STATE OF THE CITY: FLOWERS		110.00
			001.1000.4336		129.96
				Total :	**239.96**
87965	9/19/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	CIRA MEETING CIRA MEETING		
			041.9500.4320		48.00
				Total :	**48.00**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87966	9/19/2023	000043 BALLARD PLUMBING HEATING & AIR	FS#1: HVAC MAINT		
			FS#1: HVAC MAINT		
			029.2100.4588		112.50
			FS#1: HVAC MAINT		
			028.2050.4588		112.50
			CITY HALL: HVAC MAINT		
			CITY HALL: HVAC MAINT		
			042.9510.4588		725.00
			CORP YARD: HVAC MAINT		
			CORP YARD: HVAC MAINT		
			004.8310.4588		550.00
				Total :	**1,500.00**
87967	9/19/2023	005516 BASE HILL, INC.	JANITORIAL SERVICE-AUG		
			CITY HALL-AUG		
			042.9510.4504		1,562.00
			COUNCIL CHAMBERS-AUG		
			042.9510.4504		311.00
			AURANTIA PARK-AUG		
			001.6000.4504		1,454.00
			COMM PARK-AUG		
			001.6000.4504		1,950.00
			PD-AUG		
			001.2000.4504		1,080.00
				Total :	**6,357.00**
87968	9/19/2023	006192 BLUEBEAM	BLUEBEAM SOFTWARE ADD'L LIC 23/24		
			BLUEBEAM SOFTWARE ADD'L LIC 23/24		
			042.9510.4533		240.00
				Total :	**240.00**
87969	9/19/2023	003445 BOOT BARN, INC.	UNIFORM BOOT: BOOTH		
			UNIFORM BOOT: BOOTH		
			004.8310.4249		174.00
				Total :	**174.00**
87970	9/19/2023	002480 CASC ENGINEERING & CONSULTING	CWQ21-001-AUG		
			CWQ21-001-AUG		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87970	9/19/2023	002480 CASC ENGINEERING & CONSULTING	(Continued)	
			001.3200.4551 WQP21-004-AUG WQP21-004-AUG	367.50
			001.3200.4551 WQP22-012-AUG WQP22-012-AUG	560.00
			001.3200.4551 WQP23-004-AUG WQP23-004-AUG	192.50
			001.3200.4551 FWQ23-002-AUG FWQ23-002-AUG	175.00
			001.3200.4551 EXE22-008-AUG EXE22-008-AUG	305.00
			001.3200.4551 FWQ21-002-AUG FWQ21-002-AUG	140.00
			001.3200.4551 FWQ21-007-AUG FWQ21-007-AUG	140.00
			001.3200.4551 FWQ21-006-AUG FWQ21-006-AUG	140.00
			001.3200.4551 FWQ20-002-AUG FWQ20-002-AUG	140.00
			001.3200.4551	140.00
			Total :	**2,300.00**
87971	9/19/2023	005324 CHARLES ABBOTT ASSOCIATES, INC	FIRE MARSHALL- FIRE MARSHAL-AUG 029.2100.4540	5,482.50
			Total :	**5,482.50**
87972	9/19/2023	006099 CHARTER COMMUNICATIONS	FS#3: TELE/INT-SEP FS#3: TELE/INT-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87972	9/19/2023	006099 CHARTER COMMUNICATIONS	(Continued)		
			028.2050.4065		
			FS#3: TELE/INT-SEP		220.20
			029.2100.4065		
					220.18
				Total :	**440.38**
87973	9/19/2023	006099 CHARTER COMMUNICATIONS	FS#1: TELE/INT-SEP		
			FS#1: TELE/INT-SEP		
			028.2050.4065		181.34
			FS#1: TELE/INT-SEP		
			029.2100.4065		
					181.34
				Total :	**362.68**
87974	9/19/2023	006099 CHARTER COMMUNICATIONS	FS#2: TELE/INT-SEP		
			FS#2: TELE/INT-SEP		
			028.2050.4065		106.13
			FS#2: TELE/INT-SEP		
			029.2100.4065		
					106.12
				Total :	**212.25**
87975	9/19/2023	005553 CLARK PEST CONTROL OF STOCKTON	FS#1 PEST CONTROL		
			FS#1 PEST CONTROL		
			028.2050.4589		26.50
			FS#1 PEST CONTROL		
			029.2100.4589		26.50
			FS#2 PEST CONTROL		
			FS#2 PEST CONTROL		
			028.2050.4589		26.50
			FS#2 PEST CONTROL		
			029.2100.4589		26.50
			FS#3 PEST CONTROL		
			FS#3 PEST CONTROL		
			028.2050.4589		26.50
			FS#3 PEST CONTROL		
			029.2100.4589		26.50
			YMCA PEST CONTROL		
			YMCA PEST CONTROL		
			001.6000.4589		104.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87975	9/19/2023	005553 CLARK PEST CONTROL OF STOCKTON	(Continued)	
			CITY HALL PEST CONTROL	
			CITY HALL PEST CONTROL	
			042.9510.4589	72.00
			PD PEST CONTROL	
			PD PEST CONTROL	
			001.2000.4589	111.00
			CORP YARD PEST CONTROL	
			CORP YARD PEST CONTROL	
			004.8310.4589	80.00
			FS#1 PEST CONTROL	
			FS#1 PEST CONTROL	
			029.2100.4589	25.00
			FS#1 PEST CONTROL	
			028.2050.4589	25.00
			FS#2 PEST CONTROL	
			FS#2 PEST CONTROL	
			028.2050.4589	25.00
			FS#2 PEST CONTROL	
			029.2100.4589	25.00
			FS#3 PEST CONTROL	
			FS#3 PEST CONTROL	
			028.2050.4589	25.00
			FS#3 PEST CONTROL	
			029.2100.4589	25.00
			Total :	**676.00**
87976	9/19/2023	000213 DAILY JOURNAL CORPORATION	CUP23-003 NEWSPAPER PUBLICATIONS	
			CUP23-003 NEWSPAPER PUBLICATIONS	
			001.1200.4300	282.90
			DRA23-009 NEWSPAPER PUBLICATIONS	
			DRA23-009 NEWSPAPER PUBLICATIONS	
			001.1200.4300	328.90
			DRA23-003 NEWSPAPER PUBLICATIONS	
			DRA23-003 NEWSPAPER PUBLICATIONS	
			001.1200.4300	287.50
			DRA23-001 NEWSPAPER PUBLICATIONS	
			DRA23-001 NEWSPAPER PUBLICATIONS	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87976	9/19/2023	000213 DAILY JOURNAL CORPORATION	(Continued)		
			001.1200.4300		287.50
			DRA23-002 NEWSPAPER PUBLICATIONS		
			DRA23-002 NEWSPAPER PUBLICATIONS		
			001.1200.4300		354.20
				Total :	**1,541.00**
87977	9/19/2023	005394 DATA TICKET, INC.	PARKING CITATION-AUG		
			PARKING CITATION-AUG		
			001.1700.4516		210.37
				Total :	**210.37**
87978	9/19/2023	001035 DEPARTMENT OF JUSTICE	FINGERPRINT APP: CHAMBERS		
			FINGERPRINT APP: CHAMBERS		
			001.1700.4236		32.00
			FINGERPRINT APP: HERNANDEZ		
			001.1700.4236		32.00
				Total :	**64.00**
87979	9/19/2023	002283 DISASTER MGMT SYSTEMS INC	FS#1: EMT3 MCI GO-KIT		
			FS#1: EMT3 MCI GO-KIT		
			029.2100.4204		610.92
				Total :	**610.92**
87980	9/19/2023	000085 EAST VALLEY WATER DISTRICT	ATHLETIC CTR-AUG		
			ATHLETIC CTR-AUG		
			001.6000.4030		282.73
			COMMUNITY PARK-AUG		
			COMMUNITY PARK-AUG		
			001.6000.4030		11,043.29
			LMD 34-AUG		
			LMD 34-AUG		
			012.8500.4030		148.04
			CUNNINGHAM PARK-AUG		
			CUNNINGHAM PARK-AUG		
			016.8540.4030		1,723.80
			COMM CTR-AUG		
			COMM CTR-AUG		
			001.6000.4030		52.70

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87980	9/19/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			LMD 30-AUG	
			LMD 30-AUG	
			012.8500.4030	235.93
			LMD 10-AUG	
			LMD 10-AUG	
			012.8500.4030	1,261.51
			OAK CREEK PARK-AUG	
			OAK CREEK PARK-AUG	
			016.8540.4030	1,904.48
			LMD 10-AUG	
			LMD 10-AUG	
			012.8500.4030	938.18
			LIBRARY/ELC-AUG	
			LIBRARY/ELC-AUG	
			001.6000.4030	70.27
			CORP YARD-AUG	
			CORP YARD-AUG	
			004.8310.4030	70.27
			CORP YARD-AUG	
			CORP YARD-AUG	
			004.8310.4030	149.40
			CORP YARD-AUG	
			CORP YARD-AUG	
			004.8310.4030	1,455.49
			COMM CTR IRRIGATION-AUG	
			COMM CTR IRRIGATION-AUG	
			001.6000.4030	927.00
			LIBRARY/ELC-AUG	
			LIBRARY/ELC-AUG	
			001.6000.4030	731.14
			YMCA COMMUNITY PARK-AUG	
			YMCA COMMUNITY PARK-AUG	
			001.6000.4030	204.60
			LIBRARY/ELC-AUG	
			LIBRARY/ELC-AUG	
			001.6000.4030	508.19
			ATHLETIC CTR-AUG	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87980	9/19/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			ATHLETIC CTR-AUG		
			001.6000.4030		35.14
			COMMUNITY PARK-AUG		
			COMMUNITY PARK-AUG		
			001.6000.4030		52.70
				Total :	**21,794.86**
87981	9/19/2023	005567 FIRE APPARATUS SOLUTIONS	TYPE 6 WILDLAND FIRE ENGINE		
			TYPE 6 WILDLAND FIRE ENGINE		
			029.2100.6060		347,002.85
				Total :	**347,002.85**
87982	9/19/2023	005358 FLEET SERVICES INC	ME542: BATTERY REPLACEMENT		
			ME542: BATTERY REPLACEMENT		
			028.2050.4240		468.58
			ME542: BATTERY REPLACEMENT		
			029.2100.4240		468.57
			FS#2: DEF		
			FS#2: DEF		
			028.2050.4240		74.74
			FS#2: DEF		
			029.2100.4240		74.73
				Total :	**1,086.62**
87983	9/19/2023	006148 GRANITE CONSTRUCTION CO	STR18001 PPE#8 CON SB1 LPP RET-JUL		
			STR18001 PPE#8 CON SB1 LPP RET-JUL		
			027.1350		-8,211.20
			STR18001 PPE#8 CON EDA RET-JUL		
			STR18001 PPE#8 CON EDA RET-JUL		
			030.1350		-19,107.49
			STR18001 PPE#8 CON IVDA RET-JUL		
			STR18001 PPE#8 CON IVDA RET-JUL		
			027.1350		-6,023.36
			STR18001 PPE#8 CON RDA RET-JUL		
			STR18001 PPE#8 CON RDA RET-JUL		
			010.1350		-6,025.41
			STR18001 PPE#8 CON SMBMI RET-JUL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87983	9/19/2023	006148 GRANITE CONSTRUCTION CO	(Continued)		
			STR18001 PPE#8 CON SMBMI RET-JUL		
			027.1350		-6,023.36
			STR18001 PPE#8 CON SB1 LPP-JUL		
			STR18001 PPE#8 CON SB1 LPP-JUL		
			027.8490.6550		164,223.99
			STR18001 PPE#8 CON EDA-JUL		
			STR18001 PPE#8 CON EDA-JUL		
			030.8495.6550		382,149.85
			STR18001 PPE#8 CON IVDA-JUL		
			STR18001 PPE#8 CON IVDA-JUL		
			027.8490.6550		120,467.24
			STR18001 PPE#8 CON RDA-JUL		
			STR18001 PPE#8 CON RDA-JUL		
			010.3830.6550		120,508.08
			STR18001 PPE#8 CON RDA LABOR COMP JUL		
			STR18001 PPE#8 CON RDA LABOR COMP JUL		
			010.3830.6550		-10,000.00
			STR18001 PPE#8 CON SMBMI JUL		
			STR18001 PPE#8 CON SMBMI JUL		
			027.8490.6550		120,467.24
				Total :	**852,425.58**
87984	9/19/2023	003947 HDR ENGINEERING, INC.	STR17-002 PE CCF 2017-AUG		
			STR17-002 PE CCF 2017-AUG		
			027.8490.6550		5,804.99
				Total :	**5,804.99**
87985	9/19/2023	000662 HI WAY SAFETY INC	CORP YARD: FLASHERS		
			CORP YARD: FLASHERS		
			004.8310.4206		45.90
				Total :	**45.90**
87986	9/19/2023	006136 INTEGRITY SURVEILLANCE GROUP	TACTITRACK W 1YR ALERTS		
			TACTITRACK W 1YR ALERTS		
			001.2000.4250		998.00
				Total :	**998.00**
87987	9/19/2023	000127 K & L HARDWARE	FS#2: BUILDING MAINT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87987	9/19/2023	000127 K & L HARDWARE	(Continued)		
			FS#2: BUILDING MAINT		
			028.2050.4206		60.34
			FS#2: BUILDING MAINT		
			029.2100.4206		60.33
			FS#2: MAINT SUPPLIES		
			FS#2: MAINT SUPPLIES		
			028.2050.4206		21.10
			FS#2: MAINT SUPPLIES		
			029.2100.4206		21.09
			PD: BUILDING MAINT		
			PD: BUILDING MAINT		
			001.2000.4200		14.33
			PD: MAINT SUPPLIES		
			PD: MAINT SUPPLIES		
			001.2000.4206		3.86
			PD: MAINT SUPPLIES		
			PD: MAINT SUPPLIES		
			001.2000.4206		4.29
				Total :	**185.34**
87988	9/19/2023	003814 KONE INC.	LIBRARY: ELEVATOR MAINTENANCE		
			LIBRARY: ELEVATOR MAINTENANCE		
			001.6000.4587		5,844.13
				Total :	**5,844.13**
87989	9/19/2023	000207 KONICA MINOLTA	COPIER LEASE-SEP		
			COPIER LEASE-SEP		
			001.2000.4205		603.40
			COPIER LEASE-SEP		
			042.9510.4205		1,698.14
				Total :	**2,301.54**
87990	9/19/2023	005285 LA VERNE POWER EQUIPMENT INC	CORP YARD: TRIMMER		
			CORP YARD: TRIMMER		
			004.8310.4245		347.99
				Total :	**347.99**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87991	9/19/2023	000145 MATICH CORPORATION	STR20002A PPE#6 CON SB1 RMRA AUG		
			STR20002A PPE#6 CON SB1 RMRA AUG		
			004.8310.6530		48,378.88
			STR20002A PPE#6 CON SB1 RMRA RET AUG		
			STR20002A PPE#6 CON SB1 RMRA RET AUG		
			004.1350		-2,418.95
			STR20002A PPE#6 CON COSB RET AUG		
			STR20002A PPE#6 CON COSB RET AUG		
			027.1350		-1,493.88
			STR20002A PPE#6 CON COSB AUG		
			STR20002A PPE#6 CON COSB AUG		
			027.8490.6530		29,877.69
				Total :	**74,343.74**
87992	9/19/2023	001954 PACIFIC PRODUCTS & SERVICE LLC	CORP YARD: DRIVE RIVET		
			CORP YARD: DRIVE RIVET		
			004.8310.4206		366.35
				Total :	**366.35**
87993	9/19/2023	001114 PARKHOUSE TIRE, INC.	ME543: TIRES		
			ME543: TIRES		
			029.2100.4240		1,200.11
			ME543: TIRES		
			028.2050.4240		1,200.10
				Total :	**2,400.21**
87994	9/19/2023	000598 PR PRINTING	BUS CARDS: LUDOLPH		
			BUS CARDS: LUDOLPH		
			001.1700.4200		52.37
			BUS CARDS: FLEMING & COH		
			BUS CARDS: FLEMING & COH		
			001.1200.4200		104.74
			BUS CARDS: T. TREJO		
			BUS CARDS: T. TREJO		
			001.4100.4200		52.37
				Total :	**209.48**
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	LMD LANDSCAPING-JUL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 00 BASELINE LANDSCAPING MAINT-JUL	
			012.8500.4585	283.00
			LMD 03 YARNELL LANDSCAPING MAINT-JUL	
			012.8500.4585	173.00
			LMD 01A LANDSCAPING MAINT-JUL	
			012.8500.4585	148.00
			LMD 01B LANDSCAPING MAINT-JUL	
			012.8500.4585	148.00
			LMD 02 LANDSCAPING MAINT-JUL	
			012.8500.4585	683.00
			LMD 03A LANDSCAPING MAINT-JUL	
			012.8500.4585	133.00
			LMD 03B LANDSCAPING MAINT-JUL	
			012.8500.4585	133.00
			LMD 04 LANDSCAPING MAINT-JUL	
			012.8500.4585	40.00
			LMD 05 LANDSCAPING MAINT-JUL	
			012.8500.4585	83.33
			LMD 06 LANDSCAPING MAINT-JUL	
			012.8500.4585	83.33
			LMD 35 LANDSCAPING MAINT-JUL	
			012.8500.4585	205.00
			LMD 36 LANDSCAPING MAINT-JUL	
			012.8500.4585	303.00
			LMD 37 LANDSCAPING MAINT-JUL	
			012.8500.4585	373.00
			LMD 39 LANDSCAPING MAINT-JUL	
			012.8500.4585	478.00
			LMD 43 LANDSCAPING MAINT-JUL	
			012.8500.4585	173.00
			LMD 44 LANDSCAPING MAINT-JUL	
			012.8500.4585	2,565.00
			LMD 47 LANDSCAPING MAINT-JUL	
			012.8500.4585	199.00
			LMD 48 LANDSCAPING MAINT-JUL	
			012.8500.4585	2,093.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 54 LANDSCAPING MAINT-JUL 012.8500.4585	535.00
			LMD 55 LANDSCAPING MAINT-JUL 012.8500.4585	473.00
			LMD 59 LANDSCAPING MAINT-JUL 012.8500.4585	59.00
			LMD 61 LANDSCAPING MAINT-JUL 012.8500.4585	333.00
			LMD 63 LANDSCAPING MAINT-JUL 012.8500.4585	123.00
			LMD 70 LANDSCAPING MAINT-JUL 012.8500.4585	573.00
			LMD 76 LANDSCAPING MAINT-JUL 012.8500.4585	173.00
			LMD 68 LANDSCAPING MAINT-JUL 012.8500.4585	513.00
			LMD 69 LANDSCAPING MAINT-JUL 012.8500.4585	118.00
			LMD 73 LANDSCAPING MAINT-JUL 012.8500.4585	268.00
			LMD 07 LANDSCAPING MAINT-JUL 012.8500.4585	73.00
			LMD 08 LANDSCAPING MAINT-JUL 012.8500.4585	165.00
			LMD 09 LANDSCAPING MAINT-JUL 012.8500.4585	1,005.00
			LMD 10 LANDSCAPING MAINT-JUL 012.8500.4585	1,959.00
			LMD 11 LANDSCAPING MAINT-JUL 012.8500.4585	469.00
			LMD 13 LANDSCAPING MAINT-JUL 012.8500.4585	123.00
			LMD 15 LANDSCAPING MAINT-JUL 012.8500.4585	453.00
			LMD 16 LANDSCAPING MAINT-JUL 012.8500.4585	48.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 17 LANDSCAPING MAINT-JUL	
			012.8500.4585	609.00
			LMD 20 BASELINE LANDSCAPING MAINT-JUL	
			012.8500.4585	189.00
			LMD 20 STREATER LANDSCAPING MAINT-JUL	
			012.8500.4585	147.00
			LMD 21 LANDSCAPING MAINT-JUL	
			012.8500.4585	147.00
			LMD 22 LANDSCAPING MAINT-JUL	
			012.8500.4585	173.00
			LMD 24 LANDSCAPING MAINT-JUL	
			012.8500.4585	65.00
			LMD 25 LANDSCAPING MAINT-JUL	
			012.8500.4585	183.00
			LMD 29 LANDSCAPING MAINT-JUL	
			012.8500.4585	183.00
			LMD 30 LANDSCAPING MAINT-JUL	
			012.8500.4585	743.00
			LMD 31 LANDSCAPING MAINT-JUL	
			012.8500.4585	493.00
			LMD 34 LANDSCAPING MAINT-JUL	
			012.8500.4585	283.00
			PARKS LANDSCAPING-JUL	
			MEMORIAL PARK LANDSCAPING-JUL	
			001.6000.4585	400.00
			PD LANDSCAPING-JUL	
			001.2000.4585	500.00
			CITY HALL LANDSCAPING-JUL	
			042.9510.4585	500.00
			LIBRARY LANDSCAPING-JUL	
			001.6000.4585	600.00
			YMCA LANDSCAPING-JUL	
			001.6000.4585	600.00
			CORP YARD LANDSCAPING-JUL	
			004.8310.4585	400.00
			AURANTIA PARK LANDSCAPING-JUL	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			001.6000.4585 COMMUNITY PARK LANDSCAPING-JUL	933.00
			001.6000.4585 CANYON OAK PARK LANDSCAPING-JUL	3,691.00
			016.8540.4585 CUNNINGHAM PARK LANDSCAPING-JUL	356.00
			016.8540.4585 SEELEY PARK LANDSCAPING-JUL	453.00
			016.8540.4585 OAK CREEK PARK LANDSCAPING-JUL	299.00
			016.8540.4585 BOULDER MEDIANS LANDSCAPING-JUL	556.00
			004.8310.4585 LMD LANDSCAPING-AUG	2,476.00
			LMD 00 BASELINE LANDSCAPING MAINT-AUG	
			012.8500.4585 LMD 03 YARNELL LANDSCAPING MAINT-AUG	283.00
			012.8500.4585 LMD 01A LANDSCAPING MAINT-AUG	173.00
			012.8500.4585 LMD 01B LANDSCAPING MAINT-AUG	148.00
			012.8500.4585 LMD 54 LANDSCAPING MAINT-AUG	148.00
			012.8500.4585 LMD 55 LANDSCAPING MAINT-AUG	535.00
			012.8500.4585 LMD 59 LANDSCAPING MAINT-AUG	473.00
			012.8500.4585 LMD 61 LANDSCAPING MAINT-AUG	59.00
			012.8500.4585 LMD 63 LANDSCAPING MAINT-AUG	333.00
			012.8500.4585 LMD 70 LANDSCAPING MAINT-AUG	123.00
			012.8500.4585 LMD 76 LANDSCAPING MAINT-AUG	573.00
			012.8500.4585	173.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 68 LANDSCAPING MAINT-AUG 012.8500.4585	513.00
			LMD 69 LANDSCAPING MAINT-AUG 012.8500.4585	118.00
			LMD 73 LANDSCAPING MAINT-AUG 012.8500.4585	268.00
			LMD 24 LANDSCAPING MAINT-AUG 012.8500.4585	65.00
			LMD 02 LANDSCAPING MAINT-AUG 012.8500.4585	683.00
			LMD 03A LANDSCAPING MAINT-AUG 012.8500.4585	133.00
			LMD 03B LANDSCAPING MAINT-AUG 012.8500.4585	133.00
			LMD 04 LANDSCAPING MAINT-AUG 012.8500.4585	40.00
			LMD 05 LANDSCAPING MAINT-AUG 012.8500.4585	83.33
			LMD 06 LANDSCAPING MAINT-AUG 012.8500.4585	83.33
			LMD 07 LANDSCAPING MAINT-AUG 012.8500.4585	73.00
			LMD 08 LANDSCAPING MAINT-AUG 012.8500.4585	165.00
			LMD 09 LANDSCAPING MAINT-AUG 012.8500.4585	1,005.00
			LMD 10 LANDSCAPING MAINT-AUG 012.8500.4585	1,959.00
			LMD 11 LANDSCAPING MAINT-AUG 012.8500.4585	469.00
			LMD 13 LANDSCAPING MAINT-AUG 012.8500.4585	123.00
			LMD 15 LANDSCAPING MAINT-AUG 012.8500.4585	453.00
			LMD 16 LANDSCAPING MAINT-AUG 012.8500.4585	48.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)	
			LMD 17 LANDSCAPING MAINT-AUG	
			012.8500.4585	609.00
			LMD 20 BASELINE LANDSCAPING MAINT-AUG	
			012.8500.4585	189.00
			LMD 20 STREATER LANDSCAPING MAINT-AUG	
			012.8500.4585	147.00
			LMD 21 LANDSCAPING MAINT-AUG	
			012.8500.4585	147.00
			LMD 22 LANDSCAPING MAINT-AUG	
			012.8500.4585	173.00
			LMD 25 LANDSCAPING MAINT-AUG	
			012.8500.4585	183.00
			LMD 29 LANDSCAPING MAINT-AUG	
			012.8500.4585	183.00
			LMD 30 LANDSCAPING MAINT-AUG	
			012.8500.4585	743.00
			LMD 31 LANDSCAPING MAINT-AUG	
			012.8500.4585	493.00
			LMD 34 LANDSCAPING MAINT-AUG	
			012.8500.4585	283.00
			LMD 35 LANDSCAPING MAINT-AUG	
			012.8500.4585	205.00
			LMD 36 LANDSCAPING MAINT-AUG	
			012.8500.4585	303.00
			LMD 37 LANDSCAPING MAINT-AUG	
			012.8500.4585	373.00
			LMD 39 LANDSCAPING MAINT-AUG	
			012.8500.4585	478.00
			LMD 43 LANDSCAPING MAINT-AUG	
			012.8500.4585	173.00
			LMD 44 LANDSCAPING MAINT-AUG	
			012.8500.4585	2,565.00
			LMD 47 LANDSCAPING MAINT-AUG	
			012.8500.4585	199.00
			LMD 48 LANDSCAPING MAINT-AUG	
			012.8500.4585	2,093.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87995	9/19/2023	005326 RP LANDSCAPE & IRRIGATION	(Continued)		
			PARKS LANDSCAPING-AUG		
			MEMORIAL PARK LANDSCAPING-AUG		
			001.6000.4585		400.00
			PD LANDSCAPING-AUG		
			001.2000.4585		500.00
			CITY HALL LANDSCAPING-AUG		
			042.9510.4585		500.00
			LIBRARY LANDSCAPING-AUG		
			001.6000.4585		600.00
			YMCA LANDSCAPING-AUG		
			001.6000.4585		600.00
			CORP YARD LANDSCAPING-AUG		
			004.8310.4585		400.00
			AURANTIA PARK LANDSCAPING-AUG		
			001.6000.4585		933.00
			COMMUNITY PARK LANDSCAPING-AUG		
			001.6000.4585		3,691.00
			CANYON OAK PARK LANDSCAPING-AUG		
			016.8540.4585		356.00
			CUNNINGHAM PARK LANDSCAPING-AUG		
			016.8540.4585		453.00
			SEELEY PARK LANDSCAPING-AUG		
			016.8540.4585		299.00
			OAK CREEK PARK LANDSCAPING-AUG		
			016.8540.4585		556.00
			BOULDER MEDIANS LANDSCAPING-AUG		
			004.8310.4585		2,476.00
				Total :	**61,477.32**
87996	9/19/2023	000192 SAM'S CLUB/SYNCHRONY BANK	SERVICE FEE		
			SERVICE FEE		
			001.1700.4400		33.35
				Total :	**33.35**
87997	9/19/2023	001041 SAN MANUEL BAND OF, MISSION INDIAI	ICH17006 ENV SMBMI-IGG-JUN		
			ICH17006 ENV SMBMI-IGG-JUN		
			027.8490.6813		35,058.28

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Voucher	Date	Vendor	Description/Account		Amount
87997	9/19/2023	001041 001041 SAN MANUEL BAND OF, MISSION IN	(Continued)	Total :	35,058.28
87998	9/19/2023	001848 SB CO ASSESSORS OFFICE	PARCEL MAP REVISION-SEP PARCEL MAP REVISION-SEP 001.4100.4310		6.00
				Total :	6.00
87999	9/19/2023	000022 SB CO AUDITOR/CONTROLLER	PARKING FINE VIOLATIONS-JUL PARKING FINE VIOLATIONS-JUL 051.1490		329.00
				Total :	329.00
88000	9/19/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	LMD 02: IRRIG SUPPLIES LMD 02: IRRIG SUPPLIES 012.8500.4206		272.32
				Total :	272.32
88001	9/19/2023	000203 SOUTHERN CALIFORNIA EDISON	LS3-AUG LS3-AUG 013.8510.4011		53.54
			LS3-SEP LS3-SEP 013.8510.4011		30.73
			TRAFFIC CONTROL-SEP TRAFFIC CONTROL-SEP 004.8310.4580		69.13
				Total :	153.40
88002	9/19/2023	005839 TRUSTED TECH TEAM	MICROSOFT 365 LIC-SEP MICROSOFT 365 LIC-SEP 042.9510.4533		1,484.45
				Total :	1,484.45
88003	9/19/2023	000233 WAXIE SANITARY SUPPLY	JANITORIAL SUPPLIES 50% RECYCLED SLIMFOLD TOWELS 001.2000.4055		161.02
			JANITORIAL SUPPLIES 001.2000.4055		106.05

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88003	9/19/2023	000233 WAXIE SANITARY SUPPLY	(Continued)	Total :	267.07
88004	9/19/2023	000237 WILLDAN ASSOCIATES	BUILDING & SAFETY PLAN CHECK-AUG		
			BUILDING & SAFETY PLAN CHECK-AUG		
			001.4500.4540		8,515.00
			BUILDING & SAFETY INSP-AUG		
			BUILDING & SAFETY INSP-AUG		
			001.4500.4540		22,758.75
			PERMIT TECH-AUG		
			PERMIT TECH-AUG		
			001.4500.4540		4,290.00
			OLA20-002 CE CDBG-AUG		
			OLA20-002 CE CDBG-AUG		
			006.8400.6550		398.00
			OLA22-001 CE CDBG-AUG		
			OLA22-001 CE CDBG-AUG		
			006.8400.6550		345.25
				Total :	36,307.00
88005	9/19/2023	006001 YUNEX LLC	TRAFFIC SIGNAL MAINT-JUL		
			TRAFFIC SIGNAL MAINT-JUL		
			004.8310.4580		1,772.12
			BOLDER & JASPER-KD #50436H		
			BOLDER & JASPER-KD #50436H		
			004.8310.4580		1,203.36
				Total :	2,975.48
47 Vouchers for bank code : wfb				Bank total :	1,486,875.97
47 Vouchers in this report				Total vouchers :	1,486,875.97

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
833	9/22/2023	000003 ICMA RETIREMENT TRUST-457	ICMA DEFERRED COMP 457: PAYMENT	
			ICMA DEFERRED COMP 457: Payment 001.1170	10,667.24
			ICMA DEFERRED COMP 457: Payment 004.1170	2,181.38
			ICMA DEFERRED COMP 457: Payment 010.1170	921.93
			ICMA DEFERRED COMP 457: Payment 012.1170	12.50
			ICMA DEFERRED COMP 457: Payment 016.1170	12.50
			ICMA DEFERRED COMP 457: Payment 023.1170	27.49
			ICMA DEFERRED COMP 457: Payment 024.1170	12.00
			ICMA DEFERRED COMP 457: Payment 041.1170	369.51
			ICMA DEFERRED COMP 457: Payment 042.1170	121.50
			ICMA DEFERRED COMP 457: Payment 070.1170	311.61
			Total :	**14,637.66**
834	9/22/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	EPMC: PAYMENT	
			PERS: Payment 012.1145	228.76
			PERS: Payment 016.1145	228.75
			PERS: Payment 023.1145	254.18
			PERS: Payment 024.1145	54.74
			PERS: Payment 041.1145	541.97
			PERS: Payment 042.1145	737.01

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
834	9/22/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			PERS: Payment	
			070.1145	938.52
			PERS SURVIVOR: Payment	
			001.1145	26.22
			PERS SURVIVOR: Payment	
			004.1145	4.63
			PERS SURVIVOR: Payment	
			010.1145	1.14
			PERS SURVIVOR: Payment	
			012.1145	0.58
			PERS SURVIVOR: Payment	
			016.1145	0.56
			PERS SURVIVOR: Payment	
			023.1145	0.40
			PERS SURVIVOR: Payment	
			024.1145	0.04
			PERS SURVIVOR: Payment	
			041.1145	0.30
			PERS SURVIVOR: Payment	
			042.1145	1.72
			PERS SURVIVOR: Payment	
			070.1145	0.68
			EPMC: Payment	
			001.1145	638.52
			EPMC: Payment	
			004.1145	149.87
			EPMC: Payment	
			010.1145	53.03
			EPMC: Payment	
			012.1145	2.85
			EPMC: Payment	
			016.1145	2.85
			EPMC: Payment	
			023.1145	7.95
			EPMC: Payment	
			024.1145	0.68

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
834	9/22/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			EPMC: Payment	
			041.1145	37.92
			EPMC: Payment	
			042.1145	13.84
			EPMC: Payment	
			070.1145	65.68
			PERS: Payment	
			001.1145	17,930.78
			PERS: Payment	
			004.1145	3,403.41
			PERS: Payment	
			010.1145	1,218.36
			Total :	**26,545.94**
835	9/22/2023	000119 INTERNAL REVENUE SERVICE	FEDERAL TAXES: PAYMENT	
			MEDICARE: Payment	
			010.1140	206.82
			MEDICARE: Payment	
			012.1140	51.40
			MEDICARE: Payment	
			016.1140	51.38
			MEDICARE: Payment	
			023.1140	50.62
			MEDICARE: Payment	
			024.1140	13.06
			MEDICARE: Payment	
			041.1140	85.15
			MEDICARE: Payment	
			042.1140	148.03
			MEDICARE: Payment	
			070.1140	148.15
			FEDERAL TAXES: Payment	
			001.1120	17,124.38
			FEDERAL TAXES: Payment	
			004.1120	2,242.65
			FEDERAL TAXES: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
835	9/22/2023	000119 INTERNAL REVENUE SERVICE	(Continued)	
			010.1120 FEDERAL TAXES: Payment	905.54
			012.1120 FEDERAL TAXES: Payment	119.37
			016.1120 FEDERAL TAXES: Payment	119.35
			023.1120 FEDERAL TAXES: Payment	145.10
			024.1120 FEDERAL TAXES: Payment	53.66
			041.1120 FEDERAL TAXES: Payment	455.91
			042.1120 FEDERAL TAXES: Payment	341.66
			070.1120 SOCIAL SECURITY: Payment	826.87
			001.1140 MEDICARE: Payment	632.22
			001.1140 MEDICARE: Payment	3,810.43
			004.1140	626.34
			Total :	**28,158.09**
836	9/22/2023	000001 CALIF STATE EMPLOYMENT	STATE TAXES: PAYMENT STATE TAXES: Payment	
			001.1130 STATE TAXES: Payment	6,528.07
			004.1130 STATE TAXES: Payment	875.54
			010.1130 STATE TAXES: Payment	360.57
			012.1130 STATE TAXES: Payment	47.33
			016.1130 STATE TAXES: Payment	47.33
			023.1130	59.89

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
836	9/22/2023	000001 CALIF STATE EMPLOYMENT	(Continued)	
			STATE TAXES: Payment	
			024.1130	15.65
			STATE TAXES: Payment	
			041.1130	185.20
			STATE TAXES: Payment	
			042.1130	108.48
			STATE TAXES: Payment	
			070.1130	282.05
			Total :	**8,510.11**
88006	9/22/2023	003804 AFLAC WWHQ	AFLAC ACCIDENT INSURANCE: PAYMENT	
			AFLAC DENTAL: Payment	
			070.1181	0.56
			AFLAC SPECIFIED HEALTH INS: Payment	
			001.1181	2.98
			AFLAC SPECIFIED HEALTH INS: Payment	
			012.1181	1.48
			AFLAC SPECIFIED HEALTH INS: Payment	
			016.1181	1.48
			AFLAC ACCIDENT INSURANCE: Payment	
			001.1181	98.24
			AFLAC ACCIDENT INSURANCE: Payment	
			004.1181	13.98
			AFLAC ACCIDENT INSURANCE: Payment	
			012.1181	3.58
			AFLAC ACCIDENT INSURANCE: Payment	
			016.1181	3.56
			AFLAC ACCIDENT INSURANCE: Payment	
			023.1181	5.80
			AFLAC ACCIDENT INSURANCE: Payment	
			024.1181	0.26
			AFLAC ACCIDENT INSURANCE: Payment	
			042.1181	4.18
			AFLAC DISABILITY INSURANCE: Payment	
			001.1181	128.14
			AFLAC DISABILITY INSURANCE: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88006	9/22/2023	003804 AFLAC WWHQ	(Continued)		
			004.1181 AFLAC DISABILITY INSURANCE: Payment		24.69
			012.1181 AFLAC DISABILITY INSURANCE: Payment		6.31
			016.1181 AFLAC DISABILITY INSURANCE: Payment		6.31
			024.1181 AFLAC HOSPITAL INSURANCE: Payment		0.51
			001.1181 AFLAC HOSPITAL INSURANCE: Payment		157.66
			012.1181 AFLAC HOSPITAL INSURANCE: Payment		6.71
			016.1181 AFLAC HOSPITAL INSURANCE: Payment		6.70
			023.1181 AFLAC HOSPITAL INSURANCE: Payment		12.31
			042.1181 AFLAC DENTAL: Payment		4.96
			001.1181 AFLAC DENTAL: Payment		27.89
			004.1181 AFLAC DENTAL: Payment		0.55
			041.1181		1.66
				Total :	**520.50**
88007	9/22/2023	000433 ARROWHEAD UNITED WAY	ARROWHEAD UNITED WAY: PAYMENT ARROWHEAD UNITED WAY: Payment		
			001.1180 ARROWHEAD UNITED WAY: Payment		11.26
			004.1180 ARROWHEAD UNITED WAY: Payment		0.76
			041.1180 ARROWHEAD UNITED WAY: Payment		2.25
			070.1180		0.73
				Total :	**15.00**
6 Vouchers for bank code :		wfb		**Bank total :**	**78,387.30**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount

6 Vouchers in this report

Total vouchers : 78,387.30

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88008	9/21/2023	000030 SAN BERNARDINO COUNTY SHERIFFS	JAG FY 2018 OT-7/23-8/23	
			JAG FY 2018 OT-7/23-8/23	
			026.8480.4560	16,501.00
			JAG FY 2018 OT-7/23-8/23	
			001.2000.4560	3,756.16
			Total :	**20,257.16**

1 Vouchers for bank code : wfb **Bank total :** **20,257.16**

1 Vouchers in this report **Total vouchers :** **20,257.16**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88009	9/26/2023	003058 ADVANCE REFRIGERATION SYS INC	FS#3: ICE MACHINE MAINT		
			FS#3: ICE MACHINE MAINT		
			028.2050.4070		150.00
			FS#3: ICE MACHINE MAINT		
			029.2100.4070		150.00
				Total :	**300.00**
88010	9/26/2023	000014 ALL CITY MANAGEMENT SERVICES	CROSSING GUARD SERVICE 8/20-9/2/23		
			CROSSING GUARD SERVICE 8/20-9/2/23		
			002.8200.4530		3,719.43
				Total :	**3,719.43**
88011	9/26/2023	001271 ALLSTAR FIRE EQUIPMENT INC	FS#1-3: PPE TURN OUT COATS & PANTS		
			FS#1-3: PPE TURN OUT COATS & PANTS		
			029.2100.4204		3,520.19
			FS#3: HOSE ROLLER		
			FS#3: HOSE ROLLER		
			029.2100.4204		755.41
				Total :	**4,275.60**
88012	9/26/2023	005771 AMAZON CAPITAL SERVICES	MONITOR STAND: DOMINGUEZ		
			MONITOR STAND: DOMINGUEZ		
			001.1700.4203		235.97
			COFFEE POT CLEANER		
			COFFEE POT CLEANER		
			042.9510.4200		24.63
			LAMINATION CARTRIDGE		
			LAMINATION CARTRIDGE		
			042.9510.4200		82.96
			PD: RETURN COMP MONITORS		
			PD: RETURN COMP MONITORS		
			001.2000.4206		-106.66
			FS#1: HEADLAMPS FOR NIGHT TIME WILDLAND		
			FS#1: HEADLAMPS FOR NIGHT TIME WILDLAND		
			029.2100.4204		775.68
			VOLUNTEER DINNER: SUPPLIES		
			VOLUNTEER DINNER: SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88012	9/26/2023	005771 AMAZON CAPITAL SERVICES	(Continued)		
			001.6020.4336		207.19
				Total :	**1,219.77**
88013	9/26/2023	004923 BRIAN'S LIVE BEE REMOVAL SVC	SB1-7793 CENTRAL-BEE HIVE REMOVAL		
			SB1-7793 CENTRAL-BEE HIVE REMOVAL		
			004.8310.4570		925.00
				Total :	**925.00**
88014	9/26/2023	002912 CHAMPION ELECTRIC, INC.	YMCA: REPAIRS TO RESTORE PARKING LOT LIG		
			YMCA: REPAIRS TO RESTORE PARKING LOT		
			001.6000.4070		3,045.00
				Total :	**3,045.00**
88015	9/26/2023	005859 COUNTY OF SAN BERNARDINO DEPT	RADIO ACCESS-JULY		
			RADIO ACCESS-JULY		
			028.2050.4209		509.01
			RADIO ACCESS-JULY		
			029.2100.4209		509.01
				Total :	**1,018.02**
88016	9/26/2023	003360 DIRECTV	PD: SATTELITE CABLE-SEP		
			PD: SATTELITE CABLE-SEP		
			001.2000.4065		87.00
				Total :	**87.00**
88017	9/26/2023	000085 EAST VALLEY WATER DISTRICT	LMD 11-SEP		
			LMD 11-SEP		
			012.8500.4030		540.54
			LMD 55-SEP		
			LMD 55-SEP		
			012.8500.4030		738.05
			SEELEY PARK-SEP		
			SEELEY PARK-SEP		
			016.8540.4030		74.68
			LMD 43-SEP		
			LMD 43-SEP		
			012.8500.4030		424.16
			LMD 47-SEP		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88017	9/26/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			LMD 47-SEP		
			012.8500.4030		239.77
			LMD 16-SEP		
			LMD 16-SEP		
			012.8500.4030		98.72
				Total :	**2,115.92**
88018	9/26/2023	000085 EAST VALLEY WATER DISTRICT	LMD17-B-SEP		
			LMD17-B-SEP		
			012.8500.4030		417.95
			LMD 17-D-SEP		
			LMD 17-D-SEP		
			012.8500.4030		58.96
			LMD 25-SEP		
			LMD 25-SEP		
			012.8500.4030		255.46
			LMD 17-C-SEP		
			LMD 17-C-SEP		
			012.8500.4030		275.97
			LMD 76-SEP		
			LMD 76-SEP		
			012.8500.4030		153.54
			LMD 17-A-SEP		
			LMD 17-A-SEP		
			012.8500.4030		112.06
				Total :	**1,273.94**
88019	9/26/2023	000090 FEDEX	OVERNIGHT MAIL		
			OVERNIGHT MAIL		
			001.4600.4210		33.57
			OVERNIGHT MAIL		
			001.4100.4210		27.60
				Total :	**61.17**
88020	9/26/2023	005358 FLEET SERVICES INC	ME541:HALOGEN BULB & ANTIFREEZE		
			ME541:HALOGEN BULB & ANTIFREEZE		
			028.2050.4240		49.09

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88020	9/26/2023	005358 FLEET SERVICES INC	(Continued)		
			ME541:HALOGEN BULB & ANTIFREEZE		
			029.2100.4240		49.09
				Total :	**98.18**
88021	9/26/2023	005018 FLYERS ENERGY, LLC	FUEL-SEP		
			FUEL-SEP		
			001.2000.4220		5,049.98
			FUEL-SEP		
			001.4200.4220		57.95
			FUEL-SEP		
			001.4600.4220		240.93
			FUEL-SEP		
			001.6000.4220		220.22
			FUEL-SEP		
			001.6010.4220		125.49
			FUEL-SEP		
			004.8310.4220		825.78
			FUEL-SEP		
			028.2050.4220		941.82
			FUEL-SEP		
			029.2100.4220		941.82
			FUEL-SEP		
			042.9510.4220		55.08
				Total :	**8,459.07**
88022	9/26/2023	000623 HARBOR FREIGHT TOOLS	FS#3: MISC SUPPLIES		
			FS#3: MISC SUPPLIES		
			028.2050.4206		87.49
			FS#3: MISC SUPPLIES		
			029.2100.4206		87.49
				Total :	**174.98**
88023	9/26/2023	004453 HARRIS & ASSOCIATES	CFD FOR MEDITERRA-AUG		
			CFD FOR MEDITERRA-AUG		
			001.3200.4551		672.36
			ENG ASSESSMENT DIST-AUG		
			ENG ASSESSMENT DIST-AUG		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88023	9/26/2023	004453 HARRIS & ASSOCIATES	(Continued)	
			024.8470.4550 ENG ASSESSMENT DIST-AUG	770.00
			013.8510.4550 LMD ENG ASSESSMENT DIST-AUG	1,020.00
			012.8500.4550 MEDIC TAX LEVY 23/24	954.14
			MEDIC TAX LEVY 23/24 028.2050.4550	2,953.93
			Total :	**6,370.43**
88024	9/26/2023	000108 HIGH TECH SECURITY	BURGLAR ALARM MONITORING & MAINTENANCE CORP YARD: BURG SYST & MAINT-OCT	
			004.8310.4066 CITY HALL: BURG SYST & MAINT-OCT	55.00
			042.9510.4066 COMM PARK: BURG SYST & MAINT-OCT	100.00
			001.6000.4066 FIRE ALARM MONITORING & MAINTNENACE	55.00
			CORP YARD: FIRE SYST & MAINT-OCT 004.8310.4066	85.00
			YMCA/LIBRARY: FIRE SYST & MAINT-OCT 001.6000.4066	135.00
			CITY HALL: FIRE SYST & MAINT-OCT 042.9510.4066	50.00
			FS#3: FIRE SYST & MAINT-OCT 028.2050.4066	42.50
			FS#3: FIRE SYST & MAINT-OCT 029.2100.4066	42.50
			PD: FIRE SYST & MAINT-OCT 001.2000.4066	85.00
			CORP YARD: CCTV SYST-OCT CORP YARD: CCTV SYST-OCT	
			004.8310.4066 CANYON OAKS PARK: CCTV SYST-OCT	25.00
			016.8540.4066 CITY HALL: CCTV SYST-OCT	25.00
			042.9510.4066	25.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88024	9/26/2023	000108 HIGH TECH SECURITY	(Continued)		
			AURANTIA & COMM PARK: CCTV SYST-OCT		
			001.6000.4066		75.00
				Total :	**800.00**
88025	9/26/2023	001320 HIGHLAND SENIOR CENTER	CDBG REIMB-AUG		
			CDBG REIMB-AUG		
			006.8400.4348		2,000.00
				Total :	**2,000.00**
88026	9/26/2023	000718 HOUSTON & HARRIS PCS, INC	STORM DRAIN CLEANING/EXTRACTION: 5TH ST		
			STORM DRAIN CLEANING/EXTRACTION: 5TH ST		
			004.8310.4666		12,284.75
				Total :	**12,284.75**
88027	9/26/2023	001618 INNOVATIVE FEDERAL STRATEGIES	PROFESSIONAL SERVICES-SEP		
			PROFESSIONAL SERVICES-SEP		
			023.3890.4554		4,435.05
				Total :	**4,435.05**
88028	9/26/2023	005873 INTERSTATE STRIPING INC	TRAFFIC STRIPING MAINT		
			TRAFFIC STRIPING MAINT		
			004.8310.4578		2,117.17
				Total :	**2,117.17**
88029	9/26/2023	000127 K & L HARDWARE	FS#3: PAINT FOR TOOLS		
			FS#3: PAINT FOR TOOLS		
			028.2050.4070		27.77
			FS#3: PAINT FOR TOOLS		
			029.2100.4070		27.76
			CORP YARD: SUPPLIES		
			CORP YARD: SUPPLIES		
			004.8310.4206		65.68
			PD: TAPE & EXT CORDS		
			PD: TAPE & EXT CORDS		
			001.2000.4206		90.46
				Total :	**211.67**
88030	9/26/2023	000127 K & L HARDWARE	ME542: SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88030	9/26/2023	000127 K & L HARDWARE	(Continued)		
			ME542: SUPPLIES		
			028.2050.4245		22.39
			ME542: SUPPLIES		
			029.2100.4245		22.38
				Total :	**44.77**
88031	9/26/2023	005310 KOA CORPORATION	STR22-002 DE MSRI-AUG		
			STR22-002 DE MSRI-AUG		
			017.8350.6530		14,684.17
				Total :	**14,684.17**
88032	9/26/2023	004509 LAWRENCE DOORS	PD: GATE RECEIVER REPLACEMENT		
			PD: GATE RECEIVER REPLACEMENT		
			001.2000.4070		1,638.40
				Total :	**1,638.40**
88033	9/26/2023	000168 LETICIA NAVA-CRUZ, PETTY CASH	PETTY CASH-SEP		
			PETTY CASH-SEP		
			001.0020		100.00
				Total :	**100.00**
88034	9/26/2023	001193 LIFE ASSIST, INC.	FS#1 PPE SUPPLIES		
			FS#1 PPE SUPPLIES		
			030.8495.4349		183.18
			FS#1 PPE SUPPLIES		
			FS#1 PPE SUPPLIES		
			030.8495.4349		183.18
				Total :	**366.36**
88035	9/26/2023	001404 LOWE'S	INTERN TABLE		
			INTERN TABLE		
			001.1200.4200		56.28
			STATE OF THE CITY: RAFFLE ITEMS		
			STATE OF THE CITY: RAFFLE ITEMS		
			001.1000.4336		350.00
				Total :	**406.28**
88036	9/26/2023	001439 OFFICE SOLUTIONS	HP 26X TONER		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88036	9/26/2023	001439 OFFICE SOLUTIONS	(Continued)		
			HP 26X TONER		
			042.9510.4200		245.78
			30% RECYCLED COPY PAPER		
			30% RECYCLED COPY PAPER		
			042.9510.4200		634.29
				Total :	**880.07**
88037	9/26/2023	000030 SAN BERNARDINO COUNTY SHERIFFS	POLICE SERVICES-SEP		
			POLICE SERVICES-SEP		
			001.2000.4560		1,035,616.00
				Total :	**1,035,616.00**
88038	9/26/2023	004623 SAN BERNARDINO COUNTY, FIRE PROT	VSQG WASTE DISPOSAL FEE 22/23		
			VSQG WASTE DISPOSAL FEE 22/23		
			001.4200.4596		1,477.26
			ILLEGALLY DUMPED VSCG WASTE		
			ILLEGALLY DUMPED VSCG WASTE		
			001.4200.4596		1,044.51
				Total :	**2,521.77**
88039	9/26/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	LMD 47: IRRIGATION SUPPLIES		
			LMD 47: IRRIGATION SUPPLIES		
			012.8500.4206		253.54
			LMD 48: IRRIGATION SUPPLIES		
			LMD 48: IRRIGATION SUPPLIES		
			012.8500.4206		292.34
				Total :	**545.88**
88040	9/26/2023	000204 SOCALGAS	FS#2-SEP		
			FS#2-SEP		
			028.2050.4020		23.52
			FS#2-SEP		
			029.2100.4020		23.51
			FS#3-SEP		
			FS#3-SEP		
			028.2050.4020		31.38
			FS#3-SEP		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88040	9/26/2023	000204 SOCALGAS	(Continued)		
			029.2100.4020		31.38
				Total :	**109.79**
88041	9/26/2023	000203 SOUTHERN CALIFORNIA EDISON	LMDS-SEP		
			LMD 48 & UPLIGHTING-SEP		
			012.8500.4010		2.86
			LMD 48 & UPLIGHTING-SEP		
			013.8510.4011		26.04
			LMD 55-SEP		
			012.8500.4010		15.39
			LMD 70-SEP		
			012.8500.4010		16.70
			LMD 48B-SEP		
			012.8500.4010		15.39
			LMD 48C-SEP		
			012.8500.4010		15.63
			LMD 76-SEP		
			012.8500.4010		16.80
			LMD 13-SEP		
			012.8500.4010		15.53
				Total :	**124.34**
88042	9/26/2023	001527 STERICYCLE INC.	SHREDDING SERVICE-SEP		
			SHREDDING SERVICE-SEP		
			001.1200.4626		146.23
				Total :	**146.23**
88043	9/26/2023	001120 TERRY'S CANVAS	FS#1-3: MASK NAMES		
			FS#1-3: MASK NAMES		
			029.2100.4204		62.00
				Total :	**62.00**
88044	9/26/2023	000075 THE COUNSELING TEAM INT'L	EMPLOYEE SUPPORT SERVICES-AUG		
			EMPLOYEE SUPPORT SERVICES-AUG		
			001.1600.4537		190.00
				Total :	**190.00**
88045	9/26/2023	000233 WAXIE SANITARY SUPPLY	PD: JANITORIAL SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88045	9/26/2023	000233 WAXIE SANITARY SUPPLY	(Continued)		
			40% RECYCLED BIGFOLD TOWELS		
			001.2000.4055		336.70
			50% RECYCLED SLIMFOLD TOWELS		
			001.2000.4055		80.51
			PD: JANITORIAL SUPPLIES		
			001.2000.4055		210.12
			FS#1: JANITORIAL SUPPLIES		
			FS#1: JANITORIAL SUPPLIES		
			028.2050.4055		40.05
			FS#1: JANITORIAL SUPPLIES		
			029.2100.4055		40.05
				Total :	**707.43**
88046	9/26/2023	003535 WEST COAST ARBORISTS, INC.	CITY TREE MAINT-AUG		
			CITY TREE MAINT-AUG		
			004.8310.4680		4,589.50
				Total :	**4,589.50**
88047	9/26/2023	005824 WESTERN EXTRICATION SPECIALIST	HSGP21 ME541: EXTRICATION TOOL		
			HSGP FY 18 ME541: EXTRICATION TOOL		
			030.8495.4203		16,877.92
			ME541: TOOLS		
			ME541: TOOLS		
			028.2050.4245		45.26
			ME541: TOOLS		
			029.2100.4245		45.25
				Total :	**16,968.43**
88048	9/26/2023	006001 YUNEX LLC	TRAFFIC SIGNAL MAINT-JUL		
			TRAFFIC SIGNAL MAINT-JUL		
			004.8310.4580		3,872.28
			STREET LIGHT MAINT-JUL		
			STREET LIGHT MAINT-JUL		
			013.8510.4664		2,528.50
				Total :	**6,400.78**
40	**Vouchers for bank code :**	wfb		**Bank total :**	**1,141,094.35**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
40	Vouchers in this report		Total vouchers :	1,141,094.35

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88049	10/3/2023	000014 ALL CITY MANAGEMENT SERVICES	CROSSING GUARD SERVICE 9/3-9/16/23		
			CROSSING GUARD SERVICE 9/3-9/16/23		
			002.8200.4530		3,409.16
				Total :	**3,409.16**
88050	10/3/2023	005769 BENNETT, MATTHEW	CIVIL ENG LIC. RENEWAL-BENNETT		
			CIVIL ENG LIC. RENEWAL-BENNETT		
			001.3200.4310		180.00
				Total :	**180.00**
88051	10/3/2023	000047 BEST COMPUTER	WINDOW 11 PRO 64B		
			WINDOW 11 PRO 64B		
			042.9510.4203		190.31
				Total :	**190.31**
88052	10/3/2023	000232 CAPITAL ONE	CORP YARD: MISC SUPPLIES		
			CORP YARD: MISC SUPPLIES		
			004.8310.4206		53.21
			UNIFORM ALLOW: PECK		
			UNIFORM ALLOW: PECK		
			001.6000.4249		92.33
				Total :	**145.54**
88053	10/3/2023	006099 CHARTER COMMUNICATIONS	PD TELE/INT-OCT		
			PD TELE/INT-OCT		
			001.2000.4065		829.85
				Total :	**829.85**
88054	10/3/2023	000213 DAILY JOURNAL CORPORATION	DRA21-007A NEWSPAPER PUBLICATIONS		
			DRA21-007A NEWSPAPER PUBLICATIONS		
			001.1200.4300		253.00
			CUP22-009 NEWSPAPER PUBLICATIONS		
			CUP22-009 NEWSPAPER PUBLICATIONS		
			001.1200.4300		315.10
			DRA23-002 NEWSPAPER PUBLICATIONS		
			DRA23-002 NEWSPAPER PUBLICATIONS		
			001.1200.4300		347.30
			DRA23-009 NEWSPAPER PUBLICATIONS		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88054	10/3/2023	000213 DAILY JOURNAL CORPORATION	(Continued)	
			DRA23-009 NEWSPAPER PUBLICATIONS	
			001.1200.4300	322.00
			Total :	**1,237.40**
88055	10/3/2023	000085 EAST VALLEY WATER DISTRICT	LMD 04-SEP	
			LMD 04-SEP	
			012.8500.4030	66.82
			POLICE STATION-SEP	
			POLICE STATION-SEP	
			001.2000.4030	202.87
			POLICE STATION-SEP	
			POLICE STATION-SEP	
			001.2000.4030	1,672.47
			LMD 29-SEP	
			LMD 29-SEP	
			012.8500.4030	225.66
			CITY HALL-SEP	
			CITY HALL-SEP	
			042.9510.4030	226.93
			LMD 15A-SEP	
			LMD 15A-SEP	
			012.8500.4030	263.32
			LMD 07-SEP	
			LMD 07-SEP	
			012.8500.4030	97.79
			BASELINE MEDIAN-SEP	
			BASELINE MEDIAN-SEP	
			004.8310.4030	270.27
			FS#1-SEP	
			FS#1-SEP	
			028.2050.4030	75.66
			FS#1-SEP	
			029.2100.4030	75.65
			LMD 21B-SEP	
			LMD 21B-SEP	
			012.8500.4030	247.11
			FS#2-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88055	10/3/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			FS#2-SEP	
			028.2050.4030	116.10
			FS#2-SEP	
			029.2100.4030	116.10
			CITY HALL-SEP	
			CITY HALL-SEP	
			042.9510.4030	35.14
			AURANTIA PARK-SEP	
			AURANTIA PARK-SEP	
			001.6000.4030	2,339.82
			LMD 44-SEP	
			LMD 44-SEP	
			012.8500.4030	2,762.30
			LMD 15B-SEP	
			LMD 15B-SEP	
			012.8500.4030	663.01
			FS#3 FS-SEP	
			FS#3 FS-SEP	
			028.2050.4030	26.35
			FS#3 FS-SEP	
			029.2100.4030	26.35
			FS#2 FS-SEP	
			FS#2 FS-SEP	
			028.2050.4030	17.57
			FS#2 FS-SEP	
			029.2100.4030	17.57
			BASELINE MEDIAN-SEP	
			BASELINE MEDIAN-SEP	
			004.8310.4030	494.44
			LMD 73-SEP	
			LMD 73-SEP	
			012.8500.4030	69.68
			LMD 37-SEP	
			LMD 37-SEP	
			012.8500.4030	361.51
			FS#3 DOM-SEP	
			FS#3 DOM-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88055	10/3/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			028.2050.4030 FS#3 DOM-SEP	242.96
			029.2100.4030 LMD 21A-SEP	242.95
			LMD 21A-SEP 012.8500.4030 POLICE STATION-SEP	114.92
			POLICE STATION-SEP 001.2000.4030 FS#3 IRR-SEP	52.70
			FS#3 IRR-SEP 028.2050.4030 FS#3 IRR-SEP	38.65
			029.2100.4030 BOULDER MEDIAN-SEP	38.65
			BOULDER MEDIAN-SEP 004.8310.4030 POLICE STATION-SEP	691.52
			POLICE STATION-SEP 001.2000.4030	52.70
			Total :	**11,945.54**
88056	10/3/2023	004956 FIDELITY SECURITY	VISION-OCT	
			VISION-OCT 001.1160 VISION-OCT	165.03
			004.1160 VISION-OCT	38.88
			010.1160 VISION-OCT	19.03
			012.1160 VISION-OCT	5.18
			016.1160 VISION-OCT	5.18
			024.1160 VISION-OCT	0.41
			041.1160	1.64

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88056	10/3/2023	004956 FIDELITY SECURITY	(Continued)		
			VISION-OCT		
			042.1160		10.36
			VISION-OCT		
			070.1160		3.59
				Total :	**249.30**
88057	10/3/2023	004939 GUARDIAN	DENTAL-OCT		
			DENTAL-OCT		
			001.1160		1,154.13
			DENTAL-OCT		
			004.1160		250.83
			DENTAL-OCT		
			010.1160		125.01
			DENTAL-OCT		
			012.1160		10.11
			DENTAL-OCT		
			016.1160		10.11
			DENTAL-OCT		
			024.1160		1.82
			DENTAL-OCT		
			041.1160		18.19
			DENTAL-OCT		
			042.1160		20.22
			DENTAL-OCT		
			070.1160		11.98
				Total :	**1,602.40**
88058	10/3/2023	000127 K & L HARDWARE	PD MAINT SUPPLIES		
			PD MAINT SUPPLIES		
			001.2000.4200		3.45
				Total :	**3.45**
88059	10/3/2023	000207 KONICA MINOLTA	IT MONTHLY CONTRACT-OCT		
			IT MONTHLY CONTRACT-OCT		
			042.9510.4627		5,003.00
			PRINTER MAINT CONTRACT-SEP		
			PRINTER MAINT CONTRACT-SEP		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88059	10/3/2023	000207 KONICA MINOLTA	(Continued)		
			042.9510.4631		703.68
				Total :	5,706.68
88060	10/3/2023	000155 NEW YORK LIFE	NEW YORK LIFE-OCT		
			NEW YORK LIFE-OCT		
			001.1180		9.75
			NEW YORK LIFE-OCT		
			004.1180		0.65
			NEW YORK LIFE-OCT		
			041.1180		1.95
			NEW YORK LIFE-OCT		
			070.1180		0.65
				Total :	13.00
88061	10/3/2023	000176 PRINCIPAL LIFE INSURANCE CO	PRINCIPAL-OCT		
			PRINCIPAL-OCT		
			001.1200.3590		31.59
			PRINCIPAL-OCT		
			001.1450.3590		68.01
			PRINCIPAL-OCT		
			001.1600.3590		6.64
			PRINCIPAL-OCT		
			001.1700.3590		103.84
			PRINCIPAL-OCT		
			001.3200.3590		50.82
			PRINCIPAL-OCT		
			001.4100.3590		145.32
			PRINCIPAL-OCT		
			001.4200.3590		75.58
			PRINCIPAL-OCT		
			001.4500.3590		53.54
			PRINCIPAL-OCT		
			001.4600.3590		81.87
			PRINCIPAL-OCT		
			001.6000.3590		19.61
			PRINCIPAL-OCT		
			001.6010.3590		20.36

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88061	10/3/2023	000176 PRINCIPAL LIFE INSURANCE CO	(Continued)		
			PRINCIPAL-OCT		
			001.6020.3590		12.17
			PRINCIPAL-OCT		
			004.8310.3590		137.47
			PRINCIPAL-OCT		
			010.3830.3590		42.79
			PRINCIPAL-OCT		
			012.8500.3590		9.70
			PRINCIPAL-OCT		
			016.8540.3590		9.68
			PRINCIPAL-OCT		
			023.3890.3590		7.71
			PRINCIPAL-OCT		
			024.8470.3590		1.01
			PRINCIPAL-OCT		
			041.9500.3590		15.04
			PRINCIPAL-OCT		
			042.9510.3590		15.68
			PRINCIPAL-OCT		
			070.7000.3590		32.74
				Total :	**941.17**
88062	10/3/2023	003144 REVENUE & COST SPECIALISTS,	DIF STUDY UPDATE		
			DIF STUDY UPDATE		
			023.3890.4582		7,700.00
				Total :	**7,700.00**
88063	10/3/2023	004243 S.B.M.W.D.	FS#2: PERMIT FEES C-3-3599-S		
			FS#2: PERMIT FEES C-3-3599-S		
			029.2100.4030		195.00
				Total :	**195.00**
88064	10/3/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	LMD IRRIGATION SUPPLIES		
			LMD 02 IRRIGATION SUPPLIES		
			012.8500.4206		107.02
			LMD 47 IRRIGATION SUPPLIES		
			012.8500.4206		107.02

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
88064	10/3/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	(Continued)		
			LMD 00 IRRIGATION SUPPLIES		
			012.8500.4206		107.02
			LMD 34 IRRIGATION SUPPLIES		
			012.8500.4206		107.01
				Total :	**428.07**
88065	10/3/2023	000204 SOCALGAS	POLICE-SEP		
			POLICE-SEP		
			001.2000.4020		1,723.16
			FS#1-SEP		
			FS#1-SEP		
			028.2050.4020		31.84
			FS#1-SEP		
			029.2100.4020		31.84
				Total :	**1,786.84**
88066	10/3/2023	004931 STATE OF CA- DEPT OF CONSUMER	CIVIL ENG LIC RENEWAL - BOOTH		
			CIVIL ENG LIC RENEWAL - BOOTH		
			001.3200.4310		180.00
				Total :	**180.00**
88067	10/3/2023	000226 UNUM LIFE INSURANCE	LONG TERM DISABILITY-OCT		
			LONG TERM DISABILITY-OCT		
			001.1180		811.15
			LONG TERM DISABILITY-OCT		
			004.1180		59.20
			LONG TERM DISABILITY-OCT		
			010.1180		40.70
			LONG TERM DISABILITY-OCT		
			023.1180		11.10
			LONG TERM DISABILITY-OCT		
			041.1180		25.87
			LONG TERM DISABILITY-OCT		
			070.1180		55.47
				Total :	**1,003.49**
88068	10/3/2023	000237 WILLDAN ASSOCIATES	SIG2301A DE DEV AGMT-MAY		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
88068	10/3/2023	000237 WILLDAN ASSOCIATES	(Continued)	
			SIG2301A DE DEV AGMT-MAY	
			027.8490.6550	884.80
			SIG23001 DE RDA07-MAY	
			SIG23001 DE RDA07-MAY	
			010.3830.6550	221.20
			Total :	**1,106.00**
1002466979	10/3/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	PERS HEALTH-OCT	
			PERS HEALTH-OCT	
			001.1150	13,689.04
			PERS HEALTH-OCT	
			004.1150	2,160.77
			PERS HEALTH-OCT	
			010.1150	1,422.33
			PERS HEALTH-OCT	
			012.1150	197.62
			PERS HEALTH-OCT	
			016.1150	197.62
			PERS HEALTH-OCT	
			041.1150	333.42
			PERS HEALTH-OCT	
			070.1150	316.66
			PERS HEALTH-OCT	
			001.1450.3511	73.72
			PERS HEALTH-OCT	
			041.9500.3515	2,000.00
			Total :	**20,391.18**

21 Vouchers for bank code : wfb **Bank total : 59,244.38**

21 Vouchers in this report **Total vouchers : 59,244.38**

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer CD
Leticia Nava-Cruz, Assistant Director of Administrative Services LNC

SUBJECT: Treasurer's Report for August 2023

RECOMMENDATION: City Council to receive and file the Treasurer's Report for August 2023

FISCAL IMPACT: Cash and Investments:

General Fund	$11,180,360.80
Special Revenue Funds	$36,575,739.45
Internal Service Funds	$ 5,331,994.93
Capital Projects Funds	$20,945,712.76
Agency Funds	$ 1,692,985.09
Housing Authority Fund	$ 3,615,115.18
SARDA Funds	$ 3,149,637.04

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: Increases in the checking account were due to revenues received plus funds wired from LAIF and CAMP. Decreases in the checking account were a result of payments to vendors, payroll and funds wired to LAIF, CAMP and U.S. Bank.

Increases in the fiscal agent accounts (US Bank) resulted from interest and bond payment receipt. Decreases resulted in vendor payments and debt service payments.

Increases in the CAMP account were due to interest received. Decreases were a result of funds being wired to the city's checking account primarily for payment of public works projects.

The maximum limit on regular accounts is $75M.

Approved _____ Motion _____ Second _____ Agenda Item No. 4

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager

CITY OF HIGHLAND
Treasurer's Report
as of August 31, 2023

CASH AND BANK ACCOUNTS:

Cash on Hand-Office Petty Cash & Change Fund Accounts	1,150.00
Wells Fargo Checking Account (reconciled book balance)	6,853,958.79

DESCRIPTION	MATURITY PERIOD	YIELD	PAR VALUE	ORIGINAL COST
INVESTMENTS: LOCAL GOVERNMENT INVESTMENT POOLS				
California Treasurer's Local Agency Investment Fund (LAIF)	n/a	3.434%		
General Fund			11,721,128.19	
Special Revenue Funds			22,600,574.00	
Internal Service Funds			5,226,704.00	
Capital Projects Funds			19,803,533.00	
Total City LAIF Funds				59,351,939.19
Housing Authority Fund			3,647,969.16	
Total Housing Authority LAIF Funds				3,647,969.16
Total LAIF Funds				62,999,908.35

1) Maximum limits on accounts are $75M City and $75M Housing Authority.
2) Market Value is based on the June 30, 2023 applicable percentage of 0.984828499.
3) Market Value is $62,044,105.18 ($62,999,908.35 x 0.984828499).

California Asset Management Program (CAMP)	n/a	5.520%		
General Fund			3,190,393.16	
Special Revenue Funds			1,791,080.00	
Capital Projects Funds			5,993,559.00	
Total CAMP Funds				10,975,032.16
INVESTMENTS: FISCAL AGENT ACCOUNTS				
US Bank Corporate Trust Services (Community Facilities Districts)				
Community Facilities District (CFD) 90-1				
Administrative Expense Fund #128262-011				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	102,091.09	102,091.09
Fire Protection Expense Fund #128262-012				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	3,098.39	3,098.39
Police Protection Expense Fund #128262-013				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	1,145.96	1,145.96
Community Facilities District (CFD) 2001-1				
Special Tax Fund #217795000				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	330,374.15	330,374.15
Interest Account #217795001				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	-	-
Principal Account #217795002				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	-	-
Administrative Expense Account #217795003				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	19,381.76	19,381.76
Surplus Fund #217795004				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	29,279.95	29,279.95
Community Facilities District (CFD) 2007-1				
Administrative Expense Fund #260722000				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	9,828.38	9,828.38
Fire Expense Fund #260722001				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	0.44	0.44
Police Expense Fund #260722002				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	0.13	0.13
TOTAL INVESTMENTS US BANK (COMMUNITY FACILITIES DISTRICTS)				495,200.25

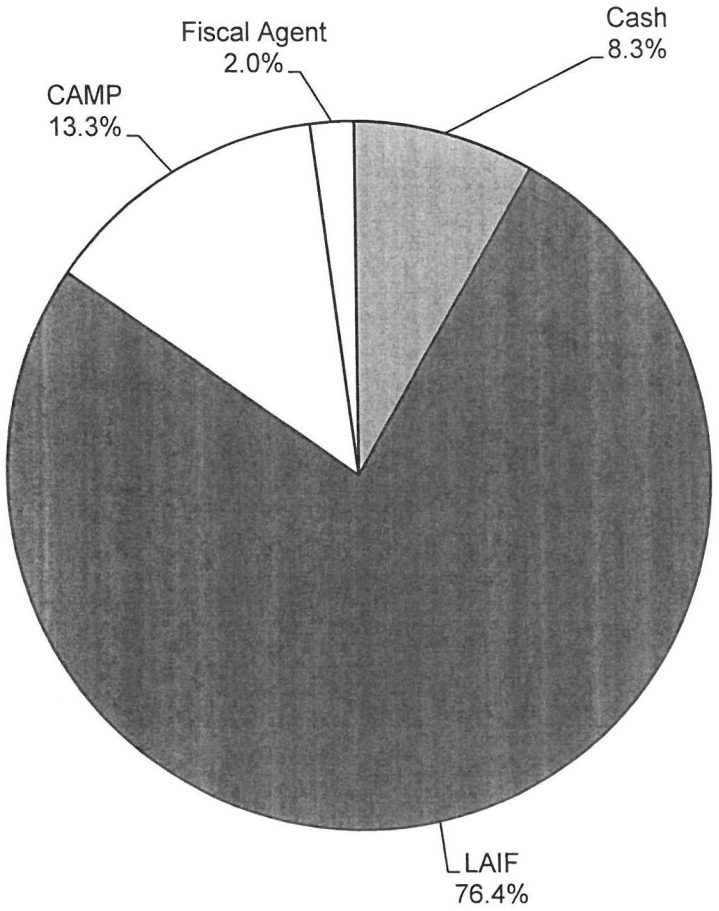
DESCRIPTION	MATURITY PERIOD	YIELD	PAR VALUE	ORIGINAL COST
INVESTMENTS: FISCAL AGENT ACCOUNTS (continued)				
US Bank Corporate Trust Services (SARDA)				
2004B Tax Allocation Refunding Bonds				
Special Fund 786709001				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	2,797.43	2,797.43
Interest Fund 786709002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Principal Fund 786709003				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Reserve Fund 786709004				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	175,162.13	175,162.13
2015A Tax Allocation Refunding Bonds				
Special Fund 268777000				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	546.27	546.27
Interest Fund 268777001				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	73.12	73.12
Principal Fund 268777002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Reserve Fund 268777004				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	973,156.01	973,156.01
Expense Account 268777006				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	14,041.88	14,041.88
2017 Tax Allocation Refunding Bonds				
Debt Service Fund 259928000				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.00%	518.86	518.86
Interest Fund 259928001				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Principal Fund 259928002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
TOTAL INVESTMENTS US BANK (SARDA)				1,166,295.70
TOTAL CASH AND INVESTMENTS				**82,491,545.25**

All investments are placed in accordance with City of Highland's Investment Policy and Guidelines. The above summary provides sufficient cash flow liquidity to meet the next six month's estimated expenditures. This report is in accordance with Government Code Section 53646.

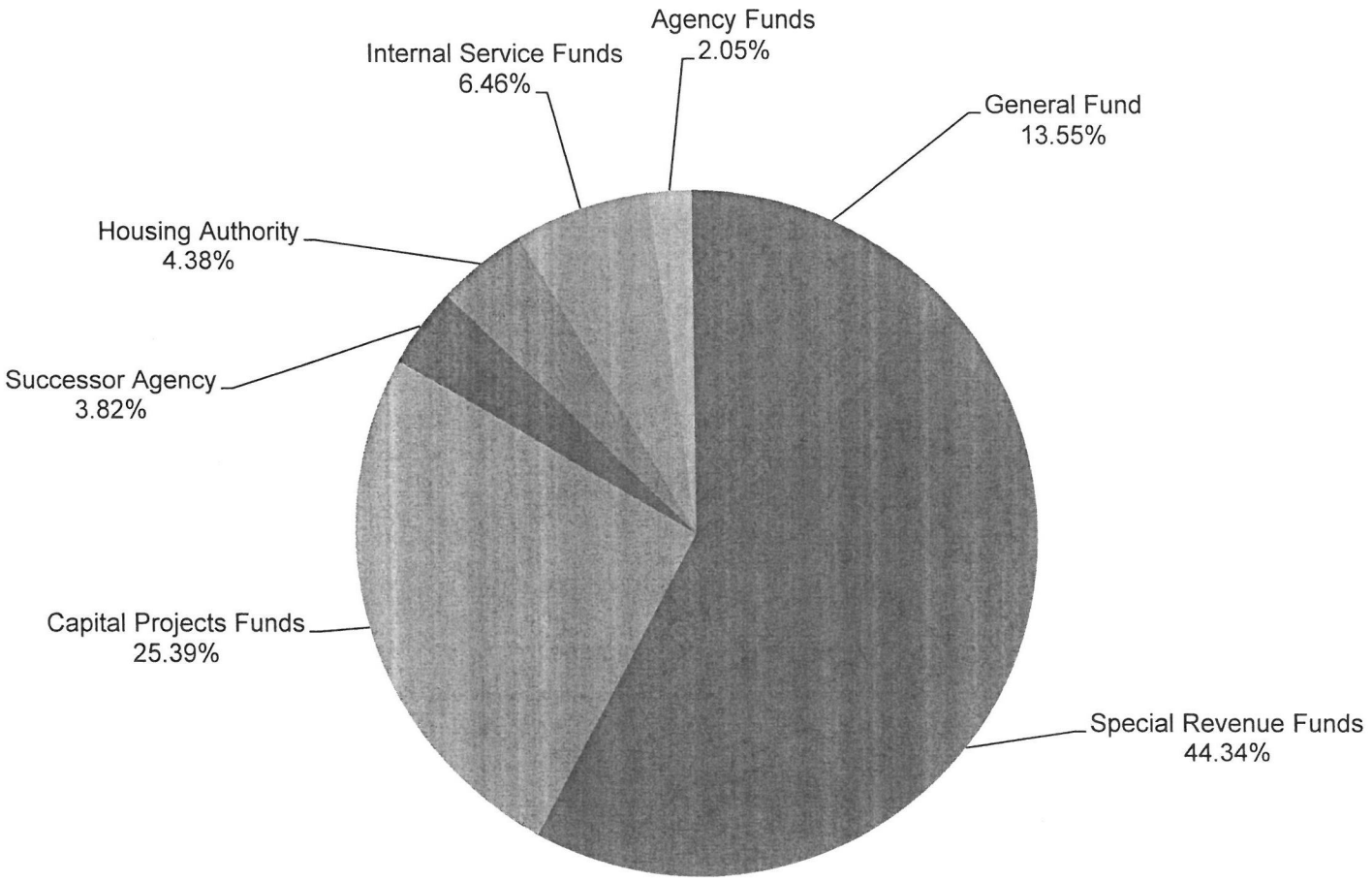
SIGNED:_____
Joseph A. Hughes
CITY MANAGER

SIGNED:_____
Chuck Dantuono
DIRECTOR OF ADMINISTRATIVE SERVICES/CITY TREASURER

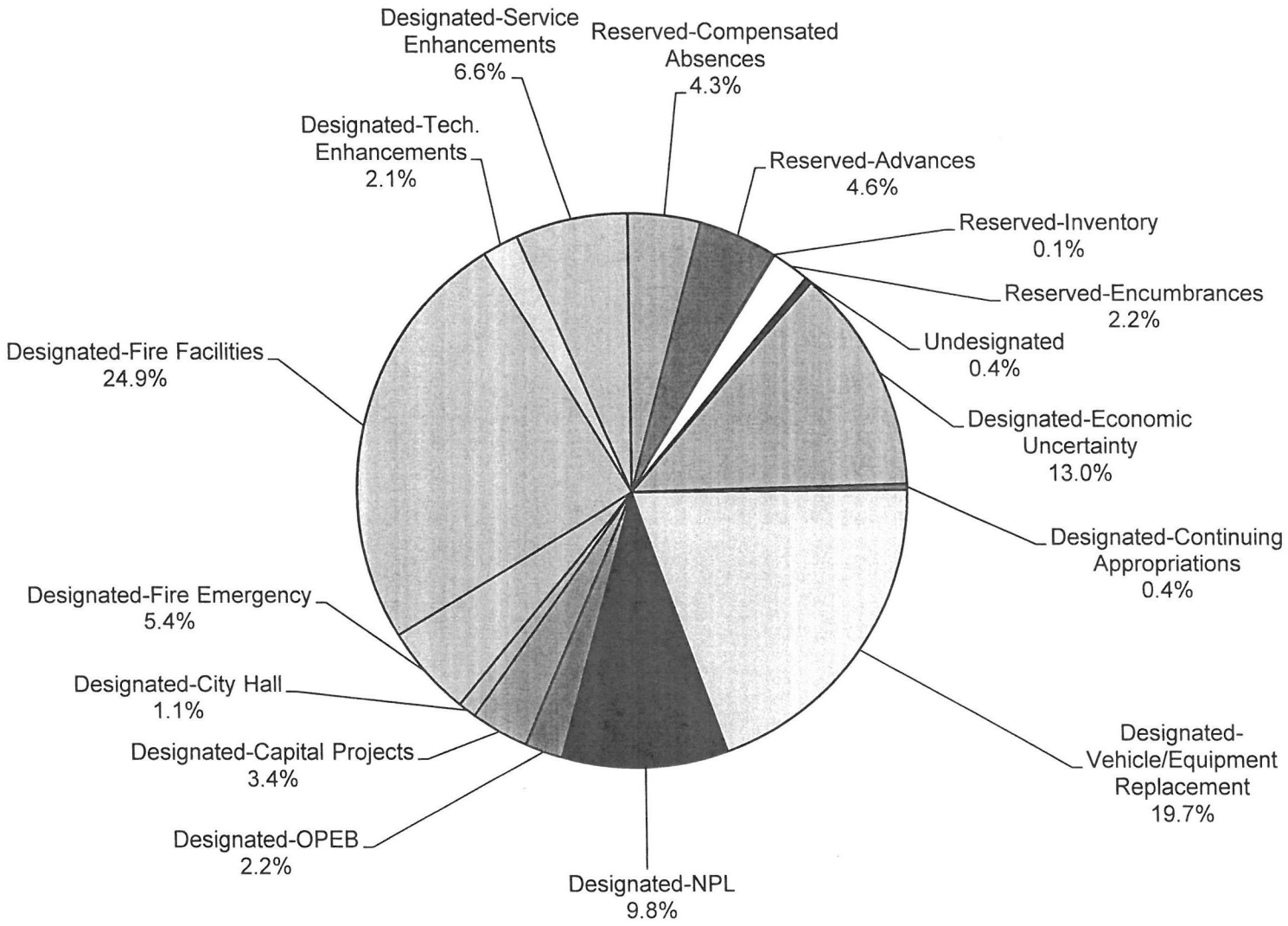
Treasurer's Report



Cash & Investments



General Fund Reserves



STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk
Chuck Dantuono, Director of Administrative Services/City Treasurer
Jennifer Arellano, George Hills Company, Claims Adjuster

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Claim Consideration – Anna Cabrera

RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

BACKGROUND: The Claim was received in the City Clerk's Office on September 11, 2023. It was then sent to the City's claim adjuster, George Hills Company, who is recommending the claim be rejected.

C:\MyFiles\WPDATA\StaffReports\cc special STF.wpd

Approved _____	Motion _____	Second _____	Agenda Item No. 5
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

B Hughes
City Clerk

City Manager

GEORGE HILLS
Our minds over your matters

September 28, 2023

Betty Hughes
City of Highland

RE:		
	Client:	City of Highland
	Claim Number:	GHC0062675
	Date of Loss:	9/1/23
	Claimant:	Anna Cabrera

Dear Ms. Hughes:

We have reviewed the above captioned claims and request that you take the action indicated below:

- **Please issue standard rejection, followed by appropriate venue letter and declaration of jurisdiction with map several days after.**

Please provide us with a copy of the notices sent.

Should you have any questions, please feel free to contact the undersigned.

Kindest Regards,
George Hills Company, Inc.

Lena M. Bowen

Lena M. Bowen, PECP
Claims Adjuster
Direct Dial: (707) 602.3144
Email: lena.bowen@georgehills.com

City of
HIGHLAND
Inc. 1987

September 11, 2023

Patti Schneiders
Claims Processor
Rancho Cordova Office
PO Box 278
Rancho Cordova, CA 95741

Re: Claimant(s): Anna Cabrera
Incident Date: September 1, 2023

Dear Patti:

Enclosed is a copy of a Claim received and filed in the Office of the City Clerk on September 11, 2023, by the above referenced claimant(s). Note: The location stated in the attachment indicates that she was in the City of San Bernardino. I attached a vicinity map for reference. Please review and advise this office on the appropriate action to be taken. This item will be tentatively scheduled for the City Council regular meeting of Tuesday, October 10, 2023, pending your recommendation. All correspondence will be required from George Hills no later than September 28.

If you have any questions, please contact Chuck Dantuono at (909) 864-6861, ext. 224 or myself at ext. 260.

Sincerely,

Alondra Muñoz
Deputy City Clerk

cc: Joseph Hughes, City Manager
Chuck Dantuono, Director of Administrative Services
Maricela Marroquin, City Attorney
Betty Hughes, City Clerk

g:\clerk\betty\claims\george hills letters\gh carreto ltr.docx

Mayor Larry McCallon | **Mayor Pro Tem** Penny Lilburn | **City Council** Jesse Chavez-Cordova | **City Council** Anaeli Solano | **City Council** John P. Timmer | **City Manager** Joseph A. Hughes
27215 Base Line • Highland, CA 92346
Tel: 909.864.6861 • Fax: 909.862.3180 • www.cityofhighland.org

City of Highland
Vicinity Map

The blue shading is in the City of San Bernardino and the green shading is in the City of Highland.



BEDFORD LAW GROUP
A PROFESSIONAL LAW CORPORATION

RECEIVED
SEP 11 2023
CITY OF HIGHLAND
CITY CLERK

September 8th, 2023

Sender's email: elise@bedfordlg.com
Facsimile: (310)507-7910

Sent Via Certified Mail: (7020 1810 0001 9178 0360
City of Highland
Attn. City Clerk
27215 Base Line
Highland CA 92346

Re: Our Client: Anna Cabrera
Date of Loss: September 1st, 2023

Notice to Preserve Evidence (Including Video)

To whom it may concern:

This office has been retained by Anna Cabrera for personal injuries that arose on the above-captioned date. Please direct all future communications and file requests regarding this matter to this office.

Please note you have a duty to preserve any and all evidence related to this incident, including, but not limited to photographs of the scene or the claimant, incident reports created as a result of the incident, **all surveillance footage of the premises on the day of the incident including footage two hours before the incident and two hours post incident and any and all camera angles**, whether or not they depict claimant and/or the incident. Regardless of negligence or intent, any altering, changing, modification, tampering, destruction, spoliation, or loss of this property will subject you and any other wrongdoers to a lawsuit for damages and punitive damages. California law and the applicable courts have also ordered terminating sanctions against defendants that spoil, destroy, destruct, edit, and/or alter evidence. *California Code of Civil Procedure* §2023.030 et seq; *Stephen Slesinger, Inc. v. Walt Disney Co.* (2007) 155 Cal.App.4th 736; *Doppes v. Bentley Motors, Inc.*, (2009) 174 Cal.App.4th 967, 993-94; *R.S. Creative, Inc. v. Creative Cotton, Ltd.* (1999) 75 Cal.App.4th 486, 496. Further, *California Penal Code* § 135 makes it a misdemeanor to willfully destroy evidence, in addition to any civil liabilities.

In the event that the property owner has med pay coverage, please consider this correspondence as a demand for benefits under the policy. Please provide this office with a claim number and instructions on who to send medical records and bills to.

We appreciate your professional courtesy and look forward to working with you on this matter.

Sincerely,

Shawn Azizzadeh, Esq.
Bedford Law Group, APC
SA/em

Insurance Policy Number: _____

Please fill out the information on this form and return it immediately:

YOU ARE NOT ADMITTING TO FAULT BY PROVIDING THE REQUESTED INFORMATION

Your Name & Tel No.: _____

Date of Incident: _____ Location: _____

Description of the Incident:

_____

_____

_____

_____

Name of Your Insurance Company: _____

Insurance Company Address & Telephone Number: _____

Insurance Agent Address and Telephone No: _____

DECLARATION OF NO INSURANCE

I, _____, declare under penalty of perjury that at the time of the incident dated above, I did not have any liability insurance covering the incident mentioned above.

Executed on _____ 20___ in city of _____, California.

Signature:_____

RECEIVED

SEP 11 2023

CITY OF HIGHLAND
CITY CLERK

Do not write in this space.
For office use only:

Received:_____

By:_____

☑ Mail ☐ In person

CLAIM AGAINST THE CITY OF HIGHLAND
(For damages to persons or personal property)

A claim must be filed with the City Clerk within 180 days after which the incident or event occurred. Be sure your claim is against the City of Highland and not another public entity. Where space is insufficient, please use additional paper and identify information by paragraph number. Completed claims must be mailed or delivered to:

CITY CLERK, CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, ext. 226

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

NOTICE: PER GOVERNMENT CODE SECTION 910.4, THIS FORM MUST BE USED IN ORDER TO COMPLY WITH SECTIONS 910 AND 910.2 OF THE GOVERNMENT CODE.

TO THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF HIGHLAND:

The undersigned respectfully submits the following claim and information relative to damage to persons and/or personal property:

1. Name of Claimant Anna Cabrera

   a. Complete Address of Claimant, including City, State and Zip Code:

   b. Phone Number

   c. Date of Birth

d. Driver's License/State Identification Card Number:

___ _____

Issued by which State: California

X Driver's License Identification Card

Expiration Date:_ _____

2. Name, telephone and address to which claimant desires notices to be sent, if other than above:

1875 Century Park East 1790

Los Angeles, CA 90067

3. Occurrence or event from which the claim arises:

a. Date of occurrence 09/01/2023

b. Time of occurrence _____

c. Place of occurrence (Exact and specific location)

Sidewalk in front of 4005 Piedmont Drive

Highland, CA 92346

d. How and under what circumstances did damage or injury occur? Specify the particular occurrence, event, act or omission you claim caused the injury or damage (use additional paper if necessary).

The uneven payment that the City of Highland failed to maintain caused Anna to trip an fall.

e. What particular action by the City, or its employees, caused the alleged damage or injury?

Failure to maintain the side walk in front of 4005 Piedmont Drive Highland, CA 92346

4. A general description of the indebtedness, obligation, injury, damage or loss incurred so far as it may be known at the time of presentation of the claim. If there were no injuries, state "no injuries".

Ms. Cabrera fell hard enough to sustain cuts and bruises. She sustained injuries to head, right knee, hands, and cuts to her mouth and nose.

5. Give the name(s) of the City employee(s) causing the damage or injury:

City of Highland.

6. Name and address of any other person injured:

N/A

7. Name and address of the owner of any damaged property:

N/A

8. Damages Claimed:

a. Amount claimed as of this date: $ 50,000.00

b. Estimate amount of future costs: $ To be determined

c. Total amount claimed: $ To be determined

d. Basis for computation of amounts claimed. **Include copies of all bills, invoices, estimates, etc.**:

To be determined.

9. Names and addresses of all witnesses, hospitals, doctors, etc.

a. To be determined.

b. _____

c. _____

d. _____

e. _____

10. Any additional information which might be helpful in considering this claim:

The City of Highland is responsible for maintaining sidewalks.

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

I have read the matters and statements made in the above claim and I know the same to be true of my own knowledge, except as to those matters stated upon information or belief as to such matters I believe the same to be true. I certify under penalty of perjury that the foregoing is true and correct.

Signed at: Los Angeles, Ca
City and State

Date: 9/8/2023

Signature of Claimant

Shawn Azizadeh, Esq.
Printed name of person signing above

BEDFORD LAW GROUP
A PROFESSIONAL LAW CORPORATION

AUTHORIZATION TO HANDLE CLAIM

Pursuant to Section 2695.2(c) of the California Code of Regulations, Title 10, chapter 5; I authorize SHAWN AZIZZADEH, as my attorney, to handle my personal injury claim, arising from the incident which occurred on September 1, 2023 . This authorization shall be valid until revoked by the undersigned. Any and all prior authorizations shall be valid until revoked by the undersigned as of the date of this authorization.

Signature

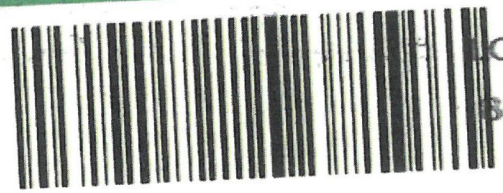
Ana Cabrera
Printed Name

09/07/2023
Date

1875 CENTURY PARK EAST | SUITE 1790 | LOS ANGELES, CA 90067
TELEPHONE 310.507.7900 | FACSIMILE 310.507.7910 | WWW.BEDFORDLAWGROUP.COM

Bedford Law Group, APC
1875 Century Park East, Suite 1790
Los Angeles, California 90067

CERTIFIED MAIL



7020 1810 0001 9178 0360

LOS ANGELES CA 900
8 SEP 2023 PM 13L

FIRST-CLASS

US POSTAGE PITNEY BOWES

ZIP 90067
02 7H
0001354661

$ 008.53⁰
SEP 08 2023

RECEIVED
SEP 11 2023
CITY OF HIGHLAND

City of Highland
City clerk
27215 Base Line
Highland, CA 92346

92346-312575

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk
Chuck Dantuono, Director of Administrative Services/City Treasurer
Jennifer Arellano, George Hills Company, Claims Adjuster

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Claim Consideration – Jordan Nicole Lovato

RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

BACKGROUND: The Claim was received in the City Clerk's Office on September 26, 2023. It was then sent to the City's claim adjuster, George Hills Company, who is recommending the claim be rejected.

C:\MyFiles\WPDATA\StaffReports\cc special STF.wpd

Approved _____ Motion _____ Second _____ Agenda Item No. 6

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager

GEORGE HILLS
Our minds over your matters.

September 29, 2023

Betty Hughes
City of Highland

RE:		
	Our Client:	City of Highland
	GHC Claim :	GHC0063334
	Claimant:	Jordan Nicole Lovato
	Date of Loss:	August 29, 2023

Dear Ms. Hughes:

We have received the above captioned claims and request that you take the action indicated below:

Please issue a standard rejection to commence the statute of limitations.

Please provide us with a copy of the notices sent.

Should you have any questions, please feel free to contact the undersigned.
If you have any questions, please contact the undersigned.

Kindest Regards,
George Hills Company, Inc.

Jennifer Arellano, Claims Adjuster
jennifer.arellano@georgehills.com
Direct Dial: (916) 352.7793

REV 02/22023

City of
HIGHLAND
Inc. 1987

September 26, 2023

Patti Schneiders
Claims Processor
Rancho Cordova Office
PO Box 278
Rancho Cordova, CA 95741

Re: Claimant(s): Jordan Nicole Lovato
Incident Date: September 21, 2023

Dear Patti:

Enclosed is a copy of a Claim received and filed in the Office of the City Clerk on September 26, 2023, by the above referenced claimant(s). Note: We are held harmless through the contract with the contractor Granite Construction on the 3rd Street/5th Street Corridor Improvement Project, City Project No. str18001. Please review and advise this office on the appropriate action to be taken. The city wishes to tentatively schedule this item for the City Council regular meeting of Tuesday, October 10, 2023, pending your recommendation. All correspondence will be required from George Hills no later than October 3, 2023.

If you have any questions, please contact Chuck Dantuono at (909) 864-6861, ext. 224 or myself at ext. 260.

Sincerely,

Alondra Muñoz
Deputy City Clerk

cc: Joseph Hughes, City Manager
Chuck Dantuono, Director of Administrative Services
Maricela Marroquin, City Attorney
Betty Hughes, City Clerk

g:\clerk\betty\claims\george hills letters\gh lovato ltr.docx

Fax

To: Betty Huges From: Jordan Lovato

Fax: 9098623180 Pages: 8

Phone: Date 9-26-23

Re: Construction Accident cc: Sonja Flynn

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

Comments:

RECEIVED
SEP 26 2023
CITY OF HIGHLAND

Do not write in this space.
For office use only:

Received:_____

By:_____
☐ Mail ☐ In person

CLAIM AGAINST THE CITY OF HIGHLAND
(For damages to persons or personal property)

A claim must be filed with the City Clerk within 180 days after which the incident or event occurred. Be sure your claim is against the City of Highland and not another public entity. Where space is insufficient, please use additional paper and identify information by paragraph number. Completed claims must be mailed or delivered to:

CITY CLERK, CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, ext. 226

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

NOTICE: PER GOVERNMENT CODE SECTION 910.4, THIS FORM MUST BE USED IN ORDER TO COMPLY WITH SECTIONS 910 AND 910.2 OF THE GOVERNMENT CODE.

TO THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF HIGHLAND:

The undersigned respectfully submits the following claim and information relative to damage to persons and/or personal property:

1. Name of Claimant Jordan Nicole Lovato

   a. Complete Address of Claimant, including City, State and Zip Code:

   _____

   b. Phone Number _____

   c. Date of Birth___ _____

d. Driver's License/State Identification Card Number:

_____

Issued by which State: CA

✓ Driver's License ____ Identification Card

Expiration Date: _____

2. Name, telephone and address to which claimant desires notices to be sent, if other than above:

_____

_____

3. Occurrence or event from which the claim arises:

a. Date of occurrence 9-21-2023

b. Time of occurrence 3:20 PM

c. Place of occurrence (Exact and specific location)

27322 5th Street Highland, Ca 92346 - Heading West.

d. How and under what circumstances did damage or injury occur? Specify the particular occurrence, event, act or omission you claim caused the injury or damage (use additional paper if necessary).

Large rock in the middle of the Road in traffic, unavoidable.

e. What particular action by the City, or its employees, caused the alleged damage or injury?

Construction crews not cleaning up roads of rubble and debris from roads.

4. A general description of the indebtedness, obligation, injury, damage or loss incurred so far as it may be known at the time of presentation of the claim. If there were no injuries, state "no injuries".

No injuries.

5. Give the name(s) of the City employee(s) causing the damage or injury:

Road construction crews.

6. Name and address of any other person injured:

n/a

7. Name and address of the owner of any damaged property:

Jordan Nicole Lovato

8. Damages Claimed:

a. Amount claimed as of this date: $500.00 ins. deduct.

b. Estimate amount of future costs: $500.00 cost of steering rod

c. Total amount claimed: $1000.00

d. Basis for computation of amounts claimed. **Include copies of all bills, invoices, estimates, etc.:**

Headed to dealership today for estimates-
approx estimates done by a christian lopez -

9. Names and addresses of all witnesses, hospitals, doctors, etc.

a. Randy Loding 1074 Euclid Ave Beaumont
b. Cheryl Fishwood 26565 Ward St. Highland
c. Alex - Allied Heavy Duty Tow Truck - 1335 Rialto San. Bern.
d. Kaylie Ceregg - 7111 Winterwood Ln Highland.
e.

10. Any additional information which might be helpful in considering this claim:

The morning of the accident crews were clearing however by 320 road had rocks and debris in them. Days after incident roads had rocks and debris in them again. Obviously the care of keeping roads safe are not of any priority and this is why my car is damaged.

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM. PENAL CODE S72; INSURANCE CODE S556.1.

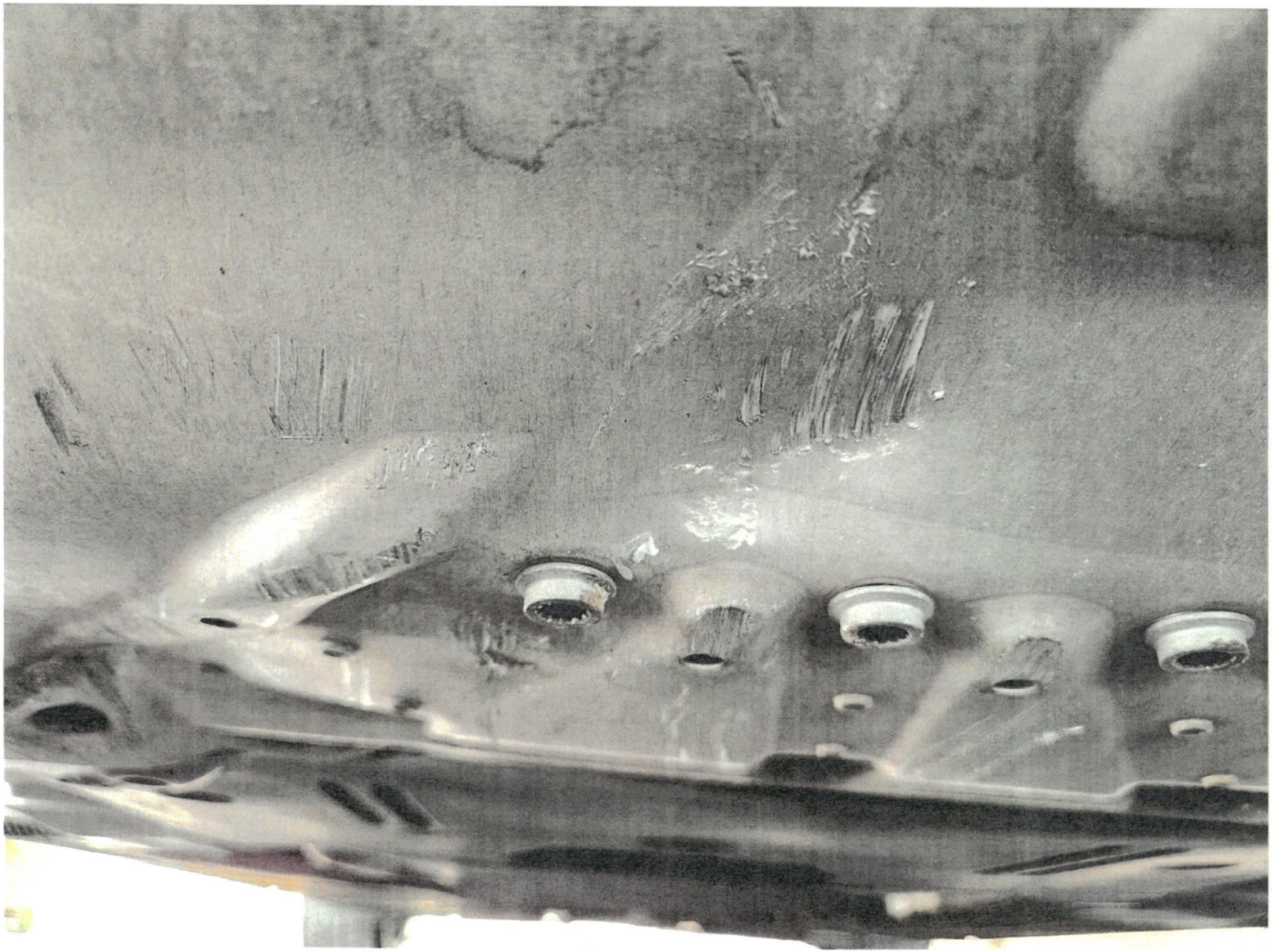
I have read the matters and statements made in the above claim and I know the same to be true of my own knowledge, except as to those matters stated upon information or belief as to such matters I believe the same to be true. I certify under penalty of perjury that the foregoing is true and correct.

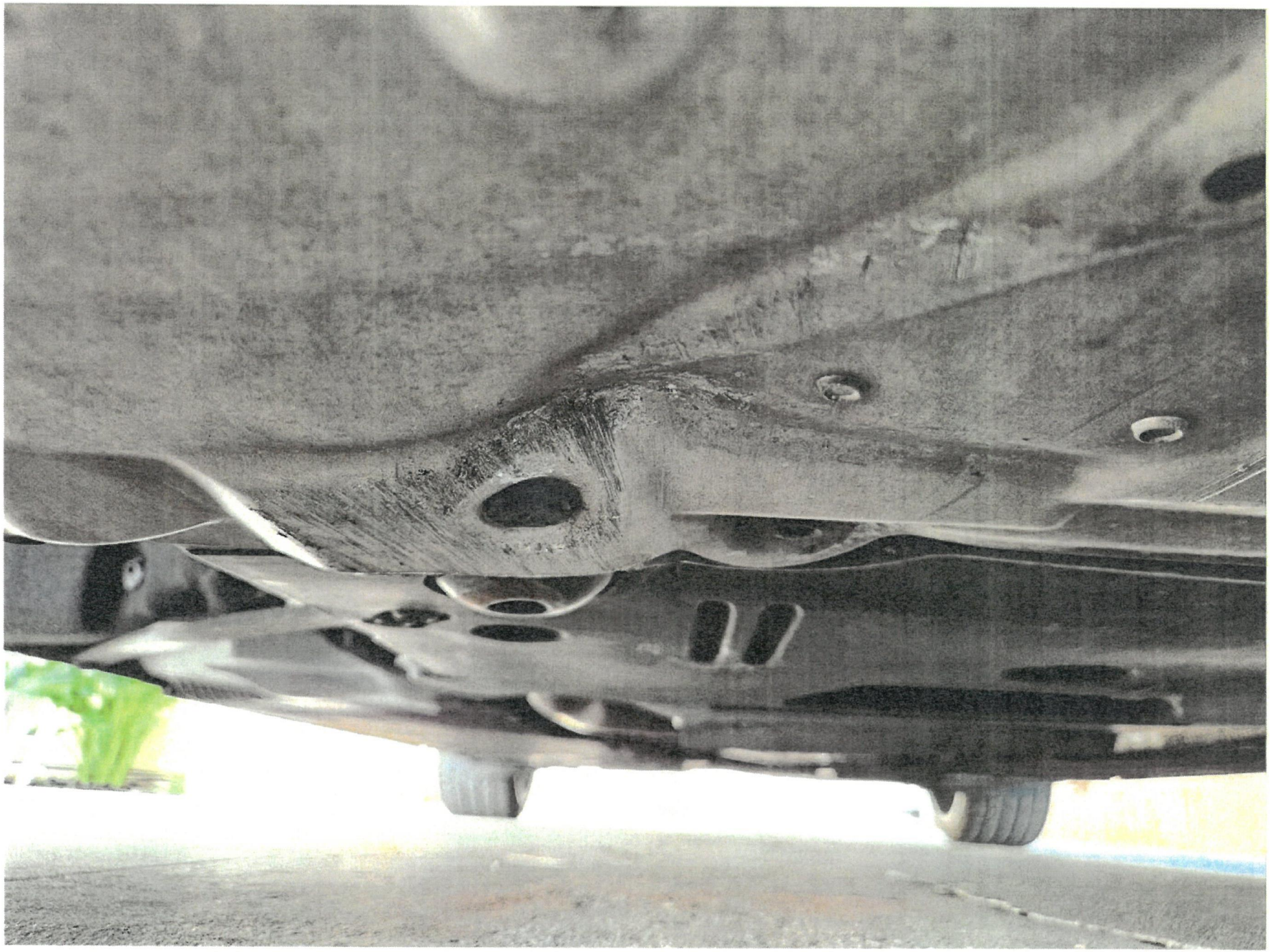
Signed at: Redlands, Ca
City and State

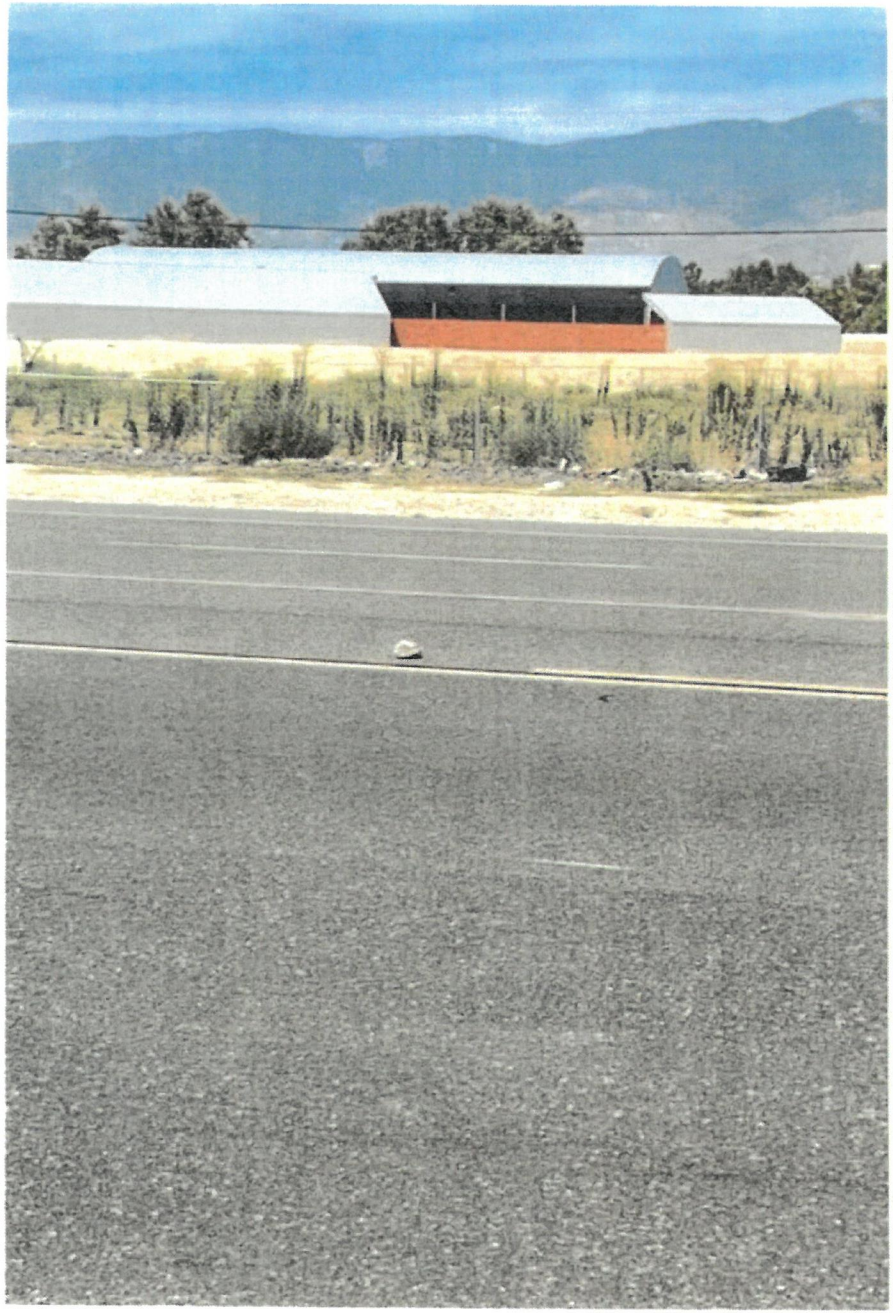
Date: 9/26/23

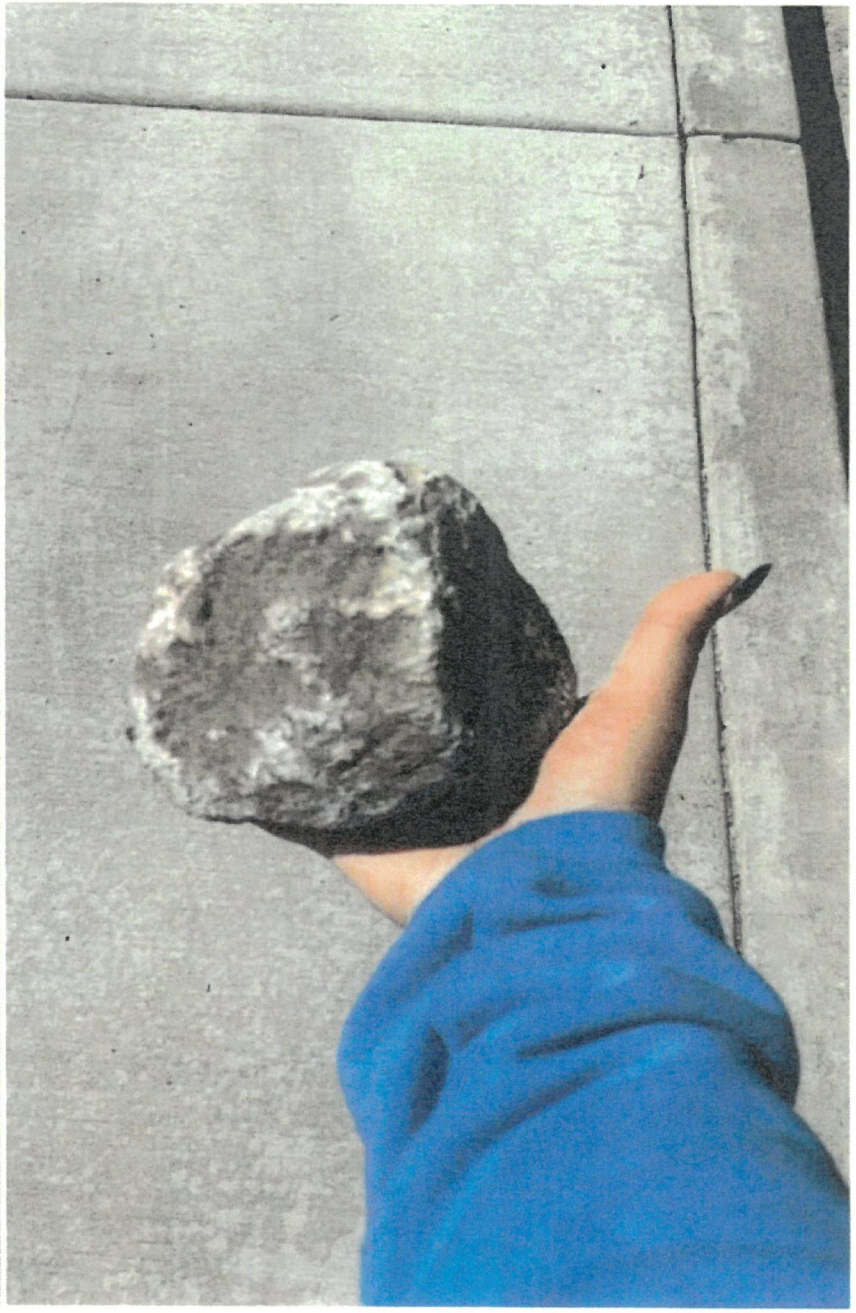
Signature of Claimant

Jordan Loveto
Printed name of person signing above









RECEIVED

SEP 28 2023

CITY OF HIGHLAND
CITY CLERK

MERCURY INSURANCE COMPANY
555 W IMPERIAL HWY, BREA, CA 92821
Office: (909) 919-7050

Estimate ID
15386964
Original

Claim Number

E-MAIL ALL SUPPLEMENTS TO MY ATTENTION-darchuleta@mercuryinsurance.com

****
NO SUPPLEMENTS WILL BE HONORED WITHOUT PRIOR INSPECTION OR APPROVAL
****

All sublet labor over estimated book time labor and labor rate is subject to prior approval. All calibrations need prior approval and MUST be justified by post scan report. DTC resets are included in post scan labor.

**********CALL FILE ADJUSTER TO CONFIRM COVERAGE**********

Owner
JORDAN LOVATO

Insured
JORDAN LOVATO

Appraiser
DANIEL ARCHULETA
(909) 772-9671 (Work)
darchuleta@mercuryinsurance.com

Classification
Field

MERCURY INSURANCE GROUP

Loss Type
Collision

Claim Number

Policy Number

Adjuster
TEAM EVEREST ADJUSTER
(888) 263-7287+42049 (Work)

Deductible
500.00 - Not Waived

Reported Date
09/25/2023

Loss Date
09/21/2023

Inspection Site
AUDI ONTARIO
2272 INLAND EMPIRE BLVD
ONTARIO, CA 91764-1835
(866) 798-3521 (Work)

Inspection Date
9/28/2023

Repair Facility
AUDI ONTARIO
2272 INLAND EMPIRE BLVD
ONTARIO, CA 91764-1835
(866) 798-3521 (Work)

2017 Audi A5 Sport 2 Door Conv 2.0L 4 Cyl Gas Injected Turbocharged 8 Speed Auto Trans AWD

Exterior Color
BLACK

License

VIN

Condition
Good

Drivable
No

Odometer
52183

Production Date
06/2016

Mitchell Service Code
911304

Primary Point of Impact
Undercarriage (21)

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All Rights Reserved

Options

4WD or AWD	Air Conditioning	All Wheel Drive	Alum/Alloy Wheels	AM-FM Stereo
Anti-Lock Brake Sys. (ABS)	Auto Air Condition	Automatic Headlights	Auxiliary Input	Bluetooth Wireless Connectivity
CD Player	Convertible Cloth Top	Cruise Control	Daytime Running Lights	Driver Seat With Power Lumbar Support
Driver-Front Air Bag	Dual A/C	Electric Defogger	Electronic Parking Aid	Electronic Stability Control
First Row Bucket Seat	Fog Lights	Heated Mirror	High Intensity Discharge Headlights	Keyless Entry System
Leather Seats	Leather Steering Wheel	MP3 Player	Passenger-Front Air Bag	Power Door Locks
Power Driver Seat	Power Passenger Seat	Power Remote Mirror	Power Steering	Power Windows
Rain Sensing Wipers	Rear Bench Seat	Rear Heating, Ventilation & Air Conditioning	Rollover Protection System	Satellite Radio
Side Airbags	Steering Wheel Mounted Audio Control	Theft Deterrent Sys.	Tilt Steering Wheel	Tire Pressure Monitoring System
Traction Control/Electronic	Trip Computer	Universal Garage Door Opener		

JORDAN LOVATO | 2017 Audi A5 Sport

Parts Profile
BREAAQRP

Parts Profile Version
45.0

				LABOR		PART			
Line #		Description	Operation	Type	Total Units	Type	Number	Qty	Total Price	Tax
Front Inner Structure										
1	103162	Sub-Frame Strut Bar -M	Remove / Replace	Mechanical	0.7	New	8F0 399 345 H	1	$346.67	Yes
2	101956	R Sub-Frame Screw (3 @ $3.70)	Remove / Replace	Mechanical*	0.0	New	N 911 511 01	3	$11.10	Yes
3	101957	L Sub-Frame Screw (3 @ $3.70)	Remove / Replace	Mechanical*	0.0	New	N 911 511 01	3	$11.10	Yes
4	900500	SUBFRAME BOLT (2 @ $1.70)	Remove / Replace	Mechanical*	0.0*	New	WHT 005 372	2	$3.40*	Yes
5	900501	1 TIME USE BOLTS								
6	900500	SUPPORT BRACE NUTS (6 @ $0.90)	Remove / Replace	Mechanical*	INC*	New	WHT 002 305	6	$5.40*	Yes
7	900500	SUSPENSION BOLTS (2 @ $12.96)	Remove / Replace	Mechanical*	INC*	New	WHT 001 949	2	$25.92*	Yes
8	900501	1 TIME USE BOLTS								
Front Steering Linkage / Gear										
9	103098	Steering Gear Assembly -M	Remove / Replace	Mechanical	3.0	New	8K1 423 055 CG	1	$3,035.71*	Yes
10	900506	Steering Gear Assembly -M 25.00%	Part Betterment						$758.93	
11	103117	R Steering Nut -M	Remove / Replace	Mechanical	INC	New	N 011 164 17	1	INC	Yes
12	103100	L Steering Nut -M	Remove / Replace	Mechanical	INC	New	N 011 164 17	1	INC	Yes
13	103108	R Steering Nut -M	Remove / Replace	Mechanical	0.0	New	WHT 004 593	1	$12.79	Yes
14	103109	L Steering Nut -M	Remove / Replace	Mechanical	0.0	New	WHT 004 593	1	$12.79	Yes
15	103110	R Steering Bolt -M	Remove / Replace	Mechanical	0.0	New	WHT 005 514	1	$6.00	Yes
16	103111	L Steering Bolt -M	Remove / Replace	Mechanical	0.0	New	WHT 005 514	1	$6.00	Yes

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			LABOR			PART			
Line #		Description	Operation	Type	Total Units	Type	Number	Qty	Total Price	Tax
17	900500	4 WHEEL ALIGNMENT	Additional Labor	Mechanical*	0.0*	Sublet			$499.95*	
18	900501	INCLUDES CALIBRATIONS								
Engine / Trans Mounts										
19	100274	R Eng Supt Mount -M	Remove / Replace	Mechanical	1.8#	New	8R0 198 381 AK	1	$460.00*	Yes
20	900506	R Eng Supt Mount -M 50.00%	Part Betterment						$230.00	
21	900501	MOUNT COLLAPSED								
22	100275	L Eng Supt Mount -M	Remove / Replace	Mechanical	1.2#	New	8R0 198 381 C	1	$451.67*	Yes
23	900506	L Eng Supt Mount -M 50.00%	Part Betterment						$225.84	
24	900501	MOUNT COLLAPSED								
25	900500	MOTOR MOUNT BOLTS (2 @ $4.43)	Remove / Replace	Mechanical*	INC*	New	N 911 489 01	2	$8.86*	Yes
26	900500	RIGHT MOTOR MOUNT PLATE	Remove / Replace	Mechanical*	INC*	New	8K0-399-060-M	1	$71.67*	Yes
27	900500	LEFT MOTOR MOUNT PLATE	Remove / Replace	Mechanical*	INC*	New	8K0-399-059-H	1	$71.67*	Yes
Engine / Body Under Covers										
28	103354	Frt Engine Under Cover	Remove / Replace	Mechanical*	0.4	New	8F0 863 821 Q	1	$848.33	Yes
29	103357	Engine Grommet	Remove / Replace	Mechanical*	0.0	New	8K0 261 595	1	$4.00	Yes
30	103358	R Engine Pin (2 @ $4.00)	Remove / Replace	Mechanical*	0.0	New	8W0 805 121	2	$8.00	Yes
31	103359	L Engine Pin (2 @ $4.00)	Remove / Replace	Mechanical*	0.0	New	8W0 805 121	2	$8.00	Yes
32	900500	UNDER COVER CLIPS	Remove / Replace	Mechanical*	INC*	New	8E0 825 267	1	$1.76*	Yes

* Judgment Item
T Included in Two Tone Calculation
Labor Note Applies
d Discontinued by Manufacturer
C Included in Clear Coat Calculation
A Included in Clear Coat and Two Tone Calculation
r CEG R&R Time Used for this Labor Operation
[ ] Verify the part number and price before ordering

Estimate Totals

Labor	Units	Rate	Sublet Add'l Amount		Totals
Mechanical Labor	7.1	$245.00	$499.95		$2,239.45
Total Labor	7.1		$499.95		$2,239.45
				Taxable	$0.00
				Tax 0.0000%	$0.00
				Non-Taxable	$2,239.45
				Labor Total	$2,239.45

Parts	Amount		
Taxable Parts	$5,410.84		$5,410.84
		Parts Adjustments	$0.00
		Tax 8.7500%	$473.45
		Non-Taxable	$0.00
		Parts Total	$5,884.29

Costs	Amount	
Other Additional Costs	$0.00	$0.00
Paint Materials	$0.00	$0.00

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Estimate Totals

		Taxable	$0.00
		Tax 8.7500%	$0.00
		Non-Taxable	$0.00
		Costs Total	$0.00
Gross Totals	Amount		
Gross Total	$8,123.74		$8,123.74
		Taxable	$5,410.84
		Tax	$473.45
		Non-Taxable	$2,239.45
		Gross Total	$8,123.74
Adjustments	Amount		
Betterment	-$1,214.77		-$1,214.77
Deductible	-$500.00		-$500.00
Total Customer Responsibility			-$1,714.77
		Net Estimate Total	$6,408.97

**PURSUANT TO CALIFORNIA CODE OF REGULATIONS, TITLE 10, CHAPTER 5,

SUBCHAPTER 7.5, SECTION 2695.8 THE INSURER WARRANTS THAT ANY

NON-ORIGINAL EQUIPMENT MANUFACTURER PARTS SPECIFIED IN THIS ESTIMATE

ARE AT LEAST EQUAL TO THE ORIGINAL EQUIPMENT MANUFACTURER PARTS IN

TERMS OF KIND, QUALITY, SAFETY, FIT AND PERFORMANCE.**

THIS IS NOT AN AUTHORIZATION TO REPAIR. THE UNDERSIGNED REPAIR FACILITY AGREES TO REPAIR THIS VEHICLE USING INDUSTRY ACCEPTED EQUIPMENT AND METHODS, AND TO COMPLETE AND GUARANTEE SAFE REPAIRS AT A PRICE OF $_____, INCLUDING ALL CHARGES. NO SUPPLEMENTS WILL BE HONORED WITHOUT PRIOR APPROVAL.

SIGNED: _____

IN THE EVENT THAT REPAIRS ARE COMMENCED, AND DURING SUCH REPAIRS IT IS DETERMINED BY MERCURY THAT THE VEHICLE IS A TOTAL LOSS, THE UNDERSIGNED SHOP AGREES NOT TO CHARGE STORAGE FEES FROM THE TIME THE VEHICLE ARRIVES AT THE SHOP UNTIL THE TIME THAT REPAIRS ARE STOPPED DUE TO MERCURY'S TOTAL LOSS DETERMINATION.

SIGNED: _____

PRINT NAME: _____

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Disclaimer: For your protection California law requires the following statement to appear on this form. Any person who knowingly presents false or fraudulent information to obtain or amend insurance coverage or to make a claim for the payment of a loss is guilty of a crime and may be subject to fines and confinement in state prison.

Estimate Event Log

Job Created	9/27/2023 04:10 PM
Estimate Started	9/28/2023 09:04 AM
Estimate Printed	9/28/2023 04:26 PM
Estimate Committed	9/28/2023 04:26 PM
Estimate Version	0

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STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk
Chuck Dantuono, Director of Administrative Services/City Treasurer
Jennifer Arellano, George Hills Company, Claims Adjuster

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Claim Consideration – Moises Vasquez

RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

BACKGROUND: The Claim was received in the City Clerk's Office on August 31, 2023. It was then sent to the City's claim adjuster, George Hills Company, who is recommending the claim be rejected.

C:\MyFiles\WPDATA\StaffReports\cc special STF.wpd

Approved _____ Motion _____ Second _____ Agenda Item No. 7

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

GEORGE HILLS
Our minds over your matters.

September 28, 2023

Betty Hughes
City of Highland

RE:		
	Our Client:	City of Highland
	GHC Claim #:	GHC0062376
	Claimant:	Moises Vasquez
	Date of Loss:	August 29, 2023

Dear Ms. Hughes:

We have received the above captioned claims and request that you take the action indicated below:

Please issue a standard rejection to commence the statute of limitations.

Please provide us with a copy of the notices sent.

Should you have any questions, please feel free to contact the undersigned.
If you have any questions, please contact the undersigned.

Kindest Regards,
George Hills Company, Inc.

Jennifer Arellano, Claims Adjuster
jennifer.arellano@georgehills.com
Direct Dial: (916) 352.7793

REV 02/22023

P.O. Box 278 Rancho Cordova, CA 95741

City of
HIGHLAND
Inc. 1987

August 31, 2023

Patti Schneiders
Claims Processor
Rancho Cordova Office
PO Box 278
Rancho Cordova, CA 95741

Re: Claimant(s): Moises Vasquez
Incident Date: August 29, 2023

Dear Patti:

Enclosed is a copy of a Claim received and filed in the Office of the City Clerk on August 31, 2023, by the above referenced claimant(s). Please review and advise this office on the appropriate action to be taken. This item will be tentatively scheduled for the City Council regular meeting of Tuesday, October 10, 2023, pending your recommendation. All correspondence will be required from George Hills no later than September 28.

If you have any questions, please contact Chuck Dantuono at (909) 864-6861, ext. 224 or myself at ext. 260.

Sincerely,

Alondra Muñoz
Deputy City Clerk

cc: Joseph Hughes, City Manager
Chuck Dantuono, Director of Administrative Services
Maricela Marroquin, City Attorney
Betty Hughes, City Clerk

g:\clerk\betty\claims\george hills letters\gh vasquez ltr.docx

Mayor Larry McCallon | **Mayor Pro Tem** Penny Lilburn | **City Council** Jesse Chavez-Cordova | **City Council** Anaeli Solano | **City Council** John P. Timmer | **City Manager** Joseph A. Hughes
27215 Base Line • Highland, CA 92346
Tel: 909.864.6861 • Fax: 909.862.3180 • www.cityofhighland.org

RECEIVED
AUG 31 2023
CITY OF HIGHLAND

Do not write in this space.
For office use only:

Received:_____

By: Lizette Nolk

☐ Mail ☒ In person

CLAIM AGAINST THE CITY OF HIGHLAND
(For damages to persons or personal property)

A claim must be filed with the City Clerk within 180 days after which the incident or event occurred. Be sure your claim is against the City of Highland and not another public entity. Where space is insufficient, please use additional paper and identify information by paragraph number. Completed claims must be mailed or delivered to:

CITY CLERK, CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, ext. 226

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

NOTICE: PER GOVERNMENT CODE SECTION 910.4, THIS FORM MUST BE USED IN ORDER TO COMPLY WITH SECTIONS 910 AND 910.2 OF THE GOVERNMENT CODE.

TO THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF HIGHLAND:

The undersigned respectfully submits the following claim and information relative to damage to persons and/or personal property:

1. Name of Claimant Nolios Vasquez

   a. Complete Address of Claimant, including City, State and Zip Code:

   _____

   _____ _____

   b. Phone Number _____

   c. Date of Birth _____

d. Driver's License/State Identification Card Number:

_____

Issued by which State: Ca

_____ Driver's License X Identification Card

Expiration Date: _____

2. Name, telephone and address to which claimant desires notices to be sent, if other than above:

6969 san francisco highland
ca 92346

3. Occurrence or event from which the claim arises:

a. Date of occurrence 08/29/2023

b. Time of occurrence 8 pm

c. Place of occurrence (Exact and specific location)

14th and olive

d. How and under what circumstances did damage or injury occur? Specify the particular occurrence, event, act or omission you claim caused the injury or damage (use additional paper if necessary).

Phone Damage

e. What particular action by the City, or its employees, caused the alleged damage or injury?

street maintnaice

4. A general description of the indebtedness, obligation, injury, damage or loss incurred so far as it may be known at the time of presentation of the claim. If there were no injuries, state "no injuries".

_____

_____

_____

5. Give the name(s) of the City employee(s) causing the damage or injury:

_____

_____

6. Name and address of any other person injured:

_____

_____

7. Name and address of the owner of any damaged property:

_____

_____

8. Damages Claimed:

   a. Amount claimed as of this date: $ 300

   b. Estimate amount of future costs: $_____

   c. Total amount claimed: $ 300

   d. Basis for computation of amounts claimed. **Include copies of all bills, invoices, estimates, etc.**:

   _____

   _____

9. Names and addresses of all witnesses, hospitals, doctors, etc.

a. _____

b. _____

c. _____

d. _____

e. _____

10. Any additional information which might be helpful in considering this claim:

_____

_____

_____

_____

_____

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

I have read the matters and statements made in the above claim and I know the same to be true of my own knowledge, except as to those matters stated upon information or belief as to such matters I believe the same to be true. I certify under penalty of perjury that the foregoing is true and correct.

Signed at: Richmond CA
City and State

Date: 8/31/2023

Moises
Signature of Claimant

Moises
Printed name of person signing above


Galaxy A32 5G

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Records Destruction Authorization

RECOMMENDATION: That the City Council approve the destruction of certain records.

FISCAL IMPACT: Minimal – utilizing existing service with Shred-It.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: In compliance with the city-wide records retention schedule adopted by the City Council on February 25, 2020, the City Clerk requests approval to destroy the records. The list has been reviewed and approved by the City Attorney.

The following records shall be retained for two years after current year and may be subsequently destroyed. Staff is requesting approval be given to destroy records in this category which are dated for 1987-2015.

1. Affidavits of Publications/Public Hearing Notices

The following records shall be retained for ten years after the project is completed and may be subsequently destroyed. Staff is requesting approval be given to destroy records in this category which are dated for 1987-2010.

1. Capital Improvement Projects, Administration Files (City Clerk's office)

records destruction staff reports\destroy records 10.10.23 stf rep.doc

Approved _____ Motion _____ Second _____ Agenda Item No. 8

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

CITY OF HIGHLAND

RECORDS DESTRUCTION FORM

DEPARTMENT/DIVISION	Total # of Boxes:
City Clerk	8

DEPARTMENT HEAD APPROVAL:	DESTRUCTION METHOD:
I hereby certify that the records to be disposed of are in compliance with the current retention schedule for the City of Highland. I certify these records are not the subject of any claim, litigation, investigation or audit. _____ _____ Department Head Signature Date	The scheduled records listed below are to be disposed of in the manner checked below: ☑ Shredding (outside vendor) ☐ Discard

A. Description of Record(s)	B. Inclusive Dates of Documents
Affidavit of Publications/Public Hearing Notices	1987-2015
Capital Improvement Projects, Administration Files (City Clerk's office)	1987-2010

APPROVALS:

_____ _____
City Attorney Date

I certify that such destruction meets the requirements of the City's Records Retention Schedule approved by City Council Resolution No. 2020-008.

_____ _____
City Clerk Date

C:\MyFiles\WPDATA\Forms\destroy records and disposal form.wpd

STAFF REPORT
TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: CV Carlos Zamano, Public Works Director/City Engineer

PREPARED BY: SF Sonja Flynn, Engineering Technician II

SUBJECT: KOA Contract Amendment for Professional Services – Highland/Redlands Regional Connector Project (Project No. str15002)

RECOMMENDATION: It is recommended that the City Council approve a contract amendment to the Professional Services Agreement with KOA Corporation (KOA) to extend the term of the contract until the Highland/Redlands Regional Connector Project (Phase 2) is completed.

FISCAL IMPACT: There is no fiscal impact associated with this second contract amendment.

PUBLIC NOTICE: Notices of Council Meeting agenda were posted at the three locations required by resolution.

BACKGROUND: The Highland/Redlands Regional Connector is a regionally significant project that proposes to construct bicycle and pedestrian improvements within the cities of Highland and Redlands, generally from Citrus Valley High School in Redlands to Arroyo Verde Elementary School in Highland. (See attached project location map.) The project includes roadway widening on Pioneer Street and Orange Street/Boulder Avenue, and bikeway construction on Pioneer Street, Orange Street/Boulder Avenue, Streater Drive/Glenheather Drive/Love Street, and in an easement between Orange Street and Glenheather Drive along the north boundary of the Village Lakes Subdivision.

Specific improvements to be constructed at various selected locations include curbs and gutters, curb ramps, median curbs, sidewalks, pavement widening, pavement rehabilitation, slurry seal, pavement markings and striping, sharrows, on-street bike lanes, off-street bikeway/pedestrian paths, bicycle/pedestrian bridge, bike/pedestrian path lighting, bollards,

Approved _____ Motion _____ Second _____ Agenda Item No. 9

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes
City Clerk

City Manager

bike racks, bike signals, in-roadway bicycle detection, pedestrian heads, enhanced crosswalks, warning beacons, roadway and bikeway signage, and speed feedback signs.

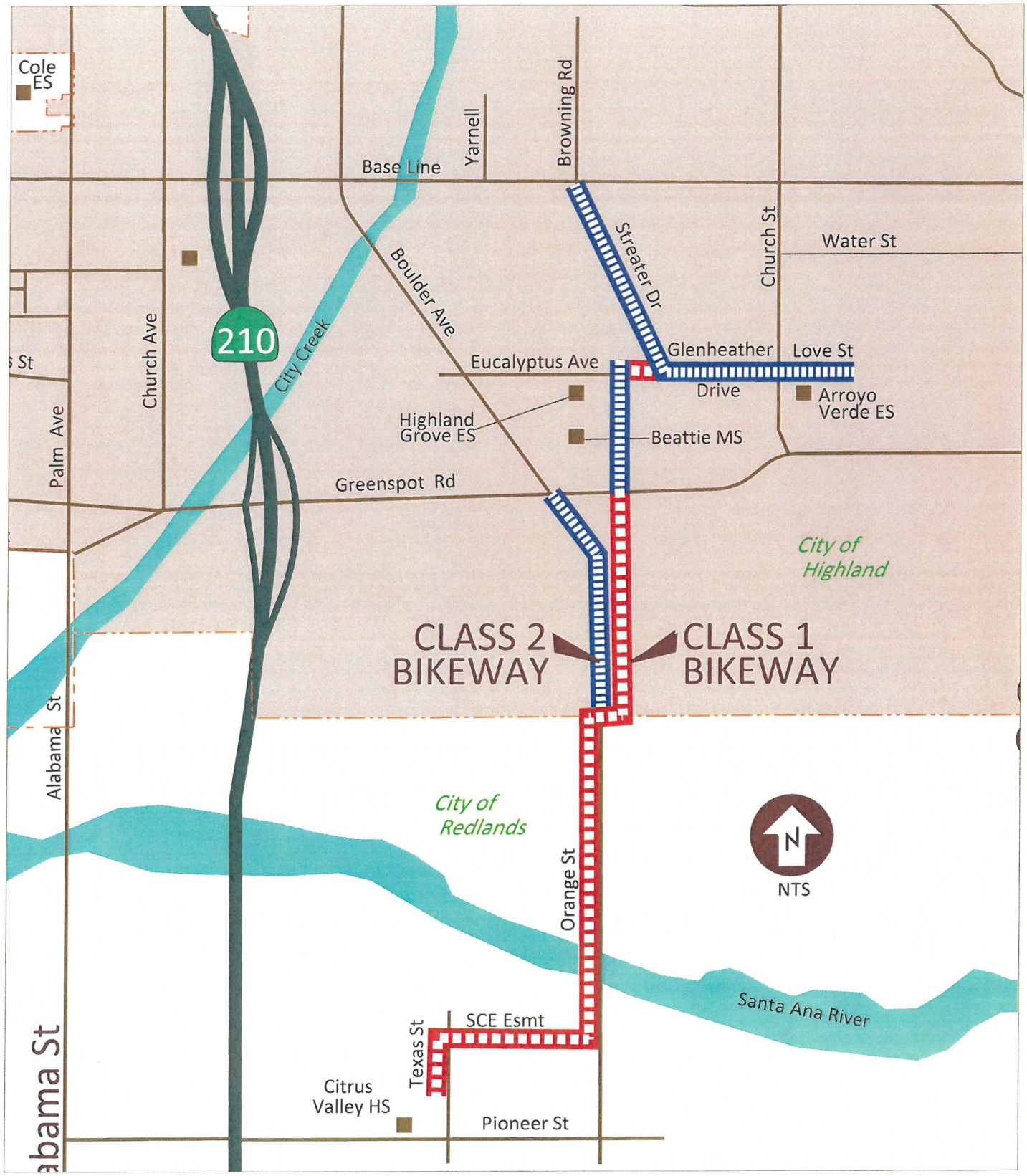
This project ran into significant challenges during the permitting phase with the California Department of Fish and Wildlife (CDFW). CDFW was imposing 31 acres in mitigation for temporary and permanent impacts to the San Bernardino Kangaroo Rat (SBKR). The estimated cost for the environmental mitigation from CDFW was more than the estimated construction cost. Due to this issue, the cities of Highland and Redlands were forced to forfeit the federal Cycle 2 Active Transportation Program (ATP) grant.

In an attempt to ensure the project is completed, SBCTA worked with the cities of Highland and Redlands to split the project into three separate phases, see attached SBCTA map. Phase 3 is the portion of the project on Orange Street that is entirely within the environmental sensitivity area and subject to SBKR permitting with CDFW. Phases 1 and 2 are within each jurisdiction. Phase 2 of the project in Highland includes construction of 1 mile of new Class II and III bicycle lanes. Construction will be on Orange St. from Greenspot Rd. to Eucalyptus Ave. (Class II), Orange St. from Eucalyptus Ave. to Tonner Dr. (Class III), Tonner Dr. from Orange St. to Streater Dr. (Class III), Streater Dr. from Base Line to Glenheather Dr. (Class II and III), Glenheather Dr. from Streater Dr. to Church St./Love St. (Class II and III), and on Love St. from Church St. to Elder Gulch Paseo (Class III). To further assist Highland and Redlands with Phases 1 and 2, SBCTA provided funding under the federal Carbon Reduction Program (CRP) grant. The total estimated project cost for Phase 2 in Highland is $852,200, and $701,913 (82%) will be paid for by the federal CRP grant. Highland's share of $150,287 (18%) will be paid for by City Measure I Local Street Pass-thru funds.

On January 8, 2019, the City Council approved Supplement No. 3 to the Professional Services Agreement with KOA to provide additional environmental and engineering services for the Highland/Redlands Regional Connector Project. Approval was also given to authorize the City Manager to approve contract amendments up to 10% of the revised contract amount. The services needed by KOA to complete the environmental and design services for Phase 2 of the project will be completed within the 10% contingency of the revised contract amount. Because this project is taking longer than anticipated, it is necessary to extend the term of the contract with KOA until the project is completed. All other terms, conditions and provisions of the original contract will remain in full force and effect.

Attachments: Location Map
SBCTA Map
Contract Amendment

M:\PUBWRK\str15002 Highland-Redlands Regional Connector\City Council\KOA Amendment Staff Report 10-10-23

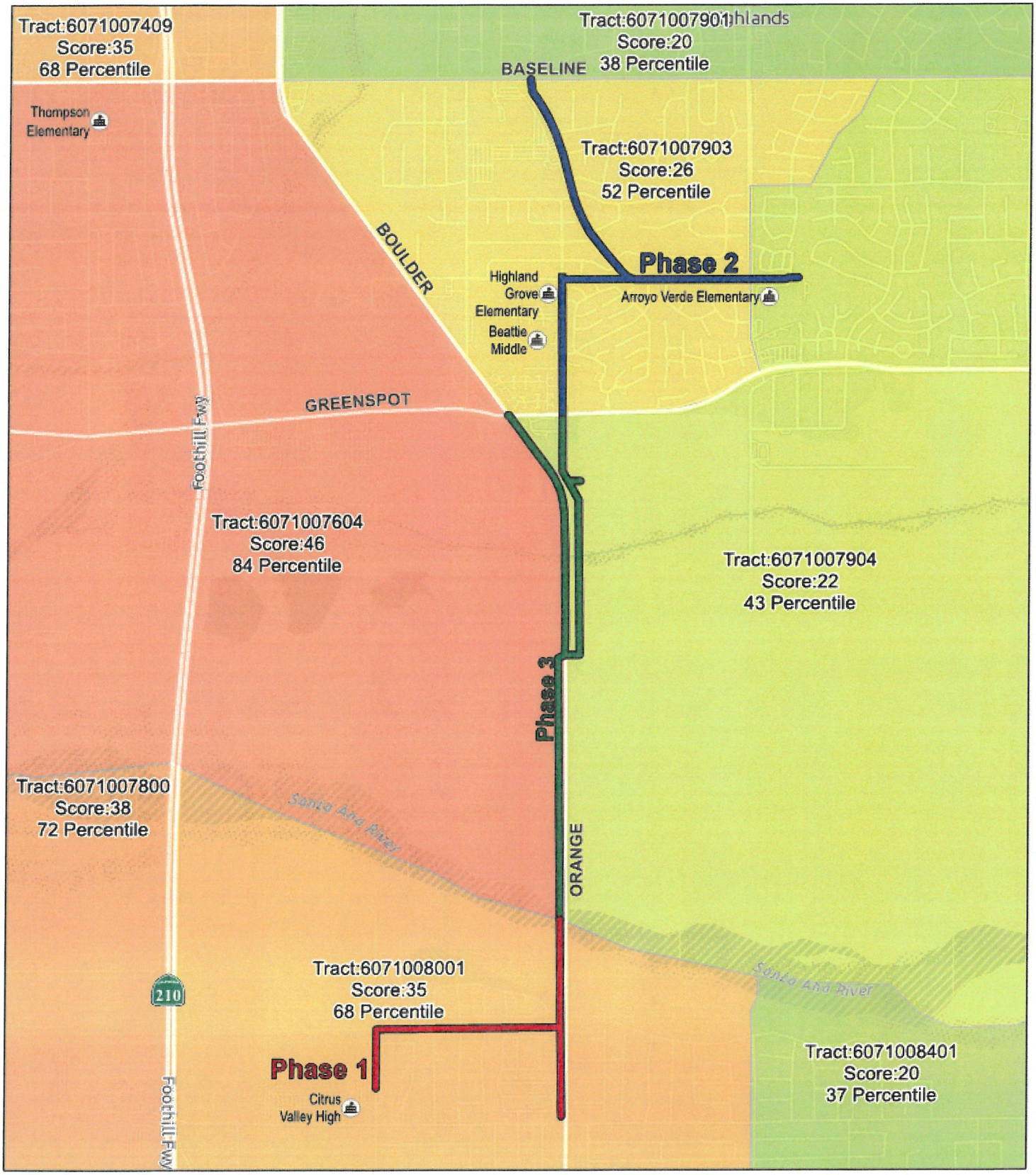


Highland/Redlands Regional Connector

CITY OF HIGHLAND

Project No. STR15002

August, 2017



Highland/Redlands Regional Connector Project
CalEnviroScreen 4.0

0 0.25 0.5 1 Miles

sbcta
San Bernardino County Transportation Authority

SECOND AMENDMENT TO
AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN
CITY OF HIGHLAND AND KOA CORPORATION (KOA)

This Amendment to the Agreement for Professional Services is made and entered into the 10th day of October, 2023, by and between the CITY OF HIGHLAND ("City") and KOA Corporation (KOA).

KOA entered into an Agreement on February 14, 2017 with the City to provide Professional Engineering and Environmental Services for the Highland/Redlands Regional Connector Project. Payment for services in the Agreement provides an authorized amount of $620,514.77 unless otherwise approved by the City. On January 8, 2019, the City approved Supplement No. 3 for KOA to provide additional environmental and engineering services at a not-to-exceed amount of $852,934.24.

The City and KOA desire to further amend the Agreement to extend the term of the contract until the Highland/Redlands Regional Connector Project is completed.

THIS AMENDMENT ALTERS THE AGREEMENT AS FOLLOWS:

1. The term of the Agreement is extended until the Project is completed.

2. All other terms, conditions, and provisions of the original agreement to the extent not modified by this Amendment, shall remain in full force and effect.

Except as expressly modified above, the terms of the original agreement dated February 14, 2017, shall control the respective rights and obligations of the parties hereto.

CITY OF HIGHLAND

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, City Clerk

CONSULTANT:

By: _____
Print Name and Title Below

By: _____
Print Name and Title Below

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: CZ Carlos Zamano, Public Works Director/City Engineer

PREPARED BY: SF Sonja Flynn, Engineering Technician II

SUBJECT: Notice of Completion – Bid No. 2022-05, "Pacific Street Pavement Rehabilitation from Victoria Avenue to Church Avenue" (Project str20002a)

RECOMMENDATION: It is recommended that the City Council:

1. Accept Bid No. 2022-05 "Pacific Street Pavement Rehabilitation from Victoria Avenue to Church Avenue (Project str20002a)" as complete;

2. Authorize the Mayor to sign the Notice of Completion; and

3. Direct the City Clerk to file the Notice of Completion.

FISCAL IMPACT: The original contract amount was $1,591,795.00. The final contract amount is $1,685,235.09 with a $93,440.09 (5.9%) increase based on final quantities. Construction of this project is funded by the following funding sources:

SB1 Gas Tax (FY 2022-23)	$778,074
General Capital Financing – Pavement Impact Fee	$ 30,277.06
City of San Bernardino	$857,204.03
East Valley Water District	$ 19,680.00
	$1,685,235.09

PUBLIC NOTICE: The Notice Inviting Bids was advertised on two newspapers and a number of trade papers.

BACKGROUND: Project No. str20002a encompasses pavement rehabilitation of Pacific Street from Palm Avenue to Church Avenue within the cities of Highland and San Bernardino. Two cooperative agreements were executed on May 10, 2016 and September 24, 2018 by both

Approved _____ Motion _____ Second _____ Agenda Item No. 10

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

BHughes

City Clerk

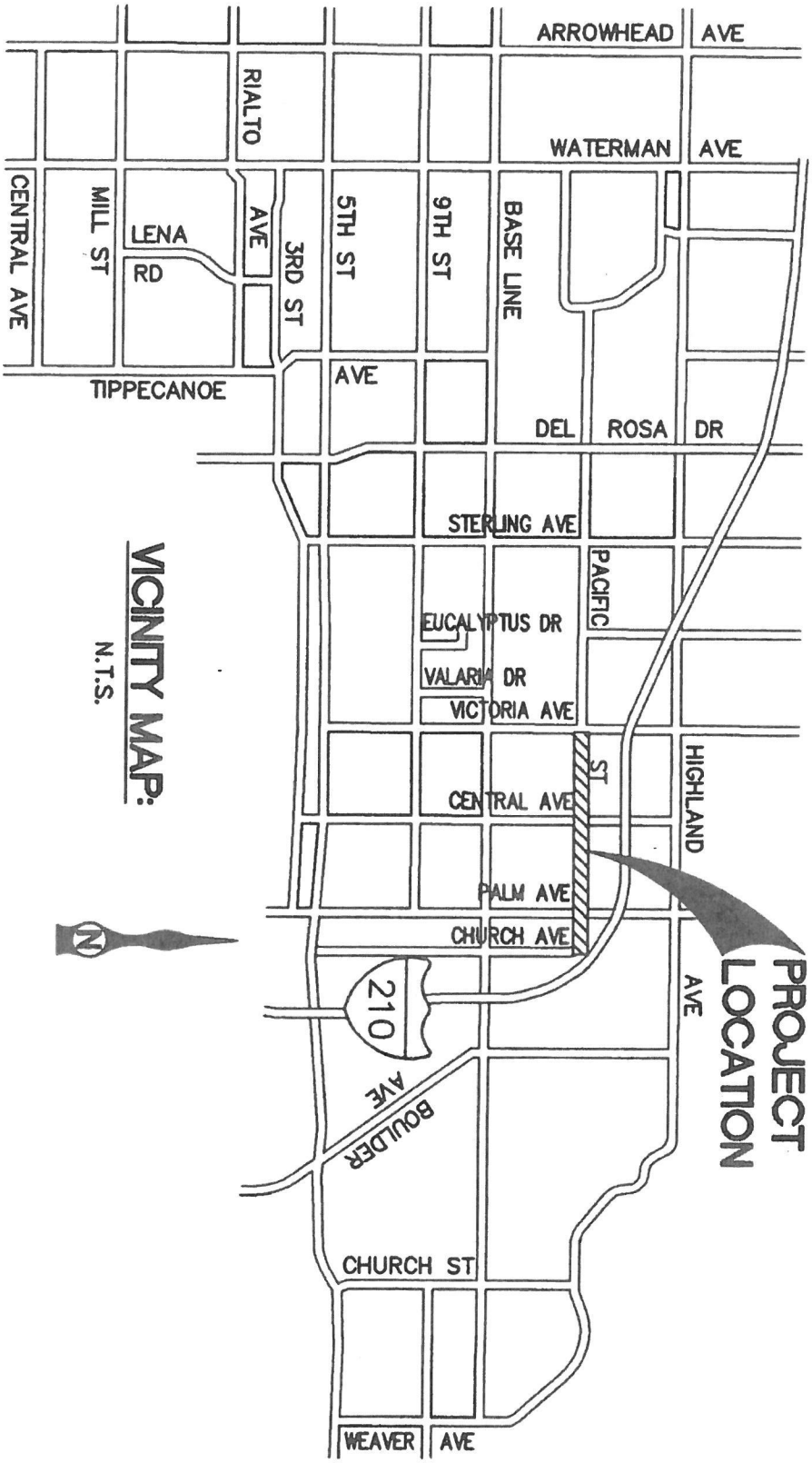
City Manager

agencies for this project. Highland is serving as the lead agency and San Bernardino is paying their fair share of the construction costs.

This project involves pavement grinding, pavement, aggregate base and subbase removal and replacement, asphalt hot-mix installation, and new signing and striping. It also includes minor PCC sidewalk, AC dike, AC driveway ramp, PCC ramp and PCC curb and gutter removal and replacement. The project also included pavement rehabilitation on Palm Avenue from the south City limit to approximately 1,000' north.

Construction of the project has been completed by the contractor, Matich Corporation, and the project is ready for City Council acceptance.

Attachments: Vicinity Map
Notice of Completion


ARROWHEAD AVE
WATERMAN AVE
RIALTO AVE
CENTRAL AVE
MILL ST
LENA RD
3RD ST
5TH ST
9TH ST
BASE LINE
TIPPECANOE AVE
DEL ROSA DR
STERLING AVE
PACIFIC ST
EUCALYPTUS DR
VALARIA DR
VICTORIA AVE
CENTRAL AVE
HIGHLAND AVE
PALM AVE
CHURCH AVE
210
BOULDER AVE
CHURCH ST
WEAVER AVE
PROJECT LOCATION
VICINITY MAP:
N.T.S.
N

RECORDING REQUESTED BY &
WHEN RECORDED MAIL TO:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND, CA 92346

No APN

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is owner or agent of the owner of the interest or estate stated below in the property hereinafter described.
2. The full name of the owner is City of Highland.
3. The full address of the owner is 27215 Base Line, Highland, CA 92346.
4. All work of improvement on the property hereinafter described was substantially completed on or before August 2, 2023.
5. The work of improvement completed is described as follows: Bid No. 2022-05, "Pacific Street Pavement Rehabilitation from Victoria Avenue to Church Avenue" (City Project No. str20002a).
6. The name of the original contractor for such work of improvement is Matich Corporation.
7. The property on which said work of improvement is located at Pacific Street from Victoria Ave to Church Avenue within the City of Highland.

DATE: October 10, 2023

Larry McCallon
Mayor, City of Highland

I, the undersigned, declare under penalty of perjury under the laws of the State of California that I am the Mayor of the aforesaid interest or estate in the property described in the above notice; that I have read the said notice, that I know and understand the contents thereof, and that the facts stated therein are true and correct.

October 10, 2023; Highland, CA
Date and Place

Larry McCallon
Mayor, City of Highland

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Carlos Zamano, Public Works Director/City Engineer CZ

PREPARED BY: Jim Richardson, Public Works Manager

SUBJECT: Contract Renewal – 2022-06 Highland HVAC Systems Maintenance, Monitoring, and Repair Contract.

RECOMMENDATION: That the City Council approve extension of the HVAC Systems Maintenance, Monitoring, and Repair Contract with F.M. Thomas Air Conditioning, Inc., for one year.

FISCAL IMPACT: There will be no increase associated with this contract renewal. The total contract amount is $68,176. Sufficient funding is included in the current 2023-2025 budget.

PUBLIC NOTICE: There was no need to advertise the contract for public bids. The City is simply exercising the option specified in the existing contract at this time. Notices of the City Council agenda were posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: The City currently has a maintenance contract with F.M. Thomas Air Conditioning to provide quarterly maintenance, monitoring, and on call repair services at the Police Station, YMCA/Athletic Center, and Library.

F.M. Thomas's work has been satisfactory, and the contract agreement allows for 4 one-year extensions. This is the first one-year contract extension and the contractor has agreed to renew their contract with the City for one year with no increase to the contract amount.

M:\Maintenance\City Hall\HVAC Maintenance\2022-06 HVAC Systems Maintenacne Contract Renewal 2023.doc

Approved _____ Motion _____ Second _____ Agenda Item No. 11

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hugh

City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Carlos Zamano, Public Works Director/City Engineer CZ

PREPARED BY: Jay Tuttle IV, Assistant Engineer JT

SUBJECT: Easement Acceptance/Manoutchehr and Kamyar Khorshidi for "Victoria Square" Commercial/Retail Project. (Southeast Corner of Victoria Ave. and Pacific Street)

RECOMMENDATION: That the City Council (1) accept the Grant of Easement for Road and Drainage purposes from Manoutchehr and Kamyar Khorshidi, and (2) direct the City Clerk to record the Grant of Easement.

FISCAL IMPACT: None

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: The Conditions of Approval for "Victoria Square", (CUP 019-001) a Commercial/Retail project at the Southeast Corner of Victoria Ave. and Pacific Street, requires a Road and Drainage Easement for dedication of additional Right-of-Way on the east side side of Victoria Avenue, south of Pacific Street and at the southeast corner of Victoria Avenue and Pacific Street, to meet the City's current Right-of-Way requirements and to accommodate future street improvements along the project frontage on Victoria Avenue. The Grant of Easement from the owners, Manoutchehr and Kamyar Khorshidi, is ready for City Council acceptance.

Attachments: (1) Vicinity Map
(2) Assessor's Parcel Map
(3) Grant of Easement Deed
(4) Right-of-Way Dedication Legal Description & Plat

L:\Engineering_Backup\030173017 - CUP 19-001 - Victoria Square\3017 11 ROW Ded staff report.doc

Approved _____ Motion _____ Second _____ Agenda Item No. 12

Denied _____ Ayes _____

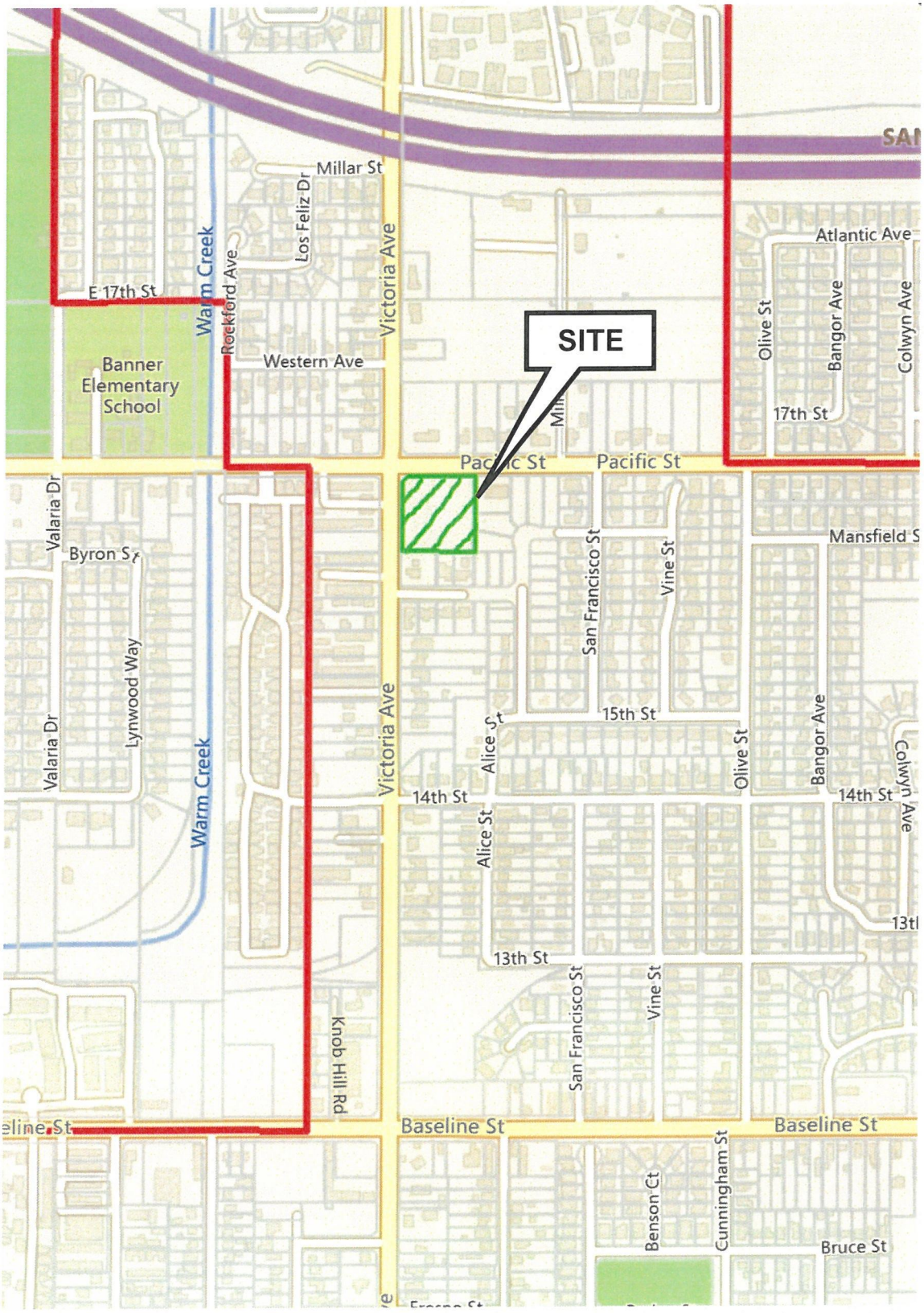
Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes
City Clerk

City Manager



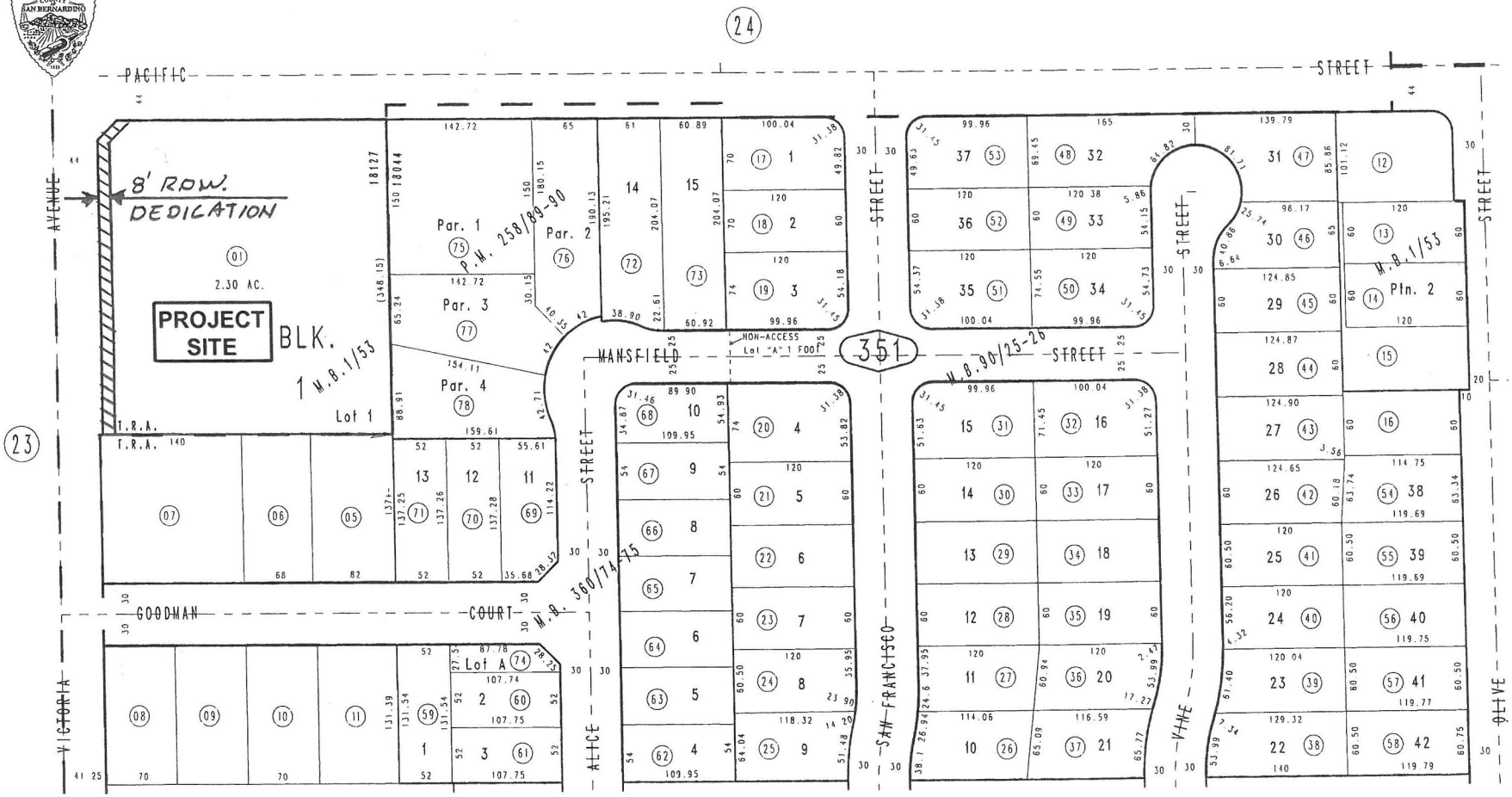
VICINITY MAP

THIS MAP IS FOR THE PURPOSE OF AD VALOREM TAXATION ONLY.

Ptn. Beers Sub. M.B. 1/53

City of Highland
Tax Rate Area
18044 18127

1191 - 35



1" = 100'

Parcel Map No. 20455, P.M. 258/89-90
Tract No 18013, M.B. 360/74-75
Tract No. 6921, M.B. 90/25-26

DEC. 2001

A.P. MAP

Assessor's Map
Book 1191 Page 35
San Bernardino County

REVISED
11/05/21 RU
06/27/22 AP

RECORDING REQUESTED BY:

WHEN RECORDED MAIL TO:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND, CA 92346

No fee per GC 6103

Document Transfer Tax: $0

SPACE ABOVE THIS LINE FOR RECORDER'S USE

APN: 1191-351-01

GRANT OF EASEMENT
(ROAD AND DRAINAGE)

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **Manoutchehr Khorshidi and Kamyar Khorshidi, as joint owners.**

Hereby GRANT(S) to the City of Highland, a Municipal Corporation, an easement for roads, drainage, and public utility purposes upon, under, over, and across the real property in the City of Highland, County of San Bernardino, State of California, described as:

SEE EXHIBITS "A" AND "B" ATTACHED HERETO AND MADE A PART HEREOF

DATED: 9-20-2023

Manoutchehr Khorshidi

DATED: 9-20-2023

Kamyar Khorshidi

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)

On September 20, 2023, before me, Alondra Muñoz, Notary Public, personally appeared Manoutchehr Khorshidi and Kamyar Khorshidi, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

ALONDRA MUNOZ
Notary Public - California
San Bernardino County
Commission # 2453322
My Comm. Expires Jul 15, 2027

(This Area for Official Notary Seal)

EXHIBIT "A"
STREET RIGHT-OF-WAY DEDICATION
LEGAL DESCRIPTION

THAT PORTION OF THE NORTH ONE HALF OF THE WEST ONE HALF OF LOT 1, BLOCK 1, OF HM BEERS SUBDIVISION, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, FILED NOVEMBER 23, 1882 IN BOOK 1, PAGE 53 OF MAPS, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN EASEMENT DEED TO THE CITY OF HIGHLAND BY DOCUMENT RECORDED MAY 17, 1994 AS DOCUMENT NUMBER 1994–226314;

THENCE SOUTHWESTERLY ALONG SAID EASEMENT DEED SOUTH 44°56'52 WEST, A DISTANCE OF 26.79 FEET TO AN ANGLE IN SAID DEED;

THENCE ALONG THE EASTERLY LINE OF SAID DEED SOUTH 00°06'15", A DISTANCE OF 328.36 FEET TO THE SOUTHEAST CORNER OF SAID DEED.

THENCE SOUTH 90°00'00" EAST, A DISTANCE OF 8.00 FEET TO A LINE PARALLEL WITH AND DISTANT 8.00 FEET EASTERLY, AS MEASURED AT RIGHT ANGLES TO, THE EASTERLY LINE OF SAID DEED;

THENCE ALONG SAID PARALLEL LINE, NORTH 00°06'15" WEST, A DISTANCE OF 282.10 FEET TO A LINE PARALLEL WITH AND DISTANT 8.00 FEET SOUTHEASTERLY, AS MEASURED AT RIGHT ANGLES TO, THE SOUTHEASTERLY LINE OF SAID DEED;

THENCE ALONG SAID PARALLEL LINE, NORTH 44°56'52" EAST, A DISTANCE OF 31.46 FEET TO THE SOUTHERLY RIGHT–OF–WAY LINE OF PACIFIC STREET (44.00 FOOT SOUTHERLY HALF–WIDTH);

THENCE ALONG SAID RIGHT–OF–WAY LINE, SOUTH 90°00'00" WEST, A DISTANCE OF 11.30 FEET TO THE **POINT OF BEGINNING**.

CONTAINS 2,503 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT "B" ATTACHED HERETO FOR A PLAT DEPICTING THE ABOVE DESCRIBED PROPERTY

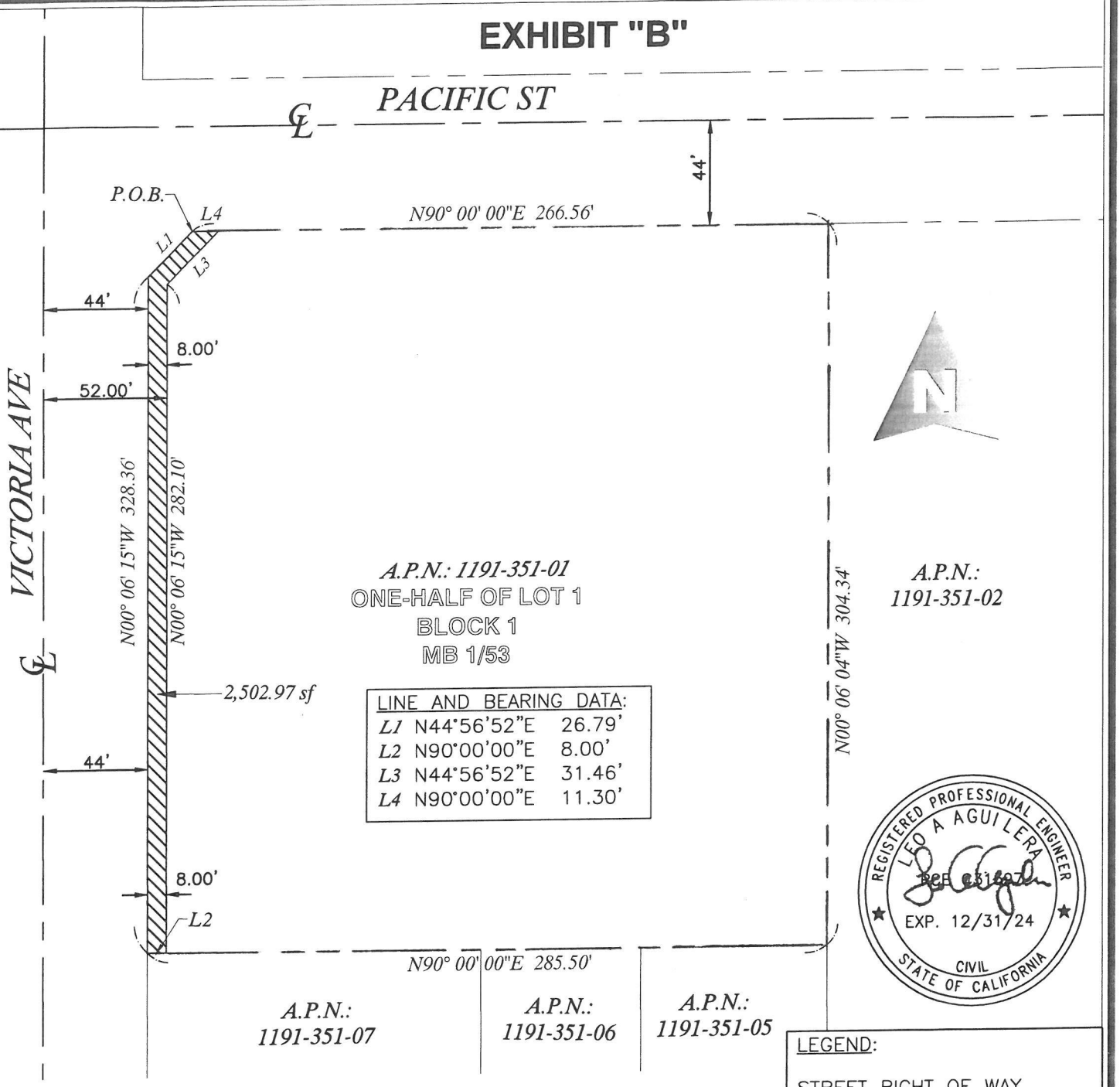
SUBJECT TO ALL EXISTING CONDITIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS, OFFERS OF DEDICATIONS, RIGHTS AND RIGHT OF WAYS OF RECORD, IF ANY.

THIS LEGAL DESCRIPTION AND PLAT WAS PREPARED BY ME OR UNDER MY SUPERVISION



LEO A. AGUILERA, R.C.E. C–31397 DATE 08/18/2023
322 W ORANGE SHOW LANE, SAN BERNARDINO, CA 92408
(909)388–7200

EXHIBIT "B"



LINE AND BEARING DATA:		
L1	N44°56'52"E	26.79'
L2	N90°00'00"E	8.00'
L3	N44°56'52"E	31.46'
L4	N90°00'00"E	11.30'

REGISTERED PROFESSIONAL ENGINEER
LEO A AGUILERA
EXP. 12/31/24
CIVIL
STATE OF CALIFORNIA

0 60 120 Feet

SCALE: 1"=60'

LEGEND:

STREET RIGHT OF WAY DEDICATION (2,503 ± SF)

PROPERTY LINE

INDICATES ALL DATA PER M.B. 1/53

PROPERTY OWNER:

KHORSHIDI K & MANOUTCHEHR
1860 LOMA VISTA DR,
BEVERLY HILLS, CA 90210

ASSESSOR'S PARCELS NUMBER

1191–351–01

TITLE: STREET DEDICATION

DATE OF PREPARATION: 08/18/2023

MAP PREPARED BY:
CIVIL ENGINEERING DIVISION
322 W. ORANGE SHOW LANE.
SAN BERNARDINO, CA. 92408
TEL: (909) 388-7200 FAX: (909) 388-2100

LEO A. AGUILERA, R.C.E. C–31397 DATE 12/31/24
(951) 943–6042

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director &
Kim Stater, Assistant Community Development Director

PREPARED BY: Angela Tafolla, Associate Planner

SUBJECT: Selection of an Event Date and Budget for the 26th Annual Citrus Harvest Festival

RECOMMENDATION: The Historic and Cultural Preservation Board recommends the City Council:

1. Select March 30, 2024, as the Event Date for the Citrus Harvest Festival with a Rain Date of April 6, 2024; and

2. Adopt the Budget

FISCAL REVIEW: The Festival Account has a balance of $1,401.47. Separately, the Home tour Account has a balance of $1,639.91. All expenses from the prior year have been paid and these funds are available to utilize.

Attached is Budget for the 2024 Citrus Harvest Festival (Attachment 1). Expenses are estimated to be $15,350 while expected revenues are $15,400.

The Budget does not reflect a Rain Date contingency or Staff's time. Costs associated with a Rain Date are approximately $6,000 for re-advertising, vendor cancellations and modifications to entertainment and paid demonstrators.

Traditionally, staff time is not charged to the CHF fund. Planning, Public Works and Finance Departments spend many hours on the event. Personnel costs are estimated at $18,000.

Approved _____ Motion _____ Second _____ Agenda Item No. 13

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

PROJECT REVIEW: Consistent with the traditional citrus harvesting seasons, the Board recommends the Festival be held on **March 30, 2024**, with a Rain Date the following week, **April 6, 2024**.

ATTACHMENTS: 1) Budget for 2024 Citrus Harvest Festival

2024 Citrus Harvest Festival Draft Budget

FESTIVAL EXPENDITURES		
Item / Description	**2024 Budget**	***2023***
Advertising – Print Media Sponsor	0	*N/A*
Advertising - Redlands Daily Facts / SB Sun	1,250	*1200*
Advertising - East Highlands Ranch Newsletter	700	*680*
'Peach Jar' School District Electronic Newsletter	500	*475*
Hot 103.9 Radio Advertisement & Live Remote	1800	*1,800*
Historic Demonstrators/Exhibitors (17 x $200 ea)	1600	*1,650*
Entertainment DJ & MC (Highland Music Co. $1,300)	1500	*1,300*
Bands (Roy Orbison)	250	*250*
Balloons street decorations	1,200	*1,196*
Insurance	1,800	*1,736*
Street Banner over Base Line (date modification)	0	*0*
Portable toilets	1,100	*1,042*
Posters Boards ($800), Flyers ($85), print marketing materials	600	*585*
Mobile Stage (Towing)	0	*0*
Paper materials, copying, postage	500	*356*
Tables w/ umbrella & chairs for food court & stage area	800	*740*
Signs for parking & festival activities	0	*0*
Contest ribbons (126) & Plaques (2 Honorees + 4 Home Restoration)	550	*560*
Kid's activities	100	*100*
Miscellaneous supplies (Game Truck)	300	*200*
Staff shirts (4 x $25)	100	*100*
Contest materials	200	*181*
Car show dash plaques	500	*335*
TOTAL	**$15,350**	*$14,312*

Item / Description	**2024 Budget**	***2023***
Sponsorship	11,000	*10,850*
Retail vendor Booth spaces (70 x $40) (63 in 2023)	2,800	*2,740*
Food vendor booth spaces (8 x $200) (7 in 2023)	1,600	*1,410*
TOTAL	**$15,400**	*15,000*

CURRENT BALANCE: $1,401	**PROJECTED BALANCE: $1,451**

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Matt Bennett, Assistant Public Works Director MM,

REVIEWED BY: Carlos Zamano, Public Works Director/ City Engineer CZ

SUBJECT: Conduct a Second Reading of Ordinance No. 461, an Ordinance adding a new Chapter 3.36 "Development Impact Fees" to Title 3 (Revenue and Finance) of the Highland Municipal Code Codifying, Updating and Amending the City's Comprehensive System of Development Impact Fees, Superseding Ordinance Nos. 309 and 422, and Making Determinations Under the CEQA

RECOMMENDATION: Staff recommends that the City Council conduct a second reading, read by title only and waiving further reading of an ordinance codifying, updating and amending the City's comprehensive system of development impact fees, superseding Ordinance Nos. 309 and 422, and making determinations under the CEQA.

PREVIOUS ACTION: On September 12, 2023, the City Council conducted the first reading and discussed the subject Ordinance, and a modification was made to change the effective date of the Subdivided 2023 and Non-Subdivided 2023 Development Impact Fees to April 1, 2024. Ordinance No. 461 was revised with this minor change as directed by City Council (See Attachment 1).

FISCAL IMPACT: The total estimated cost of public infrastructure needed to support continued growth within the City is $123.4 million. Adoption of the Ordinance will raise $94.2 million or 76.3% of the total cost. The proposed 2023 DIF Schedules are attached.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

Approved _____	Motion _____	Second _____	Agenda Item No. 14
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

City Clerk

City Manager

BACKGROUND: The First Reding of Ordinance No. 461 was held at the Sept. 12th, 2023 City Council meeting. City staff presented an overview of the comprehensive 2023 DIF Report dated August 28, 2023. At that meeting City Council heard a request from TREH Partners XV, LLC to lock their DIF for their pending development off Greenspot Road and east of SR-210. Instead of offering the single development a lock at the prior DIF last adjusted on April of 2021 by Resolution Nos. 2021-007 and No. 2021-008, City Council directed staff to revise Ordinance No. 461 and the Proposed 2023 DIF schedules for Subdivided and Non-Subdivided Development (See Attachment 4), such that the updated DIF schedules would go into effect on April 1, 2024 to give all development 6 months to adjust to the new DIF tables.

On September 12, 2023 City Council adopted the Resolution 2023-040 and Resolution 2023-041 (fee resolutions per Attachments 2 and 3). Government Code section 66017 provides that resolutions imposing the fees shall be effective no sooner than 60 days following the final action on the adoption of the fees. However, based on City Council direction given on September 12, 2023, the fee resolutions and Ordinance 461 shall go into effect on April 1, 2024.

Timing of DIF Payment

In 2010, the City Council approved an exception to allow development projects to pay DIFs at building occupancy, but lock in the rate at building permit application. The City Council has since extended this exception in each subsequent year as an incentive for new development activity. However, recent changes in State law impact when the City can collect fees. Government Code section 66607 provides that, with certain limited exceptions, any local agency that imposes any fees or charges on residential development for the construction of public improvements or facilities shall not require the payment of those fees or charges, until the date of the final inspection, or the date the certificate of occupancy is issued, whichever occurs first. With Ordinance No. 461, development impact fees will be locked in at the date the building permit is applied for and the approved resolutions allow for the locking in of fees.

Public Comments

On September 25, 2023, the City received a letter from Desert Valleys Builders Association (DVBA), see Attachment 5. DVBA acknowledged the interaction with City staff of the revised City's 2023 DIF Report dated August 28, 2023 which addressed their list of questions and concerns. DVBA representative Gretchen Gutierrez, Chief Executive Officer had no further comments or concerns with the 2023 DIF Report.

Attachments:

1. Revised Ordinance No. 461
2. Resolution 2023-40
3. Resolution 2023-41
4. Proposed 2023 DIF Schedules
5. DVBA letter dated September 25, 2023

ATTACHMENT 1

REVISED ORDINANCE NO. 461

ORDINANCE NO. 461

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, ADDING A NEW CHAPTER 3.36 "DEVELOPMENT IMPACT FEES" TO TITLE 3 (REVENUE AND FINANCE) OF THE HIGHLAND MUNICIPAL CODE CODIFYING, UPDATING AND AMENDING THE CITY'S COMPREHENSIVE SYSTEM OF DEVELOPMENT IMPACT FEES, SUPERSEDING ORDINANCE NOS. 309 AND 422, AND MAKING DETERMINATIONS UNDER THE CEQA

WHEREAS, the Mitigation Fee Act contained in Government Code 66000 et seq., permits the City to impose development impact fees on new development for the purposes of funding the public facilities necessary to serve that new development; and

WHEREAS, in 1992 the City Council adopted Ordinance No 151, establishing a comprehensive system of development impact fees; and

WHEREAS, in Ordinance No. 151 the City recognized the need to regularly revise and update the development impact fees and the basis for the imposition and collection of the fees as new development occurs and consistent with the requirements of the law; and

WHEREAS, in 1992 and 1998 the City Council adopted Resolution 92-108 and Resolution 98-26 respectively establishing the development impact fees to be imposed and collected pursuant to the authority of Ordinance No 151; and

WHEREAS, in 2006, the City undertook a comprehensive update to the City's development impact fee program, including the adoption of a new nexus study that was prepared by Revenue Cost Specialists, LLC and the adoption of Ordinance No. 309 by which the City adopted new findings and definitions, imposed development impact fees, provided for annual adjustments in the fees, set forth requirements for the time of the payment of development impact fees, the processes for reduction and waiver, establishment of separate accounts and other matters for the operation of the City's development impact fee program; and

WHEREAS, in 2018, the City Council adopted Ordinance No. 422 by which the City amended Ordinance No. 309 to revise the text of Section 8 pertaining to when development impact fees are to be paid; and

WHEREAS, the City desires to adopt an updated nexus study and establish new dollar amounts for the City's existing development impact fee categories so as to ensure that new development projects appropriately fund the costs associated with the demand for certain public facilities throughout the City that is caused by that new development; and

WHEREAS, the need to collect fees on new residential construction to mitigate the impact on park and recreation facilities and to fund park facilities development costs, is separate from, and in addition to, the fees and costs for park land acquisition provided by the City's Quimby Act Ordinance as provided in Chapter 16.40.200 of the Highland Municipal Code; and

WHEREAS, it is appropriate for new development to pay for improvements and developments proportionate to the demands the new development places on the City's public infrastructure; and

WHEREAS, pursuant to Government Code Section 66001, the City prepared a study entitled "Development Impact Fee Calculation and Nexus Report for the City of Highland, California", dated August 28, 2023, which is defined herein as the "2023 DIF Report" to identify the purpose of each existing and proposed fee, the use to which the fee is to be put, establish and explain how there is a reasonable relationship between the fee's use and the type of development project on which the fee is to be imposed, and how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The 2023 DIF Report is incorporated herein by this reference; and

WHEREAS, the currently existing development impact fees have been updated to reflect the needs of the City related to new development and to otherwise comply with the requirements of the Mitigation Fee Act, including but not limited to Government Code Section 66001 et seq.; and

WHEREAS, pursuant to provisions of the Measure I (2010 - 2040) Ordinance approved by San Bernardino County voters in November 2004, each city in San Bernardino County must adopt a development mitigation program to require new development pays its fair share for regional transportation infrastructure; and

WHEREAS, based on a Nexus Study for the regional transportation fee, SBCTA has set a fair share requirement for each local agency for regional transportation infrastructure; and

WHEREAS, pursuant to Government Code sections 66016, 66016.5, 66018, and 6062a, the City must adopt development impact fees only after notice and public hearing; and

WHEREAS, pursuant to Government Code section 6062a, a notice of a public hearing on the proposed fee update was published on July 7, 2023 and July 14, 2023 in the San Bernardino Sun, a newspaper of general circulation; and

WHEREAS, pursuant to Government Code sections 66016.5, notice of the time and place of the meeting, including a general explanation of the matters to be considered and a statement that required data is available was provided at least thirty (30) days prior to the meeting to those members of the public who filed a written request with the City; and

WHEREAS, pursuant to Government Code section 66016, the City mailed notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, at least 14 days prior to the meeting to any interested party who filed a written request with the City for mailed notice of the meeting on new or increased fees or service charges; and

WHEREAS, at least ten (10) days prior to the duly noticed August 8, 2023 public hearing, the City made available for public inspection information required under Government Code section 66000, *et. seq.*; and

WHEREAS, the City received comments to the 2023 DIF Report. As a result of those comments, staff determined that the August 8, 2023 public hearing should be continued to allow staff additional time to address comments raised by the public regarding the 2023 DIF Report. On August 3, 2023, the City notified those who had requested notice of a meeting on new or increased fees or service charges that the public hearing was being continued to the September 12, 2023 City Council meeting; and

WHEREAS, on August 8, 2023 the City Council opened the noticed public hearing to consider the City's proposed new development fees and continued the hearing to September 12, 2023. The 2023 DIF Report was updated to address the comments received from the public and was posted on the City's website at least 10 days prior to the September 12, 2023 public hearing; and

WHEREAS, on September 12, 2023 the City Council held a noticed public hearing to consider the City's proposed new development fees at which time all interested persons were given an opportunity to comment; and

WHEREAS, concurrent with the consideration of this Ordinance, the City Council considered, and by Resolution No. 2023-040 adopted, the 2023 DIF Report that contains and addresses all the required contents required by the Mitigation Fee Act, including the demonstration of the reasonable relationship between the proposed fee's use and the type of development project on which the fee will be imposed. Resolution No. 2023-040 (the "Fee Resolution") also adopted updated development impact fees; and

WHEREAS, the City seeks to codify the development impact fee program in its Municipal Code so it can be more easily accessible.

THE CITY COUNCIL OF THE CITY OF HIGHLAND DOES ORDAIN AS FOLLOWS:

Section 1. Recitals. The City Council hereby finds that all the facts set forth in the Recitals above are true and correct.

Section 2. Environmental Review. The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA"). The adoption of this ordinance is not a project within the meaning of the CEQA Guidelines Section 15378(b)(4) and 15061(b)(3) as it has no potential for physical effects on the environment because it involves an adoption of certain fees and/or charges imposed by the City, does not commit the City to any specific project, and said fees and/or charges are applicable to future development projects and/or activities, each of which future projects and/or activities will be fully evaluated in full compliance with CEQA when sufficient physical details regarding said projects and/or activities are available to permit meaningful CEQA review (see CEQA Guidelines, Section 15004(b)(1)). Pursuant to CEQA Guidelines Section 15378(b)(4), the creation of government funding mechanisms which do not involve any commitment to any specific project which may cause significant effect on the environment, is not defined as a "project" under CEQA.

Therefore, approval of the fees and/or charges is not a "project" for purposes of CEQA, pursuant to CEQA Guidelines Section 15378(b)(4); and, even if considered a "project" under CEQA, is exempt from CEQA review pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that approval of the fees and/or charges may have a significant effect on the environment.

Section 3. Findings. The City Council makes the following additional findings:

(a) The City Council finds, after consideration of the evidence presented to it including the "2023 DIF Report," that the development impact fees need to be adjusted in order to assure that there are sufficient funds available to finance the public facilities necessary to serve new development within the City of Highland through the imposition, collection and use of development impact fee impact fees.

(b) The City Council finds, based on the evidence presented at the public hearing, and consistent with the City's General Plan, that the imposition of impact fees on all development within the City of Highland shall be calculated at the time building permit applications are submitted to allow development projects to lock in the rate.

(c) The City Council finds that the fees imposed by this Ordinance and specified in the Fee Resolution to be adopted in connection with this Ordinance and development impact fee update, do not exceed the estimated cost of providing the public facilities.

Section 4. The City Council hereby adds a new Chapter 3.36 "Development Impact Fees" to Title 3 (Revenue and Finance) of the Highland Municipal Code to read as follows:

"Chapter 3.36 Development Impact Fees

Section 3.36.010 Purpose.
Section 3.36.020 Definitions.
Section 3.36.030 Establishment of Development Impact Fees.
Section 3.36.040 Fee Adjustments.
Section 3.36.050 Creation of Special Accounts.
Section 3.36.060 Land Use to Compute the Fee.
Section 3.36.070 Payment of the fee.
Section 3.36.080 Development Impact Fee Exemptions and Exceptions.
Section 3.36.090 Developer Construction of Facilities.
Section 3.36.100 Calculation of Development Impact Fee Based Upon Special Circumstances Related to Intensity of Use.
Section 3.36.110 Application to Waive, Adjust, or Reduce Fees.

Section 3.36.010 Purpose.

A. The intent of the city is to require every person who develops land to mitigate the impacts of that development on the city's public facilities. The city will therefore require developers to pay a development impact fee that will assist in meeting the demand for public facilities caused by development. The public facilities will be constructed in accordance with a Master Facilities Plan adopted by resolution of the City Council.

B. A Development Impact Fee Calculation and Nexus Report for the City of Highland, California dated August 28, 2023, ("2023 DIF Report") was prepared to identify the purpose of each existing and proposed fee, the use to which the fee is to be put, establish and explain how there is a reasonable relationship between the fee's use and the type of development project on which the fee is to be imposed, and how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

C. The amount of the development impact fees collected pursuant to this chapter shall be limited to the cost of public facilities attributable to new development. The amount of the public facilities development impact fees collected shall not include the cost of public facilities that serve existing development.

Section 3.36.020 Definitions.

For purposes of this Ordinance, the following terms, phrases, words, and their derivation shall have the meanings respectively ascribed to them by this section.

A. "Development Project" means any project undertaken for the purpose of development. "Development Project" shall include a project involving the issuance of a permit for construction or reconstruction, remodeling, or any work requiring any permit under the ordinances of the City, including the provisions of Title 16 "Land Use and Development" of the Highland Municipal Code. The term "Development Project" shall also include permits for erection of manufactured housing or structures, and structures moved into the City.

B. "Fee" means a monetary exaction, other than a tax or special assessment, which is charged by the City to an applicant in connection with the approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, but does not include fees specified in Section 66477 of the Government Code, nor fees for processing applications for regulatory actions or approvals, nor fees collected under development agreements.

C. "Public Facilities" includes public improvements, public services, and community amenities.

Section 3.36.030 Establishment of Development Impact Fees.

A. Development impact fees are hereby established in the following categories:

(1) Law Enforcement Facilities;

(2) Fire Suppression Facilities, Vehicles and Equipment;

(3) Local Circulation Systems (Streets, Signals, Drainage and Bridges);

(4) Regional Circulation Systems

(5) Local and Regional Flood Control Facilities;

(6) General Facilities, Vehicles and Equipment;

(7) Library Facility and Collection;

(8) Public Use (Community Center) Facilities; and

(9) Park Facilities Development.

B. The fees shall be collected as a condition of issuance of building occupancy for development within the City to finance the cost of certain identified public facilities and improvements required by new development as identified in the 2023 DIF Report.

C. The City Council shall, by a City Council Fee Resolution, set forth the specific amount of the fees, describe the benefit and impact area on which the development impact fees are imposed, list the specific public improvements to be financed, describe the estimated cost of these facilities, describe the reasonable relationship between these fees and the various types of new developments and set forth the time for payment.

D. The City Council shall periodically review these fees to determine whether the fee amounts are reasonably related to the impacts of development and whether the described public facilities are still needed. The City Council shall make findings with respect to any portion of the fee remaining unexpended or uncommitted in its account five (5) or more years after deposit of the fees to identify the purpose to which the fees are to be put and to demonstrate a reasonable relationship between the fee and the purpose for which they were charged, consistent with the requirements of Government Code Section 66001(d), (e) and (f).

Section 3.36.040 Fee Adjustments.

A. The fees imposed by this Chapter shall be adjusted annually in April of each year, beginning April 2025 using the California Construction Cost Index. This adjustment shall not apply to fees which are based on variable factors which result in automatic adjustments or those which specifically indicate otherwise and shall be subject to the requirements of Government Code Section 66018 or otherwise as required by law.

B. The amount of each category of fee established pursuant to this Ordinance may be more specifically set and adjusted periodically by resolution of the City Council, with this Ordinance being considered as enabling and directive.

Section 3.36.050 Creation of Special Accounts.

Each fee collected pursuant to this Ordinance shall be deposited in a special account created to hold the revenue generated by each such fee, consistent with the requirements of Government Code Section 66006. Monies within each such account may be expended only by appropriation by the City Council for specific projects which are of the same category as that for which the money was collected.

Section 3.36.060 Land Use to Compute Fee. All development impact fees identified in Section 3.36.030 and the amounts specified in the Fee Resolution are to be imposed on new development based on land use (not zoning) of the proposed development. For purposes of this Ordinance, the following land use designations shall apply:

A. Detached Dwelling: Projects consisting of detached residential buildings as allowed within the City's land use designations of Agricultural Equestrian, Low Density, and some Medium Density Residential.

B. Attached Dwelling: Projects consisting of attached residential units within a lot as allowed within the City's land use designation of High Density Residential and some Medium Density Residential.

C. Mobile Home: Mobile home/trailer parks, and manufactured homes in land-leased communities, etc. This category does not include a manufactured home subdivision.

D. Commercial Lodging: Hotels and motels.

E. Commercial/Office: Uses generally considered commercial.

F. Industrial: Uses generally considered industrial. This category also includes educational and religious establishments.

The land uses set forth in this section shall be used in the computation of the fees required to be paid in connection with new development and in the amounts specified in the Fee Resolution. Public properties shall be classified into the category of use as between residential, commercial, or industrial, and shall pay the fee pursuant to that classification, as determined by the Community Development Director.

Section 3.36.070 Payment of the Fee.

A. Except as required by Government Code Section 66007, development impact fees for all development projects shall be paid prior to issuance of certificate of building occupancy.

B. The fees imposed pursuant to this Ordinance shall be calculated on the basis of land use, evaluated on the basis of acreage, by dwelling unit, or by square footage of construction, as indicated in the 2023 DIF Report, or otherwise as that may be revised and amended under the authority of the City Council.

Section 3.36.080 Development Impact Fee Exemptions and Exceptions.

A. Residential Building Expansion. No development impact fee for residential building expansion shall be required on any new addition, expansion or incidental construction to an existing residential building when the new construction consists of a total of less than five hundred (500) square feet of an enclosed structure which requires a building permit to construct, and the Community Development Director finds that the expansion will not result in an increase of the number of dwelling units originally permitted

for the residential building. When the new residential construction consists of a total of five hundred (500) square feet or more of an enclosed structure which requires a building permit to construct, and the Community Development Director finds that the expansion will not result in an increase of the number of dwelling units originally permitted for the residential building, the development impact fee for the square footage of residential expansion above four hundred ninety-nine (499) square feet shall be required in accordance with this Ordinance and the Fee Resolution.

B. Building Remodeling. Where a building permit is issued to remodel an existing structure for the same occupancy type, development impact fees shall not be required. Where the remodeling work will alter the occupancy type of the building, resulting in a higher intensity of use as determined by the Community Development Director, development impact fees shall be required as specified in this Ordinance and the Fee Resolution. This section does not include projects which constitute an expansion of the previous use.

C. Building Reconstruction. Where a building permit is issued to reconstruct or replace an existing structure and the new structure does not increase the square footage of the existing structure, development impact fees shall not be required. If the size of the new structure is larger than that of the existing structures, development impact fees shall be required in accordance with this Ordinance and the Fee Resolution.

D. Building Relocation. Where a permit is issued to relocate a structure from one location in the City to a new location within the City, and the Community Development Director finds that no new impacts are created, development impact fees shall not be required.

E. Accessory dwelling units. Accessory dwelling units ("ADUs") that are less than 750 square feet shall not be charged development impact fees. For an ADU that is 750 square feet or larger, the ADU will be charged fees proportionately in relation to the square footage of the primary dwelling unit. Notwithstanding the foregoing, ADUs shall be subject to impact fees as allowed by Government Code Section 65852.2, as it may be amended from time to time.

F. Timing Of Permit Application. Development impact fees in effect at the time of building permit application shall continue to apply on any development project where the Building Official finds and determines that a complete building permit application has been submitted and accepted by the City of Highland, and that through no fault of the developer, the permit was not issued prior to the effective date of the development impact fees as specified in this Ordinance and the Fee Resolution.

Section 3.36.090 Developer Construction of Facilities.

Whenever a developer is or has been required, as a condition of approval of a development permit, to construct a public facility which is the subject of this Ordinance, and which facility is determined by the City to have supplemental size, length or capacity over that needed for the impacts of that development, and when such construction is necessary to ensure efficient and timely construction of the facilities network, a reimbursement agreement with the developer and a credit against the fee, which would otherwise be charged pursuant to this Ordinance on the development project, shall be offered.

The reimbursement and credit amount shall not include the portion of the improvement needed to provide services or mitigate the need for the public facility or the burdens created by the development project. The specific procedures for reimbursements and credits may be adopted by Resolution of the City Council, with this Ordinance being considered as enabling and directive.

Section 3.36.100 Calculation of Development Impact Fees Based Upon Special Circumstances Related to Intensity of Use.

A. Where in the opinion of the City Manager, or his designee, a development project is certain to have impacts on those facilities and improvements identified in the 2023 DIF Report and Master Facilities Plan that is disproportionate to the square footage of the building to be constructed by virtue of the proposed development project, development impact fees may be calculated based upon the City Manager's determination of actual impacts in each of the categories in which development impact fees are collected. The City Manager's determination must be based upon objective criteria, such as trip generation rates specific to the type of development proposed.

B. In each instance where the City Manager, or his designee, makes a calculation based upon his authority herein granted, the criteria upon which that calculation is based shall become the criteria used for all similarly situated development projects thereafter. In implementing this provision, the City Manager is directed to maintain a record of all decisions made under his authority, and to use that record as a guideline for future decisions. The City Manager shall make a recommendation to the Public Works Subcommittee of the City Council which brings its recommendation to the City Council for final approval determination of the development impact fees.

C. In all instances where the City Council determines and imposes development impact fees according to its authority granted herein, that calculation and determination shall be subject to legal challenge as provided by State law, as set forth in Government Code Sections 66020 et seq.

Section 3.36.110 Applications to Waive, Adjust or Reduce Fees.

A. A developer of any development project subject to the fees described herein may apply to the City Council for a reduction or adjustment to the fees, or a waiver of the fees, based upon the absence of any reasonable relationship or nexus between the impacts of that development and either the amount of the fees charged or the type of facilities to be financed The application shall be made in writing and filed with the City Clerk not later than: (i) ten (10) days prior to the public hearing on the development permit application for the project, or (ii) if no development permit is required or no public hearing is required to be held, at the time of the filing of the request for a building permit. The application shall state in detail the factual basis for the claim of waiver, reduction, or adjustment. The City Council shall consider the application at the public hearing on the permit application or at a separate hearing held within sixty (60) days after the filing of the fee adjustment application, whichever is later. The decision of the City Council shall be final. If a reduction, adjustment, or waiver is granted, any change in use within the project shall invalidate the waiver, adjustment, or reduction of the fees.

B. The City Council may, from time to time and as the need may arise, set forth, by Council Resolution, specific limitations which will apply to reductions, adjustments, waivers, or deferrals of development impact fees which may be made pursuant to this Section.

C. If a fee exemption is granted pursuant to Section 3.36.070, or a fee reduction, adjustment or waiver is granted pursuant to this Section, any subsequent change or intensification of the use or uses of the property or any expansion of the structures on the property, shall invalidate the fee exemption, fee reduction, adjustment or waiver, and the applicant shall be subject to the development impact fee requirement applicable to the entire development based on the fee in effect at the time of the change or expansion, less any amount previously paid.

D. If a fee exemption, fee reduction, adjustment or waiver is not granted, then upon the payment of the required fees, the city shall, pursuant to Government Code Section 66020, provide the applicant a written notice of the amount of the fees or a description of the dedications, reservations, or other exactions, and shall also provide notification that the ninety-day protest period has begun."

Section 5. Relationship to Existing Fees. The fees established by this Ordinance shall supersede all previously established fees for the same development impact fee categories.

Section 6. Superseding Ordinance Nos. 309 and No. 422. The provisions of this Ordinance shall supersede and control over the provisions of Ordinance Nos. 309 and 422 upon the effective date of this Ordinance.

Section 7. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance be declared unconstitutional or invalid for any reason, such declaration shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

Section 8. Adoption and Effective Date. This Ordinance and the Development Impact Fees shall apply to the issuance of any building permit for a development project issued on or after April 1, 2024.

Section 9. Publication. The City Clerk is hereby ordered and directed to certify the passage of this Ordinance by the City Council of the City of Highland, California and cause the same to be published in accordance with State law.

Section 10. Actions to effectuate. The City Manager is hereby authorized and directed to take other actions on behalf of City, which are not expressly and specifically reserved for the City Council, to implement and effectuate this ordinance.

PASSED, APPROVED AND ADOPTED this 10th day of October, 2023.

_____
Larry McCallon
Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela Marroquin
City Attorney

ATTACHMENT 2

Resolution 2023-40

RESOLUTION NO. 2023-040

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING A DEVELOPMENT IMPACT FEE REPORT (NEXUS STUDY), ADOPTING A MASTER FACILITIES PLAN AS PART OF THE DEVELOPMENT IMPACT FEE REPORT, UPDATING AND ESTABLISHING THE FEE AMOUNTS FOR THE CITY'S DEVELOPMENT IMPACT FEES, AND MAKING DETERMINATIONS UNDER CEQA

WHEREAS, the Mitigation Fee Act contained in Government Code 66000 et seq., permits the City to impose development impact fees on new development for the purposes of funding public facilities necessary to serve that new development; and

WHEREAS, the City Council adopted Resolution Nos. 2006-058, 2007-060, 2009-001, 2009-043, 2010-042, 2012-001, 2013-002, 2014-002, 2015-001, 2015-044, 2017-004, 2018-002, 2019-009, 2020-05, and 2021-007 establishing the amount of Development Impact Fees based on a 2006 Nexus Study prepared by Revenue and Cost Specialists, LLC ("RCS"). Resolution No. 2021-007 establishes the development impact fees that are currently in place; and

WHEREAS, pursuant to the San Bernardino County Congestion Management Program, the City must collect the appropriate level of development impact fees as a match to County Measure I funds to be spent on Regional Circulation Facilities; and

WHEREAS, the City desires to update the existing development impact fees on new development to fund the costs associated with increased demand for public facilities throughout the City to continue meeting the basic infrastructure needs of new growth, without unduly burdening the existing population and business community for these development-generated capital costs; and

WHEREAS, Ordinance No. 461, once adopted, will establish the City's program and requirements for the imposition of development impact fees on development projects and will provide that the City Council shall, by resolution, adopt a schedule setting forth the specific amount of development impact fees that will be levied on upon new development in the City for each category of fee; and

WHEREAS, at the City's request, RCS prepared an updated Development Impact Fee Calculation and Nexus Report dated August 28, 2023 ("2023 DIF Report"), included as Exhibit "A", and a correlating Master Facilities Plan dated July 2023, included as Exhibit "B" in compliance with Government Code Section 66016.5; and

WHEREAS, the 2023 DIF Report identifies the purpose of each fee, the use to which each fee will be put, demonstrates a reasonable relationship between each fee's use and the type of development project on which the fee will be imposed and provides how there is a reasonable relationship between the amount of each fee and the cost of the public facility or equipment or portion of the public facility or equipment attributable to the development on which each fee is imposed. The 2023 DIF Report is incorporated herein by this reference as if set forth in full. In addition, the 2023 DIF Report and Master Facilities Plan identified capital projects necessary to meet the goals, programs, and objectives within the City's General Plan; and

WHEREAS, the 2023 DIF Report evaluated project development growth in the City consistent with the Highland General Plan, and provides the basis for calculating and adopting development impact fees in the following categories: (1) Law Enforcement Facilities; (2) Fire Suppression Facilities, Vehicles and Equipment; (3) Local Circulation Systems (Streets, Signals, Drainage and Bridges); (4) Regional Circulation Systems, (5) Local and Regional Flood Control Facilities; (6) General Facilities, Vehicles and Equipment; (7) Library Facility and Volume Collection; (8) Public Use (Community Center) Facilities; and (9) Park Land Acquisition and Park Facilities Development; and

WHEREAS, the 2023 DIF Report provides the documentation, detail, and other information required by the Mitigation Fee Act as the basis for the adoption and imposition of the development impact fees for (1) Law Enforcement Facilities; (2) Fire Suppression Facilities, Vehicles and Equipment; (3) Local Circulation Systems (Streets, Signals, Drainage and Bridges); (4) Regional Circulation Systems, (5) Local and Regional Flood Control Facilities; (6) General Facilities, Vehicles and Equipment; (7) Library Facility and Volume Collection; (8) Public Use (Community Center) Facilities; and (9) Park Land Acquisition and Park Facilities Development; and

WHEREAS, with respect to fees for law enforcement facilities, fire suppression facilities, vehicle and equipment, local and regional circulation systems, local and regional flood control facilities, general facilities, vehicles and equipment, library facilities, and public use facilities, the facts and evidence presented to the City Council have established that there is a reasonable relationship between the need for new facilities or improvements and the impacts of new development for which a corresponding fee is charged, and also that there is a reasonable relationship between the fees' use and the type of development for which the fee is imposed; and

WHEREAS, pursuant to the Mitigation Fee Act, the City Council finds that there is a reasonable relationship between the need for parks and recreation facilities because future residential development will increase the City's population and will require additional park and recreational facilities to adequately serve the athletic and recreational needs of these new residents. The need to collect fees on new residential construction to mitigate the impact on park and recreation facilities and to fund park and recreation facility development costs, is separate from the fees and costs provided by the City's Quimby Act Ordinance as provided in Highland Municipal Code Section 16.40.200. The development impact fees for parkland acquisition and park facilities development established by this Resolution is only imposed on non-subdivided land. Quimby fees, which are established by a separate resolution, are only imposed on subdivided land; and

WHEREAS, Government Code Section 66016.5 provides that a nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A nexus study is not required to comply with this requirement if the city makes a finding that includes all of the following: (i) an explanation as to why square footage is not an appropriate metric to calculate fees imposed on a housing development project; (ii) an explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development; and (iii) that other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees. The findings required by Government Code section 66016.5 are contained in Exhibit "C".

WHEREAS, pursuant to Government Code sections 66016, 66016.5, 66018, and 6062a, the City must adopt development impact fees only after notice and public hearing; and

WHEREAS, pursuant to Government Code section 6062a, a notice of a public hearing on the proposed fee update was published on July 7, 2023 and July 14, 2023 in the San Bernardino Sun, a newspaper of general circulation; and

WHEREAS, pursuant to Government Code sections 66016.5, notice of the time and place of the meeting, including a general explanation of the matters to be considered and a statement that required data is available was provided at least thirty (30) days prior to the meeting to those members of the public who filed a written request with the City; and

WHEREAS, pursuant to Government Code section 66016, the City mailed notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, at least 14 days prior to the meeting to any interested party who filed a written request with the City for mailed notice of the meeting on new or increased fees or service charges; and

WHEREAS, at least ten (10) days prior to the duly noticed August 8, 2023 public hearing, the City made available for public inspection information required under Government Code section 66000, et. seq.; and

WHEREAS, the City received comments to the 2023 DIF Report. As a result of those comments, staff determined that the August 8, 2023 public hearing should be continued to allow staff additional time to address comments raised by the public regarding the 2023 DIF Report. On August 3, 2023, the City notified those who had requested notice of a meeting on new or increased fees or service charges that the public hearing was being continued to the September 12, 2023 City Council meeting; and

WHEREAS, on August 8, 2023, the City Council opened the noticed public hearing to consider the City's proposed new development fees and continued the hearing to September 12, 2023. The 2023 DIF Report was updated to address the comments received from the public and was posted on the City's website at least 10 days prior to the September 12, 2023 public hearing; and

WHEREAS, on September 12, 2023, the City Council held a noticed public hearing to consider the City's proposed Development Impact Fees at which time all interested persons were given an opportunity to comment; and

WHEREAS, the City Council finds that the record of these proceedings, including the 2023 DIF Report, the Master Facilities Plan, the City's General Plan, ordinances and resolutions, the staff report, written correspondence received by the City, and the testimony received at the hearing prior to the adoption of this Resolution, held on September 12, 2023, contains substantial evidence to support the imposition and collection of the development impact fees established herein; and

WHEREAS, the City Council has reviewed and considered the development impact fees established herein, and finds that the fees will mitigate some of the impacts associated with additional capital and infrastructure needs necessitated by new residential and non-residential development in the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HIGHLAND DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS. The findings and recitals set forth in this Resolution are true and correct, and are incorporated herein.

SECTION 2. CEQA. The approval of the 2023 DIF Report, Master Facilities Plan associated with the 2023 DIF Report, and the adoption of the development impact fees specified in this Resolution, was reviewed in accordance with the criteria contained in the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. The City Council finds that approval of the 2023 DIF Report and the adoption of the development impact fees specified in this Resolution will not have a significant impact on the environment and are exempt from CEQA pursuant to Section 15061(b)(3) of State CEQA Guidelines because these actions involve the adoption of development impact fees and no specific development is authorized by the adoption of the 2023 DIF Report or the adoption of development impact fees. Furthermore, the Master Facilities Plan is a prioritizing and funding allocation program and cannot and does not have the potential to cause a significant effect on the environment. No physical activity will occur until all required environmental review is conducted at the time the physical improvements prioritized in the Master Facilities Plan are undertaken at a future unspecified date. Therefore the approval of the 2023 DIF Report, Master Facilities Plan associated with the 2023 DIF Report, and adoption of the development impact fees does not have the potential for causing a significant effect on the environment. In addition, the adoption of this Resolution approves and sets forth a procedure for determining fees for the purpose of obtaining funds for capital projects and equipment necessary to maintain service within existing service areas and is statutorily exempt from CEQA pursuant to State CEQA Guidelines 15273(a)(4). Also, approval of the Master Facilities Plan associated with the 2023 DIF Report, is exempt from the requirements of CEQA pursuant to State CEQA Guidelines Section 15378(b)(4) because the Master Facilities Plan is not a "project" as defined by CEQA, but involves the creation of government funding mechanisms or other government fiscal activities that do not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment.

SECTION 3. Approval of the 2023 DIF Report and Mitigation Fee Act Findings. The City Council hereby approves the Development Impact Fee Calculation and Nexus Report prepared by Revenue and Cost Specialists, LLC and dated August 28, 2023 attached as Exhibit "A", and the findings contained therein. The City Council further makes the findings required by Government Code Section 66016.5 as set forth in Exhibit "C". A copy of the 2023 DIF Report shall be on file with the City Clerk and available during regular City business hours for public inspection.

SECTION 4. Adoption of a Master Facilities Plan. The City Council hereby adopts the Master Facilities Plan attached as Exhibit "B".

SECTION 5. Establishing the Amount of Development Impact Fees. The City Council hereby adopts the development impact fees for (1) Law Enforcement Facilities; (2) Fire Suppression Facilities, Vehicles and Equipment; (3) Local Circulation Systems (Streets, Signals, Drainage and Bridges); (4) Regional Circulation Systems, (5) Local and Regional Flood Control Facilities; (6) General Facilities, Vehicles and Equipment; (7) Library Facility and Volume Collection; (8) Public Use (Community Center) Facilities; and (9) Park Land Acquisition and Park Facilities Development, attached hereto as Exhibit "D" and incorporated by this reference.

SECTION 6. Adoption of Methodology for Calculation, Adjustment, and Collection of Development Impact Fees. The City Council adopts the methodology set forth in the 2023 DIF Report for calculating and collecting the development impact fees adopted herein. The development impact fees established shall be calculated, adjusted, and collected in accordance with Ordinance No. 461, and the 2023 DIF Report. Residential and Commercial Lodging projects will be charged on a per dwelling/lodging unit basis. Commercial and industrial projects will be charged on the square footage of the building's gross floor area. For purposes of this Resolution, "Gross Floor Area" means the total enclosed area of all floors of a building measured to the inside face of the exterior walls, including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms, and basement or attic areas determined to be a habitable space by the City's Building Official. Habitable spaces shall include, but not limited to, guest rooms, game rooms, pool houses, hobby rooms, home offices/studios, or other ancillary uses as determined by the Community Development Director.

The Development Impact Fees set forth in all categories shall be adjusted annually based on the California Construction Cost Index (CCCI) published by the State of California Department of General Services.

SECTION 7. Imposition of Fees. The development impact fees shall be imposed at time of any Building permit application and collected as a condition of building occupancy.

SECTION 8. Building Expansion. The following development impact fees will apply to building expansions:

"DEVELOPMENT IMPACT FEES FOR BUILDING EXPANSION"

The following Development Impact Fees shall be imposed on new additions, expansion, or incidental construction to existing buildings. Fees imposed shall be based on the gross square footage of the enclosed structures which require a building permit to construct. The per square footage fees for residential land uses are calculated by dividing the total fees of all nine (9) improvement categories by one thousand five hundred (1,500) square feet which is assumed to be the average square footage of various types of dwelling units.

Detached Dwelling	$ 20.899 per sq. ft.
Attached Dwelling	$ 14.858 per sq. ft.
Mobile Home	$ 12.939 per sq. ft.
Commercial Lodging	$ 9.459 per sq. ft.
Commercial/Office	$ 20.948 per sq. ft.
Industrial	$ 15.604 per sq. ft.

SECTION 9. Effective Date of DIFs. The Development Impact Fees set forth in Sections 5 and 8 shall be effective on April 1, 2024.

SECTION 10. Superseding and Replacing of Other Development Impact Fee Resolutions. This Resolution shall supersede Resolution No. 2021-17 and govern any development project where the applicant has applied for a building permit as of the date that this Resolution goes into effect. Any development project where the applicant has not applied for a building permit as of the date that this Resolution goes into effect shall be governed by Resolution No. 2017-17.

SECTION 11. No Changes to Other City Fees. Nothing in this Resolution shall repeal, amend or supersede any other City imposed fees except for the amount of specific type and category of development impact fees addressed in the 2023 DIF Report and expressly established by this Resolution.

SECTION 12. Severability. If any section, subsection, clause or phrase of this Resolution is for any reason held to be unconstitutional, or otherwise invalid, such decision shall not affect the validity of the remaining sections hereof. The City Council hereby declares that it would have passed this Resolution and each section, subsection, clause and phrase hereof irrespective of the fact that any one or more other sections, subsections, clauses or phrases be declared invalid.

SECTION 13. Certification. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED, AND ADOPTED this 12th day of September, 2023.

Larry McCallon
Mayor

ATTEST:

Betty Hughes, MMC
City Clerk

Exhibit A – 2023 DIF Report
Exhibit B – Master Facilities Plan
Exhibit C – Government Code Section 66016.5 findings

EXHIBIT A



Development Impact Fee Calculation and Nexus Report For the City of Highland, California

*August 28, 2023

*SUPERSEDES 07/06/23 EDITION

CITY OF HIGHLAND

DEVELOPMENT IMPACT FEE

CALCULATION AND NEXUS REPORT

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CITY OF HIGHLAND

DEVELOPMENT IMPACT FEE

CALCULATION AND NEXUS REPORT

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Chapter 1

Background and Introduction

The City of Highland has retained Revenue & Cost Specialists[1] to update the City's existing impact fees. The City has further expressed a desire that its Development Impact Fees (henceforth referred to as DIFs) be calculated in such a manner that all possible efforts be undertaken to support the amount of the fees. Continued periodic review and adjustment of the City's DIFs, such as this effort, is appropriate and warranted to ensure that the City collects sufficient monies to construct the additional infrastructure needed to serve new residents and businesses developing in the City.

This DIF Calculation Report is dissimilar to other such efforts in that it includes a significant amount of detail, such as a list of all projects to be financed by impact fees by infrastructure.[2] This *Development Impact Fee Calculation Report* and the *Master Facilities Plan* offer greater information for the Council to make policy decisions, greater understanding by the development community, and an easier tracking (and updating) system for the staff.

This Report provides documentation of the City's costs which serve as the basis for calculating Development Impact Fees (DIFs). The updated Development Impact Fees and related information can be found in Chapters 3 through 10 and Appendices A and B of this Report. The Master Facilities Plan containing the specifics about the projects that support the fee calculation, is a separate document.

RCS has met with City staff from law enforcement, fire suppression, Planning, and Public Works Departments to review the supporting data, which forms the calculation of DIFs. The results of this review can be found on the schedules located at the end of each Chapter.

Impact Fee Structure. The General Plan provides a range of potential densities for residential Development; as such, the DIFs for residential uses need to be calculated on a per-dwelling unit basis to reflect more accurately the impacts of a specific development. For example, a property zoned as detached dwelling residential development may contain three to six units per acre. If fees are calculated on an acreage basis, the developer proposing three units per acre will pay the same amount as a developer constructing six units per acre. Similarly, fees are calculated on a square footage basis for commercial and industrial properties to reflect the impacts of different building intensities for this type of development.

A second reason for the proposed DIF fee structure recommended in this Report involves building expansion or intensifying commercial and industrial areas. For example, if a property owner of commercial or industrial property proposes an expansion to his building, the question exists about how to charge this proposed expansion for its impact on the City's streets, storm drainage system, and other infrastructures. A fee calculated on a building square footage basis will simplify this calculation.

CALCULATION OF DEVELOPMENT IMPACT FEES

In California, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as the *Mitigation Fee Act by the California Legislature and is now codified as California Government Code Sections 66000 through 66009. This State law went into effect on January 1, 1989. ~~*AB1600 (also known as Mitigation Fee Act)~~

~~*AB1600~~ *The Mitigation Fee Act requires documentation of projects to be financed by Development Impact Fees prior to their levy and collection and that the monies collected actually be committed within five years to a project of "direct benefit" to the development which paid the fees. Many states have such controlling statutes.

~~*AB1600~~ Specifically, *the Mitigation Fee Act requires the following:

1. Delineation of the **PURPOSE** of the fee.

2. Determination of the **USE** of the fee.

3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.

4. Determination of the relationship between the **NEED** for the facility and the type of development project. **NOTE: Numbers 2 & 4 will be reversed throughout the chapters in this Report because it is apparent that *need* should be identified before *use*.**

5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

With some additions, this report utilizes the basic methodology consistent with the ~~*AB1600~~ above requirements of *the Mitigation Fee Act. Briefly, the following steps were undertaken in the calculation of impact fees for the City and are listed below:

1. Define the level of service needed within the General Plan area for each project or acquisition identified as necessary. In some areas, certain statistical measures are commonly used to measure or define an acceptable level of service for a category of infrastructure. Street intersections, for instance, are commonly rated based on a Level of Service scale of "A" to "F" developed by transportation engineers.

2. Review the land use map and determine the existing mix of land uses and the amount of undeveloped and developed land. The magnitude of growth and its impacts can thus be determined by considering this land use data when planning needed infrastructure. The inventory can be found in Table 2-1.

3. Identify all additions to the capital facilities or equipment inventory necessary to maintain the identified levels of service in the area. Then, determine the cost of those additions.

4. Identify a level of responsibility, identifying, as termed in this Report, the relative need (or as referred to in the accompanying schedules as "PERCENT NEED") for the facility or equipment necessary to accommodate "growth" as defined and as opposed to current needs.

5. Distribute the costs identified as a result of development growth on the basis of land use. Costs are distributed between each land use based on their relative use of the capital system. For example, future street costs were distributed to each land use based on their trip generation characteristics.

OTHER ASSUMPTIONS OF THE REPORT

In addition to the land use assumptions contained in the next Chapter of this Report, other important assumptions of this study include the following:

"Normal" Subdivision Improvements Omitted. Not included in either of the project lists or consequent calculations are the "local" public improvements generally associated with and identified as being the sole responsibility of the developer through the subdivision or development review process. This type of "on-site" improvement would include all capital construction within the boundaries of any development, such as streetlights, curbs, gutters, sidewalks, and neighborhood streets. These improvements would continue to be the direct responsibility of the developer, with or without the addition of Development Impact Fees.

Land Costs. Land acquisition cost estimates were developed after discussions with City officials. Arguments for higher or lower costs can be made; however, the herein contained per acre amounts: appear to be the most appropriate current figure for the purposes of this study.

"Zone-based" Fees for DIFs. In some categories of infrastructure, primarily storm drainage, the DIFs may need to recognize subregions or smaller portions of the City with extraordinary service costs or infrastructure needs. Subregions are generally the result of some geographical feature, such as a river or hilly terrain, that creates a differing need for infrastructure in the subregion. A reservoir that must be built at substantial costs to allow a small area of the City, above the current level of other reservoirs, to be developed, while there is no benefit to any other area of the City, would be a prime example. A specific overlay or surcharge fee may be necessary in order to eliminate the possibility of others who will not receive any benefit from the reservoir being required to assume responsibility for the payment of that reservoir.

Exclusion of Tax "Credits" for Undeveloped Land. Some have argued that a credit for capital-related revenues, such as gas taxes, should be made against the development impact fees calculated or imposed by a city. Using the state gas tax as an example, proponents of a DIF credit argue that a city will receive increased annual gas taxes because of the additional population generated by future residential development. It is therefore argued that a developer should receive a credit for any associated gas tax revenues collected as a result of the residents or businesses that occupy the new dwellings against any Circulation System impact fee imposed by the City based on either of two separate arguments.

The first argument for a gas tax credit supposes that the additional gas taxes created by residential development is used to maintain existing streets, which is the responsibility of existing development. Since the new streets constructed via impact fees will not require rehabilitation or reconstruction for another 10 to 20 years, the gas tax generated by new development is, therefore, a windfall to the City and should be credited against the DIF.

This argument fails to consider that any new resident or business to the City will begin to contribute immediately to the use and deterioration of all City streets. A cursory review of City finances will reveal that the portion of the State gas tax received by cities falls far short of meeting the City's needed street improvements and repairs in any given year. The gas taxes "generated" by new development simply cannot meet the maintenance costs of either the new streets associated with the development or the existing streets, which the new resident uses on a daily basis.

The second argument proposes that the developer pays his "full share" of constructing new roads when he pays the City's Circulation System DIF and that the gas taxes generated by his development are unfairly used to make improvements to the existing street system. It is most cities' experience that gas taxes are barely adequate to meet street-related operational costs, and if they are sufficient to meet these costs, the remainder is used for capital-related maintenance projects. The amount of gas tax revenues used to expand the existing street system is usually, specifically in Highland's case, a nominal amount of the total.

For these reasons, a credit is not considered for the Circulation DIF in this Report. A similar discussion can be made for the other fees considered herein; therefore, no credits against such fees are included in this calculation of impact costs.

Financing Costs. Since financing costs reflect an actual and generally significant outlay of funds for an agency, they are included in the project costs where debt financing will likely be necessary due to the immediacy of the need for the facility or infrastructure to show the full costs of such facility or infrastructure and ensure that new development also pays its "fair share" of these costs. These costs are indicated on the project "detail" schedules (3.1, 4.1, 5.1, etc.).

Appropriate Expansion. Debt service is a reasonable construction cost for many, but not all, public facilities and infrastructure. The following example illustrates this. DIFs are collected in incremental amounts, but facilities are not expanded in those same incremental amounts. As an example, a community center fee, based upon a standard of 1.2 square feet per Detached Dwelling, may be collected for each residential dwelling in the City, but after collecting the fee for a 100-unit subdivision, it would be impractical to expand the community center to 120 square feet. Fees are collected, and placed in a separate fund, generating interest until such a time that a 2,000 to 3,000-square-foot expansion is possible. During that build-up time, the community center will experience temporary overcrowding as the standard drops from 1.2 S.F./dwelling to about 0.9 S.F./dwelling. This "temporary overcapacity" may be an inconvenience, bringing about crowding and increased unavailability for rental or event reservation until enough DIFs have been collected for a practical expansion to bring the community center facility back up to the original standard. In short, a development of 120 homes may be brought "online" (occupancy approved) and temporarily reduce community center facility standards without endangering the citizens' health and safety.

However, such a "temporary overcapacity" in stormwater collection is not possible. Capacity for the collection/removal of storm water must be available before the construction, which increases the parcel's impervious surface (and thus stormwater runoff). If the focal storm collection line is currently at capacity (peak or otherwise), no additional units may be brought online until additional collection capacity can be created. Again, there is a practical size of additional construction, and it is not likely practical for developers to wait until there is enough added demand (and fees) to pay for the facility addition. As a result, financing through some type of debt instrument may be the only alternative. Circumstances vary from city to city as to what facility expansions are critical and which can absorb temporary overcapacity for limited periods of time.

Financing would only be included for facilities where, based on staff estimates, the immediacy of the need for the facility requires debt financing. In such cases, the debt service payments would be discounted to today's cost to account for the diminishing value of the dollar and would be in keeping with the cost methodology used in this study to show projects in current costs. To consider the face value of bond payments when determining costs, on the other hand, would be inaccurate as it would treat the value of a dollar today the same as the value of a dollar twenty years from now. Such an approach would tend to overvalue the costs of debt service requirements and therefore cause an agency to overcharge on its development impact fees. Again, since the only projects identified as requiring debt service are replacement water and sewer projects, no project requiring debt service was included in the Master Facilities Plan.

REQUIRED PROPORTIONALITY TEST

A test for proportionality is important, if for no other reason than because it attempts to achieve community inter-generational equity, i.e., fairness in balancing the infrastructure investment made by existing residents and businesses with the investment asked of new residents and businesses that will benefit from the existing infrastructure. In short, previous generations of businesses and residents have contributed to the development of the City's existing infrastructure, and future residents and businesses should recognize this fact by contributing a like (but no more than) amount towards completing the various infrastructure systems.

Identifying the many public improvement projects needed through build-out is one thing. It is an entirely different thing to assume that all of the identified improvements are required to meet the demands of the new development. Clearly, some projects are *replacements* for the existing Infrastructure, while others are *capacity-increasing* projects. Within the category of the latter, they may also be further classified into two categories;

1. Projects dealing with existing deficiencies, i.e., projects required, regardless of whether there is additional development or not. An example[3] would be a traffic intersection currently controlled by stop signs that meet traffic warrants for a traffic signal but is unfunded. An additional example would be the replacement of an existing but aged facility.

2. Projects that are required as a result of development. An example of this would be a signal that is currently controlled quite adequately by stop signs, but because of development in the near and "downstream" areas, will ultimately need to be signalized.

All impact fee calculations claim to be fair. Most DIF calculations will identify the desired or needed capital projects ostensibly required *as a result of the new development.* Therefore, what is fair and equitable? Is it fair to require future residents and businesses in a city to construct, via payment of impact fees, a new Police Station when the current station is merely rented or leased space? On the other hand, if a community already has all of the parks they will need at build-out, are they precluded from imposing an impact fee to recoup some of the expenses incurred in constructing the maximum needed park improvements prior to the maximum demand? These are difficult questions that may be made clearer and easier by reviewing the following examples.

Comparison of Needed Infrastructure with Existing Infrastructure. The answer to these difficult questions may best be answered by comparing various infrastructure scenarios. This can be accomplished by looking closely at our friends in the planned community of Happy Valley[4] for a few scenarios to explain the three possible conditions that can occur regarding the agency's current infrastructure and the demand on them. We will use the provision of fire protection, a service that most of us, as nonprofessional firefighters, can somewhat understand. These three "conditions" include the fire suppression system infrastructure construction:

1. is ***On-target,***
2. has been ***Deficient,*** or;
3. has created ***Excess Service Capacity.***

Adoption of a Standard - According to the National Fire Protection Association (NFPA), a standard two-bay fire station (estimated for purposes of this example to cost about $3,000,000) can meet the needs of 5,000 homes or 10,000,000 square feet of business pad. If these standards were adopted as Happy Valley's public safety element of the City's General Plan, they would be known as the *de jure* or stated (or desired) standard (i.e., the standard the community would **like** to meet). The inductive impact fees (or cost per proportional unit served) for this *de jure* standard would then be:

Table 1-1
Calculation of N.F.P.A. Impact Cost

Land Use	Station Cost	Units Served	Impact Fees
Residential Units	$3,000,000	5,000	$600.00 per home
Business S.F.	$3,000,000	10,000,000	$0.30 per S.F.

Service Base - Happy Valley's General Plan indicates that there will be 10,000 residential units and about 20,000,000 square feet of commercial/industrial space, creating a need for four stations at build-out. The station calculation is following:

Table 1-2
Determination of the Required Number of Stations

	Number of Units	Units Served by One Station	Stations Required
Residential Units	10,000	5,000	2 Stations
Business S.F.	20,000,000	10,000,000	2 Stations
Required Stations at General Plan Build-Out			4 Stations

Infrastructure is "On-target" - The need for four stations appears simple, and the Happy Valley Council need only impose the impact fees identified in Table 1-1. Currently, Happy Valley has 6,250 residential units and 7,500,000 square feet of commercial/industrial building pad and is half "built-out" (in terms of fire calls-for-service). The existing development in Happy Valley is Generating half of its ultimate (General Plan build-out) fire calls-for-service. This is demonstrated in Table 1-3 on the following page:

Table 1-3
Development of Current Infrastructure is "On-Target"

	Number Of Units	Units Served by One Station	Stations Required
Residential Units	6,250	5,000	1.25 Stations
Business S.F.	7,500,000	10,000,000	0.75 Stations
Total Number of Stations Required Currently			2.00 Stations

Conversely, Happy Valley has the remaining half of its fire demand (in terms of calls-for-service) yet to come. Left to build are 3,750 detached dwelling units and 12,500,000 square feet of business floor space, and when constructed, would generate the following capital needs identified in Table 1-4 following:

Table 1-4
Remaining Development and Station Requirements

	Number of Units	Units Served by One Station	Stations Required
Residential Units	3,750	5,000	0.75 Stations
Business S.F.	12,500,000	10,000,000	1.25 Stations
# of New Stations Required from Land to be Developed			2.00 Stations

If the earlier calculated impact fees ($600 per residence and $0.30 per square foot of business pad) were adopted and imposed, Happy Valley would collect (by General Plan build-out) enough capital revenues to construct the remaining two stations and proportionality between existing and future residents and businesses would be evident. Table 1-5, on the following page, demonstrates this:

Table 1-5
Remaining DIF Collection

	Number Of Units	Impact Fee	Amount Collected
Residential Units	3,750	$600.00	$2,250,000
Business S.F.	12,500,000	$0.30	$3,750,000
Amount Collected in Impact Fees			$6,000,000
Cost of One New Station			$3,000,000
Stations to be Built with Impact Fees			2.00

And everyone in the community of Happy Valley is adequately served by the four stations, having generally been financed fairly by the total community.

Infrastructure is in Deficient Condition - Consider, however, the implications if the current Happy Valley residents and businesses had shown the earlier limited commitment to contribute only enough financing to construct one station when, based upon their own adopted standards and level of development, they should have two stations. Clearly, three more stations would be needed on the path to General Plan "build-out." Initially, we can easily dismiss the possibility of requiring the remaining future home and business owners to finance all three remaining stations as completely inequitable. But would it be fair and equitable to charge new residents the $600 per home and new businesses the $0.30 per business square foot in order to build the remaining two stations required to meet the N.F.P.A. standards?

The simple and direct answer is no. The Happy Valley community has not (with only one station constructed at half build-out) demonstrated their full and complete commitment to meeting the N.F.P.A. standards, and as a result, would not have a strong case to assert that others who build after them need to contribute towards the construction of multiple (two) fire stations at a higher service rate by including the "missing" second station.

The service provided by the single existing station is the community's *de facto* (or "in fact") standard service level. With one station, the contributed equity to build the single station would be half of the impact fee proposed in Table 1-1, or $300/residential unit and $0.15/square foot of business space, respectively (see Table 1-6, on the following page).

Table 1-6
Impact Fee at Deficient Condition

	Number Of Units	Existing Contributions	Amount Collected
Residential Units	3,750	$300.00	$1,125,000
Business S.F.	12,500,000	$0.15	$1,875,000
Amount Contributed by Existing Community			$3,000,000
Cost of One New Station			$3,000,000
Station(s) built with Community Contributions			1.00

If Happy Valley has only built one station at half General Plan build-out, we would be forced to conclude that the City is currently *deficient* by one station. If the future residents were asked to pay at a rate that would build two stations (the $600/$0.30 rates), the City would have three stations at General Plan build-out, one financed and built by the first half of the community and ***two*** financed and built by the second half of the community. The first half of the community would, in effect, "inherit" one-half of a station at no cost to themselves. In short, Happy Valley would fail the proportionality test. The inequity would then be exacerbated when the community decides to build the final "missing" last station (of four) from a City-wide assessment or from annual General Fund receipts, paid for by the entire community, including those who just paid for the two new stations via the adopted fire impact fees.

The only truly and completely equitable option is for the City to adopt impact fees at the $300/residence and $0.15/square foot rates. Adoption of this fee would be referred to as the ***Community Financial Commitment or Equity-based Impact Fees.*** Admittedly, the City will go further into a deficit position in terms of the number of required stations, from being deficient by one station at half General Plan build-out to a deficiency of two stations at General Plan build-out, *but the ratio of deficiency (or overall proportionality) would remain a constant 50% of the stations needed at either time.* The community, if they are truly serious about meeting the NFPA recommended standard, would then need to assess the entire community to raise the needed money in some fashion for financing the remaining two stations either in the form of an assessment or dedication of general receipts of the City.

Infrastructure - "Excess· Capacity" - One final but important scenario remains and must be considered. In this scenario, the existing residents of Happy Valley were the industrious sort and (at half General Plan build-out) had constructed three stations when they were at the point when they only needed two stations. Clearly, there is excess capacity in each of the three existing stations. In this case, the Happy Valley's current *de facto* standard would be well above the *de Jure* or target standard. Statistically, each of the three stations would have 1/3 excess capacity (for providing services) and should be busy only about two-thirds of the time. Should the impact fee be limited to the marginal $300 per residence and $0.15 per business square foot required to construct the remaining station? If so, the future residents receive a gift of the extra (third) station. There will be tough decisions ahead to be made by the Happy Valley City Council.

Marginal or Recoupment Fee? The Happy Valley City Council should adopt, *at a minimum,* the $300/residence and $0.15/square foot business space rates to ensure that the fourth station would

be built. This would be referred to as the ***marginal needs-based*** fee. This would be a benevolent gesture, giving the new residents a free ride at the cost of the (already built and paid for) third station.

Or, in the alternative, the Council can recognize that the $3,000,000 used to build the third station was a loan from the existing community's General Fund receipts and needs to be repaid by the future community receiving an instantaneous level of fire protection the day they receive their occupancy permit[5], through the imposition and collection of impact fees[6]. In this case, the $600/residence and $0.30/square foot of business space impact fees should be adopted, imposed, and collected. The impact fee would accumulate $6,000,000 through build-out, with $3,000,000 required to repay the General Fund in delayed revenue (for Station #3) and $3,000,000 necessary to construct the fourth station. This would be referred to as the ***fair share or recoupment-based*** at General Plan build-out fee. And more importantly, at General Plan build-out, long-term equity would be achieved as each home and business would have contributed the same $600 per residence and $0.30 per square foot.

Exceptions to Proportionality Test. The previous discussion applies particularly well to above-ground or facility-based services such as public-use centers, pools, police and fire stations, civic centers, maintenance yards, or other fixed location and fixed capacity facilities that serve the entire population. However, it does not necessarily work well on ground level or below *system* infrastructure such as streets, utilities, and storm drainage, where the continuation of a deficient system into the future is not at all possible, and the lack of additions would ensure the complete inability to approve any further private construction without creating unsafe conditions to a specific area. As an example, if the agency's storm drainage system is currently deficient and creates some period flooding but not necessarily in dangerous amounts, the agency may not be able to approve and allow any more future development unless the storm drainage run-off created by the new development, is properly collected and released at a river or flood control channel.

Additionally, a currently deficient water system, i.e., one with only the most minimal of distribution pipes, may not be able to serve any more future development without a substantial increase in the capacity of the water distribution system.

Specific Plan or Benefit to a Specific Area. An additional exception occurs when the need or benefit from a specific facility is generated by a finite or easily defined area, such as a specific plan or a new area of the agency that is significantly outside of the existing agency's urban in-fill service area or the specific plan is primarily the sole beneficiary of the infrastructure to be constructed. An example may be a small area of the City, proposed for, say, 2,000 homes, but separate from the rest of the City in such a way that, to meet the General Plan's stated fire suppression standard level of service of a five minute response time, it requires a separate fire station but serving less than any of the other stations, which on average serve 5,000 homes. There is little argument as to why the remaining residents and businesses should not need to finance that higher cost per home served. This is not uncommon in an area geographically separated from the major or urban part of the community. An example would be a small area separated by a river or up on a hillside, or in a canyon.

Density may also be a factor. Fire infrastructure system improvements to date may be spread over a more compact density (say 6-7 homes per acre) than the remaining development in town (say 2-3 homes per acre). The fire system infrastructure costs per home for the lesser density will most likely be far higher than the infrastructure costs required to serve the more compact but higher density.

Public Utilities. The treatment for municipal utilities is particularly clear in that the utility's operating and capital funds do not receive any General Fund financial support and do not typically charge stand-by fees to vacant property. This means that the entire utility system has been supported only by what is called *user fees* (payments by the utility's customers). Or stated in another way, it is *user-financed.* In many cases, the utility may have significant extra capacity because most infrastructure cannot be expanded in small defined portions that exactly match the pace of new development (e.g., water reservoirs are generally expanded on 1.0-million-gallon portions, not 1,000 gallons at a time). Should not this excess capacity be paid for by new users who connect to the system and who will benefit from the excess capacity constructed and identified?

A water distribution system may also have a significant distribution system capacity to reach homes and businesses in more outlying areas. RCS recently worked with a city where the existing water users, currently representing some 55% of the water use demand at General Plan build-out, had already constructed nearly 70% of the entire water system. The 15% difference amounted to just over $7.0 million. Does this mean the excess capacity paid for by the existing users should be a gift to future users? Does the Government Code §66000 et. seq. prevent this city from recouping the advanced costs invested by the current users that will be the direct benefit of future users? Simply stated, excess capacity can and should be identified wherever possible and recovered[7] • The excess capacity must be identified in terms of the "existing project segment," and how it will benefit the future users must be identified. Any recoupment must be placed back in the fund that financed the excess capacity, in this case, the Water Fund.

Such equity is the attempt of this Report. Excess capacity is often difficult to identify and even more difficult to convince others of. The City is probably much like Happy Valley, with excess or overcapacity in some areas of infrastructure and perhaps slightly deficient[8] in others, as you will see in the remainder of the Report

OTHER ISSUES

Some building industry members have claimed that the addition of impact fees unfairly creates an inflated resale price for existing homes. The argument is that if the public agency adopts a $15,000 to $20,000 impact fee per Detached Dwelling home, the price for an existing home is "artificially" increased by the same amount. We will use the example of a Detached Dwelling detached home that cost the developer $200,000 to construct and complete to a point that the occupancy permit is approved.

Full Cost of a Residential Dwelling. The $200,000 represents only the above-ground costs. A new home's true and actual cost is the cost of acquiring the parcel, necessary government approvals

and permits, construction supplies, labor, debt service on the above, on-site[9] public improvements, *and the hidden cost of extending public services[10] to that home!*

These public service extension costs include (but are not limited to):

- The addition of law enforcement personnel requiring the expansion of the police station space and miscellaneous emergency response vehicles.
- Additional fire stations and emergency fire, rescue, and paramedic response vehicles.
- Arterials and collector road widening, additional signalization, and bridges.
- Additional capacity in downstream storm drainage pipes and outfalls.
- Additions to water delivery capability, including source, treatment, storage, and delivery.
- Additions to the sewage capability, including collection, treatment, and disposal.
- Additions to the maintenance capabilities (i.e., municipal corporation yard and maintenance vehicles) necessary to maintain the above-added infrastructure.
- Additional parks, libraries, and public meeting spaces for recreational/social purposes.

Thus, while the cost of constructing the above-ground portion of a Detached Dwelling home may be $200,000, the "downstream" costs identified above may be in the area of $15,000 to $20,000 per Detached Dwelling home or in the area of 7.5% to 10.0% of the above ground cost.

If this argument is unclear, picture a 2,800 square-foot home, costing approximately $200,000 to construct the above-ground structure, located in the middle of an empty square mile, with no roads, utility service, public safety response, flood control, and recreational facilities. What is the market value of this home? Probably not even the $200,000 that it cost to construct the structure. Suddenly, the $20,000 impact fee for all the infrastructure needed to support that one home seems like a reasonable choice, assuming one can find a public agency capable of providing infrastructure support to the newly developed residential dwelling.

The true and complete cost of a new detached dwelling is the cost of building the structure and the cost of extending the municipal services to the dwelling, regardless of who pays for the actual costs of extending those services. To some degree, these service-related infrastructure costs have been recognized. The only question remaining is who should pay for them.

Effect on Market Price. Again, let us assume that a cumulative (i.e., all infrastructure provided by a city) $20,000 impact fee imposed upon *new* Detached Dwelling home construction increases the market price of an *existing* detached dwelling. Wouldn't this just be the recognition that the existing detached dwelling already has those physical links to the municipal services? A slightly different way of looking at this argument is that the existing family homes each have a "share" in a municipal corporation[11], and the share is valued at the cost of the connection to the various municipal utilities,

transportation systems, flood protection, and public safety. It is a logical step to require any newly constructed home to purchase a "share" at an equal cost.

CHAPTER ORGANIZATION

Within each infrastructure Chapter, there will be a minimum of three and a maximum of four cost/fee tables. They will be:

The first schedule, the ***Allocation of Project Cost Estimates,*** identifies the project, its costs, and the relationship, in a percentage, to development.

"Marginal Needs"-based Impact Fee - This schedule will identify the impact fees that would need to be adopted to meet the basic capital needs identified in the Report (on the first schedule at the end of the Chapter, i.e., 3.2, 4.2, 5.2, etc.) for that infrastructure.

With the adoption of this level of impact fees, one could claim that *new development is occurring without any additional cost to the existing residents and businesses.* You could not, however, claim that *new development is paying its 'fair share."*

CHAPTER ENDNOTES

[1] The firm had been previously known as *Management Services Institute,* but the same partners as *Revenue & Cost Specialists, L.L.C.*

[2] For greater detail of each project, refer to the City's *Master Facilities Plan.*

[3] Examples using other infrastructure will be used from time to time in this report, though limited to Fire Suppression Facilities, Vehicles and Equipment.

[4] "Happy Valley" has been used as an imaginary community for purposes of DIF example for about nine years. Clearly, no insult is intended to any real or imagined community of Happy Valley. It is also a Happy Valley because there is no inflation, and the value of a dollar remains nominal.

[5] Actually, the permitted structure receives fire protection services as it is being constructed.

[6] This example assumes that each of the existing three stations is debt-free and owned out-right.

[7] This action would be more supportable with a recent appraisal of the existing utility assets.

[8] This action would be more supportable with a recent appraisal of the existing utility assets.

[9] On-site improvements include local streets and medians, curbs and sidewalks, sewer lines, water lines, street lights, storm gutter or drainage pipes, electrical power lines and all of the other requirements of the City's building requirements on the privately held property, hence the "on-site" reference. "Off-site" improvements are increased capacity needs that occur "downstream" from the private property. The on-site public improvements generally become a city asset upon acceptance of the on-site public improvements made by the developer while the property upon which the on-site improvements are still privately owned.

[10] The City of Highland does not necessarily provide all of these services. They are only highlighted to make a point about the types of municipal services typically required to support a residential dwelling.

[11] The City of Highland does not necessarily provide all of these services. They are only highlighted to make a point about the types of municipal services typically required to support a residential dwelling.

Chapter 2

Demographics and Findings

This Chapter provides an inventory of developed and undeveloped land within the City and presents a summary of recommended DIFs detailed in the following chapters of this Report. The City still possesses a few sizeable areas of vacant land zoned for residential, commercial lodging, commercial and industrial uses.

LAND USE ASSUMPTIONS

This Report contains an inventory of developed and undeveloped land within the City limits of Highland. The undeveloped land use inventory forms the base for the distribution of the estimated costs of impacts from new development. The developed land inventory forms the base for distributing the cost of the existing infrastructure for comparison and for the *de facto* identification of the existing levels of service (LOS) provided by those existing infrastructures.

Table 2-1 below provides an inventory of all private land uses contained within the current City limits. The acreage amounts indicated on Table 2-2, are based on the General Plan's land use inventory and a staff analysis of privately held parcels.[1]

Table 2-1
Detailed Land Use Inventory

Total - Land-use Database	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses (KSF)	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses (KSF)	82.00	1,072	72.00	940	154.00	2,012
Total - Land-use Database	**5,374.00**	**25,152**	**535.50**	**5,138**	**5,909.50**	**30,290.00**
Miscellaneous Dwelling Units	4,822.00	16,845	386.50	3,027	5,208.50	19,872
Commercial Lodging Rooms	4.00	130	12.00	180	16.00	310
Business Square Feet	548.00	8,177	137.00	1,931	685.00	10,108

Land Use Definitions. This Report classifies properties as one of three residential land uses or several different commercial/industrial development categories. These land uses are defined below:[2]

Residential Land Uses:

- **Detached Dwelling Residential** Corresponds to an allowable use within the City's land use designation of ***Agricultural Equestrian, Low Density, Village Residential,*** and some ***Medium Density Mixed Use and Planned Development Residential.***

- **Attached Dwelling Residential** - Corresponds to an allowable use within the City's land use designation of some ***Medium Density, Mixed Use, Planned Development,*** and ***High Density.***

- **Mobile Home Residential** - This category of land use is not specifically mentioned but encompasses portions of the City's land use designations in the Zoning Code appropriate for these densities.

Business/Commerce Land Uses:

- **Commercial Lodging** (Hotel/Motel) - This category does not have a separate corresponding designation within the Zoning Code but is separated due to nexus.

- **Retail/Commercial Uses** - As utilized in this Report, Commercial uses include the general category of retail services and thus include outlets ranging from restaurants to auto repair shops to shopping centers. This category includes the relevant portions of the ***General Commercial, Neighborhood Commercial, Planned Commercial, Office Professional, Mixed Use,*** **and** ***Business Park*** zone. The ***Historic Village District*** probably would fall into this category also.

- **Industrial/Manufacturing Uses** - This category contains all businesses engaged in heavy manufacturing or industrial development in a single industrial zone and is largely limited to ***Industrial*** **uses.**

Definitions of Land Use Status. For each of the major land use categories detailed above, the land is categorized as either *Developed* or *Undeveloped.* Definitions regarding the status of each land use are as follows:

Developed Acreage - Includes fully developed land in the City that is in conformance with the zoning designation for that area or land which has received a building permit but is not yet constructed. Acreage in this category may also include non-conforming use areas of the City which contain extensive development prior to annexation or before changes to the General Plan were made.

RCS has made no projections regarding properties currently classified as "Developed" but which may undergo redevelopment in the future.

Undeveloped Acreage - Refers to all non-public vacant acreage located within the City. This category also includes any largely vacant and underutilized residential properties anticipated to be redeveloped in the future.

Table 2-2
Summary of Undeveloped and Developed Acreage

	Developed Acres	% of Total	Vacant Acres	% of Total	Total Acres
Detached Dwellings	4,371.0	74.0%	285.5	4.8%	4,656.5
Attached Dwellings	360.0	6.1%	100	1.7%	460.0
Mobile Home Dwellings	91.0	1.5%	1	0.0%	92.0
Comm. Lodging Units	4.0	0.1%	12	0.2%	16.0
Commercial/Offices S.F.	466.0	7.9%	65	1.1%	531.0
Industrial S.F.	82.0	1.4%	72	1.2%	154.0
Total	5,374.0	91.0%	535.5	9.0%	5,909.5

Table 2-2, previous, summarizes the detailed land use inventory, limited to privately held property, provided in Table 2-1. Staff's land use inventory reveals that there are 5,374 acres of privately held developed land within the City's current boundaries. Conversely, 535.5 acres of vacant or substantially undeveloped land remain in the City. Undeveloped land represents approximately 9 .0% of the total 5,909.5 privately held acres within the City of Highland. Detached dwelling residentially designated land constitutes the greatest amount (4.8%) of vacant acreage of all the land uses.

Commercial/Industrial Development. In order to assess the costs of impact from commercial or industrial building intensification or building expansions, this Report includes a calculation of impact fees both on an acreage basis and per gross square foot basis for commercial and industrial development. To accomplish this, City Planning staff estimated the average square feet of building coverage developed per net acre of land for future development (sometimes referred to as the average FAR, or Floor Area Ratio), shown following:

Commercial/Office Development - 15,246 G.S.F. per Acre (about 35% F.A.R.)
Industrial Development - 13,068 G.S.F. per Acre (about 30% F.A.R.)

POPULATION PROJECTIONS

A realistic assessment of the build-out population of the City is a second component in determining the magnitude of the impact of future development and the necessary facilities needed to mitigate that impact. Many of the facilities contained in this Report are sized according to either the estimated population at theoretical "build-out" or upon service levels, which are based in part upon an estimation of the population to be served. Library, parks, recreation, and community center facilities and equipment are examples of cost areas that rely heavily on population projections to

determine space and facility needs. Park standards are usually stated in terms of the number of acres of parkland per 1,000 persons, for instance.

There are at least two generally accepted methods for projecting future population levels in a City: (1) past growth trends projected forward and (2) population holding capacity based on the General Plan land-use element. Each of these methods can be useful even though both possess certain limitations.

There are several serious flaws in projecting the build-out population of a community using the past growth trends methodology. While this method is relatively simple and, therefore, easy for the general public to understand, it does not give consideration to when an area is actually built out. Eventually, there comes a point in time where the amount of available land to build on is negligible. This technique does not help explain when that point is reached.

Also, the past growth trends approach is not sensitive to policy changes made by Council or land use issues contained in the City's General Plan. For these reasons, this technique is more useful in projecting short-term population levels and should not be used to forecast the built-out population of an area.

This Report relies on the methodology of ***holding capacity*** (described in the following section) to project future service levels and facility requirements.

Holding Capacity Analysis. The methodology used in this Report to forecast the built-out population of Highland is the current holding capacity approach. This method calculates the sum of existing development and potential development allowable under current land use regulations, using average densities found in the City.

The first step in projecting the City's population using the holding capacity approach is to inventory the remaining undeveloped acres within the City limits, which was previously accomplished in Tables 2-1 and 2-2 of this Chapter. The next step is to estimate the potential dwelling units allowed per acre and then multiply the potential number of units by the average number of residents per unit.

Table 2-3, projects the additional number of dwelling units and potential population for the City of Highland through build-out. The number of potential new dwelling units was calculated by multiplying the amount of vacant acreage for each land use zone by the average densities (i.e., number of units allowed per acre) indicated in the City's General Plan. The number of persons per unit for new residential units is based on the 2000 U.S. Census and ranges from 3.550 and 2.315 persons for detached dwellings and mobile homes, respectively, to 3.232 persons for attached dwellings. Based on these assumptions, future residential development is expected to generate approximately 10,228 additional residents[3] to the City of Highland, joining the approximately 56,546 citizens already living in City, resulting in a total estimated population at build-out of 66,774 residents.[4]

The estimated General Plan build-out population of approximately 66,774 residents using this holding capacity approach is typically lower than the population forecasts based on the

mathematical models described previously. This implies either that the City's residential build-out period will be shorter than the ten years indicated above or that the City's growth rate will decline from historical levels. This latter scenario is probably more likely to occur. As the residentially zoned land remaining to be developed continues to be built during the next ten years, the City is likely to see the number of new dwelling units developed decrease each year.

[This space left vacant to place the following table on a single page].

Table 2-3

City of Highland
Development Impact Fee Detail
Average Residential Dwelling Occupancy 2000 United States (Special) Census Data (1)

Existing Residential	Total Units	Vacant Units	Occupied Units	Total Occupants	Average Occupancy	Percentage Occupied
Detached Dwelling Units						
Detached Dwellings	10,862.00	658	10,204	36,222	3.550	93.94%
Attached Dwelling Units						
Attached Dwelling Units	515	115	400	1,601	4.003	77.67%
Duplex to Quadplex Units	616	107	509	1,761	3.460	82.63%
Five to Forty-nine Units	1,169	285	884	2,602	2.943	75.62%
Fifty or More Units	972	235	737	2,213	3.003	75.82%
Average	3,272	742	2,530	8,177	3.232	77.32%
Mobile Home Dwelling Units	800	93	707	1,637	2.315	88.38%
Other Dwelling Units						
Other Dwelling Units	14	6	8	6	0.750	NA
Existing - State Department of Finance 01/01/22 Population						56,546

G.P. Build-out Population At Historic Occupancy Rates	*Anticipated Units*	*Occupancy Rate*	*Probable Occupancy*	*Dwelling Density*	*Anticipated Population*	
Potential Detached Dwellings	1,426	93.94%	1,340	3.550	4,757	
Potential Attached Dwellings	1,592	77.32%	1,231	3.232	3,979	
Potential Mobile Dwellings	9	88.38%	8	2.315	19	
Population to be Added Via Development at Historic Occupancy Rates					8,755	8,755
Current State of California Department of Finance Population						56,546
Potential "Build-out" Population, at Historic Vacancy Rates.						65,301

G.P. Build-out Population At 100% Occupancy Rate	*Anticipated Units*	*Occupancy Rate*	*Probable Occupancy*	*Dwelling Density*	*Anticipated Population*	
Potential Detached Dwellings	1,426	100.00%	1,426	3.550	5,062	
Potential Attached Dwellings	1,592	100.00%	1,592	3.232	5,145	
Potential Mobile Dwellings	9	100.00%	9	2.315	21	
Population to be Added Via Development at 100% Occupancy					10,228	10,228
Current State of California Department of Finance Population						56,546
Potential Maximum "Build-out" Population.						66,774
Population at General Plan Build-out @ Low per Dwelling Resident Densities						65,301
Population at General Plan Build-out @ High per Dwelling Resident Densities						66,774
Average Population at General Plan Build-out						66,038

(1) Summary File 3 (SF3), available at http://factfinder.census.gov

(2) Current population based upon State of California Department of Finance data.

SUMMARY OF FINDINGS

City staff and RCS have identified just over $123.4 million in needed and desired capital improvement projects required through the City's General Plan build-out, including both projects related to existing deficiencies and those needed solely to support future growth. The adoption of the recommended *maximum* impact fees supported by the calculations in this Report (Schedule 2.1) would raise some $94.2 million (76.36%). Existing fund balances of $7.4 will finance 5.98% of the needs. Other financial resources have been identified through build-out at an additional $21.8 million (16.63%).

Based on these costs and the schedules found at the end of each of the remaining chapters of this Report, costs attributable to future development were derived on a per-unit basis for residential land uses and on a per-square-foot of pad basis for commercial and industrial land uses.

Schedule 2.1, found at the end of this Chapter, provides a summary detail of the maximum DIFs for each type of infrastructure and land use category. The fees are summarized in Table 2-4 following:

Table 2-4
Summary of Development Impact Fees

Land Use	*Maximum Development Impact Fees
Detached Dwelling Units	$33,183/Dwelling Unit
Attached Dwelling Units	$23,957/Dwelling Unit
Mobile Home Dwelling Units	$20,603/Dwelling Unit
Commercial Lodging Units	$14,188/Lodging Unit
Commercial/Office Uses	$20.949/Square Foot
Industrial Uses	$15.604/Square Foot

*Recommended

Specific impact fee rates for each land use can be found at the end of each chapter relating to each infrastructure. Schedule *2.2 at the end of this Chapter also identifies the probable impact fee revenue, the capital cost total, and the difference by individual infrastructure type (e.g., fire). However, while some of the impact fees calculated in this Report identify the potential for maximum adoption, staff has indicated that neither the maximum library facility nor parkland acquisition and park facilities development impact fees need to be at the maximum. As such, the *recommended* Development Impact *Fees* are the lower fees indicated following in Table 2-5.

*2.1

Table 2-5
Summary of Recommended Development Impact Fees

Land Use	Recommended Development Impact Fees
Detached Dwelling Units	$31,349/Dwelling Unit
Attached Dwelling Units	$22,287/Dwelling Unit
Mobile Home Dwelling Units	$19,408/Dwelling Unit
Commercial Lodging Units	$14,188/Lodging Unit
Commercial/Office Uses	*$20.949/Square Foot ~~*$20.948/Square Foot~~
Industrial Uses	$15.604/Square Foot

The adoption of these staff-recommended impact fees supported by the calculations in this Report (Schedule 2.2) would raise approximately $88.9 million or about 75.31% of the total capital needs. Existing fund balance support would remain the same at $7.4 million or about 6.25% of the capital needs.

Specific impact fee rates for each land use can be found at the end of each chapter relating to a specific infrastructure. Schedule 2.2, at the end of this Chapter, identifies the probable impact fee revenue, the capital cost total, and the difference by individual infrastructure type.

Schedule 2.2, identifies the individual and total impact fees by land-use and provides a calculation of the potential collection through build-out at the proposed *Marginal-needs* Based impact fee rates and the cost of the total infrastructure needs and is the recommended impact fee schedule for adoption.

FORMAT OF THIS REPORT

The following chapters of this Report contain detailed information relative to the calculation of DIFs recommended by RCS for the entire City. Appropriate textual explanations are contained in each chapter, with a chapter devoted to each of the eight sets of DIF cost schedules listed below and two appendices.

CHAPTER 3 - Law Enforcement Facilities, Vehicles, and Equipment
CHAPTER 4 - Fire Suppression/Medic Facilities, Vehicles, and Equipment
CHAPTER 5 - Circulation (Streets, Signals, Drainage, and Bridges) System
CHAPTER 6 - Regional Flood Control Facilities
CHAPTER 7 - General Facilities, Vehicles, and Equipment
CHAPTER 8 - Library Facility and Collection
CHAPTER 9 - Public Use (community center type) Facilities
CHAPTER 10 - Park Land Acquisition and Park Facilities Development
APPENDIX A - Summary of Recommendations
APPENDIX B - Detailed Land-use Database
APPENDIX C – Park Land Construction Cost
APPENDIX D – AB-602 Justification

NOTE REGARDING TEXTUAL MATHEMATICS: It is important to note that the use of a computer provides for calculations to a large number of decimal points. Such data, when included in the text and supporting textual tables, has been rounded to no more than two decimals for clarity and thus may not replicate to the necessary degree of accuracy as the spreadsheet schedules at the end of each chapter. Should there be any difference between tables within a chapter and the schedules at the end of the same chapter, the schedules shall prevail.

CHAPTER ENDNOTES

[1] The figures are consistent with the most recent Land Use Element.

[2] *City of Highland General Plan, March 2006,* Land Use Plan, Land Use Designation System, pages 2-8 through 2-16.

[3] Assuming that the vacancy factor retains its traditionally high occupancy factor as evidenced in 2000 Census (averaging 86.55%). The estimated 10,228 additional residents is the average of full occupancy and the roughly 86.55% average occupancy.

[4] Ibid.

Schedule 2.1

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee (continued on next page)
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Law Enforcement Facilities	Fire Suppression Facilities et. al.	Circulation Local System Facilities	Circulation Regional System Facilities	Regional Flood Control Facilities	General Government Facilities
	Schedule 3.2	Schedule 4.2	Schedule 5.2	Schedule 5.3	Schedule 6.2	Schedule 7.2
Land-use Designation						
Detached Dwelling Units	$87	$779	$2,814	$16,409	$2,687	$3,473
Attached Dwelling Units	$137	$252	$1,879	$10,956	$946	$3,473
Mobile Homes Dwelling Units	$77	$915	$1,465	$8,539	$1,612	$3,473
Commercial Lodging Units	$58	$1,237	$1,484	$8,653	$943	$1,813
Retail/Service/Office Uses (KSF)	$0.049	$0.012	$2.628	$15.319	$1.011	$1.930
Industrial Uses (KSF)	$0.003	$0.004	$1.818	$10.599	$1.250	$1.930
Potential Collection with Recommended Impact Fee Schedule						
Detached Dwelling Units	$124,062	$1,110,854	$4,012,764	$23,399,234	$3,831,662	$4,952,498
Attached Dwelling Units	$218,104	$401,184	$2,991,368	$17,441,952	$1,506,032	$5,529,016
Mobile Homes Dwelling Units	$693	$8,235	$13,185	$76,851	$14,508	$31,257
Commercial Lodging Units	$10,440	$222,660	$267,120	$1,557,540	$169,740	$326,340
Retail/Service/Office Uses (KSF)	$48,559	$11,892	$2,604	$15,181	$1,002,000	$1,913,000
Industrial Uses (KSF)	$2,820	$3,760	$1,709	$9,963	$1,175,000	$1,814,200
Total Potential DIF Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Potential Impact Fee Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Development Impact Fee Fund Balance	$392,565	$536,916	$610,154	$2,153,084	$675,020	$1,919,402
Other Revenue Sources	$0.00	$13,007,703.00	$0.00		$8,768,111	$0.00
Contribution from SBCTA	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Capital Resources	$797,243.00	$15,303,204	$7,898,904	$44,653,805	$17,142,073	$16,485,713
Required Capital Total	$797,000	$15,303,180	$7,899,507	$44,654,346	$17,141,800	$16,485,150
Over or (Under) Collection	$243	$24	-$603	-$541	$273	$563

Notes.
(1) Residential Units= Individual Dwellings.
(2) Square Foot means floor or pad area.
(3) Commercial, including office uses, assumes a pad yield of 35% per gross acre for commercial projects (15,246 Square Feet).
(4) Industrial, including manufacturing, assumes a pad yield of 30% per gross acre for industrial projects (13,068 Square Feet).
(5) Significant excess collections In •per capita• Impact Fees (8.1, 9.1 and 10.1) are the result of reductions to the existing standards.

Schedule 2.1

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Library Facility Collection Schedule 8.1	Public Meeting Facilities Schedule 9.1	*Park Land and Improvements Quimby Act Schedule 10.1	Development Impact Fee Total Per Unit or Square Feet
Calculated Development Impact Costs				
Detached Dwelling Units	$1,695	No Fee	$5,239	$33,183 per Unit
Attached Dwelling Units	$1,544	No Fee	$4,770	$23,957 per Unit
Mobile Homes Dwelling Units	$1,106	No Fee	$3,416	$20,603 per Unit
Commercial Lodging Units	No Fee	No Fee	No Fee	$14,188 per Unit
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$20.949 per S.F.
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$15.604 per S.F.
Potential Collection with Recommended Impact Fee Schedule				
Detached Dwelling Units	$2,417,070	No Fee	$7,470,814	$47,318,958
Attached Dwelling Units	$2,458,048	No Fee	$7,593,840	$38,139,544
Mobile Homes Dwelling Units	$9,954	No Fee	$30,744	$185,427
Commercial Lodging Units	No Fee	No Fee	No Fee	$2,553,840
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$2,993,236
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$3,007,452
Total Potential DIF Receipts	$4,885,072	$0	$15,095,398	$94,198,457
Potential Impact Fee Receipts	$4,885,072	$0	$15,095,398	$94,198,457
Development Impact Fee Fund Balance	$435,905	$0	$657,717	$7,380,763
Other Revenue Sources	0	$0	$0	$21,775,814
Contribution from SBCTA	$0	$0	$0	$0
Total Capital Resources	$5,320,977.00	$0	$15,753,115	$123,355,034
Required Capital Total	$5,320,978	$0	$15,753,115	$123,355,076
Over or (Under) Collection	-$1	$0	$0	-$42

Schedule 2.2

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee (continued on next page)
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Law Enforcement Facilities	Fire Suppression Facilities et. al.	Circulation Local System Facilities	Circulation Regional System Facilities	Regional Flood Control Facilities	General Government Facilities
	Schedule 3.2	Schedule 4.2	Schedule 5.2	Schedule 5.3	Schedule 6.2	Schedule 7.2
Land-use Designation						
Detached Dwelling Units	$87	$779	$2,814	$16,409	$2,687	$3,473
Attached Dwelling Units	$137	$252	$1,879	$10,956	$946	$3,473
Mobile Homes Dwelling Units	$77	$915	$1,465	$8,539	$1,612	$3,473
Commercial Lodging Units	$58	$1,237	$1,484	$8,653	$943	$1,813
Retail/Service/Office Uses (KSF)	$0.049	$0.012	$2.628	$15.319	$1.011	$1.930
Industrial Uses (KSF)	$0.003	$0.004	$1.818	$10.599	$1.250	$1.930
Potential Collection with Recommended Impact Fee Schedule						
Detached Dwelling Units	$124,062	$1,110,854	$4,012,764	$23,399,234	$3,831,662	$4,952,498
Attached Dwelling Units	$218,104	$401,184	$2,991,368	$17,441,952	$1,506,032	$5,529,016
Mobile Homes Dwelling Units	$693	$8,235	$13,185	$76,851	$14,508	$31,257
Commercial Lodging Units	$10,440	$222,660	$267,120	$1,557,540	$169,740	$326,340
Retail/Service/Office Uses (KSF)	$48,559	$11,892	$2,604	$15,181	$1,002,000	$1,913,000
Industrial Uses (KSF)	$2,820	$3,760	$1,709	$9,963	$1,175,000	$1,814,200
Total Potential DIF Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Potential Impact Fee Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Development Impact Fee Fund Balance	$392,565	$536,916	$610,154	$2,153,084	$675,020	$1,919,402
Other Revenue Sources	$0.00	$13,007,703.00	$0.00		$8,768,111	$0.00
Contribution from SBCTA	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Capital Resources	$797,243.00	$15,303,204	$7,898,904	$44,653,805	$17,142,073	$16,485,713
Required Capital Total	$797,000	$15,303,180	$7,899,507	$44,654,346	$17,141,800	$16,485,150
Over or (Under) Collection	$243	$24	-$603	-$541	$273	$563

Notes.
(1) Residential Units= Individual Dwellings.
(2) Square Foot means floor or pad area.
(3) Commercial, including office uses, assumes a pad yield of 35% per gross acre for commercial projects (15,246 Square Feet).
(4) Industrial, including manufacturing, assumes a pad yield of 30% per gross acre for industrial projects (13,068 Square Feet).

Schedule 2.2

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Library Facility Collection Schedule 8.1	Public Meeting Facilities Schedule 9.1	Park Land and Improvements AB 1600 *Schedule 10.2 * Schedule 10.1	Development Impact Fee Total Per Unit or Square Feet
Calculated Development Impact Costs				
Detached Dwelling Units	$1,563	No Fee	$3,537	$31,349 per Unit
Attached Dwelling Units	$1,424	No Fee	$3,220	$22,287 per Unit
Mobile Homes Dwelling Units	$1,020	No Fee	$2,307	$19,408 per Unit
Commercial Lodging Units	No Fee	No Fee	No Fee	$14,188 per Unit
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$20.949 per S.F.
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$15.604 per S.F.
Potential Collection with Recommended Impact Fee Schedule				
Detached Dwelling Units	$2,228,838	No Fee	$5,043,694	$44,703,606
Attached Dwelling Units	$2,267,008	No Fee	$5,125,666	$35,480,330
Mobile Homes Dwelling Units	$9,180	No Fee	$20,760	$174,669
Commercial Lodging Units	No Fee	No Fee	No Fee	$2,553,840
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$2,993,236
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$3,007,452
Total Potential DIF Receipts	$4,505,026	$0	$10,190,120	$88,913,133
Potential Impact Fee Receipts	$4,505,026	$0	$10,190,120	$88,913,133
Development Impact Fee Fund Balance	$435,905	$0	$657,717	$7,380,763
Other Revenue Sources	0	$0	$0	$21,775,814
Contribution from SBCTA	$0	$0	$0	$0
Total Capital Resources	$4,940,931.00	$0	$10,847,837	$118,069,710
Required Capital Total	$4,940,932	$0	$10,847,837	$118,069,752
Over or (Under) Collection	-$1	$0	$0	-$42

Chapter 3

Law Enforcement Facilities

The Existing System *(or* infrastructure). The Highland Police Department currently operates at 26985 Baseline. An expansion of the City-owned facilities dedicated to law enforcement uses will likely need to occur before General Plan build-out to allow the Department to adequately house the additional staffing required to absorb the growth created from the additional calls-for-service. There is an existing balance of $392,565 in the Law Enforcement DIF fund balance. The County owns the vehicles and most of the specialty equipment and provides use to the City via an annual contract for law enforcement services. These costs are regarded as annual operating costs as opposed to capital costs.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Vacant Parcels. Residents and businesses benefit from law enforcement services in three ways: directly, Indirectly, and through standby availability. Direct services are those where a resident or business owner requires a direct response, usually due to being the victim of a crime. Direct service results in the form of a law enforcement officer contacting the victim. Indirect benefits, such as crime prevention programs, free patrol time, and other law enforcement services that serve all businesses, citizens, and visitors, are impossible to calculate for a specific beneficiary. An example of an indirect benefit would be the apprehension of a burglar in your neighbor's home yesterday. Had the burglar not been arrested, he/she may have broken into someone else's home on another day. Most residents and businesses may go for many years before ever requiring a call for service. However, these fortunate residents and businesses still benefit from law enforcement services, if in no other way than in the knowledge that a law enforcement officer is available through adequate planned stand-by to respond if you require public safety assistance.

Adding new residential units and businesses will increase the demand for the law enforcement service level by creating more direct calls-for-service, areas requiring preventive patrol, and more opportunities for crimes to be committed.

The development of vacant or underutilized parcels into residential or business units will also generate more calls. The residents and business owners occupying those residences and businesses will create an increase in law enforcement "calls-for-service." More homes and businesses will mean more responses to burglaries, domestic disputes, noise complaints, shoplifting, and miscellaneous incidents that will occur in the new homes and businesses.

If the law enforcement force capabilities (the base) are not expanded, then the increasing number of calls-for-service (the rate) will reduce the number of "free" hours available for preventative patrol. This inability to expand the capabilities would ultimately drive the Department into a reactionary mode. The additional calls-for-service would limit the amount of time for training, planning, proactive crime prevention, and other non-direct services.

Table 3-1 summarizes an analysis of the calls-for-service received by the Police Department in a recent twelve-month period.[1]

The breakdown of calls into the land uses that generated them, divided by the number of developed units (during the same period), generated a "calls-for-service" factor.

Table 3-1
Law Enforcement Calls Generated by Land Use (12-month period)

Land Use	Developed Dwelling Or Acre	Calls For Service	Total Calls Per Dwelling or Acre
Detached Dwelling Units	12,866	19,376	1.506/Unit
Attached Dwelling Units	3,024	7,203	2.382/Unit
Mobile Home Units	955	1,232	1.290/Unit
Commercial Lodging	130	1	1.000/Acre
Retail/Office Uses	7,105	6,096	0.858/Acre
Industrial/Manufacturing Uses	1,072	50	0.047/Acre

As an example, there were approximately 19,376 calls-for-service that generated a response to one of the 12,866 existing detached dwelling units in the City. The result indicates that, on average, each detached dwelling will generate just over one and a half calls per year (1.506). The same analysis was undertaken for the remaining land uses. Since these calls-for-service by land use are an average, they are then used to project the number of additional calls that could be expected from the remaining new development by multiplying the calls per residential unit or business acre by the number of anticipated new residential dwellings and business acres. To determine the number of additional officers necessary to meet this increase from future developments, the number of increased calls resulting from new development was then divided by the average number of calls requiring a response by a sworn officer.

The **Purpose** of the Fee. Additional calls-for-service can be expected, and the cost of adding officers necessary to respond to those calls can also be determined. Those new costs can be translated to a fee or an amount necessary to be collected to offset the additional staffing costs. These costs include equipping and housing the additional officers. Provided that the fee is adopted and imposed, new development will finance the capital costs of expansion of the City's law enforcement capabilities. The continued costs of the annual salary and benefits for those additional officers will need to come from increases in property and sales tax generated by the new residences, businesses, and their occupants.

The Use of the Fee. The revenues raised from a properly calculated and legally supported Law Enforcement Impact Fee would be limited to capital costs related to that growth. The fees would be used to expand the law enforcement station. The City can increase the number of response and investigator's vehicles and properly equip additional officers through the annual contract, which

as an operating expense would not be appropriate as a component of the impact fee. Any collected impact fee receipts could not be used to repair the existing building.

Where the amount of equity of the existing community is larger than the marginal needs fee, there is the possibility that the difference may be returned to the General Fund as repayment from the developing properties when excess capacity can be demonstrated. However, this is not the case with the Law Enforcement impact Fee (see the remainder of the Chapter) because the proposed capital projects were limited to those necessary to maintain the existing levels of service, and the proposed building would result in an increase over the existing standard.

The Relationship Between the Need for the Fee and the Type of Development Project.
Department records were used to demonstrate that differing land uses generate different numbers of calls. Clearly, a retail store is more likely to suffer shoplifting incidents, whereas a residence is more likely to experience a domestic disturbance or break-in. As such, calls-for-service from differing land uses can be expected in differing amounts.

It is not likely that a single development will generate the need for a single officer. However, cumulatively the calls generated from various developments will create the need for an additional officer and, ultimately, an additional patrol beat. On an acreage basis, an acre of detached dwellings will generate fewer calls than an acre of multi-family dwellings. The impact resulting fee is accordingly higher.

The existing complement of thirty-four sworn officers currently absorbs the 34,087 (rounded) annual calls by responding to just over 1,000 annual calls-for-service[2] each to privately-owned and developed parcels annually. Based upon the addition of 7,026 calls-for-service, the City will need to add seven officers (rounded) to maintain the same response capabilities that are provided now. This is not to imply that the existing level of services or the ratio of officers to calls-for-service is the *desired level of service; it* is merely identified as the ***current or actual*** level of law enforcement service.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee.
Again, the *use of the fee* is a similar argument to the *need for the fee.* As the development occurs, the impact is generated, and the impact fee would be collected as the development occurs (generally, at plan check permit). The collected fee would be put to use to acquire additional building space to house the additional officers required to respond to those additional calls *without reducing the capability of responding to calls from the existing community.*

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The City has indicated they intend to expand the current police station by 2,900 square feet. The existing calls for service (34,087 per year) represent about 79.39% of the total annual calls anticipated at General Plan build-out (41,113). The annual calls-for-service anticipated from the proposed new development (7,026) represents the remaining 20.61% anticipated at General Plan build-out.

Marginal Needs-based Fees. Table 3-2, on the following page, summarizes the resulting impact fees (from Schedule 3.2) for development to pay to contribute to the expansion of the Law Enforcement capabilities of the City in order to allow the City to extend the same level of service to the City's newest citizens and businesses, a net of $404,435.

Table 3-2
Marginal Needs-based Costs Law Enforcement Facilities Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit of SF
Detached Dwelling Units	$123,645	$87/Unit
Attached Dwelling Units	$218,277	$137/Unit
Mobile Home Units	$691	$77/Unit
Commercial Lodging Units	$10,361	$58/Unit
Commercial/Office Uses	$48,928	$0.049/S.F.
Industrial Uses	$2,533	$0.003/S.F.

RECOMMENDED IMPACT FEES

RCS recommends the adoption of the Marginal Needs based fees (necessary for expansion) found on Schedule 3.2 to maintain the current level of service.

CHAPTER ENDNOTES

[1] Data from a ten percent random sampling of calls from a recent continuous twelve-month period.

[2] Limited to privately owned parcels, but there are additional calls to public property such as schools, parks, and roadway right-of-way that could not be included, thus are a function of calls to private property.

Schedule 3.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Law Enforcement Facilities, Vehicles & Equipment

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
LE-01	Construct Police Station (Completed)	$0	71.11%	$0	28.89%	$0
LE-02	Police Station Expansion	$797,000	0.00%	$0	100.00%	$797,000
	Sub-total Infrastructure Master Plan Capital Needs	$797,000	0.00%	$0	0.00%	$797,000
	Mitigating Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$392,565	0.00%	$0	100.00%	$392,565
	Other Financial Resources	$0	0.00%	$0	100.00%	$0
	Total Mitigating Financial Resources	$392,565	0.00%	$0	100.00%	$392,565
	Total Net General Plan Project Costs	$404,435	0.00%	$0	100.00%	$404,435
					Forward to Schedule 3.2	

Schedule 3.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
General Plan Marginal Needs-based Impact Costs
Law Enforcement Facilities, Vehicles & Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Anticipated New Calls for Service	Percentage of Additional Service Calls	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	2,148	30.57%	$123,644.52	$433	4.99	***$87 per Unit***
Attached Dwelling Units	100.0	1,592	3,792	53.97%	$218,277.47	$2,183	15.92	***$137 per Unit***
Mobile Homes Dwelling Units	1.0	9	12	0.17%	$690.75	$691	9.00	***$77 per Unit***
Commercial Lodging Units	12.0	180	180	2.56%	$10,361.27	$863	15.00	***$58 per Unit***
Retail/Service/Offie Uses (KSF)	65.0	991	850	12.10%	$48,928.23	$753	15,246	***$0.049 per S.F.***
Industrial Uses (KSF)	72.0	940	44	0.63%	$2,532.76	$35	13,056	***$0.003 per S.F.***
TOTAL	**535.50**	**--**	**7,026**	**100.00%**	**$404,435**	**Sub-total Infrastructure Master Plan Capital Needs**		

~~Minimal~~

Chapter 4

Fire Suppression Facilities, Vehicles, and Equipment

The Existing System. The Fire Department responds to calls-for-service within the City limits from the three existing stations. Fire Station# 1 is 4,168 square feet and is located at 26974 Base Line Street. Fire Station #2 is a 4,466-square-foot structure located at 29507 Base Line Street. The third Station is 7,076 square feet and is located at 7649 Sterling Avenue. The existing Impact Fee Fund has a balance of $848,953.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Vacant Parcels. While it can be said that numerous factors are considered when determining the number and location of fire stations in any city, it can be stated without any logical argument that all new private development in the City will have an effect on the City's current ability to respond to fire, rescue, and emergency calls-for-service. The effect, simplified but not trivialized, is twofold. Initially, each new residential and business development will create, on average, more calls-for-service increasing the likelihood of simultaneous (and thus competing) calls-for-service. Additionally, as development spreads further from any existing station or stations, as large-scale development is often likely to do, the distances (and thus response times) will increase, taking the existing truck companies out of service for greater periods of time.

The capacity of any fire station is finite and will reach practical limits (through call frequency and total time). When that capacity is exceeded, the level of service afforded to existing development will be greatly reduced. Or, stated in another way, if development continues without the addition of a fire station, the existing station could be overwhelmed, making a timely response for emergency service a virtual coin flip. That is, will the existing engine companies be available to respond to your needs, or will they most likely be out-of-service on a call in a different part of the community?

The **Purpose** of the Fee. In order to continue to be able to respond to an ever-increasing number of expected calls, the City staff has determined the need to relocate an existing station. Having the right type and number of fire stations in the right locations will enable policymakers, the Chief, and City Council to house firefighters, apparatus, and equipment rationally for maximum use of resources.

Conversely, the penalties are high and extremely visible for a poor fire station location or no facility location at all. Adverse effects are felt by the City staff, the council, and indeed by the existing taxpayers. With poor location or no additional location, response times (via distance or out-of-service due to a previous call) can become excessive, and if a tragedy occurs, the incident will be well publicized.

Response time is often mistakenly referred to for only the first-in unit, which can be a grave error. Instead, response time must consider *all* the forces necessary to place the incident under control. If the first unit arrives within five minutes but cannot provide the necessary water flow or perform the needed functions due to a lack of staffing, the five-minute response becomes insignificant and irrelevant. Thus, an increase in the number and type of response vehicles is also necessary to match and equip the needed

additional staff. The following sections identify the manner in which the City plans to meet the demands of additional calls-for-service.

The **Use** of the Fee. The revenues raised from a properly calculated and legally supported Fire Facilities and Equipment Impact Fee would be limited to capital costs related to that growth. The fees would be used to construct new stations or expand existing stations (to increase the response capacity of that station) and increase the number of emergency response vehicles. Conversely, the Fire Suppression Facilities, Vehicles, and Equipment Impact Fee receipts would not be used to repair any existing fire stations or replace any existing emergency response vehicles.

Additional facilities are planned to come online, as needed, as development creates additional demands beyond the existing stations' capability (volume or calls and distance). The capital capacity expansions include:

FD-01, Relocate Station #1 - The project consists of relocating Station #1 from its current location on Base Line to expand service to the more easterly areas while also maintaining the existing level of service to the current residences and businesses.

FD-05, Acquisition of an Engine with Aerial Capability - All areas of the City would benefit from the aerial capability of this vehicle, but the immediate area benefits from the standard engine capability of the vehicle.

The proposed projects and costs are identified on Schedule 4.1 and are detailed in the Master Facilities Plan. The total cost of completing the General Plan build-out fire infrastructure system is $15,303,180, and a net $14,766,264 after the current impact fee fund balance of $536,916 is applied to the proposed total cost.

Where the existing community's equity amount is larger than the Marginal Need-based impact fee and excess capacity can be demonstrated, the difference may be returned to the City's operations fund as repayment from the developing properties for the creation of the excess capacity. However, this will not be the case with the Fire Suppression/Medic Facilities and Equipment Impact Fee.

The Relationship Between the Need for the Fee and the Type of Development Project. Fire service response standards extended to new development should be consistent with the fire response currently enjoyed by the City's existing citizens and business community by constructing new facilities, or the result will be a deterioration in the level of service provided both to the existing residents and future citizens and businesses within the City of Highland. It follows that assessing future development to contribute additional fire facilities is appropriate.

To project the impact of future development on fire services, it was first necessary to quantify the current impact on services from each of the City's land uses. Then, the costs of future capital facilities necessary to meet this increased demand were determined. The following section illustrates the relative impact of each land use on fire services and facilities.

While Highland citizens made the majority of these requests for service from their residences, a large percentage of requests were generated from commercial, office, and industrial uses within

the City. A survey of each land use and its effect on calls-for-service requests was conducted to project the impact of future development on fire services. The survey was undertaken similarly to the process used to determine law enforcement demand (Specifically described in Chapter 3, Law Enforcement). Only requests for fire, medical, and rescue services to privately held property were counted. Requests for service to public property, such as City parks and public right-of-way or intersections, were excluded, thus distributing these calls pro-rata through the requests for service from privately held property. This is based upon the argument that all public land serves privately held land in some manner.

Table 4-1 below identifies the number of requests for service received by the Fire Department during the past calendar year by land use (detached dwelling, attached dwellings, mobile homes, commercial lodging, commercial/office KSF, and industrial KSF). The number of requests for service received by the Fire Department during the year was then divided by either the developed acreage or the existing number of dwelling units to determine the number of requests generated per commercial or industrial acre or per dwelling unit.

Table 4-1
Average Annual Existing Responses Per Unit Or Acre

Land Use	Dwellings, Units or Square Feet	Calls For Service	Annual Calls per Unit or 1,000 S.F.
Detached Dwellings	12,866	3,641	0.283/Unit
Attached Dwellings	3,024	278	0.092/Unit
Mobile Home Dwellings	955	284	0.297/Unit
Commercial Lodging	130	59	0.450/Unit
Commercial/Office (KSF)	7,105	490	0.069/KSF
Industrial (KSF)	1,072	21	0.020/KSF

Of residential land uses, an attached dwelling unit is less likely to require an emergency fire service response at 0.092 annual responses *per unit* than a detached dwelling at 0.283 annual responses *per unit.* Commercial/office development is shown to generate 0.069 responses *per 1,000 square feet* of developed land, while industrial development generates a minimal response demand of 0.020 calls *per 1,000 square feet.* The lower demand for industrial uses should be expected, given the greater density of employees and patrons in commercial establishments when compared to industrial businesses of a similar size. However, it should be noted that while there are fewer calls for industrial properties, significant training is required to be prepared for industrial responses (i.e., trenching response and hazardous materials training).

Table 4-2 indicates that on a comparative basis, an acre of commercial lodging development creates the highest demand for fire/medic services; thus, the impact fee is the highest on an acreage basis. Based on the existing rate of responses by land use, the increased number of fire service responses generated by future residential, commercial, industrial, and office development was extrapolated. This

was accomplished by multiplying the average responses per unit or acre, established in Table 4-1, by the number of undeveloped units, rooms, or acres. This data is summarized in Table 4-2.

Table 4-2
Calls-for-service by Land Use Acre

Land Use	Calls per Units or KSF	Units of KSF/Acre	Calls Per Acre
Detached Dwelling	0.283	4.99	1.413
Attached Dwelling	0.092	15.92	1.464
Mobile Home Dwelling	0.297	9.00	2.673
Commercial Lodging	0.450	15.00	6.750
Commercial/Office Uses	0.069	15.25	1.052
Industrial Uses	0.020	13.06	0.261

Table 4-3, on the following page, indicates the number of additional calls-for-service that could be anticipated from the development of currently vacant land.

Table 4-3
Additional Annual Fire Responses Generated by Future Development (Rounded)

Land Use	Fire Responses Per Unit	Undeveloped Units or Acres	Additional Fire Responses (rounded)
Detached Dwelling Units	0.283/Unit	1,426 Units	404 Calls
Attached Dwelling Units	0.092/Unit	1,592 Units	146 Calls
Mobile Home Units	0.297/Unit	9 Units	3 Calls
Commercial Lodging Units	0.450/Unit	180 Units	81 Calls
Commercial/Office Acres	0.069/KSF	991 KSF	4 Calls
Industrial Acres	0.020/KSF	940 KSF	1 Calls
Total	-	-	640 Calls

Marginal Needs-based Impact Fees. The collection of the resulting impact fees through build-out would allow the City to acquire or construct the proposed expansion and obtain the required equipment. This indicates that the City's expansion of the Fire system capital has generally maintained pace with the increases in calls for service from new residential and business development. Table 4-4, on the following page, distributes the $1,758,561 in Fire Suppression/Medic infrastructure costs attributed to new development and also indicates the impact fee necessary to finance the cost of those additional stations, response equipment, and firefighter equipment.

Table 4-4
Marginal Needs-based Fire Facilities,
Vehicles and Equipment Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit or SF
Detached Dwelling Units	$1,110,222	$779/Unit
Attached Dwelling Units	$401,219	$252/Unit
Mobile Home Units	$8,244	$915/Unit
Commercial Lodging Units	$222,594	$1,237/Unit
Commercial/Office Uses	$12,325	$0.012/S.F.
Industrial Uses	$3,957	$0.004/S.F.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The *use of the fee* is equivalent to the *need for the fee.* The impact fee would be collected as the development occurs (generally at building permit). As the development occurs, the impact is generated. The collected fee would be put to use to acquire additional firefighter emergency response vehicles and an additional fire station necessary to respond to the additional calls-for-service *without reducing the capability of responding to calls from the existing community.*

RECOMMENDED IMPACT FEES

RCS recommends the adoption of the Marginal Needs based fees (necessary for expansion) found on Schedule 4.2 to maintain the current level of service.

OTHER NOTES AND ISSUES

1. A recently identified trend is one where newly constructed industrial developments, initially charged the lower industrial use impact fee, often end up being commercial uses and generate the greater demand created by commercial land uses. If this trend is left unnoticed, the Fire Department and other City services will face greater demand from commercial uses but will be left only with the collection of the lower industrial impact fee rates. To avoid this under-collection, the City should impose an impact fee representing the difference between the commercial impact fee and the previously paid industrial land-use impact fee when a CUP is approved, and tenant improvement plans are submitted indicating a commercial use.

CHAPTER ENDNOTES

There are no endnotes.

Schedule 4.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Fire Suppression/Medic Facilities, Vehicles & Equipment

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
FD-01	Relocate Station #1	$14,103,180	85.00%	$11,987,703	15.00%	$2,115,477
FD-02	*Construct Station #4 (Greenspot Road) (Deleted) (Note 1)*	$0	0.00%	$0	100.00%	$0
FD-03	*Acquire Additional Response Vehicles for Station #4 (Deleted) (Note 1)*	$0	0.00%	$0	100.00%	$0
FD-04	*Acquire Additional Fire Fighter Equipment (Deleted) (Note 1)*	$0	0.00%	$0	100.00%	$0
FD-05	Acquire Specialty Vehicle	$1,200,000	85.00%	$1,020,000	15.00%	$180,000
	Total Infrastructure Master Plan Capital Needs	$15,303,180	85.00%	$13,007,703	15.00%	$2,295,477
	Mitigating Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$536,916	0.00%	$0	100.00%	$536,916
	Other Financial Resources	$0	0.00%	$0	0.00%	$0
	Total Mitigating Financial Resources	$536,916	0.00%	$0	100.00%	$536,916
	Total Net General Plan Project Costs	$14,766,264	88.09%	$13,007,703	11.91%	$1,758,561
					Forward to Schedule 4.2	

1. Projects were predicated on a development in an annexation that is no longer proposed.

Schedule 4.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees
Fire Suppression/Medic Facilities, Vehicles & Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Anticipated New Calls for Service	Percentage of Additional Service Calls	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	286	1,426	404	63.13%	$1,110,222	$3,889	4.99	***$779 per Unit***
Attached Dwelling Units	100	1,592	146	22.82%	$401,219	$4,012	15.92	***$252 per Unit***
Mobile Homes Dwelling Units	1	9	3	0.47%	$8,244	$8,244	9.00	***$915 per Unit***
Commercial Lodging Units	12	180	81	12.66%	$222,594	$18,549	15.00	***$1,237 per Unit***
Retail/Service/Office Uses (KSF)	65	991	4	0.70%	$12,325	$190	15,246	***$0.012 per S.F.***
Industrial Uses (KSF)	72	940	1	0.23%	$3,957	$55	13,056	***$0.004 per S.F.***
TOTAL	**535.50**	**--**	**640**	**100.00%**	**$1,758,561**	**in Total Fire Suppression Capital Needs to Finish System**		

Chapter 5
Local and Regional Circulation Systems
(Streets, Signals, Drainage, and Bridges)

The following Chapter will discuss the circulation improvements planned for the City through build-out of the existing City limits as identified in the Land-use Database Table in Chapter 2. RCS recommends calculating a comprehensive impact fee covering all circulation improvements within the City. Accordingly, this infrastructure category includes the costs of major streets and bridges, traffic signals (including interconnection), local storm drainage, medians, streetlights, curb, gutters, and sidewalks. While all new development may have specific capital improvements imposed as a condition of development or a development agreement, *they also benefit from the entire General Plan circulation system.* The reasons are practical in that combining this infrastructure will provide greater flexibility in establishing priorities in what is essentially a singular transportation issue with a common nexus, a combination of trip-end[1] generation and average trip distance (by land use). It is not uncommon that a single transportation capital project involves both street and signal improvement.

Modifications to the Circulation *(et al.)* Impact Fee from Previous Study. To better reflect the importance of drainage, local and regional drainage are combined in Chapter 6.

The Existing System. The City currently has and maintains an extensive system of roadways available for the transportation of goods and services, including public safety services and educational, recreational, and social purposes. This category consists of roadways, curbs, gutters and sidewalks, bridges, streetlights, medians, local drainage, signals, and signal interconnection that make up the spine infrastructure or arterial/collector system. Roadways that fall under the jurisdiction of the City of Highland would be classified as one of four fairly common types of roadways for the purposes of this Report. They are generally defined by the City's General Plan Circulation Element:[2]

- **Collector Street** - This category of roadway is intended to carry traffic between residential neighborhoods and the larger street network. They are generally two-lane roadways that have a mixture of residential and commercial land uses along them. Collector streets are 44 feet from curb to curb, within 66-foot-rights-of-way. Examples of collector streets are Church Avenue and Weaver Street.

- **Secondary Highway** - Secondary Highways provide more local access than major arterials but also provide some non-local through-traffic service. This classification includes a four-lane roadway with or without a raised median with a pavement width of approximately 64 feet. Del Rosa Drive, Tippecanoe Street, Pacific Street, Ninth Street, and Church Street are examples of secondary Highways.

- **Major Highway** - Major highways provide service to non-locals through trips and limited local access. Ideally, curb cuts are minimized on major arterials, although such access

control has historically been difficult to achieve. Major highways are designated as four-lane, 80-foot roadways (including a 12-foot median) curb-to-curb within 104-foot rights-of-way. Base Line, between Boulder Avenue and Church Street, and most of Greenspot Road are examples of major highways.

- **Primary Arterial** - Primary arterials are limited access facilities that provide service to non-local through trips with minimal direct access to adjacent land uses. They are designed as 96-foot roadways, curb to curb, within a minimum of 112-foot rights-of-way, and carry up to three lanes of through traffic in each direction. An example of a primary arterial is 5th Street/Greenspot Road between Palm Avenue and Boulder Avenue.

Demand Upon Infrastructure Created by the Development of Undeveloped Parcels. Undeveloped parcels create few trip-ends beyond an occasional visit to the site for weed abatement purposes, planning purposes, or to consider a sale or development of the vacant parcel. None of these trip-ends are on a routine basis. However, a developed parcel will generate a statistically predictable number of trip-ends and trip-miles, depending upon the specific land use of the development. Thus, it can be stated that a vacant parcel, when developed into a specific use, i.e., residential or business, will generate more traffic than it did when it was vacant. Similarly, a change in the use of the property may also increase the number of trip-ends, i.e., the demolition of a low trip-generating insurance office into reconstruction as a new high trip-generating fast-food restaurant.

All new development contributes to cumulative traffic impacts, which are difficult to measure and mitigate on a project-by-project basis, but which have significant and widespread cumulative impacts on the City's existing road system. Factors that will increase the competition for existing lane miles existing in the City include the following:

- The construction of private commercial uses on 65 acres currently identified as undeveloped commercial uses will generate 32 new daily trip-miles, or 0.04% of the total new trip-miles expected at build-out. This figure could vary significantly depending upon the type of commercial uses constructed and possible zoning changes or conditional use permits issued.

- An increase in the City's full-time population through constructing of about 3,027 additional dwelling units contributes approximately 86,252 new trip-miles *daily* or just over 96% of the newly expected daily trip-miles.

- The addition of 72 acres of industrial development generates the potential for an additional 21 daily trip-miles, or 0.02% of the total new trip-miles in the City. Again, it is possible that some parcels zoned for industrial uses will end up being commercial uses after obtaining a Conditional Use Permit. For that matter, there are existing industrial buildings contiguous to the City's many arterials and collectors that have become commercial venues.

- The addition of some 180 commercial lodging units will increase traffic miles by 3,283 or 3.66% of the anticipated new daily trip-miles.

When all (or most) of the available vacant land in the City is developed, the City can expect an additional 89,588 daily trip-miles. For perspective, the City currently experiences approximately 534,703 daily trip-miles from the existing residences and businesses. The roughly 89,588 newly anticipated trip-miles represent just slightly under a 17% increase over the current 534,703 daily trip-miles.

The **Purpose** of the Fee. In the City, most planned arterials and collectors exist in some form, perhaps not yet fully widened to allow for the full number of lanes. Thus, the circulation system impact fee collection could be used to finish off these existing but uncompleted or not yet maximized roads. The same can be said for bridges; a number of them are included on the list to be completed to their maximum planned width, again maximizing the carrying capacity. Additionally, the fees would be used to complete the system of signals that ensures the smooth movement of vehicles through the intersections.

Included are circulation projects needed to alter existing arterials, connectors, or collectors that currently exist but, due to additional trip-ends are becoming ineffective at moving vehicles. An example would be the final widening of Base Line to its completed width. This project is required because additional citizens and business owners will use the existing street along with the current users, rendering it ineffective at moving traffic at a reasonable pace, primarily during the a.m. and p.m. peak hours of traffic. Acceptable traffic pace can be maintained with a combination of street widening, turn lane channelization, and signal improvements.

Again, given the magnitude of growth projected in this Report, numerous intersection improvements and the construction of new traffic signals will also be needed to avoid congestion and gridlock in the future. Traffic planners have long known that the critical constraint in a typical roadway network is usually not the roadway itself but the intersections. While the street capacity may be theoretically adequate to carry traffic volumes at build-out, motorists may experience congestion and even gridlock at the intersections of the street. While the City of Highland will certainly undertake a number of major street-widening projects, an equally important component of traffic circulation is the installation of traffic signals and lane reconfiguration at critical intersections in the City.

The importance of a properly signalized intersection is two-fold. First, the City can build only so many major collector streets, and there are limits as to how wide they can be. Second, north-south collectors will, by definition, intersect with east-west collectors, assuring that someone will have to stop at a stop sign or a traffic signal. The traffic carrying capacity of each collector can only be maximized by assuring an orderly traffic flow by signaling those intersecting collectors. This is especially important because there is little room left for any additional collectors and arterials.

None of this is intended to eliminate the time-honored practice of the developer constructing the full-width roadway and being credited for the portion greater than the developer would otherwise require. This impact fee calculation and resulting fee collection would simply improve the credit allowance capability.

The City's total Master Facilities Plan Circulation System improvements section identified 63 general transportation projects covering the City costing $288,855,527, or a net $118,632,131 after

some $167,460,158 in off-setting revenues and the existing Circulation System Impact Fee Fund balance of $2,763,238. Roughly thirty-seven projects are within the City limits but are also subjected to regional demands and may receive up to 76% of their project costs financed by Measure I revenues. Three interchange projects also will receive Measure I financing. The total project costs for these three projects are much higher. Each project will increase the circulation system's capacity to meet the 17% increase in capacity needs. The individual projects and costs are identified on Schedule 5 .1 at the end of the Chapter and detailed in the Master Facilities Plan.

The Use of the Fee. The collection of a Circulation System Impact Fee would be used to construct the projects (or portions of projects) identified in Schedule 5.1 at the conclusion of this Chapter's text. The collected fees will be used to create additional lane miles, bridge lanes, and signals with which to accommodate the additional 89,588 additional daily trip-miles expected from further development of the City.

$49,790,615 in future projects is the total of the net cost of the City development portion of the regional projects that have Measure I support ($42,501,262, Schedule 5.3) and the projects deemed as only local in demand ($7,289,353, Schedule 5.2).

The Relationship Between the Need for the Fee and the Type of Development Project. Schedule 5.1 identifies the additional traffic generated by new development by type of development. The technical volume, *Trip Generation (Manual)* 7th Edition, produced by the Institute of Traffic Engineers, has been used to identify the *nexus* or relationship between the type of development and the projected number of trips that development will generate. A 400-unit detached dwelling unit residential-specific plan would generate about 13,840 daily trip-miles, and a twenty-acre commercial-retail development would generate 9,910 daily trip miles. Each would pay its proportionate share of the total 302,084 newly created the City trip miles expected at General Plan build-out. In the case of the residential-detached dwelling development, the daily trip-miles generated by the 400 new homes represents about 4.58% of the total 302,084 new trip-miles anticipated at build-out; thus, they would be required to pay or construct projects on the list to an amount equal to 4.58% of the total development-related project costs. The twenty-acre commercial development would generate 3.28% of the additional trip-miles, thus responsible for 3.28% of the circulation system project costs.

Circulation System Cost Distribution by Average Land Use Trip Frequency and Distance
New Trip Adjustment for *Pass-by* or *Diverted* Trips. Schedule 5.2 contains a sub-schedule that identifies adjustments to new total ***trip-ends.*** As an example, an acre of general commercial use would be expected, on average, to generate about 301.83 trip-ends daily. However, approximately 15% of those trip-ends, or about 45 trip-ends per day, are ***pass-by trip-ends;*** *that* is, the ***trip-end*** is not truly an *end* but is actually one in a series of stops, i.e., at various commercial establishments, with a different location such as a residence as the final ***trip-end*** or destination of the series of ***trip-ends.*** In order to be considered a pass-by trip, the location of the stop must be contiguous to the ***generator***[3] route, i.e., the route that would have been used even if the stop had not been made[4] The Institute of Transportation Engineers (ITE) indicates that:

> Pass-by trips are attracted from passing the site *on an adjacent street* or roadway that offers direct access to the generator. **Pass-by trips are not diverted from another roadway.**[5]

Pass-by trip-ends are fully adjusted (reduced at 100%) from the average trip-ends (per day) generated by the six land uses identified in Schedules 5.2 and 5.3.

A *diverted* trip is similar to a *pass-by* trip-end in that it is an extra stop between, for example, a motorist's work site and his or her residence. The *diverted* trip differs slightly from the *pass-by* trip, requiring a minor deviation from the normal ***generator*** route and the temporary stop. In short, a *diverted* trip creates a separate side trip using additional (and different) lane miles from that of the normal route from the motorist's place of employment and his or her home. These trips increase the traffic volume from the generator route, but only for brief distances. The ITE states that diverted trips:

> are attracted from traffic volume on roadways within the vicinity of the generator (route) but require a diversion from that roadway to another roadway to gain access to the site. These trips could travel on highways or freeways adjacent to the generator, but without access to the generator. **Diverted linked trips add traffic to streets adjacent to a site, but may not add traffic to the area's major travel routes,**[6]

These *diverted* trips will be adjusted (reduced at 50%) from the full trip count for each of the land uses identified in Chapter 2. The ITE also indicates that "both pass-by and diverted linked trips may be a part of a multiple-stop chain of trips".[7]

Again, the sub-schedule at the bottom of Schedule 5.2 indicates the total trip-ends and the reduction due to the number of pass-by trips (at 100%) and diverted trips (at 50%). The trip pass-by and diversion percentages were generated and are supported by a study conducted by the San Diego Association of Governments (SANDAG) in conjunction with various U.S. and California agencies.[8]

Additionally, the same SANDAG data schedule referenced above provides information for a trip distance factor component to the nexus. Based on that data, a trip to an industrial worksite has the greatest distance at 9.0 miles. A trip to an office averages 8.8 miles, a residential trip averages 7.9 miles, a trip from a hotel or motel (once in residence) averages 7.6 miles, and an average trip to a commercial site is the smallest at 4.3 miles. This indicates that drivers are generally willing to travel further distances to work and for treatment at medical offices than they are to shop. Both frequency (trip-ends) and distance (average miles per trip) have been combined into the nexus by multiplying frequency times distance.

For consistency, RCS has used the ITE trip-end and length factor from the 2006 Nexus report.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. There is very little difference between this and the above category. The fee collected will be based on the projected number of trip-ends the proposed development will generate in relation to the total 89,588 additional projected trip-miles at build-out. Any amount imposed as a circulation system improvements Development Impact Fee will be placed in a separate fund

(collecting interest) and will be used only on the projects identified on Schedule 5.1 as development-related.

From time to time, the City may require an applicant for a private project to construct a street or signal improvement (or a portion thereof) that is on the list of required improvements at the end of this Chapter. This method is often undertaken to expedite the project at the request of the applicant/developer. The developer should receive a credit for any monies expended on this required improvement against their circulation improvements impact fee. If one does not already exist, an ordinance addressing the issue of credits should be prepared and added to Highland Municipal Code.

The Relationship Between the Amount of the Fee and the Cost of the portion of the Facility Attributed to the Development Project. The circulation system Impact Fee calculation is based upon the recognition that different types of developments generate differing amounts of trips. The fee is based on the projected number of trips generated by the proposed private development project. Impact fee receipts will be accumulated until they reach the amount that could construct a meaningful project to alleviate or mitigate the demands of those new developments. Table 5-2 (summarized from Schedule 5.2) identifies the Marginal Needs-based Circulation system Impact Fee Schedule for the City, based upon a net cost of $7,289,353 in proposed projects.

Table 5-2
Marginal Needs-based Impact Fees
(Local-only Circulation System Impact Fees)

Land Use	Allocation Of Costs	Total Cost Per Unit of SF
Detached Dwelling Units	$4,013,180	$2,814/Unit
Attached Dwelling Units	$2,991,557	$1,879/Unit
Mobile Home Units	$13,181	$1,465/Unit
Commercial Lodging	$267,122	$1,484/Unit
Commercial/Office Uses	$2,604	$2.627/S.F.
Industrial Uses	$1,709	$1.818/S.F.

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent homes, etc.) can be determined by multiplying the average cost per trip of $81.37 by the applicable daily trip-mile rate. An example of this calculation can be found in Schedule 5.2 at the end of the Chapter and applied to Table 5-3 on the following page. These tables list trip rates and costs for various residential, resort, industrial, and commercial developments. A fee system based on a lengthy schedule of trip mile rates theoretically provides more accuracy and, therefore, equity in determining the impact of specific uses on the City's circulation system, but at the same time, may increase the City's costs to administer the fee. A more extensive listing of traffic generator by land use is available in *Trip Generation, published* by the Institute of Transportation Engineers, Washington D.C.

Table 5-3
Detail of Circulation System Local Marginal Need-based
Impact Fees for Specific Commercial Uses

Land Use Category	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit
RESIDENTIAL LAND USES (per Unit):						
Detached Dwelling Unit	8.76	7.9	0.5	34.60	$81.37	$2,814 /Unit
Apartment	5.85	7.9	0.5	23.1	$81.37	$1,879 /Unit
Condominium/Townhome	5.36	7.9	0.5	21.2	$81.37	$1,725 /Unit
High Density Dwelling	3.61	7.9	0.5	14.3	$81.37	$1,163 /Unit
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$81.37	*$1,473 /Unit ~~*$1,494/Unit~~
RESORT/TOURIST (per Unit or Entry Door):						
Hotel (multi-story)	6.29	7.6	0.5	23.9	$81.37	$1,945 /Room
All Suites Hotel	3.77	7.6	0.5	14.3	$81.37	$1,164 /Room
Motel	4.34	7.6	0.5	16.5	$81.37	$1,343 /Room
INDUSTRIAL (per 1,000 SF):						
General Light Industrial	6.17	9.0	0.5	27.8	$81.37	$2,262 /KSF
Heavy Industrial	5.97	9.0	0.5	26.9	$81.37	$2,189 /KSF
Manufacturing	2.73	9.0	0.5	12.3	$81.37	$1,001 /KSF
Warehousing	4.39	9.0	0.5	19.8	$81.37	$1,611 /KSF
MISCELLANEOUS BUSINESS USES (per 1,000 SF):						
Office Park	9.08	8.8	0.5	40.0	$81.37	$3,255 /KSF
Research Park	7.18	8.8	0.5	31.6	$81.37	$2,571 /KSF
Business Park (Specific)	11.29	8.8	0.5	49.7	$81.37	$4,044 /KSF
RETAIL/SERVICE USES (per 1,000 SF):						
Building Material Store	29.35	4.3	0.5	63.1	$81.37	$5,134 /KSF
Garden Center	23.45	4.3	0.5	50.4	$81.37	$4,101 /KSF
Movie Theater	2.47	4.3	0.5	5.3	$81.37	$431 /KSF
Church	5.92	4.3	0.5	12.7	$81.37	$1,033 /KSF
Medical-Dental Office	22.21	8.8	0.5	97.7	$81.37	$7,950 /KSF
General Office Building	7.16	8.8	0.5	31.5	$81.37	$2,563 /KSF
Shopping Center	30.20	4.3	0.5	64.9	$81.37	$5,281 /KSF
Hospital	11.42	4.3	0.5	24.6	$81.37	$2,002 /KSF
Discount Center	62.93	4.3	0.5	135.3	$81.37	$11,009 /KSF
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$81.37	$1,554 /KSF
Convenience Market	43.57	4.3	0.5	93.7	$81.37	$7,624 /KSF
Walk-in Bank	13.97	4.3	0.5	30.0	$81.37	$2,441 /KSF
Other: (not available "per KSF")						
Cemetary (per acre)	3.07	4.3	0.5	6.6	$81.37	$537.04 /Acre
Service Station/Market (avg	107.69	4.3	0.5	231.5	$81.37	$18,837.16 /FP/Day
Service Station/Car Wash	99.35	4.3	0.5	213.6	$81.37	$17,380.63 /FP/Day

NOTES:

1. ADT = Average Daily Trips

2. KSF = Thousand Square Feet of Gross Floor Area

3. Adjusted for Pass-by and Diverted Trips.

4. FP/Day = per "Fueling Position" per day.

This set of proposed fees would generate the marginal revenue needed to construct the needed circulation construction projects.

Regional (SBCTA) Circulation Improvements Development Impact Fee Calculation. The following is an excerpt from the SBCTA policy document. It states in part:

BACKGROUND. San Bernardino County Voters approved Measure I, the half-cent sales tax for countywide transportation improvements, in November 2004. The Measure I Ordinance requires each jurisdiction in the urbanized areas of San Bernardino County to adopt a development mitigation program to address regional transportation needs. The Ordinance states that by November 2006, each jurisdiction in the San Bernardino Valley and Victor Valley must adopt a mechanism that:

- Requires all future development to pay its fair share for transportation facilities that are needed as a result of the new development; and

- Complies with the Land Use/Transportation Analysis and deficiency Plan provisions of the Congestion management Plan (CMP) set by state law. SBCTA Board Adopted the updated CMP November 2, 2005.

PROGRAM OVERVIEW. SBCTA's development mitigation program ensures that the new development pays its fair share for the construction of regional transportation infrastructure, including freeway interchanges, major streets and railroad grade separations. Local flexibility is a key component. The program *does not include* a uniform regional fee; instead, it allows each jurisdiction to design its own approach to reach specified levels of fair share contributions from new development. Using a generally accepted methodology, SBCTA has set a fair share requirement from each city, town, or unincorporated area, and it is the responsibility of the municipalities to demonstrate that they will reach the required level of development contribution. This could involve development impact fees, community facilities districts, or a range of other funding techniques that are based on contributions from new development.

There are eighty-four SBCTA Measure I supported regional projects, thirty-seven within the City limits, and a portion of three interchange projects. The costs associated with these projects represent only the City's portion of the much larger cost of the projects. The total identified to be raised from new development from within the Highland City limits is a net $42,501,262 for the thirty-seven projects identified in Schedule 5 .1 after applying $167.5 million from other expected revenue sources.

The nexus previously utilized in distributing the local circulation project costs is also used to distribute the regional circulation projects. The use of trip-miles was previously explained on pages 44 and 45 of this Chapter.

Table 5-4, following and summarized from Schedule 5.3, distributes the $42,501,262 over the 89,588 anticipated trip-miles resulting from additional development through General Plan buildout. They represent the recommended development impact fee schedule for the collection of

revenues for financing the City's new development portions of SBCTA Measure I financing-assisted regional circulation improvements.

Table 5-4
Measure I-assisted Regional Circulation Improvements Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit of SF
Detached Dwelling Units	$23,399,225	$16,409/Unit
Attached Dwelling Units	$17,442,558	$10,956/Unit
Mobile Home Units	$76,854	$8,539/Unit
Commercial Lodging	$129,790	$8,653/Unit
Commercial/Office Uses	$234	$15.319/S.F.
Industrial Uses	$138	$10.598/S.F.

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent homes, etc.) can be determined by multiplying the average cost per trip of $474.41 by the applicable daily trip-mile rate. An example of this calculation can be found in Table 5-5 on the following page. These tables list trip rates and costs for various residential, resort, industrial, and commercial developments. A fee system based on a lengthy schedule of trip mile rates theoretically provides more accuracy and, therefore, equity in determining specific uses' impact on the City's circulation system, but at the same time, may increase the City's costs to administer the fee. A more extensive listing of traffic generators by land use is available in *Trip Generation*, published by the Institute of Transportation Engineers, Washington D.C.

[This space left vacant to place the following table on a single page].

Table 5-5
Measure I-assisted Regional Circulation System Marginal Need-based Impact Fees for Specific Commercial Uses

Land Use Category	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit
RESIDENTIAL LAND USES (per Unit):						
Detached Dwelling Unit	8.76	7.9	0.5	34.60	$474.41	$16,414 /Unit
Apartment	5.85	7.9	0.5	23.1	$474.41	$10,958 /Unit
Condominium/Townhome	5.36	7.9	0.5	21.2	$474.41	$10,057 /Unit
High Density Dwelling	3.61	7.9	0.5	14.3	$474.41	$6,783 /Unit
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$474.41	*$8,587 /Unit ~~*$8,608/Unit~~
RESORT/TOURIST (per Unit or Entry Door):						
Hotel (multi-story)	6.29	7.6	0.5	23.9	$474.41	$11,338 /Room
All Suites Hotel	3.77	7.6	0.5	14.3	$474.41	$6,784 /Room
Motel	4.34	7.6	0.5	16.5	$474.41	$7,828 /Room
INDUSTRIAL (per 1,000 SF):						
General Light Industrial	6.17	9.0	0.5	27.8	$474.41	$13,189 /KSF
Heavy Industrial	5.97	9.0	0.5	26.9	$474.41	$12,762 /KSF
Manufacturing	2.73	9.0	0.5	12.3	$474.41	$5,835 /KSF
Warehousing	4.39	9.0	0.5	19.8	$474.41	$9,393 /KSF
MISCELLANEOUS BUSINESS USES (per 1,000 SF):						
Office Park	9.08	8.8	0.5	40.0	$474.41	$18,976 /KSF
Research Park	7.18	8.8	0.5	31.6	$474.41	$14,991 /KSF
Business Park (Specific)	11.29	8.8	0.5	49.7	$474.41	$23,578 /KSF
RETAIL/SERVICE USES (per 1,000 SF):						
Building Material Store	29.35	4.3	0.5	63.1	$474.41	$29,935 /KSF
Garden Center	23.45	4.3	0.5	50.4	$474.41	$23,910 /KSF
Movie Theater	2.47	4.3	0.5	5.3	$474.41	$2,514 /KSF
Church	5.92	4.3	0.5	12.7	$474.41	$6,025 /KSF
Medical-Dental Office	22.21	8.8	0.5	97.7	$474.41	$46,350 /KSF
General Office Building	7.16	8.8	0.5	31.5	$474.41	$14,944 /KSF
Shopping Center	30.20	4.3	0.5	64.9	$474.41	$30,789 /KSF
Hospital	11.42	4.3	0.5	24.6	$474.41	$11,670 /KSF
Discount Center	62.93	4.3	0.5	135.3	$474.41	$64,188 /KSF
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$474.41	$9,061 /KSF
Convenience Market	43.57	4.3	0.5	93.7	$474.41	$44,452 /KSF
Walk-in Bank	13.97	4.3	0.5	30.0	$474.41	$14,232 /KSF
Other: (not available "per KSF")						
Cemetary (per acre)	3.07	4.3	0.5	6.6	$474.41	$3,131.11 /Acre
Service Station/Market (avg)	107.69	4.3	0.5	231.5	$474.41	$109,825.92 /FP/Day
Service Station/Car Wash	99.35	4.3	0.5	213.6	$474.41	$101,333.98 /FP/Day

NOTES:

1. ADT = Average Daily Trips
2. KSF = Thousand Square Feet of Gross Floor Area
3. Adjusted for Pass-by and Diverted Trips.
4. FP/Day = per "Fueling Position" per day.

Recommended Local Circulation System Development Impact Fee. The "Marginal Needs-based" DIFs for the six broad land uses, as identified in Table 5-2 (Schedule 5.2) and Measure I-assisted Regional Circulation improvements impact Fees are recommended as the fairest sets of fees with the option for the staff to apply the *per trip fee* from Schedule 5.2 multiplied by the specific use Table 5-3 and 5-5 or the more extensive listing of traffic generation by land use available in *Trip Generation* as published by the Institute of Transportation Engineers, Washington D.C.

RECAP OF RECOMMENDED LOCAL CIRCULATION SYSTEM IMPACT FEES

• Adopt Schedule 5.2 for most land uses and the per trip-mile rate on Schedule 5.2 to be used in conjunction with the Table 5-3 or the most current edition of the ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 5.2) for unusual land uses (e.g., an amusement park).

RECAP OF RECOMMENDED REGIONAL CIRCULATION SYSTEM IMPACT FEES

• Adopt Schedule 5.2 for most land uses and the per trip-mile rate on Schedule 5.2 to be used in conjunction with Table 5-3 or the most current edition of the ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 5.2) for unusual land uses (e.g., an amusement park).

CHAPTER ENDNOTES

[1] A trip is defined as a series of one or more trip-ends. A trip-end is a single stop in a trip. As an example, a drive from home to work is a trip. Each individual stop along the way for to drop children off at school, get gas, buy a lunch, drop off the laundry, and the arrivals at that workplace is a trip-end. The arrival back home in the evening is a trip-end also. There term "trip" has no effect on the calculation and only means "a drive".

[2] For a complete set of descriptions and cross-sections, see Chapter 3.0, Highland General Plan Circulation Element.

[3] The normal route between a daily work-site and the residence of the motorist.

[4] As an example, a motorist travels the same route from work to home daily. On some number of occasions, the motorist stops at a market along the route to pick up some groceries. These stops at the market would be considered pass-by trip-ends in that they do not generate an additional trip-ends along that route.

[5] *Trip Generation Handbook,* Second Edition, Institute of Traffic Engineers, 1099 14th Street, NW., Suite 300, Washington D.C. 20005-3438, Chapter 5, Section 5.1, *Pass-by, Primary and Diverted Linked Trips,* page 29.

[6] Ibid, page 29

[7] Ibid, page 29

[8] *Traffic Generators,* San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101, Brief Guide to Traffic Generation Rates compiled in conjunction with the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, the California Department of Transportation and the U.S. Environmental Protection Agency. July 1995.

Schedule 5.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Circulation (Streets, Signals, Drainage and Bridges) System

Line #		Original Cost	Estimated Cost	Regional Circulation Needs Supported by Measure I/Other Sources		Regional Circulation Needs Supported by Development Impact Fees		Regional Circulation Needs Supported by General City Revenues/Grants		Local Circulation Needs Supported by Development Impact Fees		Local Circulation Needs Supported by General City Revenues/Grants	
				Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Share	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Share	Apportioned Dollar Cost
ST-01	Interstate 210, Del Rosa Interchange (Deleted, Not in Highland)		$0		$0		$0		$0		$0	0.00%	$0
ST-02	Interstate 210, Baseline Interchange (COH Fair Share) (Note 1)		$35,013,027	53.60%	$18,766,982	24.80%	$8,683,231	21.60%	$7,562,814		$0	0.00%	$0
ST-03	Interstate 210, 5th Street Interchange (COH Fair Share) (Note1)		$15,827,000	53.60%	$8,483,272	20.60%	$3,260,362	25.80%	$4,083,366		$0	0.00%	$0
ST-04	3rd Street, Tippecanoe to Del Rosa Drive	$1,793,806	$3,085,310	53.60%	$1,653,726	23.20%	$715,792	23.20%	$715,792		$0	0.00%	$0
ST-05	3rd Street, Del Rosa Drive To Shirley	$1,448,395	$2,491,210	53.60%	$1,335,289	23.20%	$577,961	23.20%	$577,961		$0	0.00%	$0
ST-06	3rd Street, Victoria to Cunningham (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-07	3rd Street, Cunningham to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-08	3rd Street, Central to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-09	3rd Street, Palm to 5th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-10	5th Street, Tippecanoe to Del Rosa Drive	$3,151,190	$5,419,980	53.60%	$2,905,109	23.20%	$1,257,435	23.20%	$1,257,435		$0	0.00%	$0
ST-11	Project Transferred to Regional Flood Control Facilities (FC-05)		$0		$0		$0		$0		$0	0.00%	$0
ST-12	5th Street, Del Rosa Drive to Shirley	$1,452,356	$2,498,020	53.60%	$1,338,939	23.20%	$579,541	23.20%	$579,541		$0	0.00%	$0
ST-13	5th Street, Sterling to Victoria	$794,274	$1,366,130	53.60%	$732,246	23.20%	$316,942	23.20%	$316,942		$0	0.00%	$0
ST-14	5th Street, Victoria to Cunningham (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-15	5th Street, Cunningham to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-16	5th Street, Cunningham to Central Storm Drainage Segment (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-17	5th Street, Central to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-18	5th Street, Central to Palm Storm Drainage Segment (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-19	5th Street, Palm to Church Avenue (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-20	5th Street, Church Avenue to State Route 30 (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-21	6th Street, Tippecanoe to Del Rosa Drive	$1,367,752	$2,352,500		$0		$0		$0	20.00%	$470,500	80.00%	$1,882,000
ST-22	6th Street, Del Rosa Drive to Sterling	$1,508,683	$2,594,900		$0		$0		$0	20.00%	$518,980	80.00%	$2,075,920
ST-23	6th Street, Sterling to Victoria	$2,531,869	$4,354,760		$0		$0		$0	50.00%	$2,177,380	50.00%	$2,177,380
ST-24	6th Street, Victoria to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-25	9th Street, Tippecanoe to Fairfax	$283,634	$487,840	53.60%	$261,482	23.20%	$113,179	23.20%	$113,179		$0	0.00%	$0
ST-26	9th Street, Del Rosa Drive to Golondrina (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-27	9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment	$935,269	$1,608,640		$0		$0		$0	25.00%	$402,160	75.00%	$1,206,480
ST-28	9th Street, Golondrina to Sterling (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-29	9th Street, Golondrina to Sterling Storm Drainage Segment	$269,100	$462,850		$0		$0		$0	25.00%	$115,713	75.00%	$347,138
ST-30	9th Street, Sterling to Victoria (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-31	Project Transferred to Regional Flood Control Facilities (FC-09)		$0		$0		$0		$0	0.00%	$0	0.00%	$0
ST-32	9th Street, Victoria to Cunningham (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-33	9th Street, Cunningham to Hillview (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-34	9th Street, Hillview to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-35	9th Street, Central to Lillian (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-36	9th Street, Lillian to Drummond (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-37	9th Street, Drummond to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-38	Base Line, Del Rosa Drive to Cole (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-39	Project Transferred to Regional Flood Control Facilities (FC-10)		$0		$0		$0		$0		$0	0.00%	$0
ST-40	Base Line, Cole to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-41	Base Line, Palm to Boulder (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-42	Base Line, Boulder to Church Street (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-43	Base Line, Church Street to Weaver (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-44	Base Line, Weaver to Aplin (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-45	Base Line, Aplin to Brookwood (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-46	Boulder, South City Limit to Orange (Note 1)		$1,297,000	53.60%	$695,192	23.20%	$300,904	23.20%	$300,904		$0	0.00%	$0
ST-47	Boulder, Orange to 5th (Note 1)		$2,311,000	53.60%	$1,238,696	23.20%	$536,152	23.20%	$536,152		$0	0.00%	$0
ST-48	Boulder, 5th to Pacific (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-49	Boulder, Pacific to Highland (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-50	Central Avenue, 3rd to 5th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-51	Central Avenue, 5th to Base Line (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-52	Central Avenue, 917' S/O Base Line to Base Line	$158,090	$271,910		$0		$0		$0	25.00%	$67,978	75.00%	$203,933
ST-53	Central Avenue, Base Line to Mansfield	$16,303	$28,040		$0		$0		$0	25.00%	$7,010	75.00%	$21,030
ST-54	Church Avenue, 5th to Base Line	$37,000	$63,460		$0		$0		$0	25.00%	$15,865	75.00%	$47,595
ST-55	Chruch Avenue, Base Line to Pacific	$499,030	$858,320		$0		$0		$0	20.00%	$171,664	80.00%	$686,656
ST-56	Church Street, Greenspot to Highland	$1,899,506	$3,267,110		$0		$0		$0	20.00%	$653,422	80.00%	$2,613,688
ST-57	Cone Camp Road, from S. City Limit to 1,320' S/O Greenspot (Deleted)		$0		$0		$0		$0		$0	0.00%	$0
ST-58	Cone Camp Road, from 1,320' South of Greenspot to Greenspot (Deleted)		$0		$0		$0		$0		$0	0.00%	$0
ST-59	Cunningham Street, 5th to 9th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-60	Cunningham Street, 9th to Base Line (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-61	Del Rosa Avenue, 3rd to 5th	$559,098	$961,640		$0		$0		$0	25.00%	$240,410	75.00%	$721,230
ST-62	Del Rosa Avenue, 5th to 6th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-63	Del Rosa Avenue, 6th to Union	$615,022	$1,057,820		$0		$0		$0	25.00%	$264,455	75.00%	$793,365
ST-64	Del Rosa Avenue, Union to 9th	$234,377	$403,120		$0		$0		$0	25.00%	$100,780	75.00%	$302,340
ST-65	Del Rosa Avenue, 9th to Paloma	$432,189	$743,360		$0		$0		$0	25.00%	$185,840	75.00%	$557,520
ST-66	Del Rosa Avenue, Paloma to Warm Creek	$83,527	$143,660		$0		$0		$0	25.00%	$35,915	75.00%	$107,745
ST-67	Del Rosa Avenue, Base Line to Pacific	$1,262,278	$2,171,090		$0		$0		$0	25.00%	$542,773	75.00%	$1,628,318
ST-68	Del Rosa Drive, 3rd to 6th (Note 1)		$2,185,000	53.60%	$1,171,160	23.20%	$506,920	23.20%	$506,920		$0	0.00%	$0

ST-69	Del Rosa Drive, 9th to Base Line	*$129,290*	$222,380	53.60%	$119,196	23.20%	$51,592	23.20%	$51,592		$0	0.00%	$0
ST-70	*Greenspot Road at State Route 30 Interchange (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-71	*Greenspot Road at State Route 30 Interchange Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-72	*Greenspot Road, State Route 30 to Boulder (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-73	*Greenspot Road, State Route 30 to Boulder Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-74	Greenspot Road, Boulder to Orange	*$683,595*	$1,175,770	53.60%	$630,213	23.20%	$272,779	23.20%	$272,779		$0	0.00%	$0
ST-75	Greenspot Road, Orange to Valencia	*$1,244,328*	$2,140,220	53.60%	$1,147,158	23.20%	$496,531	23.20%	$496,531		$0	0.00%	$0
ST-76	*Greenspot Road, Valencia to Gold Buckle (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-77	Greenspot Road, Gold Buckle to Aplin	*$875,375*	$1,505,630	53.60%	$807,018	23.20%	$349,306	23.20%	$349,306		$0	0.00%	$0
ST-78	Greenspot Road, Aplin to Santa Paula	*$4,412,896*	$7,590,080	53.60%	$4,068,283	23.20%	$1,760,899	23.20%	$1,760,899		$0	0.00%	$0
ST-79	Greenspot Road, Santa Paula to Santa Ana River (Note 1)		$7,500,000	53.60%	$4,020,000	23.20%	$1,740,000	23.20%	$1,740,000		$0	0.00%	$0
ST-80	*Greenspot Road, Santa Ana River to Bryant (Deleted)*		$0		$0		$0		$0		$0	0.00%	$0
ST-81	*Highland Avenue, West City Limit to Victoria (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-82	*Highland Avenue, Victoria to 1,320 East of Victoria (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-83	*Highland Avenue, West City Limit to Boulder (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-84	*Highland Avenue, Boulder to Summer Trail (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-85	Highland Avenue, Summer Trail to Orchard Lane (Note 1)		$1,077,000	76.80%	$827,136	23.20%	$249,864	0.00%	$0		$0	0.00%	$0
ST-86	Highland Avenue, Orchard to Surrey Lane	*$316,429*	$544,250	76.80%	$417,984	23.20%	$126,266	0.00%	$0		$0	0.00%	$0
ST-87	Highland Avenue, Surrey Lane to 350' E/O Surrey Lane	*$132,641*	$228,140	53.60%	$122,283	23.20%	$52,928	23.20%	$52,928		$0	0.00%	$0
ST-88	Highland Avenue, 350' E/O Surrey Lane to Gala	*$994,402*	$1,710,350	53.60%	$916,748	23.20%	$396,801	23.20%	$396,801		$0	0.00%	$0
ST-89	*Highland Street, Gala to Church Street (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-90	*Lankershim, 5th to Cypress (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-91	Lankshim, Cypress to Lankershim/Arden Connection	*$48,000*	$82,520	53.60%	$44,231	23.20%	$19,145	23.20%	$19,145		$0	0.00%	$0
ST-92	Lankershim/Arden Connection	*$1,432,168*	$2,463,300	53.60%	$1,320,329	23.20%	$571,486	23.20%	$571,486		$0	0.00%	$0
ST-93	Lankershim/Arden Connection Storm Drainage Segment	*$582,189*	$1,001,350		$0		$0		$0	25.00%	$250,338	75.00%	$751,013
ST-94	*Newport Street, South City Limit to Greenspot (Deleted)*		$0		$0		$0		$0		$0	0.00%	$0
ST-95	*Pacific Avenue, Del Rosa Drive to Guthrie (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-96	*Pacific Avenue, Sand Creek to Dundee (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-97	*Pacific Avenue, Orange to Two Lots W/O Cole (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-98	Pacific Avenue, Two Lots W/O Cole to Cole	*$94,769*	$163,000		$0		$0		$0	25.00%	$40,750	75.00%	$122,250
ST-99	*Pacific Avenue, Cole to Palm (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-100	Pacific Avenue, Palm to Church Avenue	*$694,064*	$1,193,770	0.00%	$0	0.00%	$0		$0	25.00%	$298,443	75.00%	$895,328
ST-101	Palm Avenue, South City Limits to 3rd	*$1,078,034*	$1,854,190	53.60%	$993,846	23.20%	$430,172	23.20%	$430,172		$0	0.00%	$0
ST-102	*Palm Avenue, 3rd to 5th (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-103	*Palm Avenue, 5th to City Creek (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-104	*Palm Avenue, City Creek to Cypress (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-105	*Palm Avenue, Cypress to Harlan (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-106	Palm Avenue, Harlan to 9th	*$135,000*	$229,840	53.60%	$123,194	23.20%	$53,323	23.20%	$53,323		$0	0.00%	$0
ST-107	*Palm Avenue, 9th to Base Line (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-108	*Palm Avenue, Base Line to Foster (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-109	Palm Avenue, Foster to Villa	*$250,000*	$431,190	53.60%	$231,118	23.20%	$100,036	23.20%	$100,036		$0	0.00%	$0
ST-110	Palm Avenue, Villa to 951' S/O Fisher	*$186,944*	$321,540	53.60%	$172,345	23.20%	$74,597	23.20%	$74,597		$0	0.00%	$0
ST-111	Palm Avenue, 951' S/O Fisher to Fisher	*$770,892*	$1,325,920	53.60%	$710,693	23.20%	$307,613	23.20%	$307,613		$0	0.00%	$0
ST-112	Palm Avenue, Fisher to Main	*$488,980*	$841,030	53.60%	$450,792	23.20%	$195,119	23.20%	$195,119		$0	0.00%	$0
ST-113	*Palm Avenue, Main to Pacific (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-114	Palm Avenue, Pacific to Atlantic	*$435,285*	$748,680	53.60%	$401,292	23.20%	$173,694	23.20%	$173,694		$0	0.00%	$0
ST-115	Santa Ana Canyon Road, W/O North Fork (Note 1)		$630,000		$0		$0		$0	25.00%	$157,500	75.00%	$472,500
ST-116	*Santa Ana Canyon Road, Fronting Tract 14384 (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-117	Santa Ana Canyon Road, W/O Alta Vista	*$597,688*	$1,028,010		$0		$0		$0	25.00%	$257,003	75.00%	$771,008
ST-118	Sterling Avenue, 3rd to 6th (Note 1)		$600,000	53.60%	$321,600	23.20%	$139,200	23.20%	$139,200		$0	0.00%	$0
ST-119	*Project Transferred to Regional Flood Control (FC-04)*		$0		$0		$0		$0		$0	0.00%	$0
ST-120	Sterling Avenue, 6th to 7th	*$461,146*	$793,160	53.60%	$425,134	23.20%	$184,013	23.20%	$184,013		$0	0.00%	$0
ST-121	*Project Transferred to Regional Flood Control (FC-04)*		$0		$0		$0		$0		$0	0.00%	$0
ST-122	*Sterling Avenue, 7th to Pacific (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-123	Sterling Avenue, 7th to Pacific Storm Drainage Segment (Note 1)		$1,221,000		$0		$0		$0	50.00%	$610,500	50.00%	$610,500
ST-124	Tippecanoe, 3rd to 9th (Note1)		$2,765,000	53.60%	$1,482,040	23.20%	$641,480	23.20%	$641,480		$0	0.00%	$0
ST-125	*Project Transferred to Regional Flood Control (FC-11)*		$0		$0		$0		$0	75.00%	$0	25.00%	$0
ST-126	*Victoria Avenue, 3rd to 6th (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-127	Victoria Avenue, 6th to 660' N/O 6th (Note 1)		$373,000	53.60%	$199,928	23.20%	$86,536	23.20%	$86,536		$0	0.00%	$0
ST-128	*Victoria Avenue, 6th to 660' N/O 6th Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-129	Victoria Avenue, 6th to North City Limit (Note 1)		$3,825,000	53.60%	$2,050,200	23.20%	$887,400	23.20%	$887,400		$0	0.00%	$0
ST-130	*Victoria Avenue, 6th to North City Limit Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-131	Water Street, Cram Road to Weaver	*$184,002*	$316,480		$0		$0		$0	25.00%	$79,120	75.00%	$237,360
ST-132	Weaver Street, Water to Base Line	*$340,864*	$586,280		$0		$0		$0	25.00%	$146,570	75.00%	$439,710
ST-133	*Webster Street, 5th to Boulder (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-134	Webster Street, Boulder to Eucalyptus	*$205,674*	$353,750		$0		$0		$0	25.00%	$88,438	75.00%	$265,313
ST-135	Orange Street Bridge over Plunge Creek		$21,689,000	53.60%	$11,625,304	11.85%	$2,570,147	34.55%	$7,493,550		$0	0.00%	$0
ST-136	Interstate 210 Victoria Avenue Interchange (Note 2)		$127,000,000	75.00%	$95,250,000	12.50%	$15,875,000	12.50%	$15,875,000		$0	0.00%	$0
		$38,107,403	$288,855,527		$167,460,158		$44,654,346		$48,904,206		$7,899,507		$19,937,320

Other Financial Resources										
Local Circulation System Fund Balance (5/16/23)		$610,154	0.00%	$0	0.00%	$0	0.00%	$0	100.00%	$610,154
Regional Circulation System Fund Balance (5/16/23)		$2,153,084	0.00%	$0	100.00%	$2,153,084	0.00%	$0	100.00%	$0
Contribution from SBCTA		$167,460,158	100.00%	$167,460,158	0.00%	$0	0.00%	$0	0.00%	$0
Total Mitigating Financial Resources		$170,223,396	98.38%	$167,460,158	1.26%	$2,153,084			0.36%	$610,154
Total Net General Plan Project Costs		$118,632,131	141.16%	$167,460,158	35.83%	$42,501,262		$48,904,206	6.14%	$7,289,353
					Forward to Schedule 5.3				**Forward to Schedule 5.2**	

Schedule 5.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees (Local Circulation Improvements)
Circulation (Streets, Signals, Drainage and Bridges) System

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Total Additional Trip-miles	Percentage of Additional Trip-miles	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	49,323	55.06%	$4,013,180	$14,057	4.99	*$2,814 per Unit*
Attached Dwelling Units	100.0	1,592	36,767	41.04%	$2,991,557	$29,916	15.92	*$1,879 per Unit*
Mobile Homes Dwelling Units	1.0	9	162	0.18%	$13,181	$13,181	9.00	*$1,465 per Unit*
Commercial Lodging Units	12.0	180	3,283	3.66%	$267,122	$22,260	15.00	*$1,484 per Unit*
Retail/Service/Office Uses (KSF)	65.0	991	32	0.04%	$2,604	$40	15	*$2.627 per S.F.*
Industrial Uses (KSF)	72.0	940	21	0.02%	$1,709	$24	13	*$1.818 per S.F.*
TOTAL	**535.50**	--	**89,588**	**100.00%**	**$7,289,353**	**in Local Circulation System Capital Needs to Finish System**		
ALTERNATIVE FEE METHODOLOGY			***89,588***		***$7,289,353***	***$81.37 per Daily Trip-mile***		

Trip-ends Adjustment Calculation Land Use Title	Daily Total Trip-ends	Percent of Diverted Trips	Diverted Trip-end % Adjustment	Diverted Trip-end Percent	Percent of Pass-by Trips	Combined Diverted and Pass-by	Remaining Trip % as Adjustment %	Adjusted Trip Rate, Adjustment % X Total trips	*Average Trip Length*	*Trip-ends X Length X 50%*
Detached Dwelling Units	9.57	11	0.50	5.5	3.0	**8.5**	**91.5%**	8.76	***7.9***	***34.59***
Attached Dwelling Units	6.39	11	0.50	5.5	3.0	**8.5**	**91.5%**	5.85	***7.9***	***23.10***
Mobile Homes Dwelling Units	4.99	11	0.50	5.5	3.0	**8.5**	**91.5%**	4.57	***7.9***	***18.04***
Commercial Lodging Units	6.23	38	0.50	19.0	4.0	**23.0**	**77.0%**	4.80	***7.6***	***18.24***
Retail/Service/Office Uses (KSF)	23.25	40	0.50	20.0	15.0	**35.0**	**65.0%**	15.11	***4.3***	***32.49***
Industrial Uses (KSF)	5.68	19	0.50	9.5	2.0	**11.5**	**88.5%**	5.03	***9.0***	***22.62***

Schedule 5.3
City of Highland
2022-23 Development Impact Cost Calculation
Regional Circulation Improvements Impact Fee
Circulation (Streets, Signals, Drainage and Bridges) System

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Total Additional Trip-miles	Percentage of Additional Trip-miles	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	49,323	55.06%	$23,399,225	$81,959	4.99	*$16,409 per Unit*
Attached Dwelling Units	100.0	1,592	36,767	41.04%	$17,442,558	$174,426	15.92	*$10,956 per Unit*
Mobile Homes Dwelling Units	1.0	9	162	0.18%	$76,854	$76,854	9.00	*$8,539 per Unit*
Commercial Lodging Units	12.0	180	3,283	3.66%	$1,557,481	$129,790	15.00	*$8,653 per Unit*
Retail/Service/Office Uses (KSF)	65.0	991	32	0.04%	$15,181	$234	15	*$15.319 per S.F.*
Industrial Uses (KSF)	72.0	940	21	0.02%	$9,963	$138	13	*$10.598 per S.F.*
TOTAL	**535.50**	--	**89,588**	**100.00%**	**$42,501,262**	**in Regional Circulation System Capital Needs to Finish System**		
ALTERNATIVE FEE METHODOLOGY			***89,588***		***$42,501,262***	***$474.41 per Daily Trip-mile***		

Chapter 6
Local and Regional Flood Control Facilities

The Existing System. The financial analysis of the City's existing local storm drainage component network, composed of street gutter facilities, inlets, and a network of storm drain pipelines, has been moved from Chapter 5- Circulation (et .al) System. These pipes convey stormwater runoff from the City's circulation network to washes and creeks located throughout the City, such as City Creek, ultimately leading (outside of the City) to the Santa Ana Riverbed. As the City continues to develop vacant parcels with rooftops, parking lots, and driveways, the existing City-owned storm drainage system will reach capacity, and the ability of the existing drainage lines to collect additional runoff from developing areas will diminish.

Property-based Benefit Reasoning. Initially, separate zones were considered for each flood control basin within the City because each area may have its own capital needs for stormwater collection. While stormwater runoff from the most southerly part of Church Street may not directly impact the homeowner near Victoria Avenue and Base Line, similarly, a small debris detention basin near the City Hall required to handle runoff from the City Hall parking lot may provide little *direct* benefit to a home on Highland Avenue, virtually all storm drainage runoff in the City will end up in one of the City's many major creeks ultimately ending up in the Santa Ana riverbed. In each case, there can be some distinct property-related areas of benefit for each drainage basin, but direct benefits are only part of the equation.

User-based Benefit Reasoning, the Human Element. The owners and users of all developed and undeveloped parcels benefit, directly and indirectly, from all City-wide existing and future regional flood control improvements. As the various regional flood control systems within the greater community of the City of Highland develop, concurrent with the development of private property, the benefits are generally recognized as:

1. Proposed development projects can only be approved by the City when precautions, generally in the form of infrastructure improvements, have been made that assure that developed and undeveloped downstream parcels will not be adversely affected (i.e., inundated, flooded, cut off from access in and out), by flood water from the project being proposed. The avoidance of downstream or down-zone damage from the development of an upstream parcel may not be a major concern to a developer, but the City must concern itself with such issues when approving private development proposals. Stated more simply, private development cannot be approved, which may create the potential for adverse flood conditions downstream. This set of fees will be used on projects that will allow for continued development upstream.

2. The private development being assessed an impact fee will receive the same flood water protection from other development projects upstream or up-zone from its own development.

3. Flood water must be adequately controlled within large-scale flood control channels or creeks to assure access by public safety vehicles to all parts of the City, regardless of which zone a call for service is in. Law enforcement, fire suppression/medic service, other emergency calls, and public works emergency responses cannot wait during heavy rainstorms, possibly flooding channels, creeks, and rivers. On the contrary, emergency calls-for-service probably increase during such storm events, and the City's public safety and maintenance units must be able to respond ***to all zones.***

4. The City of Highland's citizens and business owners/employees must also be able to travel safely in heavy rain from one zone to another over these local and regional floodwater collectors, creeks, and rivers. An adequate and sufficient flood control system will provide such protection.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. The building of new homes and businesses on presently undeveloped land will increase the amount of *runoff* and thus accelerate the need for additional storm drainage facilities to handle increased *runoff* from these developing areas. As the vacant land is developed and bare dirt or turf is replaced with impervious rooftops, parking lots, driveways, pools, and sidewalks, more rainfall *runs off* of the developed parcel. The amount of run-off varies with different types of development (i.e., land use), and the varying amounts are referred to as the *runoff coefficients*. Approximately 0.740 (or 74.0%) of the rain that falls on a parcel developed with detached dwellings exits that developed parcel. The rate for an attached dwelling run-off is slightly higher (per unit) at 0.830 (83.0%) than detached dwelling uses. Most business uses, such as commercial and office, have a runoff coefficient of 0.850 or 85.0%, with industrial acres slightly higher at 0.900 or 90%.

Clearly, the amount of water runoff increases with development, regardless of any on-site retention requirements. The cumulative effects of additional flood control runoff must be managed with the appropriate capital facilities. These costs of the new storm drainage (and flood control revenue shortages) will be distributed by the coefficients of drainage, i.e., the percentage of the property that will end up with impervious coverage such as asphalt or cement-based drives, or parking lots, rooftop, pools and any other hard surface that does not allow any absorption into the soil.

The **Purpose** of the Fee. The fee must be collected to improve the local and regional flood control projects identified in Schedule 6.1. Without such revenues, these unimproved creeks, primarily Elder Creek, may dangerously approach the practical limits of flood control capacity. The costs of extending the same level of flood control protection to the newly developing homes and businesses as is provided to the existing community (that has largely paid for the existing system) can be calculated, a fee imposed, and collected. The fee revenues can then be used to expand the flood control facilities necessary to extend that same level of services. City staff has identified a portion of nine drainage flood control projects required to complete the network of projects identified as locally generated. The locally generated portions of these nine projects cost $8,373,691. There is currently a $675,020 existing balance in the dedicated Impact Fee Fund, lowering the net cost of the flood control projects to $7,698,671.

The Use of the Fee. The construction of local and regional flood control facilities in the City of Highland is essential to preserving private property, public streets, bridges, and other improved facilities. The building of new homes and businesses on presently undeveloped land will require the installation of additional storm drains and inlets to handle increased runoff from these developing areas.

The revenues raised from a properly calculated and supported Impact Fee would be limited to capitalized costs related to that growth. The fees would be used to construct local drainage and flood control channels necessary to increase the outfall drainage capacity of the system. Conversely, the Impact Fee receipts would not be used to repair, replace or rehabilitate any existing storm drainage lines.

The Relationship Between the Need for the Fee and the Type of Development Project. Upon the identification of the costs of storm drainage facilities generated by future development, costs must be further distributed for each of the land uses (i.e., business/residential uses) based on their estimated flood water runoff. Detached dwellings (four or fewer dwellings/acre) development provides the most turf percentage per parcel and thus the greatest percolation and, conversely, the least stormwater runoff. As such, these land uses should not bear the same cost as Commercial or industrial development, which generally have little or no turf area (or, stated another way, a higher percentage of impervious area), generating a higher amount of runoff. For this Report, costs were distributed between land uses on established runoff coefficients. A listing of these runoff coefficients is provided in Table 6-1[1] following.

Table 6-1
Storm Drainage Runoff Coefficients
(@2" per Hour Rainfall)

Proposed Land Use	Runoff Coefficient
Detached Dwellings	0.740
Attached Dwellings	0.830
Mobile Homes	0.800
Commercial Lodging	0.780
Commercial/Office Uses	0.850
Industrial Uses	0.900

Dwelling Density Anomaly Adjustment. Since this impact fee is determined by applying a drainage factor to the type of land use zone, differences between what the development code allows and what is actually approved can significantly skew the cost figures. As a result, adjusting to the average densities of the General Plan at build-out has been necessary. For example, the City anticipates future approval of 1,426 detached dwelling units on 285 acres in the City for an average of 4.99 units per acre. However, the existing 12,866 detached dwelling units occupy 4,371 acres for an average of 2.94 units per acre. Assuming a storm drainage impact fee or equity of $5,000

per acre, each existing detached dwelling, @ 2.94 units/acre, would have an equity share of about $1,700 ($5,000 per acre ÷ 2.94 units per acre = $1,700/unit) while the future detached units, @ 4.99 units/acre, would be assessed about $1,000 ($5,000 per acre ÷ 2.31 units per acre = $1,000/unit). Thus, the use of the average densities at General Plan build-out, as identified in the following Table 6-2, has been employed.

Table 6-2
Average Units or Square Feet per Acre at Build-out

Land-use Designation	Acres	Units or S.F.	Units or S.F. Per Acre
Detached Dwellings Units	4,371	12,866	2.94
Attached Dwellings Units	460	4,616	10.03
Mobile Home Units	92	964	10.48
Commercial Lodging Units	16	310	19.38
Commercial/Office Use Square Feet	531	8,096	15
Industrial Use Square Feet	154	2,012	13

Table 6-3 indicates the impact fee amounts that would need to be imposed for new development to contribute the proportional amount of the system's collection pipes and channels identified by staff. It would not be unreasonable to expect future development to finance the identified storm drainage needs if no proportionality requirement is violated.

Table 6-3
Marginal Needs-based Storm Drainage Facilities Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit or SF
Detached Dwelling Units	$3,831,743	$2,687/Unit
Attached Dwelling Units	$1,505,347	$946/Unit
Mobile Home Units	$14,509	$1,612/Unit
Commercial Lodging Units	$169,760	$943/Unit
Commercial/Office Uses Square Feet	$1,002,053	$1.011/S.F.
Industrial Uses Square Feet	$1,175,259	$1.250/S.F.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The Storm Drainage Impact Fees that are imposed and collected will be used to mitigate the stormwater runoff generated by the type of development. If the development is a commercial or industrial property generating a significant amount of rainwater runoff, the fee collected will be proportionally higher and will be enough to construct the required additions to the storm drainage system downstream from this development.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. Similar to the section above, the relationship is based on the projected amount of stormwater collected and transported to flood control creeks, channels, or rivers. The downstream flood control channels, creeks, and rivers need to be sized to handle all of the stormwater collected upstream. Stormwater that is collected in one location accumulates with feeder lines along the way. Thus, the downstream system must be built increasingly larger (at increasing higher material and construction costs) the farther it gets away from its source.

Recommended Storm Drainage Impact Fee

Schedule 6.2 at the end of this chapter, as the storm drainage impact fees would generate capital to construct most of the nine identified projects. Also, adopt Schedule 6.2 for the six land-uses and the *Marginal Needs-based Impact Fees* per acre figure (from the third column on the right side of the Schedule 6.2) for developments that do not involve a building pad, (e.g., additional asphalt parking area).

CHAPTER ENDNOTES

[1] San Bernardino Hydrology Manual, Williamson and Schmidt, Irvine, CA 1986, Figure D-4b, Runoff Coefficient Curves, Soil Group - B, Cover Type - Urban Landscaping, AMC-II, Index Number 56, page D-15.

Schedule 6.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Local and Regional Flood Control Facilities

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
FC-01	Elder Creek, West Boulder (SBCFCD)	$447,750	25.00%	$111,938	75.00%	$335,813
FC-02	*Elder Creek, Abbey Way to Morris (SBCFCD) (Deleted)*	$0	0.00%	$0	100.00%	$0
FC-03	*Warm Creek, Obsun to East City Limit (SBCFCD) (Deleted)*	$0	0.00%	$0	100.00%	$0
FC-04	Sterling Avenue, 3rd to 7th Storm Drainage Segment	$941,460	50.00%	$470,730	50.00%	$470,730
FC-05	5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment	$671,000	50.00%	$335,500	50.00%	$335,500
FC-06	Elder Gulch Storm Drain	$645,000	50.00%	$322,500	50.00%	$322,500
FC-07	Greenspot Road Storm Drainage (6-SA-07)	$2,000,000	50.00%	$1,000,000	50.00%	$1,000,000
FC-08	6th Street Storm Drain (6-WA-03 & 6-CI-03)	$8,000,000	50.00%	$4,000,000	50.00%	$4,000,000
FC-09	9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)	$1,636,590	75.00%	$1,227,443	25.00%	$409,148
FC-10	Base Line, Del Rosa Drive to Highland Creek (6-DR-01)	$1,500,000	65.00%	$975,000	35.00%	$525,000
FC-11	Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)	$1,300,000	25.00%	$325,000	75.00%	$975,000
	Total Infrastructure Master Plan Capital Needs	$17,141,800	51.15%	$8,768,111	48.85%	$8,373,691
	Other Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$675,020	0.00%	$0	100.00%	$675,020
	Total Mitigating Financial Resources	$675,020	0.00%	$0	100.00%	$675,020
	Total Net General Plan Project Costs	$16,466,780	53.25%	$8,768,111	46.75%	$7,698,671
						Forward to Schedule 6.2

Schedule 6.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees
Local and Regional Flood Control Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Run-off Coefficient Index Rate	Total Added Impervious Acres	Run-off Coefficient Percentage	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	0.740	211.27	49.77%	$3,831,743	$13,421	4.99	***$2,687 per Unit***
Attached Dwelling Units	100.0	1,592	0.830	83.00	19.55%	$1,505,347	$15,053	15.92	***$946 per Unit***
Mobile Homes Dwelling Units	1.0	9	0.800	0.80	0.19%	$14,509	$14,509	9.00	***$1,612 per Unit***
Commercial Lodging Units	12.0	180	0.780	9.36	2.21%	$169,760	$14,147	15.00	***$943 per Unit***
Retail/Service/Office Uses (KSF)	65.0	991	0.850	55.25	13.02%	$1,002,053	$15,416	15,246.00	***$1.011 per S.F.***
Industrial Uses (KSF)	72.0	940	0.900	64.80	15.27%	$1,175,259	$16,323	13,056.00	***$1.250 per S.F.***
TOTAL	**535.50**	**--**	**--**	**424.48**	**100.00%**	**$7,698,671**	**Total Infrastructure Master Plan Capital Needs**		

Chapter 7
General Facilities, Vehicles, and Equipment

The Existing System. General Facilities are generally limited to general office or work buildings, vehicles, and equipment used by City staff to undertake their daily duties. The Fund has a positive balance of $1,919,402.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. As the City increases in population and new businesses, the City Hall will become more crowded with a growing staff, even if efforts are made to keep the number of municipal workers at a minimum. Additionally, the council chambers will likely become less adequate for public meeting attendance on an increasing frequency. The existing amount of improved office building space may suffice for some period of time, but it will ultimately prove insufficient for management needs. The same will hold true for the City maintenance facility, which will need a few improvements to maximize management efforts.

City "pool" vehicles are generally made available for general employees assigned with general code enforcement, intra-city mail delivery, planning and engineering projects or issues that require on-site review and inspection, as well as other travel by employees that do not have assigned City vehicles, will be "checked-out" on an increasing basis requiring some fleet additions. This is in addition to streets, storm drainage, and parks maintenance vehicles, all supporting General Fund financed services. Lastly, the City's computer processing capability and storage space will also be impacted by greater amounts of data necessary to manage a larger city.

The **Purpose** of the Fee. The costs of extending the same level of service to the newly developing community as is provided to the existing community, which has largely paid for the existing facilities, can be calculated, a fee imposed and collected, and used to expand the facilities necessary to extend that same level of services.

The Use of the Fee. The revenues raised from a properly calculated and supported General Facilities and Equipment Impact Fee would be limited to capital(ized) costs related to that growth. The fees would be used to construct *additional* general facilities. Conversely, the General Facilities and Equipment Impact Fee receipts would not be used to repair or rehabilitate at its current use any existing general building. Where the existing community's equity is larger than the marginal fee and existing capacity can be demonstrated, the difference may be returned to the General Fund as repayment from the developing properties to create the excess capacity. While the City has a significant investment in General Facilities, such is not the case with the General Facilities Impact Fee. The improvements necessary to contend with increased demand resulting from additional residents and businesses would include the following:

- GF-01, Construction of an additional 20,000 square feet of City Hall space to respond to the need for a larger staff. Even though all efforts will be made to keep the municipal staff

to a minimum, some additional staff will be required, and a 100% increase in the existing 20,000-square-foot facility can be expected.

- GF-02, Expansion of the pool car and General Fund based maintenance fleet to meet the needs to maintain the additional streets, signals, storm drainage pipe, curb, gutter and sidewalks, streetlights, street trees, and medians that will be dedicated to the City by the many developers after they have finished their projects.

- GF-03, Computer system capacity upgrade of approximately $496,230.

- GF-04, Construction of a maintenance yard in the more easterly area of the City along Greensport Road.

The Relationship Between the Need for The Fee and The Type of Development Project. The need is based upon the recognition that additionally developed parcels in the City will create the need for more building space and specialty equipment, largely within the arena of overhead space, i.e., administrative management, personnel, record keeping, financial accounting, etc. The costs are distributed on an equal acreage basis as the most direct indices of demand relating to central management services.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. General management, City-wide, and General Plan issues transcend the type of land use, the use of the fee, and the need for the fee. Distribution will be based upon an equal benefit in terms of the general management of the City.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The fee would be based on the size of the development. A fee has been determined for individual units, either residential dwelling units or business square feet. A development of twelve residential units would have to pay a fee twelve times larger than a single unit.

Resulting Impact Fee. Table 7-1 below summarizes the Marginal Needs General Facilities Impact Fees. The fees identified below represent the fees necessary to construct or acquire the facilities identified on Schedule 7 .1.

Table 7-1
Marginal Needs-based General Facilities Impact Fees

Land Use	Allocation of Costs	Total Costs Per Unit or SF
Residential Units	$10,512,907	$3,473/Unit
Commercial Lodging Units	$326,403	$1,813/Unit
Business Uses (in S.F.)	$3,726,438	$1.930/S.F.

It must be restated that the existing community has established an existing City Hall and a City maintenance yard that, up to this point, have well-served the existing community but no longer do so as completely as they once had. Stated slightly differently, the current community created, once adequate, staff facilities that no longer fully meet the community's needs. As a result, the current community has amassed a small equity position vis-a-vis future needs.

RECOMMENDED IMPACT FEES

RCS recommends the adoption of the Marginal Needs based fees (necessary for expansion) found on Schedule 7.2 to maintain the current level of service.

CHAPTER ENDNOTES

There are no Chapter endnotes.

Schedule 7.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
General Facilities, Vehicles and Equipment

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
GF-01	City Hall Improvements (20,000 S.F. Expansion)	$13,272,066	0.00%	$0	100.00%	$13,272,066
GF-02	Expansion of City Pool/Maintenance Fleet	$921,564	0.00%	$0	100.00%	$921,564
GF-03	Computer Storage and Processing Upgrade	$496,230	0.00%	$0	100.00%	$496,230
GF-04	Eastern Area Satellite Maintenance Yard	$1,795,290	0.00%	$0	100.00%	$1,795,290
	General Plan Build-out Average Infrastructure Costs	$16,485,150	0.00%	$0	100.00%	$16,485,150
	Other Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$1,919,402	0.00%	$0	100.00%	$1,919,402
	Total Mitigating Financial Resources	$1,919,402	0.00%	$0	100.00%	$1,919,402
	Total Net General Plan Project Costs	$14,565,748	0.00%	$0	100.00%	$14,565,748
						Forward to Schedule 7.2

Schedule 7.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees
General Facilities, Vehicles and Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Acre Demand Factor	Percentage of Additional Demand	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
All Dwelling Units	386.50	3,027	386.50	72.18%	$10,512,907	$27,200	7.83	*$3,473 per Unit*
Commercial Lodging Units	12.00	180	12.00	2.24%	$326,403	$27,200	15.00	*$1,813 per Unit*
Business Uses	137.00	1,931	137.00	25.58%	$3,726,438	$27,200	14,095	*$1.930 per S.F.*
TOTAL	**535.50**	--	**535.50**	**100.00%**	**$14,565,748**	**in Total Equity in General Facilities Capital Needs**		

Chapter 8
Library Facility and Collection

The Existing System. The San Bernardino County Library staff operates out of a 30,000-square-foot library facility near Highland Community Park. When the number of square feet of library building space is divided by the City population of 56,546, a "space" standard is established of 0.53 square feet/person (30,000 square feet +56,546 persons). While the City is not the direct library service provider, the City's residents are interested in maintaining the service levels, and the City, as will be explained later in this Chapter, is an integral part of maintaining those service levels by owning the facility.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. The 30,000-square-foot facility can accommodate only a finite number of collection items and patrons. Additional development will increase the demand for the existing square feet of library pad and the volume collection.

The **Purpose** of the Fee. The fee enables the City to collect a fee necessary to construct additional square feet necessary to ensure that its citizens have access to and enjoyment of the Library space and its collection therein. Table 8-1 indicates that the remaining residential development combined with the typical number of persons per type of residential dwelling will generate a need for roughly 5,421 additional square feet to maintain the existing library facility standard of 0.53 square feet per resident.

Table 8-1
Square Feet Required to Maintain Existing Facility Standard

Residential Land-Use	Number of Dwellings	Persons per Dwelling	Density Yield
Detached Dwelling	1,426	3.550	5,062
Attached Dwelling	1,592	3.232	5,145
Mobile Home Dwelling	9	2.315	21
Additional Highland Population to be Served			10,228
Square Foot per Person Existing Standard			0.53
Square Feet Required to Maintain Existing Standard			5,421

However, the City has determined that a modest 5,000-square-foot expansion would serve the General Plan build-out population. Such an expansion would allow the standard to drop to 0.524 square feet per resident (35,000 S.F. / 66,774 residents = 0.524 S.F. per resident). This figure, however, would remain above the recommended *target* of 0.40 S.F. per resident recommended by

the American Library Association. It must be noted, however, that the ALA recommended figure of 0.4 square foot per person (or resident) is not based upon any type of empirical study and that each community must determine its own space needs.

Table 8-2 indicates that the remaining residential development combined with a typical number of persons per type of residential dwelling will generate a need for roughly 22,605 additional volumes to maintain the existing library facility standard of 2.21 volumes per resident.

Table 8-2
Square Feet Required to Maintain Existing Collection Standard

Residential Land-Use	Number of Dwellings	Persons per Dwelling	Density Yield
Detached Dwelling	1,426	3.550	5,062
Attached Dwelling	1,592	3.232	5,145
Mobile Home Dwelling	9	2.315	21
Square Feet Required to Maintain Existing Standard			22,605

The Use of the Fee. The fee, if adopted, would be imposed, collected, and, as needed (and desired), expended on the expansion of the amount of library facility space in the Library and on increasing the number of volumes in the library collection.

The Relationship Between the Need for the Fee and the Type of Development Project. The development of any acreage zoned for residential uses increases the demand for the finite amount of library space and volumes. Thus, those residential land uses that generate higher amounts of residents (i.e., detached dwellings) will be charged a proportionally higher amount. There is no information available demonstrating a substantive link or nexus between library use and local businesses.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. Additional square feet will be constructed with the fees collected from residential development, and additional volumes will be added to the existing collection. The fees cannot be used for any other purpose.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The cost of acquiring land for additional library space and construction is about $718.33 per square foot[1] (per Schedule 8.1). The 30,000 square feet of library space, when divided by the 56,546 existing potential patrons, creates a standard of 0.53 square feet of library space per district resident. The standard of 0.53 square foot standard multiplied by the $718.33 per square foot of pad cost of library construction results in a charge of $381.43 per additional City resident. The $381.43 per resident figure is then multiplied by 92.23%, the percentage of the maximum allowable fee needed to acquire the revenue necessary to construct the proposed 5,000-square-foot facility as opposed to the 5,421 square feet that could be financed with the maximum impact fee (5,000 S.F. ÷ 5,421 S.F. = 92.23%). Table 8-3 following, demonstrates this calculation.

Table 8-3
Establishment of the Library Facilities Standard and Cost per Person to Maintain the Standard

Library Square Feet	30,000
Current City Population	56,546
Square Feet per Resident	0.53
Cost of Library Building Construction per Square Foot	$718.33
Cost per Additional Resident	$381.43
Adjustment to 5,000 S.F. Facility (5,000 S.F. /12,488 S.F.)	92.23%
Adjusted Cost per Additional Resident	$351.80

Library Volume Component. The cost of acquiring additional volumes called the accession process (per Schedule 8.1), is $40 per volume. The 125,000 current volumes, when divided by the 56,546 existing service population, creates a standard of 2.40 volumes per City resident. The 2.40 volume standard multiplied by the $40 per volume costs $96.13 per additional resident to maintain the existing standard. Table 8-4 on the following page demonstrates this.

Table 8-4
Establishment of the Library Facilities Standard and Cost per Person to Maintain the Standard

Library Volumes	125,000
Current City Population	56,546
~~*Square Feet~~ *Volumes per Resident	2.40
Cost per Volume Accession	$40.00
Cost per Additional Resident	$96.13

RECOMMENDED IMPACT FEES

Table 8-5 contains the recommended Library Facility and Volume Development Impact Fees.

CHAPTER ENDNOTES

[1] Based upon a construction cost of $703.33 per square foot and a 33.3% floor area ratio, thus requiring three feet of land at a conservative $5.00/square foot for each square foot of building pad (for parking and landscaping requirements), thus $15.00 for three square feet of land (per building square foot) and $703.33 for building construction= $718.33/square foot of building construction. The $703.33 construction cost is based upon the final $21.1 million construction cost of the existing 30,000-square-foot facility.

Schedule 8.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Library Space Facilities and Collection
Library Space and Volume Standard Calculation

	Library Building	Library Volumes
Library Building (SF)	30,000	
Library Volumes		125,000.00
Library Volumes Represented by Existing Fund Balance		10,898.00
Total Library Components Status	30,000	135,898.00
Current Net City Population	56,546	56,546
Library Construction/Resident	0.53	
Books/Resident		2.40
Library Construction/S.F.	$703.33	
Land Cost at $5.00 per S.F. and a 0.33 FAR	$15.00	
Total Cost per Square Foot of Library Space	$718.33	
Cost per Library Volume		$40.00
Building Cost per Resident	$381.43	
Library Volume Cost per Resident		$ 96.13

Cost per Land Use Residential Dwelling Unit	Density per Dwelling Unit
Detached Dwelling Unit	3.550
Attached Dwelling Unit	3.232
Mobile Home Dwelling Unit	2.315

Library Building	Library Volumes	Total Resources	Total Units	Total
$1,354.00	$341.00	$1,695.00	1,426.00	**$2,417,070**
$1,233.00	$311.00	$1,544.00	1,592.00	**$2,458,048**
$883.00	$223.00	$1,106.00	9.00	**$9,954**
		Master Plan Capital Needs		**$4,885,072**
		Existing (5/16/23) Development Fee Fund Balance		**$435,906**
		Net Required Capital Total for Library		**$5,320,978**

Adjustment to Finance 5,000 Square Foot Facility Only	92.23%
Cost per Land Use	
Detached Dwelling	3.550
Attached Dwelling	3.232
Mobile Home Dwelling	2.315

Library Building	Library Volumes	Total Resources	Total Units	Total
$1,249.00	$315.00	$1,563.00	1,426.00	$2,228,838
$1,137.00	$287.00	$1,424.00	1,592.00	$2,267,008
$814.00	$206.00	$1,020.00	9.00	$9,180
		Master Plan Capital Needs		$4,505,026
		Existing (5/16/23) Development Fee Fund Balance		$435,906
		Net Capital Total for Library 92%		**$4,940,932**

Chapter 9
Public Use (Community Center) Facilities

This category of infrastructure, i.e., facilities limited to public use, differs from general facilities, which are facilities used by the City staff to undertake their municipal service duties. Public use facilities are defined as facilities reserved for use by some or all of the defined portion of the public. Examples include a performing arts building, teen or senior center, sports gymnasium, business conference center, or multi-purpose community center.

Previous collections of this fee have completed construction of the facilities programmed by the prior DIF Update. Consequently, no new fee is recommended at this time.

RECOMMENDED IMPACT FEES

No Impact Fees are recommended.

CHAPTER ENDNOTES

There are no endnotes.

*Chapter 10
Park Land Acquisition
And Park Facilities Development

This Chapter summarizes the City's existing inventory of parks and identifies the ratio of parkland per resident allowable under the Quimby Act (§66477 of the Government Code[1]) for residential developments involving the subdivision of land and the Mitigation Fee Act (§66000) for the construction of residential developments not involving the subdivision of land. The existing per capita standard is then utilized to calculate the park dedication requirement for future residential development.

EXISTING PARKS AND RECREATION SYSTEM

The addition of parks, trails, and recreational facilities constitutes one of the City of Highland's greatest assets, both with respect to facilities for current and new residents. Providing a well-planned park system with a variation in the size and nature of facilities offered is an important amenity to residents of any city, the City of Highland included. A mixture of passive and active uses and facilities and programs that appeal to a broad spectrum of potential park and trail users are optimal in most urban cities. As the City's population increases, future residential development will necessarily impact the City's park system by requiring additional baseball fields and adequate space for various athletic activities. Given the growth projected in this Report, the challenge facing the City will be to provide new facilities in existing parks and parkland to serve the recreational needs of these current and new residents. Without some minor parkland acquisition and continued development of currently owned parkland during the next twenty to thirty years, the City's parks will become overcrowded and overused, ultimately becoming a negative experience for park users.

Existing Parks.

Currently, the City of Highland residents enjoy approximately 136.42 acres of parkland (city-owned and private). This is a significant achievement since the City was incorporated in November of 1987 without any parkland. As highlighted in the City's General Plan, Chapter 5, Conservation and Open Space Element adopted in March 2006, the City's future parkland (given a projected build-out population between 67,000 and 69,000) should consist of approximately 138 acres of developed park and 35 acres of undeveloped natural parkland, based on the General Plan park standard of 2.00 acres of developed parkland per 1,000 population, and 0.5 acres of undeveloped natural parkland per 1,000 population.

The City's parkland accomplishments are listed in Table 10-1 below. One notable Highland recreational facility is the Highland Community Park (17.5 acres). Within the Highland Community Park is the Jerry Lewis Community Center, consisting of a 30,000 square-foot multi-use facility containing a gymnasium, pool, several multi-purpose rooms, a kitchen, and offices, surrounded by the Community Park facilities and sports complex. A major Public Library and the San J. Racadio Environmental Learning Center are located nearby to the Community Center. Additional recreational needs of the City are supplemented by the sports fields and playgrounds in the public and private schools within the City. The Beatty Middle School is one facility that is recognized as an activity city park through a joint-use school/park facilities agreement with the Redlands Unified School District.

For residents who live within the East Highlands Ranch Planned Unit Development (PUD) area, there is sufficient park space. It should be noted that East Highlands Ranch PUD document identifies the Ranch as having 113.6 acres of active recreational space (58.15 acres are documented in this report), including walking, hiking, or biking trails and 940.3 acres of natural and visual open space for the private use of its residents. However, the active parks in the Ranch and other parkland noted with an asterisk in Table 10-1 below are not counted toward the parkland requirements that must be met by the City because they are private.

The City owns approximately 76.07 acres of parkland; Highland Community Park is the largest park. It represents 23% of the park system acreage and provides the greatest variety of active and passive uses. There are a total of 136.42 park acres in the City when private parks are included in the total park inventory. If all city-owned and private park acreage is taken into consideration and applying the City's General Plan park standard noted above, as of the date of this report, the City possesses a total standard of 2.41 acres of parkland per 1,000 population (136.41 acres ÷ [56,546 ÷ 1,000] = 2.41 acres). However, for the purposes of this report, only public parks (i.e., 76.07 acres), easily accessible by all residents in the City, have been counted toward the Mitigation Fee Act park standard.

It should be noted that the City currently has a DIF fund balance of $657,717. This fund balance has been added to the current park inventory as acreage owned by the City. The calculation for the conversion of the DIF fund balance to currently owned park acreage is ($657,717 DIF fund balance ÷ $737,981, the combined cost of the acquisition and construction of a park acre = 0.89 acres).

Table 10-1 is the inventory of the existing park acreage.

Table 10-1
Current Park Inventory

Park Name	Park Size
Canyon Oaks	1.00
Aurentia	12.00
Highland Community	17.50
Cunningham	2.00
Sealey	0.45
Oak Creek	3.30
Sycamore Trail	2.80
Beatty Middle School (Joint Use)	15.00
Master Craft	0.44
Trails/Multi-Use Parkways	15.25
Mediterra	4.13
Historic Iron Bridge Interpretive Center/Multi-use Trail	1.31
East Highland Parks (PUD/DA) (*)	58.15
Glen Rose Ranch (*)	0.50
San Carlo I (Greenspot Village & Marketplace SP) (*)	1.70
Park Acres Represented by DIF Fund Balance	0.89
Total Acres in the City	136.42
Total Acres Applied to the Mitigation Fee Act Standard	76.07

Note: * Private parks are to be excluded from the Mitigation Fee Act parkland ratio.

City Park Standard. Table 10-2, below, is a comparison of the acreage of parks to the City of Highland's current population and indicates that the City presently possesses a total standard of 1.35 acres of owned parkland per 1,000 residents (76.07 acres ÷ [56,546 residents ÷ 1,000], rounded). The 1.35 acres per 1,000 residents is below both the benchmark of 3.00 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to the dedication of parks and the City's adopted standard of 2.00 acres of park space per 1,000 residents. The existing standard is identified in Table 10-2 following:

Table 10-2
Calculation of Actual City-owned Park Acres Standard

Total Park Acres Owned	76.07
Current City Population	56,546
Population Stated in Thousands	56.546
Acres per 1,000 Population	1.35

However, to be discussed later, the Quimby Act allows a minimum standard of 3.00 acres per thousand population[2] even if the City does not currently reach that standard. This is very important to the City of Highland as the *park acres owned* standard is only 1.35 acres per 1,000 population. It should be noted that although the Quimby Act allows a standard of 3.00 acres per thousand residents, the City has opted to set the Quimby Act standard to 2.00 acres per thousand residents. Therefore, all park calculations that fall under the Quimby Act will be calculated at a standard of 2.00 acres per thousand residents.

Table 10-3, on the following page, indicates the number of acres the City could acquire and develop based on the adopted Quimby Act Standard of 2.00 acres per 1,000 new residents.

Table 10-3
Calculation of Future Developed Park Acres based
Upon the Quimby Allowable Standard of 2.00 Acres/1,000 New Residents

Future Added Population	10,228
Population Stated in Thousands	10.228
Existing Quimby Act Standard Allowed	2.00
Parks Acres Acquired through the Quimby Act	20.46

Table 10-4 indicates the number of acres the City could acquire and develop if the Mitigation Fee Act Standard of 1.35 acres per 1,000 new residents were adopted and imposed.

Table 10-4
Calculation of Future Developed Park Acres based
Upon the Mitigation Fee Act Allowable Standard of 1.35 Acres/1,000 New Residents

Future Added Population	10,228
Population Stated in Thousands	10.228
Existing Mitigation Fee Act Standard Allowed	1.35
Parks Acres Acquired through Mitigation Fee Act	13.81

Planned Improvements. In addition to the ongoing improvement of the existing 136.42 acres[3], the City could acquire between 13.81 and 20.46 park additional acres and develop these new parks to

serve the additional residents anticipated to live in the City of Highland at build-out using the Quimby Act standard. If the Mitigation Fee Act park standard is used, then the City could acquire 13.81 additional acres. City staff has not proposed any new park configurations. The additional park acreage could be constructed in any of the following configurations:

Mini Parks - Often called pocket parks, sub-neighborhood parks, or play lots, they serve built-up, urbanized areas and are commonly developed in conjunction with specific plans, planned developments, and community centers. Canyon Oaks Park fits this category best.

Neighborhood Parks - From 10 to 20 acres, these are walking, or bike-to parks located within the neighborhood they serve. They include both active and passive designs and include such facilities as picnic areas, informal fields, tot lots, court games, passive green space, and off-street parking. These facilities usually represent a separate property delineated by a fence.

Community Parks - These facilities are 20 to 40 acres with a service radius of 1.5 miles. Their typical amenities include lighted sports fields and courts, picnic facilities, play areas, restrooms, off-street parking, pool, and service yards. Highland Community Park best fits the definition of a community park, but functions primarily as a sports facility.

Regional Parks - Consisting of 100 acres or more and attracting users from a service radius of up to an hour's drive, these facilities contain a wide range of amenities from hiking areas, scenic areas, and major sports facilities. Using this criterion, numerous regional facilities are available to Highland's residents, including the San Bernardino National Forest and the recreational facilities associated with three major universities.

Staff has not specifically identified any preferred combination of the above-sized parks that would total up to the roughly 20.46 acres of parkland that could be acquired through the adoption of the Quimby Act, deferring probably to the need for a Park and Recreation Facilities Master Plan. However, staff has also indicated that they intend to recommend a schedule of park Impact Fees based upon the standard of 1.35 acres per 1,000 residents for Park Fees generated through the Mitigation Fee Act.

The park and recreation improvements that could be contained within the acres and the allowable Quimby standard (Table 10-3) is consistent with the City's Conservation and Open Space Element. The General Plan provides that "The open space ratio established for the Highland is 2.5 acres per 1,000 residents, which includes a ratio of 2.00 acres of developed park acreage and 0.5 acres of undeveloped natural parkland. In California, park standards are provided by the Quimby Act of 1975, which gave cities the authority to pass parkland impact fees or dedication ordinances, recognizing the tremendous strain that local cities were under to provide enough parkland and open space for their residents. It is the City's intention to exceed state-mandated minimums, which generally fall in the 4 to 5 acres per 1,000 citizen range."

The City's current 1.35 acres per 1,000 population standard generally indicates that the City was incorporated without any owned parkland and thus would have great difficulty achieving the commonly accepted 3.00 acre per 1,000 residents target set by most municipalities and recreation and park special districts throughout Southern California.

CALCULATION OF PARK DEDICATION STANDARD AND IMPACT COSTS FOR THE QUIMBY ACT

Unlike the other facilities discussed in this Report, the California Government Code contains specific enabling legislation for the acquisition and development of community and neighborhood

parks by a City. This legislation, codified as Section 66477 of the Government Code and known commonly as the "Quimby Act," establishes criteria for charging new development for park facilities based on specific park standards. This Report will recommend the adoption of Quimby-style Park fees over a Mitigation Fee Act-style development impact fee for developments requiring the subdivision of land and a Mitigation Fee Act impact fee for non-subdivided land.

It should also be noted that Impact Fees that fall under the Quimby Act can only be applied to detached dwellings that fall under the Subdivision Map Act.

The use of the fees generated by the Quimby Act differs from fees generated by the Mitigation Fee Act for one significant reason. The fees generated by the Quimby Act can be used for the rehabilitation of parks, whereas the fees generated by the Mitigation Fee Act can only be used to expand current park facilities and equipment and acquire and develop new parkland.

It is the recommendation of RCS that the fee receipts generated under the Quimby Act be kept in a separate fund from those that fall under the Mitigation Fee Act.

Allowable Park Standard Again, as stated earlier, under Section 66477 of the Government Code, the City may by ordinance charge new residential development based on a standard of up to 3.00 acres per 1,000 population even if the City does not presently possess a ratio of 3.00 acres per 1,000 for the existing population if the fee is generated through the Quimby Act. However, as stated previously, the City has decided to use the standard of 2.00 acres per 1,000 for the Quimby Act standard, consistent with the General Plan and the City's Quimby Act ordinance.

The legislative body has adopted a general plan containing a recreational element, and the park and recreational facilities are in accordance with definite principles and standards contained therein.

The city ... shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities ... Any fees collected under the ordinance shall be committed within five years after the payment of such fees.

Determination of Park Standard. As previously identified, the City currently has 1.35 acres of owned and developed parkland per 1,000 residents. However, both the City's Quimby ordinance and the General Plan establish a parkland ratio of 2.00 acres per 1,000 residents. Thus, this is the standard that will be applied.

Average Park Land Acquisition and Development Cost per Capita for the Quimby Act. The combined park/open space land acquisition and development cost is $737,981 per acre ($217,800 for parkland acquisition and $520,181 per acre for the park improvement development). If the City were to charge development for the maximum allowable amount of park acreage as allowed in the Quimby Act and as recommended here, then the City would need to acquire 2.00 acres of new parkland for every potential 1,000 new residents to the City. The 2.00 acres of land acquisition and development per 1,000 persons would be $1,475.96 or about $1,475.96 per new resident. Schedule 10.1 calculates the cost to develop 2.00 acres, which again represents the required parkland cost for 1,000 persons. Table 10-5 indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-5, on the following page, indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-5
Summary of the Maximum Quimby Park Development Impact Fees for Residential Dwelling Construction

Residential Land Use	Persons Per Dwelling	Fee Per Person	Maximum Net Fee Per Unit
Detached Dwellings	3.550	$1,475.96	$5,239

The impact fee for Detached Dwelling residential development involving the subdivision of land, as identified in Table 10-5, should be adopted under the auspices of the Quimby Act.

CALCULATION OF IMPACT COSTS FOR THE MITIGATION FEE ACT

The **Purpose** of the Fee. As previously discussed, parks are one of the City's important amenities to the residents of Highland. However, as the population of the City increases from new development, the existing parks will become overcrowded and overused. The park impact fee aims to expand existing parks' facilities and equipment to increase capacity to accommodate future development and acquire additional parkland to maintain the current LOS for current and future residents.

The Use of the Fee. The revenues raised from a properly calculated and supported Park Land Acquisition and Park Impact Fee would be used to expand current park facilities and equipment and acquire and develop new parkland.

The Relationship Between the Need for the Fee and The Type of Development Project. The need is based on the recognition that an increase in the City's residential population will result in an increase in demand for the existing parks system. To accommodate this new development, new park acres will need to be acquired, and existing facilities and equipment expanded to meet the increased demand from new residents.

The Relationship Between the Use of the Fee and the Type of Development Project Paying the Fee. Since residents are the primary beneficiaries of the City's park system, only residential dwelling units have been used to calculate the fee. Park Impact Fees that are applied using the Mitigation Fee Act are distributed using the residential land uses detached, attached, and mobile home dwelling units. The Park Impact Fee is imposed on any land that is not subdivided. The City standard is 13.81 acres per 1,000 population.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. Once a per capita standard for parks is determined, the cost of residential development's impact on the City's park system can then be computed as follows.

Park-land Acquisition Costs. Land costs will vary significantly from one proposed park to another. The parkland to be acquired should be suitable for park construction and is conservatively estimated at approximately $217,800 per acre (or $5.00/square foot) for parcels in the size (five,

ten, and twenty acres) required by the City. This is consistent with the cost of land suitable for residential dwelling development. This figure is used in the calculation of the Park Impact Fee. However, if a developer can show that the cost of the residential land they are developing is valued at less than the $217,800/acre figure, then the developer can seek an adjustment under the City's DIF ordinance.

Park Improvements Construction Costs. Park improvement construction costs are estimated to be approximately $520,181 per acre. The City does not have any more recent park construction history; thus, an average park cost schedule is included in Appendix C. Public Use (community center) Facilities were not included in the cost calculation (see Chapter 9).

Average Park Land Acquisition and Development Cost per Capita for the Mitigation Fee Act. As stated previously, the combined park/open space land acquisition and development cost is $737,981 per acre ($217,800 for parkland acquisition and $520,181 per acre for the park improvement development). If the City were to charge development for the Mitigation Fee Act Standard of 1.35, then the City would need to acquire 1.35 acres of new parkland for every potential 1,000 new residents to the City. The 1.35 acres of land acquisition and development per 1,000 persons would be $996.27 or about $996.27 per new resident. Schedule 10.2 calculates the cost to develop 1.35 acres, which again represents the required parkland cost for 1,000 persons. Table 10-6 indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-6
Summary of the Maximum Mitigation Fee Act Park Development Impact Fees for Residential Dwelling Construction

Residential Land Use	Persons Per Dwelling	Fee Per Person	Maximum Net Fee Per Unit
Detached Dwellings	3.550	$996.27	$3,537
Attached Dwellings	3.232	$996.27	$3,220
Mobile Home Dwellings	2.315	$996.27	$2,307

Park Acquisition and Development Impact Fee Calculation Example. Developers have been allowed to donate sites in the past, and it is in the City's best interests to continue this practice. The size of the park needed to serve the proposed residential development is calculated by multiplying the number of single and Attached Dwelling residences to be developed by the average number of people living in the units and then multiplying by three acres per 1,000 residents. The example, demonstrated in Table 10-7, on the following page, calculates the developed park size required for a 500 Detached Dwelling unit development:

[This space left vacant to place the following table on a single page].

Table 10-7
Example of Park Construction in Lieu of Fee

Park Development Requirement	Share Cost	Development Cost	Total Cost
Proposed # of Detached Homes	500	500	
Average # of Persons per Dwelling	3.550	3.550	
Anticipated Additional Population	1,775	1,775	
Basis of Standard (persons)	1,000	1,000	
Added Population Divided by 1,000	1.775	1.775	
Acres Required per 1,000 Population Standard	1.35	1.35	
Required Acres of Acquisition/Development	2.40	2.40	
Cost per Acre of Acquisition or Development	$217,800	$520,181	
Total Park Impact Fee	$522,720	$1,248,434	$1,771,154
Acquisition/Development Cost Per Acre ($217,800 + $520,181/acre)			$737,981
Park Acre Requirement for a 500 Detached Dwelling Unit Development			2.40

As suggested in the example above, the City and a developer could reach an agreement on the park obligation in a number of ways. The following are a few such options. Note that each option produces the required $1,771,154 for 500 detached dwelling developments in a number of combinations of land, improvements, or fee payments.

Option 1. The developer could make a $1,771,154 Park Land Acquisition and Development Impact Fee payment, and the City could use it (and combine it with other park impact fees) to construct the park somewhere in the City. However, most large-scale developers would probably prefer that the park be very near, if not within, the proposed subdivision.

Option 2. The developer could construct and donate a developed park smaller in size and make a payment for any remaining acres required of the developer. This option is generally used when the proposed residential development is in excess of 500 homes. At no time, however, should a developer be able to receive a credit for constructing their entire park acre obligation as a neighborhood park and ignore the need for sports or community parks.

Option 3. The developer could construct a 2.40-acre park and dedicate it to the City. A developed park this size would represent the total $1,771,154 acquisition and development impact fee. This would not likely be an option for the smaller developments resulting in parks less than 3.5 acres in size. Parks of this small size generate significant annual maintenance costs with little benefit beyond the immediate neighborhood, so they are not generally desired.

Option 4. The City could combine other impact fees with the developer's 2.40-acre fee or actual park contribution to create a larger park, assuming the developer agrees to make the larger park parcel available.

Option 5. The developer could donate 8.13 acres of undeveloped land ($1,771,154 total Park fee requirement ÷ by $217,800/acre cost), and then the City could use other impact fees to develop it.

The key to understanding the flexibility of the options above is that each one represents the same amount in terms of a contribution to the City's park system, with the result that the same amount has been contributed for each dwelling.

Land Acquisition Cost Adjustment Challenge. As mentioned previously, the use of $217,800 as the default park land cost is based upon the assumption that park acreage would likely be close in proximity and thus similar in cost to residential land value of the private project the park is intended to serve. However, if the developer or contractor of a home can provide evidence (acceptable to the City), in the form of a recent purchase agreement or appraisal of the property they will be developing, that the current land value is worth less than the $217,800/acre (or $5.00/square foot), the impact fee could be adjusted downward accordingly by placing the actual cost of land acquisition into Schedule 10.1. Again, if the City wishes to adopt such an adjustment, the terms under which the challenge may be made and proved should be included in the Impact Fee Ordinance.

RECOMMENDED IMPACT FEES

Schedule 10.1 contains the recommended Quimby Act Park Land Acquisition and Park Facilities Improvements Development Impact Fees.

Schedule 10.2 contains the recommended Mitigation Fee Act Park Land Acquisition and Park Facilities Improvements Development Impact Fees.

CHAPTER ENDNOTES

[1] Adoption of a Quimby Act fee requires a Park "plan" or General Plan element.

[2] For residential dwellings under the Subdivision Map Act.

[3] The Quimby Act does allow use of revenues raised by the adoption of a Quimby Act Park Impact Fee to be used for the rehabilitation of existing parks.

Schedule 10.1

Park Site Inventory
Quimby Act Fee

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.00	1.00
Aurantia Park	12.00	12.00
Highland Community Park	17.50	17.50
Cunningham Park	2.00	2.00
Sealey Park	0.45	0.45
Oak Creek Park	3.30	3.30
Sycamore Trail Park	2.80	2.80
Beatty Middle School Park (Joint Use)	15.00	15.00
Master Craft Park	0.44	0.44
City Community Trails	15.25	15.25
Mediterra Park	4.13	4.13
Historic Iron Bridge Interpretive Center/Multi-use Trail	1.31	1.31
East Highland Ranch Parks (PUD/DA) (*)	58.15	58.15
Glen Rose Ranch Park (*)	0.50	0.50
San Carlo I Park (Greenspot Village & Marketplace SP) (*)	1.70	1.70
Park Acres Represented by DIF Fund Balance	0.89	0.89
Total Park Inventory (Including Private Acres)	136.42	136.42
Total Acres Applied to the Mitigation Fee Act Standard	76.07	76.07
Current City Population	56,546	56,546
Current Standard of Acre/1,000 Population	1.35	1.35
Acres/1,000 Population Standard	1.35	1.35
Quimby Act Recommendation Size	2.00	2.00
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 2.0 Acre/1,000 Residents Standard	$435,600	$1,040,362
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$435.60	$1,040.36

	Occupants/ Dwelling	Land Acquisition	Park Construction
Cost per Additional Resident		$435.60	$1,040.36
Detached Dwelling Units	3.550	$1,546	$3,693
Attached Dwelling Units	3.232	$1,408	$3,362
Mobile Homes Dwelling Units	2.315	$1,008	$2,408

Total Park Costs	Number of Units	Gross Park Collections
$1,475.96		
$5,239	1,426	$7,470,814
$4,770	1,592	$7,593,840
$3,416	9	$30,744
Master Plan Capital Needs		**$15,095,398**
Existing (5/16/23) Development Fee Fund Balance		**$657,717**
Net Required Capital Total for Parks		**$15,753,115**

Note: * private parks to be excluded from the Mitigation Fee Act parkland ratio

Schedule 10.2

Park Site Inventory
Mitigation Fee Act

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.00	1.00
Aurantia Park	12.00	12.00
Highland Community Park	17.50	17.50
Cunningham Park	2.00	2.00
Sealey Park	0.45	0.45
Oak Creek Park	3.30	3.30
Sycamore Trail Park	2.80	2.80
Beatty Middle School Park (Joint Use)	15.00	15.00
Master Craft Park	0.44	0.44
City Community Trails	15.25	15.25
Mediterra Park	4.13	4.13
Historic Iron Bridge Interpretive Center/Multi-use Trail	1.31	1.31
East Highland Ranch Parks (PUD/DA) (*)	58.15	58.15
Glen Rose Ranch Park (*)	0.50	0.50
San Carlo I Park (Greenspot Village & Marketplace SP) (*)	1.70	1.70
Park Acres Represented by DIF Fund Balance	0.891	0.891
Total Park Inventory (Including Private Acres)	136.42	136.42
Total Acres Applied to the Mitigation Fee Act Standard	76.07	76.07
Current City Population	56,546	56,546
Population Divided by 1,000	56.546	56.546
Current Standard of Acre/1,000 Population	1.35	1.35
Acres/1,000 Population Standard	1.350	1.350
Quimby Act Recommendation Size	2.000	2.000
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 1.35 Acre/1,000 Residents Standard	$294,030	$702,244
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$294.03	$702.24

	Occupants/ Dwelling	Land Acquisition	Park Construction
Cost per Additional Resident		$294.03	$702.24
Detached Dwelling Units	3.550	$1,044	$2,493
Attached Dwelling Units	3.232	$950	$2,270
Mobile Homes Dwelling Units	2.315	$681	$1,626

Note: * private parks to be excluded from the Mitigation Fee Act parkland ratio

Total Park Costs	Number of Units	Gross Park Collections
$996.27		
$3,537	1,426	$5,043,694
$3,220	1,592	$5,125,666
$2,307	9	$20,760

Master Plan Capital Needs	$10,190,120
Existing (5/16/23) Development Fee Fund Balance	$657,717
Net Required Capital Total for Parks	$10,847,837

SUMMARY OF RECOMMENDATIONS

Chapter 3 - Law Enforcement Facilities

- Adopt Schedule 3.2, p. 33, Marginal Need-based Impact Fees

Chapter 4 - Fire Suppression Facilities, Vehicles, and Equipment

- Adopt Schedule 4.2, p. 40, Marginal Need-based Impact Fees

Chapter 5 - Local/Regional Circulation Systems (Streets, Signals, and Bridges)

- Adopt Schedule 5.2, p. 55, Marginal Need-based Impact Fees
- Adopt Schedule 5.3, p. 56, Marginal Need-based Impact Fees

Chapter 6 - Local and Regional Flood Control Facilities

- Adopt Schedule 6.2, p. 63, Marginal Need-based Impact Fees

Chapter 7 - General Facilities, Vehicles, and Equipment

- Adopt Schedule 7.2, p. 68, Marginal Need-based Impact Fees

Chapter 8 - Library Facilities and Volume Collection

- Adopt Schedule 8.2, p. 72, Marginal Need-based Impact Fees

Chapter 9 - Public (community center) Facilities

- No Impact Fee charged.

Chapter 10 - Park Land Acquisition and Park Facilities Development

- Create Quimby Act Park Land Acquisition and Development Impact Fee Fund[1]
- Adopt Schedule 10.1, p. 83, for residential uses requiring the sub-division of land for Quimby Act application
- Create Mitigation Fee Act Park Land Acquisition and Development Impact Fee Fund
- Adopt Schedule 10.2, p. 84, for residential uses not requiring the sub-division of land for the Mitigation Fee Act application

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[1] Separate Park Land Acquisition and Development Funds are necessary because the Quimby Act allows the use of receipts for the rehabilitation of existing facilities, whereas AB1600 requirements prevent such expenditures.

Appendix B
City of Highland
Expanded Land-use Database
2022-23 Development Impact Fee Calculation and Nexus Report Update

Total - Land-use Database	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses (KSF)	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses (KSF)	82.00	1,072	72.00	940	154.00	2,012
Total - Land-use Database	**5,374.00**	**25,152**	**535.50**	**5,138**	**5,909.50**	**30,290.00**
Miscellaneous Dwelling Units	**4,822.00**	**16,845**	**386.50**	**3,027**	**5,208.50**	**19,872**
Commercial Lodging Rooms	**4.00**	**130**	**12.00**	**180**	**16.00**	**310**
Business Square Feet	**548.00**	**8,177**	**137.00**	**1,931**	**685.00**	**10,108**

1. Land-use Database within the City's Urban City Limits	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses	82.00	1,072	72.00	940	154.00	2,012
Sub-total	**5,374.00**		**535.50**		**5,909.50**	

Appendix C

	2005 Unit	ENR %	Current Cost Unit	6 Acre Neighborhood		15 Acre Community Park		20 Acre Sports Park	
Public Imps, Road/curb, gutter, etc	$121.00 Lineal Foot	184.0%	$222.85 Linear Foot	1,650	$374,052	3,360	$748,104	3,780	$841,917
Large Park Grading/Irrigation/Turf	$25,500 Acre	184.0%	$46,920 Acre	0	$0	15	$703,800	20	$938,400
Small Park Grading/Irrigation/Turf	$30,800 Acre	184.0%	$56,310 Acre	5	$281,550	0	$0	0	$0
Plant Material									
Trees-5, 24 Gallon Box/Acre	$200.00 Each	184.0%	$368.01 Each	25	$9,200	75	$27,601	50	$18,401
Trees-15, 15 Gallon/Acre	$100.00 Each	184.0%	$184.01 Each	75	$13,801	225	$41,402	300	$55,203
Shrubs-10, Five Gallon	$19.00 Each	184.0%	$34.96 Each	50	$1,748	150	$5,244	100	$3,496
Shrubs-30, One Gallon	$7.00 Each	184.0%	$12.88 Each	150	$1,932	450	$5,795	300	$3,864
Play apparatus									
Play Apparatus - Large	$120,000 Lot	184.0%	$220,810 Lot	0	$0	1	$220,810	1	$220,810
Large Apparatus Curbing, 450'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	450	$15,318
Play Apparatus - Medium	$80,000 Lot	184.0%	$147,210 Lot	1	$147,210	2	$294,420	1	$147,210
Medium Apparatus Curbing, 375'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	375	$12,765	750	$25,530	375	$12,765
Play Apparatus - Small	$40,000 Lot	184.0%	$73,600 Lot	0	$0	2	$147,200	1	$73,600
Small Apparatus Curbing, 225'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	225	$7,658
Apparatus Safety Surface	$2.50 Square Foot	184.0%	$4.60 Square Foot	6,709	$30,429	36,562	$168,185	24,606	$113,201
Buildings									
Restroom - Small	$60,450 Each	184.0%	$111,230 Each	0	$0	1	$111,230	1	$111,230
Restroom - Large	$102,330 Each	184.0%	$188,240 Each	0	$0	1	$188,240	1	$188,240
Electrical Service Extension	$15,000 Each	184.0%	$27,600 Each	0	$0	2	$55,200	2	$55,200
Equipment Storage Facility	$55,800 Each	184.0%	$102,680 Each	0	$0	0	$0	1	$102,680
Combined Restroom/Concession	$167,400 Each	184.0%	$308,030 Each	0	$0	1	$308,030	2	$616,060
Parking Lot									
Parking Space 4" A.C. 'Mill' Rockbase	$1,627.50 Space	184.0%	$2,994.71 Square foot	6	$23,958	150	$442,207	400	$1,197,884
V-gutter	$7.44 Linear Foot	184.0%	$13.69 Linear Foot	96	$1,314	1,800	$24,642	4,800	$65,712
Drain Inlet	$744 Each	184.0%	$1,369.01 Each	1	$1,369	8	$10,268	20	$27,380
Drain Inlet Connector	$1,208 Each	184.0%	$2,224.64 Each	1	$2,225	8	$18,635	20	$44,493
Storm Drainage Collection Line	$18.00 Linear Foot	184.0%	$33.12 Linear Foot	144	$4,769	2,700	$89,424	7,200	$238,464
Drive Approach	$1,674 Each	184.0%	$3,080.00 Each	1	$3,080	4	$12,320	6	$18,480
Perimeter Curbing	$9.30 Linear Foot	184.0%	$17.11 Linear Foot	480	$8,364	2,600	$51,596	9,600	$164,256
Parking Lot Striping	$0.28 Linear Foot	184.0%	$0.52 Linear Foot	80	$42	1,500	$780	4,000	$2,080
Exterior Street Lighting Standards	$1,674 Each	184.0%	$3,080.00 Each	4	$12,320	18	$55,440	20	$61,600
Lot Signage	$186 Lot	184.0%	$342.25 Lot	1	$342	3	$1,027	3	$1,027
Storm Drainage Facilities (in park)									
Inlets	$744 Each	184.0%	$1,370 Each	2	$2,740	30	$41,100	40	$54,800
Connections	$1,209 Each	184.0%	$2,226 Each	2	$4,440	8	$17,920	8	$17,760
Lateral (to arterial)	$18.00 Linear Foot	184.0%	$33.12 Linear Foot	1,050	$34,776	4,725	$155,482	6,300	$208,656
Sewer Facilities									
Connection to Arterial	$1,860 Lot	184.0%	$3,420 Lot	0	$0	2	$6,840	2	$6,840
Line in Street	$14.50 Linear Foot	184.0%	$26.68 Linear Foot	0	$0	120	$3,202	120	$3,202
Line in Park	$12.50 Linear Foot	184.0%	$23.00 Linear Foot	0	$0	630	$14,490	630	$14,490
Fire Hydrant	$2,790 Each	184.0%	$5,130 Each	1	$5,130	4	$20,520	5	$25,650
Park Lighting									
Walkway Lighting Standards	$1,256 Each	184.0%	$2,310 Each	0	$0	252	$582,120	235	$543,312
Dual Work/Wiring	$767 Each	184.0%	$1,410 Each	3	$4,230	12	$16,920	5	$7,050
Walkway Electrical Wiring	$150 Linear Foot	184.0%	$30 Each	0	$0	13,120	$393,600	8,830	$264,900
Water Facilities									
3" Meter	$1,860 Each	184.0%	$3,420 Each	1	$3,420	1	$3,420	1	$3,420
3" Backflow Device	$2,325 Each	184.0%	$4,280 Each	1	$4,280	1	$4,280	1	$4,280
Line in Street	$11.16 Linear Foot	184.0%	$20 Linear Foot	1,320	$26,400	120	$2,400	120	$2,400
Water Fountains	$651.00 Each	184.0%	$1,200 Each	1	$1,200	8	$9,600	12	$14,400
Fountain Lines in Park	$11.16 Linear Foot	184.0%	$20 Linear Foot	200	$4,000	1,000	$20,000	1,000	$20,000
Benches/Tables									
Concrete Picnic Tables	$750 Each	184.0%	$1,380 Each	4	$5,520	60	$82,800	30	$41,400
7' x 10' Cement Table Pads	$1,050 Each	184.0%	$1,930 Each	4	$7,720	60	$115,800	30	$57,900
Individual BBQ Grills	$326 Each	184.0%	$599.66 Each	2	$1,200	30	$17,998	10	$5,999
Concrete Benches	$325 Each	184.0%	$598.02 Each	4	$2,392	30	$17,941	15	$8,970
3' x 6' Concrete Bench Pads	$370 Each	184.0%	$456.62 Each	4	$1,827	30	$14,905	15	$7,452
Bleachers	$3,255 Each	184.0%	$5,990 Each	0	$0	0	$0	14	$83,860
Large Covered Picnic Ramada	$57,660 Each	184.0%	$106,100 Each	0	$0	2	$212,200	0	$0
Individual Covered Picnic Pad	$12,250 Each	184.0%	$25,670 Each	4	$102,680	20	$513,400	4	$102,680
User Electrical Service	$8,300 Each	184.0%	$17,110 Each	0	$0	2	$34,220	1	$17,110
Electrical Service per Group area	$1,163 Each	184.0%	$2,140 Each	1	$2,140	6	$12,840	4	$8,560
Game Courts	$75,600								
Basketball Courts	$50,350 Full Court	184.0%	$92,650 Each	0	$0	7	$185,300	4	$370,600
Basketball Court Lighting	$32,550 Full Court	184.0%	$59,890 Each	0	$0	0	$0	4	$239,560
Fenced Tennis Courts	$55,500 Court	184.0%	$102,080 Each	0	$0	2	$205,360	8	$816,320
Tennis Court Lighting	$32,550 Court	184.0%	$59,890 Each	0	$0	0	$0	6	$358,340
Baseball Field - Competitive	$48,500 Field	184.0%	$89,260 Each	0	$0	0	$0	8	$513,360
Softball Lighting	$185,000 Two Fields	184.0%	$340,250 Per two fields	0	$0	0	$0	3	$1,020,750
Baseball Field - Recreational	$13,950 Field	184.0%	$25,670 Each	1	$25,670	6	$154,020	0	$0
Soccer Field (crowned)	$16,740 Field	184.0%	$30,800 Each	0	$0	0	$0	4	$123,200
Skatepark	$15.50 Square Foot	184.0%	$29.90 Each	0	$0	14,400	$430,400	21,600	$645,600
Pedestrian Walkway									
5' wide	$20.00 Linear Foot	184.0%	$36.80 Linear Foot	1,650	$61,824	1,650	$61,824	1,050	$38,640
6' wide	$24.00 Linear Foot	184.0%	$44.16 Linear Foot	1,650	$74,189	1,650	$74,189	1,050	$46,368
9' wide	$36.00 Linear Foot	184.0%	$66.24 Linear Foot	0	$0	2,940	$194,745	9,750	$250,357
Miscellaneous Flatwork	$15.00 Square Foot	184.0%	$27.60 Linear Foot	500	$13,800	3,500	$234,600	4,000	$110,400
Small Park Signage	$4,850 Lot	184.0%	$8,560 Lot	1	$8,560	0	$0	0	$0
Large Park Signage	$15,000 Lot	184.0%	$27,600 Lot	0	$0	1	$27,600	1	$27,600
Bike Rack/Pad	$1,395 Each	184.0%	$2,570 Each	2	$5,140	9	$23,130	12	$30,840
Natural Element Improvement (Lake, etc)	$375,000 Each	184.0%	$690,020 Each	0	$0	1	$690,020	0	$0
Small concrete stage	$28,080 Each	184.0%	$53,470 Each	1	$53,470	2	$106,940	1	$53,470
Medium Amphitheatre/bandshell	$139,500 Each	184.0%	$256,680 Each	0	$0	1	$256,680	0	$0

	Total Cost			
	Total Acres	5.00	15.00	20.00
	Average Cost per Acre	$279,480	$552,536	$564,681
Number of Parks	71.90	12.91	25.42	33.57
Total Cost of Parks	$37,401,004	$3,580,134	$14,606,099	$19,012,872
Average Cost Per Park Acre	$520,161	12.91	25.42	33.57

*DIF REPORT 08/28/23 EDITION

End of Report

*Chapter 10
Park Land Acquisition
And Park Facilities Development

This Chapter summarizes the City's existing inventory of parks and identifies the ratio of parkland per resident allowable under the Quimby Act (§66477 of the Government Code[1]) for residential developments involving the subdivision of land and AB1600 (§66000) for the construction of residential developments not involving the subdivision of land. The existing per capita standard is then utilized to calculate the park dedication requirement for future residential development.

EXISTING PARKS AND RECREATION SYSTEM

Open space notwithstanding, the addition of parks, trails, and recreational facilities constitutes one of the City of Highland's greatest needs, both with respect to facilities for current residents and future citizens. Providing a well-planned park system with a variation in the size and nature of facilities offered is an important amenity to residents of any city, the City of Highland included. A mixture of passive and active uses and facilities and programs which appeal to a broad spectrum of potential park and trail users are considered optimal in most urban cities. By increasing the City's population, future residential development will necessarily impact the City's park system by requiring additional baseball fields and adequate space for various athletic activities. Given the magnitude of growth projected in this Report, the challenge facing the City will be to provide new facilities and parkland to serve the recreational needs of these new residents. Without some minor parkland acquisition and continued development of currently owned but underutilized parkland during the next twenty to thirty years, the City's parks will become overcrowded and overused, ultimately becoming a negative experience for park users.

Existing Parks. Currently, the City owns approximately 54.05 acres of parkland; Highland Community Park is the largest park and the only one that truly functions as either a sports or community-wide park. It represents 32% of the park system acreage and provides the greatest variety of sport uses.

Table 10-1, on the following page is the inventory of the existing park acreage.

[This space left vacant to place the following table on a single page].

Table 10-1
Current Park Inventory

	Park Size
Canyon Oaks Park	1.0
Aurentia Park	12.0
Highland Community Park	17.5
Cunningham Park	2.0
Sealey Park	0.45
Oak Creek Park	3.30
Sycamore Trail Park	2.80
Beatty Middle School Park	15.00
Total Aces (Owned)	54.05

City Park Standard. Table 10-2, below, is a comparison of the acreage of parks to the City of Highland's current population and indicates that the City presently possesses a total standard of 0.956 acres of owned parkland per 1,000 residents (54.05 acres + [56,546 residents ÷ 1,000], rounded). The 0.956 acres per 1,000 residents is below both the benchmark of 3.0 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to the dedication of parks and the City's adopted standard of 2.0 acres of park space per 1,000 residents. The existing standard is identified in Table 10-2 following:

Table 10-2
Calculation of Actual City-owned Park Acres Standard

Total Park Acres Owned	54.050
Current City Population	56,546
Population Stated in Thousands	56.546
Acres per 1,000 Population	0.956

However, to be discussed later, the Quimby Act allows a minimum standard of 3.0 acres per thousand population *even if the City does not currently reach that standard.* This is very important to the City of Highland as the *park acres owned* standard for the City of Highland is a very modest 0.956 acres per 1,000 population.

Table 10-3, on the following page, indicates the number of acres the City could acquire and develop if the Quimby Act Standard of 3.0 acres per 1,000 new residents were adopted and imposed.

*DIF REPORT 07/06/23 EDITION

Table 10-3
Calculation of Future Developed Park Acres based
Upon the Quimby Allowable Standard of 3.0 Acres/1,000 New Residents

Future Added Population	10,228
Population Stated in Thousands	10.228
Existing Quimby Act Standard Allowed	3.00
Parks Acres Acquired through Quimby Act	30.68

Planned Improvements. In addition to the ongoing improvement of the existing 54.050 acres[2], the City could acquire 30.68 park additional acres and develop these new parks to serve the additional residents anticipated to live in the City of Highland at build-out. City staff has not proposed any new park configurations. The 30.68 acres could be constructed in any of the following configurations:

Mini Parks - Often called pocket parks, sub-neighborhood parks, or play lots, they serve built-up, urbanized areas and are commonly developed in conjunction with specific plans, planned developments, and community centers. Canyon Oaks Park fits this category best.

Neighborhood Parks - From 10 to 20 acres, these are walking or bike-to parks located within the neighborhood they serve. They include both active and passive designs and include such facilities as picnic areas, informal fields, tot lots, court games, passive green space, and off-street parking. These facilities usually represent a separate property delineated by a fence.

Community Parks - These facilities are 20 to 40 acres with a service radius of 1.5 miles. Their typical amenities include lighted sports fields and courts, picnic facilities, play areas, restrooms, off-street parking, pool, and service yards. Highland Community Park best fits the definition of a community park, but functions primarily as a sports facility.

Regional Parks - Consisting of 100 acres or more and attracting users from a service radius of up to an hour's drive, these facilities contain a wide range of amenities from hiking areas, scenic areas and major sports facilities. Using this criterion, numerous regional facilities are available to Highland's residents, including the San Bernardino National Forest and the recreational facilities associated with three major universities.

Staff has not specifically identified any preferred combination of the above sized parks that would total the roughly 30.68 acres of parkland that could be acquired through the adoption of the Quimby Act, deferring probably to the need for a Park and Recreation Facilities Master Plan. However, staff has indicated that they intend on recommending a schedule of park impact fees based upon a standard of 1.85 acres per 1,000 residents. The Chapter will, however, be based upon the maximum allowable impact fee but will include the 62% adjustment to the fees at the end of the Chapter.

The park and recreation improvements that could be contained within the acres and the allowable Quimby standard (Table 10-3) is not consistent with the City's proposed Park and Recreation Element of the General Plan, which identifies 2.0 acres per 1,000 residents as the target standard. It should be noted that there is a separate standard of 0.5 acres per 1,000 residents. The City's current 0.956 acres per 1,000 population standard generally indicates that the City was incorporated without any owned parkland and thus would have great difficulty achieving the commonly accepted 3.0 acre per 1,000 residents target set by most municipalities and recreation and park special districts throughout Southern California. *When General Plan build-out is reached and assuming that the City acquires the 44.4 acres it could by imposing an impact fee based upon 2.0 acres per 1,000 residents, the City of Highland will need to acquire an additional 70 acres of parkland outside of the Quimby Act application to achieve a final standard of 2. 0 acres per 1,000 residents, per General Plan.*

The 1.85 acres per 1,000 standard suggested by staff would generate approximately nineteen acres of owned/developed parkland or trails. The difference between the 1.85 acres per 1,000 residents proposed impact fee and the City's adopted standard of 2.0 acres per 1,000 residents, or 0.5 acres per 1,000, would be financed with RDA revenues.

CALCULATION OF PARK DEDICATION STANDARD

Unlike the other facilities discussed in this Report, the California Government Code contains specific enabling legislation for the acquisition and development of community and neighborhood parks by a City. This legislation, codified as Section 66477 of the Government Code and known commonly as the "Quimby Act", establishes criteria for charging new development for park facilities based on specific park standards. This Report will recommend the adoption of Quimby-style park fees over an AB 1600-style development impact fee for developments requiring the subdivision of land and an AB 1600 fee for non-subdivided land.

Allowable Park Standard Again, as stated earlier, under Section 66477 of the Government Code, the City may charge new residential development based on a standard of 3.0 acres per 1,000 population even if the City does not presently possess a ratio of 3.0 acres per 1,000 for the existing population. Though not relevant to the City of Highland, the Government Code also enables a city to charge development based on a standard higher than 3.0 acres (to a maximum of 5.0 acres) if the City currently exceeds the minimum benchmark ratio of 3.0 acres per 1,000 persons.

The law states, "if the amount of existing neighborhood and community park area ... exceeds the [3 acres of park area per 1,000 persons] limit ... the legislative body may adopt the calculated amount as a higher standard not to exceed *5* acres per 1,000 persons."[3] Park fees may be required by the City provided that the City meets certain conditions, including:

• The amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park by the future inhabitants of the subdivision.

The legislative body has adopted a general plan containing a recreational element, and the park and recreational facilities are in accordance with definite principles and standards contained therein.

• The city ... shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities ... Any fees collected under the ordinance shall be committed within five years after the payment of such fees.

Determination of Park Standard. As previously identified, the City currently has 0.956 acres of owned and developed parkland per 1,000 residents. The current demonstrable standard of developed park land owned is significantly less than the 3.0 acres per 1,000 benchmark cited by the Quimby Act.

CALCULATION OF IMPACT COSTS

Once a per capita standard for parks is determined, the cost of residential development's impact on the City's park system can then be computed as follows.

Park-land Acquisition Costs. Land costs will vary significantly from one proposed park to another. The parkland to be acquired should be suitable for park construction and is conservatively estimated at approximately $217,800 per acre (or $5.00/square foot) for parcels in the size (five, ten, and twenty acres) required by the City. This is consistent with the cost of land suitable for residential dwelling development. This figure is used in the calculation of the park impact fee. However, the use of this figure could be criticized if a developer can show that the cost of the residential land they are developing is valued at less than the $217,800/acre figure. The fee recommendation at the end of the Chapter will allow for such a challenge.

Park Improvements Construction Costs. Park improvement construction costs are estimated to be approximately $520,181 per acre. The City does not have any more recent park construction history; thus, an average park cost schedule is included in Appendix C. Public Use (community center) Facilities were not included in the cost calculation (see Chapter 9).

Average Park Land Acquisition and Development Cost per Capita. The combined park/open space land acquisition and development cost is $737,981 per acre ($217,800 for parkland acquisition and $520,181 per acre for the park improvement development). If the City were to charge development for the maximum allowable amount of park acreage as allowed in the Quimby Act and as recommended here, then the City would need to acquire 3.00 acres of new parkland for every potential 1,000 new residents to the City. The 3.00 acres of land acquisition and development per 1,000 persons would be $2,213,940 or about $2,213.94 per new resident. Schedule 10.1 calculates the cost to develop 3.00 acres, which again represents the required parkland cost for 1,000 persons. Table 10-5, on the following page, indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-5
Summary of the Maximum Quimby Park Development Impact Fees for Residential Dwelling Construction

Residential Land Use	Persons Per Dwelling	Fee Per Person	Maximum Net Fee Per Unit
Detached Dwellings	3.55	$2,213.94	$7,860
Attached Dwellings	3.232	$2,213.94	$7,156
Mobile Home Dwellings	2.315	$2,213.94	$5,126

The impact fee for Detached Dwelling residential development involving the subdivision of land, as identified in Table 10-5, should be adopted under the auspices of the Quimby Act. The impact fees for residential dwellings, not requiring the sub-division of a parcel, will need to be adopted as an AB 1600-supported impact fee.[4]

Park Acquisition and Development Impact Fee Calculation Example. Developers have been allowed to donate sites in the past and it is in the City's best interests to continue this practice. The size of the park needed to serve the proposed residential development is calculated by multiplying the number of single and Attached Dwelling residences to be developed by the average number of people living in the units and then multiplying by three acres per 1,000 residents. The example, demonstrated in Table 10-6, on the following page, calculates the developed park size required for a 500 Detached Dwelling unit development:

Table 10-6
Example of Park Construction in Lieu of Fee

Park Development Requirement	Acquisition Cost	Development Cost	Total Cost
Proposed # of Detached Homes	500	500	
Average # of Persons per Dwelling	3.550	3.550	
Anticipated Additional Population	1,775	1,775	
Basis of Standard (persons)	1,000	1,000	
Added Population Divided by 1,000	1.775	1.775	
Acres Required per 1,000 Population Standard	3.00	3.00	
Required Acres of Acquisition/Development	5.33	5.33	
Cost per Acre of Acquisition or Development	$217,800	$520,181	
Total Park Impact Fee	$1,159,785	$2,769,964	$3,929,749
Acquisition/Development Cost Per Acre ($217,800 + $520,181/acre)			$737,981
Park Acre Requirement for a 500 Detached Dwelling Unit Development			5.33

As suggested in the example above, the City and a developer could reach agreement on the park obligation in a number of ways. The following are a few such options. Note that each option produces the required $3,929,749 for 500 detached dwelling development in a number of combinations of land, improvements, or fee payment.

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Option 1. The developer could make a $3,929,749 Park Land Acquisition and Development Impact Fee payment, and the City could use it (and combine with other park impact fees) to construct the park somewhere in the City. However, most large-scale developers would probably prefer that the park be very near, if not within, the proposed subdivision.

Option 2. The developer could construct and donate a developed park smaller in size and make a payment for any remaining acres required of the developer. This option is generally used when the proposed residential development is in excess of 500 homes. At no time, however, should a developer be able to receive a credit for constructing their entire park acre obligation as a neighborhood park and ignore the need for sports or community parks.

Option 3. The developer could construct a 5.33-acre park and dedicate it to the City. A developed park this size would represent the total $3,929,749 acquisition and development impact fee. This would not likely be an option for the smaller developments resulting in parks less than 3.5 acres in size. Parks of this small size generate significant annual maintenance costs with little benefit beyond the immediate neighborhood, so they are not generally desired.

Option 4. The City could combine other impact fees with the developer's 5.33-acre fee or actual park contribution to create a larger park, assuming the developer agrees to make the larger park parcel available.

Option 5. The developer could donate 11.03 acres of undeveloped land ($3,929,749 total park fee requirement+ by $217,800/acre cost), and then the City could use other impact fees to develop it.

The key to understanding the flexibility of the options above is that each one represents the same amount in terms of a contribution to the City's park system with the result that the same amount has been contributed for each dwelling.

Land Acquisition Cost Adjustment Challenge. As mentioned previously, the use of $217,800 as the default park land cost is based upon the assumption that park acreage would likely be close in proximity and thus similar in cost to residential land value of the private project the park is intended to serve. However, if the developer or contractor of a home can provide evidence (acceptable to the City), in the form of a recent purchase agreement or appraisal of the property they will be developing, that the current land value is worth less than the $217,800/acre (or $5 .00/square foot), the impact fee could be adjusted downward accordingly by placing the actual cost of land acquisition into Schedule 10.1. Again, if the City wishes to adopt such an adjustment, the terms under which the challenge may be made and proved should be included in the Impact Fee Ordinance.

Park Land Acquisition and Park Facilities Development Improvement Impact Fee Adjustment. As stated earlier in the Chapter, staff has indicated that it intends on recommending that the Park Impact Fee Schedule be based upon a standard of 1.85 acres per 1,000 persons. The Highland General Plan specifies a standard of 2.5 acres of parkland *and* open space per 1,000 residents. The adjustment to the fee calculation is made by simply multiplying the 3.0 acres per 1,000-person standard by 62%. The impact fees for this infrastructure at the 62% adjustment would be:

Table 10-7
Summary of Park Land et al. Impact Fee and Open Space Impact Fees for Residential Dwelling Construction

Residential Land Use	Park Land Impact Fee @ 100%	Impact Fee Adjustment @ 62%	Adjusted Impact Fee Unit
Detached Dwellings	$7,860	62.0%	$4,846
Attached Dwellings	$7,156	62.0%	$4,412
Mobile Home Dwellings	$5,126	62.0%	$3,161

RECOMMENDED IMPACT FEES

Schedule 10.1 contains the recommended Park Land Acquisition and Park Facilities Improvements Development Impact Fees.

CHAPTER ENDNOTES

[1] Adoption of a Quimby Act fee requires a Park "plan" or General Plan element.

[2] The Quimby Act does allow use of revenues raised by the adoption of a Quimby Act Park Impact Fee to be used for rehabilitation of existing parks.

[3] California Government Code, Title 7, Division 2, Section 66477 (b);

[4] This is necessary because the Quimby Act is referenced in the Subdivision Codes. Thus, it may be necessary for the City to have two separate park impact funds to insure that no AB1600 park impact fee revenues are used for rehabilitation purposes.

Schedule 10.1

Park Site Inventory
Quimby Fee for Land Acquisition
AB 1600 Fee for Park Construction

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.000	1.000
Aurantia Park	12.000	12.000
Highland Community Park	17.500	17.500
Cunningham Park	2.000	2.000
Sealey Park	0.450	0.450
Oak Creek Park	3.300	3.300
Sycamore Trail Park	2.800	2.800
Beatty Middle School Park	15.000	5.080
Park Acres Represented by DIF Fund Balance	0.891	0.891
Total Park Inventory	54.050	45.021
Current City Population	56,546	56,546
Current Standard of Acre/1,000 Population	0.956	0.796
Acres/1,000 Population Standard	0.956	0.796
Quimby Act Recommendation Size	3.000	3.000
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 3.0 Acre/1,000 Residents Standard	$653,400	$1,560,543
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$653.40	$1,560.54

	Occupants/ Dwelling	Land Acquisition	Park Construction
Cost per Additional Resident		$653.40	$1,560.54
Detached Dwelling Units	3.55	$2,320	$5,540
Attached Dwelling Units	3.232	$2,112	$5,044
Mobile Homes Dwelling Units	2.315	$1,513	$3,613

Total Park Costs	Number of Units	Gross Park Collections
$2,213.94		
$7,860	1,426	$11,208,360
$7,156	1,592	$11,392,352
$5,126	9	$46,134
Master Plan Capital Needs		$22,646,846
Existing (5/16/23) Development Fee Fund Balance		$657,717
Net Required Capital Total for Parks		$23,304,563

Schedule 10.2

Park Site Inventory
Quimby Fee for Land Acquisition
AB 1600 Fee for Park Construction

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.000	1.000
Aurantia Park	12.000	12.000
Highland Community Park	17.500	17.500
Cunningham Park	2.000	2.000
Seeley Park	0.450	0.450
Oak Creek Park	3.300	3.300
Sycamore Trail Park	2.800	2.800
Beatty Middle School Park	15.000	5.080
Park Acres Represented by DIF Fund Balance	0.891	0.891
Total Park Inventory	54.050	45.021
Current City Population	56,546	56,546
Population Divided by 1,000	56.546	56.546
Current Standard of Acre/1,000 Population	0.956	0.796
Acres/1,000 Population Standard	0.956	0.796
Quimby Act Recommendation Size	1.850	1.850
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 3.0 Acre/1,000 Residents Standard	$402,930	$962,335
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$402.93	$962.34

	Occupants/ Dwelling	Land Acquisition	Park Construction
Cost per Additional Resident		$402.93	$962.34
Detached Dwelling Units	3.55	$1,430	$3,416
Attached Dwelling Units	3.232	$1,302	$3,110
Mobile Homes Dwelling Units	2.315	$933	$2,228

Total Park Costs	Number of Units	Gross Park Collections
$1,365.27		
$4,846	1,426	$6,910,834
$4,412	1,592	$7,024,354
$3,161	9	$28,447

Master Plan Capital Needs	**$13,963,635**
Existing (5/16/23) Development Fee Fund Balance	**$657,717**
Net Required Capital Total for Parks	**$14,621,352**

SUMMARY OF RECOMMENDATIONS

Chapter 3 - Law Enforcement Facilities

- Adopt Schedule 3.2, p. 33, Marginal Need-based Impact Fees

Chapter 4 - Fire Suppression Facilities, Vehicles, and Equipment

- Adopt Schedule 4.2, p. 40, Marginal Need-based Impact Fees

Chapter 5 - Local/Regional Circulation Systems (Streets, Signals, and Bridges)

- Adopt Schedule 5.2, p. 55, Marginal Need-based Impact Fees
- Adopt Schedule 5.3, p. 56, Marginal Need-based Impact Fees

Chapter 6 - Local and Regional Flood Control Facilities

- Adopt Schedule 6.2, p. 63, Marginal Need-based Impact Fees

Chapter 7 - General Facilities, Vehicles, and Equipment

- Adopt Schedule 7.2, p. 68, Marginal Need-based Impact Fees

Chapter 8 - Library Facilities and Volume Collection

- Adopt Schedule 8.2, p. 72, Marginal Need-based Impact Fees

Chapter 9 - Public (community center) Facilities

- No Impact Fee charged.

Chapter 10 - Park Land Acquisition and Park Facilities Development

- Create Quimby Act Park Land Acquisition and Development Impact Fee Fund[1]
- Adopt Schedule 10.2, p. 82, for residential uses requiring the sub-division of land for Quimby Act application
- Create AB1600 Park Land Acquisition and Development Impact Fee Fund
- Adopt Schedule 10.2, p. 82, for residential uses not requiring the sub-division of land for AB1600 application

[1] Separate Park Land Acquisition and Development Funds are necessary because the Quimby Act allows the use of receipts for the rehabilitation of existing facilities, whereas AB1600 requirements prevent such expenditures.

Appendix B
City of Highland
Expanded Land-use Database
2022-23 Development Impact Fee Calculation and Nexus Report Update

Total - Land-use Database	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses (KSF)	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses (KSF)	82.00	1,072	72.00	940	154.00	2,012
Total - Land-use Database	**5,374.00**	**25,152**	**535.50**	**5,138**	**5,909.50**	**30,290.00**
Miscellaneous Dwelling Units	**4,822.00**	**16,845**	**386.50**	**3,027**	**5,208.50**	**19,872**
Commercial Lodging Rooms	**4.00**	**130**	**12.00**	**180**	**16.00**	**310**
Business Square Feet	**548.00**	**8,177**	**137.00**	**1,931**	**685.00**	**10,108**

1. Land-use Database within the City's Urban City Limits	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses	82.00	1,072	72.00	940	154.00	2,012
Sub-total	**5,374.00**		**535.50**		**5,909.50**	

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Appendix B
City of Highland
Expanded Land-use Database
2022-23 Development Impact Fee Calculation and Nexus Report Update

Total - Land-use Database	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses (KSF)	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses (KSF)	82.00	1,072	72.00	940	154.00	2,012
Total - Land-use Database	**5,374.00**	**25,152**	**535.50**	**5,138**	**5,909.50**	**30,290.00**
Miscellaneous Dwelling Units	**4,822.00**	**16,845**	**386.50**	**3,027**	**5,208.50**	**19,872**
Commercial Lodging Rooms	**4.00**	**130**	**12.00**	**180**	**16.00**	**310**
Business Square Feet	**548.00**	**8,177**	**137.00**	**1,931**	**685.00**	**10,108**

1. Land-use Database within the City's Urban City Limits	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
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Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses	82.00	1,072	72.00	940	154.00	2,012
Sub-total	**5,374.00**		**535.50**		**5,909.50**	

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Appendix C

	2006 Unit		ENR %	Current Cost Unit	5 Acre Neighborhood		15 Acre Community Park		20 Acre Sports Park	
Public Imps, Road/curb, gutter, etc	$121.00	Linear Foot	184.0%	$222.65 Linear Foot	1,680	$374,052	3,360	$748,104	3,780	$841,617
Large Park Grading/Irrigation/Turf	$25,500	Acre	184.0%	$46,920 Acre	0	$0	15	$703,800	20	$938,400
Small Park Grading/Irrigation/Turf	$30,600	Acre	184.0%	$56,310 Acre	5	$281,550	0	$0	0	$0
Plant Material:										
Trees-5, 24 Gallon Box/Acre	$200.00	Each	184.0%	$368.01 Each	25	$9,200	75	$27,601	50	$18,401
Trees-15, 15 Gallon/Acre	$100.00	Each	184.0%	$184.01 Each	75	$13,801	225	$41,402	300	$55,203
Shrubs-10, Five Gallon	$19.00	Each	184.0%	$34.96 Each	50	$1,748	150	$5,244	100	$3,496
Shrubs-30, One Gallon	$7.00	Each	184.0%	$12.88 Each	150	$1,932	450	$5,796	300	$3,864
Play apparatus										
Play Apparatus - Large	$120,000	Lot	184.0%	$220,810 Lot	0	$0	1	$220,810	1	$220,810
Large Apparatus Curbing, 450'	$18.50	Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	450	$15,318
Play Apparatus - Medium	$80,000	Lot	184.0%	$147,210 Lot	1	$147,210	2	$294,420	1	$147,210
Medium Apparatus Curbing, 375'	$18.50	Linear Foot	184.0%	$34.04 Linear Foot	375	$12,765	750	$25,530	375	$12,765
Play Apparatus - Small	$40,000	Lot	184.0%	$73,603 Lot	0	$0	2	$147,206	1	$73,603
Small Apparatus Curbing, 225'	$18.50	Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	225	$7,659
Apparatus Safety Surface	$2.50	Square Foot	184.0%	$4.60 Square Foot	8,788	$40,426	36,562	$168,185	24,609	$113,201
Buildings:										
Restroom - Small	$60,450	Each	184.0%	$111,230 Each	0	$0	1	$111,230	1	$111,230
Restroom - Large	$102,300	Each	184.0%	$188,240 Each	0	$0	1	$188,240	1	$188,240
Electrical Service Extension	$15,000	Each	184.0%	$27,600 Each	0	$0	2	$55,200	2	$55,200
Equipment Storage Facility	$55,800	Each	184.0%	$102,680 Each	0	$0	0	$0	1	$102,680
Combined Restroom/Concession	$167,400	Each	184.0%	$308,030 Each	0	$0	1	$308,030	2	$616,060
Parking Lot										
Parking Space 4" A.C. W/6" Rock base	$1,627.50	Space	184.0%	$2,994.71 Square foot	8	$23,958	150	$449,207	400	$1,197,884
V-gutter	$7.44	Linear Foot	184.0%	$13.69 Linear Foot	86	$1,314	1,800	$24,642	4,800	$65,712
Drain Inlet	$744	Each	184.0%	$1,369.01 Each	1	$1,369	8	$10,289	20	$27,380
Drain Inlet Connector	$1,209	Each	184.0%	$2,224.64 Each	1	$2,225	8	$16,685	20	$44,493
Storm Drainage Collection Line	$18.00	Linear Foot	184.0%	$33.12 Linear Foot	144	$4,769	2,700	$89,424	7,200	$238,464
Drive Approach	$1,674	Each	184.0%	$3,080.00 Each	1	$3,080	4	$12,320	8	$16,480
Perimeter Curbing	$9.30	Linear Foot	184.0%	$17.11 Linear Foot	490	$8,384	3,600	$61,598	8,000	$184,268
Parking Lot Striping	$0.28	Linear Foot	184.0%	$0.52 Linear Foot	80	$42	1,500	$780	4,000	$2,080
Exterior Street Lighting Standards	$1,674	Each	184.0%	$3,080.00 Each	4	$12,320	16	$53,440	20	$61,600
Lot Signage	$185	Lot	184.0%	$342.25 Lot	1	$342	3	$1,027	3	$1,027
Storm Drainage Facilities (in park)										
Inlets	$744	Each	184.0%	$1,370 Each	2	$2,740	30	$41,100	40	$54,800
Connections	$1,209	Each	184.0%	$2,220 Each	2	$4,440	6	$13,320	6	$17,760
Lateral (to arterial)	$18.00	Linear Foot	184.0%	$33.12 Linear Foot	1,050	$34,776	4,725	$156,492	8,300	$208,856
Sewer Facilities										
Connection to Arterial	$1,860	Lot	184.0%	$3,420 Lot	0	$0	2	$6,840	2	$6,840
Line in Street	$14.50	Linear Foot	184.0%	$26.68 Linear Foot	0	$0	120	$3,202	120	$3,202
Line in Park	$12.50	Linear Foot	184.0%	$23.00 Linear Foot	0	$0	630	$14,490	630	$14,490
Fire Hydrant	$2,790	Each	184.0%	$5,130 Each	1	$5,130	4	$20,520	5	$25,650
Park Lighting										
Walkway Lighting Standards	$1,258	Each	184.0%	$2,310 Each	0	$0	252	$582,120	235	$543,312
Duct Work/Wiring	$767	Each	184.0%	$1,410 Each	3	$4,230	12	$16,920	5	$7,050
Walkway Electrical Wiring	$15.0	Linear Foot	184.0%	$30 Each	0	$0	13,120	$393,600	8,630	$264,903
Water Facilities										
3" Meter	$1,860	Each	184.0%	$3,420 Each	1	$3,420	1	$3,420	1	$3,420
6" Backflow Device	$2,325	Each	184.0%	$4,280 Each	1	$4,280	1	$4,280	1	$4,280
Line in Street	$11.18	Linear Foot	184.0%	$20 Linear Foot	1,320	$26,400	120	$2,400	120	$2,400
Water Fountains	$651.00	Each	184.0%	$1,200 Each	1	$1,200	8	$9,600	12	$14,400
Fountain Lines in Park	$11.18	Linear Foot	184.0%	$20 Linear Foot	200	$4,000	1,000	$20,000	1,000	$20,000
Benches/Tables:										
Concrete Picnic Tables	$750	Each	184.0%	$1,380 Each	4	$5,520	60	$82,800	30	$41,400
7' x 10' Cement Table Pads	$1,050	Each	184.0%	$1,930 Each	4	$7,720	60	$115,800	30	$57,900
Individual BBQ Grills	$326	Each	184.0%	$599.86 Each	2	$1,200	30	$17,996	10	$5,999
Concrete Benches	$325	Each	184.0%	$598.02 Each	4	$2,392	30	$17,941	15	$8,970
3' x 6' Concrete Bench Pads	$270	Each	184.0%	$496.82 Each	4	$1,987	20	$14,905	15	$7,452
Bleachers	$3,255	Each	184.0%	$5,990 Each	0	$0	0	$0	14	$83,860
Large Covered Picnic Ramada	$57,680	Each	184.0%	$106,100 Each	0	$0	2	$212,200	0	$0
Individual Covered Picnic Pad	$13,950	Each	184.0%	$25,670 Each	4	$102,680	20	$513,400	4	$102,680
User Electrical Service	$9,300	Each	184.0%	$17,110 Each	0	$0	2	$34,220	1	$17,110
Electrical Service per Group area	$1,163	Each	184.0%	$2,140 Each	1	$2,140	6	$12,840	4	$8,560
Game Courts	$75,600									
Basketball Courts	$50,350	Full Court	184.0%	$92,650 Each	0	$0	2	$185,300	4	$370,600
Basketball Court Lighting	$32,550	Full Court	184.0%	$59,880 Each	0	$0	0	$0	4	$239,520
Fenced Tennis Courts	$55,600	Court	184.0%	$102,680 Each	0	$0	2	$205,360	6	$616,080
Tennis Court Lighting	$32,550	Court	184.0%	$59,880 Each	0	$0	0	$0	6	$359,340
Baseball Field - Competitive	$48,500	Field	184.0%	$85,560 Each	0	$0	0	$0	6	$513,360
Ballfield Lighting	$186,000	Two Fields	184.0%	$342,290 Per two fields	0	$0	0	$0	3	$1,026,750
Baseball Field - Recreational	$13,900	Field	184.0%	$25,570 Each	1	$25,570	6	$154,020	0	$0
Soccer Field (crowned)	$16,740	Field	184.0%	$30,800 Each	0	$0	0	$0	4	$123,200
Skatepark	$15.50	Square Foot	184.0%	$28.50 Each	0	$0	14,400	$410,400	21,600	$615,600
Pedestrian Walkway										
5' wide	$20.00	Linear Foot	184.0%	$36.80 Linear Foot	1,680	$61,824	1,680	$61,824	1,050	$38,640
6' wide	$24.00	Linear Foot	184.0%	$44.16 Linear Foot	1,680	$74,189	1,680	$74,189	1,050	$46,368
8' wide	$36.00	Linear Foot	184.0%	$66.24 Linear Foot	0	$0	2,640	$194,746	3,780	$250,387
8' wide	$15.00	Square Foot	184.0%	$27.60 Linear Foot	500	$13,800	8,500	$234,600	4,000	$110,400
Miscellaneous Flatwork	$4,850	Lot	184.0%	$8,920 Lot	1	$8,920	0	$0	0	$0
Small Park Signage	$15,000	Lot	184.0%	$27,600 Lot	0	$0	1	$27,600	1	$27,600
Large Park Signage	$1,395	Each	184.0%	$2,570 Each	2	$5,140	2	$29,130	12	$30,840
Bike Rack/Pad	$375,000	Each	184.0%	$690,020 Each	0	$0	1	$690,020	0	$0
Natural Element Improvement (Lake, etc)	$29,080	Each	184.0%	$53,470 Each	1	$53,470	2	$106,940	1	$53,470
Small concrete stage	$139,500	Each	184.0%	$256,580 Each	0	$0	1	$256,580	0	$0
Medium Amphitheater/bandshell										

	Total Cost	$1,387,398	$8,738,042	$11,263,616
	Total Acres	5.00	15.00	20.00
	Average Cost per Acre	$277,480	$582,536	$564,681
Number of Parks	71.00	12.81	25.42	33.67
Total Cost of Parks	$37,401,004	$8,580,134	$14,806,089	$19,012,802
Average Cost Per Park Acre	$526,781	12.81	25.42	33.67

*DIF REPORT 07/06/23 EDITION

End of Report

EXHIBIT B





Master Facilities Plan for the City of Highland, California

July, 2023

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CITY OF HIGHLAND

GUIDE TO THE MASTER FACILITIES PLAN

The Master Facilities Plan is a compilation of projects identified by City staff as being needed by the City of Highland through theoretical General Plan build-out of the City. The Plan is based on input from City staff, recommended projects contained in City planning documents for infrastructure, and an occasional recommendation from RCS staff.

The Master Facilities Plan provides for three major types of projects. The first group of projects provides for the maintenance, repair, and rehabilitation of the City's varied infrastructure, including its streets, storm drains, and other public facilities. These projects represent a portion of the needed replacement of the City's General Facilities' fixed assets, as identified as almost $21,775,814 million in depreciable fixed assets, which are being consumed, conservatively over fifty years, at a rate of nearly $435,516 annually. Remember that this list does not represent the hundreds of millions of dollars currently invested in local[i] streets and storm drainage improvements.

The second type of projects are needed to serve future development and includes such projects as the widening of streets, the creation of additional parkland, or the construction of a new fire station. These projects are proposed to be funded through the development impact fees recommended in the companion to this document called *Development Impact Fee Calculation and Nexus Report for the City of Highland.*

The last type of projects is proposed to enhance the quality of life for all City residents and spur economic growth in the community. These projects would include the construction of a community center or library expansion.

Goal of the Master Facilities Plan. The Master Facilities Plan is not intended to be the final word on capital improvement projects needed for the City but rather a starting point for discussions between City management staff, decision-makers (i.e., the City Council), and the public prior to the formulation of a two or three Year Capital Improvement Plan (CIP). The Master Facilities Plan begins the process of identifying **all** needed projects for the City through build-out. This document, as all capital improvement programs should be, is rooted in the philosophy that for the document to have any meaningful value to future residents and staff members, it must be constantly updated and revised as new legislation is adopted and as the environment and the City itself changes over the years.

In short, the Master Facilities Plan is intended as a fluid, not static, document. Thus, it is essential that periodic updates be performed to add new projects or delete completed or no longer-needed projects.

The Master Facilities Plan represents the starting point for the fulfillment of the following purposes:

Planning - The Plan implements the standards and goals contained in the City's General Plan when applicable and proposes improvement projects which are constructed and located in conformance with the General Plan.

Financial Planning - A Facilities Plan or CIP should consider the scheduling and availability of financing sources to achieve an orderly and comprehensive process. Individual project descriptions in this document detail the project's relationship to other recommended improvements and other scheduling constraints. This effort should always be a high priority of the City to ensure that efforts between departments are coordinated and to avoid construction being made more costly by duplication of construction efforts (i.e., a water pipe installed one year after a road is constructed).

A sound capital planning process can also help to plan projects rationally for the purposes of long-term financing. Taxpayers can accrue savings when capital financing is coordinated such that long-term financing can be sized and timed to achieve the lowest possible financing costs.

Budgeting - The following projects should provide the outline for the preparation of the Five-year Capital Improvement Plan in the future. The first year of the CIP is then incorporated into the City's Annual Budget. Note: The current effort does not identify the year the projects will be needed; therefore, the project costs default to the last column. However, the project costs are defined in terms of 2022-23-dollar values.

Master Facilities Planning Process. The Master Facilities Plan represents an interdepartmental effort to identify needed projects through the theoretical point of build-out of the City. The management staff was then asked to allocate projects as a first step towards prioritizing all projects for the Plan. Criteria considered by the management team in evaluating projects included:

- Does the project generate operating savings or otherwise enhance the ability of the department to deliver services?
- Does the project reduce or eliminate safety or health hazards?
- Is the project needed to provide adequate levels of service to future residents or prevent deterioration of service to existing residents?
- Was the project recommended in any of the City's engineering or planning master plans, the Corporate Plan, or any other adopted City document?
- Does the project have a significant positive effect on the community?

Funding Analysis. The following summary section of this Plan includes a projection of historical and potential revenue sources for the financing of the listed capital improvement projects. Development impact fee revenues were estimated based on the proposed rates recommended in the *Development Impact Fee Report.* Also, it was assumed for the purposes of this Report and the Development Impact Fee Report that development will occur evenly over the period of build-out

for the City. In actuality, new development is expected to maintain the current rate over the next ten years and then decrease during the second ten-year period.

Other revenue sources were projected based on discussions with City staff but are shown only for informational purposes. Given the magnitude of costs shown in this Report, RCS recommends that a more detailed financial strategy for the construction of these improvements (i.e., a Capital Financing Plan) be conducted by the City within the immediate future. Such a document would seek to identify further and quantify potential financing sources for the City of Highland.

Also, it should be noted that the Master Facilities Plan emphasizes the total capital needs of the City, in contrast to the more traditional Capital Improvement Program approach, which emphasizes reducing total needs to only reasonably assured revenue sources. Further scheduling projects on a year-to-year basis should continue during the Capital Improvement Program process.

Organization of the Master Facilities Plan. The Master Facilities Plan is divided into eight major sections according to the category of capital improvement, and each will ultimately be quantified as a separate development impact fee in the companion document. The eight types of improvements are:

Law Enforcement Facilities, Vehicles and Equipment - The project needed for the City's law enforcement agency is limited to the expansion of the law enforcement facility.

Fire Suppression Facilities, Vehicles and Equipment - This program includes facilities necessary to support the level of service recommended by the City's Fire Department. This section contains an explanation of the need for additional fire stations, vehicles and assigned equipment for needed fire-fighters.

Circulation (Streets, Signals, Drainage and Bridges) System - These projects include future street widenings and additional intersection/signal improvements.

Local and Regional Flood Control Facilities - These projects include the construction of local and regional flood control channels for the purpose of removing City-generated storm drainage safely in downstream washes, creeks, and rivers.

General Facilities, Vehicles and Equipment - The additional City Hall and City Yard workspace, vehicles, and equipment needed for the City's employees that will serve the additional residents and business owners are outlined in this chapter.

Library Facilities and Collection - This section explains the proportional expansion of the existing library square feet and the number of items in the collection per City resident.

Public Use (Community Centers) Facilities - These projects include the construction of additional community centers for classes, meetings, and general public use.

Park Land Acquisition and Park Facilities Development - The acquisition and development of new trails, parks and, the construction of recreational facilities for the City,

and the improvement of existing undeveloped parklands are accomplished through this program.

A summary list of the proposed projects and project costs is found at the beginning of each section. Next, you will find an individual project description for each project submitted detailing the proposed scope of the project, the submitting department, justification, and the supporting reference document.

The following table details the total project expenditures ($263,726,505) identified as necessary through build-out.

Table MFP-2
Cost of Required Expansions to City Infrastructure

Infrastructure Type	Project Total
Law Enforcement Facilities	$797,243
Fire Suppression Facilities	$15,303,180
Circulation Systems	$7,898,507
Local and Regional Flood Control	$44,654,346
General Facilities	$17,141,800
Library Facilities/Collection	$16,485,150
Public Use Facilities	$4,940,932
Parkland/Improvements	$14,621,352
Total	$121,843,268

Fairness and reason (as well as the more important State statutes and Federal court decisions) dictate that not all of the projects will qualify for impact fee funding (i.e., some projects are replacements or service level increasing, etc.). There are no existing impact fee fund balances, and thus they will not finance any of the total project needs. Any remaining amount of the total project costs would have to be financed by other sources such as fees, existing taxes or voter-approved additional taxes, inter-governmental transfers, and the occasional grant. Relationship to Development Impact Fee Report. The Master Facilities Plan was prepared in conjunction with the City's Development Impact Fee (DIF) Report, also prepared by RCS. Projects listed in the DIF Report correspond to projects found in this document and contain the same numbering sequence as the Master Facilities Plan. The DIF Report is also divided into fourteen major chapters according to the same order of projects described on the previous page. Thus, a reader who wants more information on Law Enforcement Project #1 (police station expansion) found on Schedule 3.1 of the DIF Report should turn to Project No. LE-01 of the Master Facilities Plan. For readers of the Master Facilities Plan who wish to understand the determination of impact fee funding more fully, refer to the Development Impact Fee Report.

End of Guide

[i] "Local" infrastructure is defined as infrastructure within neighborhoods or within the footprint of the development as opposed to spine infrastructure. As an example, 6" sewer collection lines are generally limited to neighborhoods while 12" lines (spine) collect wastewater from the neighborhood to transmit it to the treatment plant.

City of Highland, California

Master Facilities Plan - All Plan Areas
Master Project List

			Project Build Out Total
LE-01	Construct Police Station (Completed)	$	-
LE-02	Police Station Expansion	$	797,000
FD-01	Relocate Station #1	$	2,115,477
FD-02	Construct Station #4 (Greenspot Road) (Deleted)	$	-
FD-03	Acquire Additional Response Vehicles for Station #4 (Deleted)	$	-
FD-04	Acquire Additional Fire Fighter Equipment (Deleted)	$	-
FD-05	Acquire Specialty Vehicle	$	180,000
ST-01	Interstate 210 , Del Rosa Interchange (Deleted; Not in Highland)	$	-
ST-02	Interstate 210, Baseline Interchange (COH Fair Share)	$	8,683,231
ST-03	Interstate 210, 5th Street Interchange (COH Fair Share)	$	3,260,362
ST-04	3rd Street, Tippecanoe to Del Rosa Drive	$	715,792
ST-05	3rd Street, Del Rosa Drive To Shirley	$	577,961
ST-06	3rd Street, Victoria to Cunningham (Completed)	$	-
ST-07	3rd Street, Cunningham to Central (Completed)	$	-
ST-08	3rd Street, Central to Palm (Completed)	$	-
ST-09	3rd Street, Palm to 5th (Completed)	$	-
ST-10	5th Street, Tippecanoe to Del Rosa Drive	$	1,257,435
ST-11	Project Transferred to Regional Flood Control Facilities (FC-05)	$	-
ST-12	5th Street, Del Rosa Drive to Shirley	$	579,541
ST-13	5th Street, Sterling to Victoria	$	316,942
ST-14	5th Street, Victoria to Cunningham (Completed)	$	-
ST-15	5th Street, Cunningham to Central (Completed)	$	-
ST-16	5th Street, Cunningham to Central Storm Drainage Segment (Completed)	$	-
ST-17	5th Street, Central to Palm (Completed)	$	-
ST-18	5th Street, Central to Palm Storm Drainage Segment (Completed)	$	-
ST-19	5th Street, Palm to Church Avenue (Completed)	$	-
ST-20	5th Street, Church Avenue to State Route 30 (Completed)	$	-
ST-21	6th Street, Tippecanoe to Del Rosa Drive	$	470,500
ST-22	6th Street, Del Rosa Drive to Sterling	$	518,980
ST-23	6th Street, Sterling to Victoria	$	2,177,380
ST-24	6th Street, Victoria to Central (Completed)	$	-
ST-25	9th Street, Tippecanoe to Fairfax	$	113,179
ST-26	9th Street, Del Rosa Drive to Golondrina (Completed)	$	-
ST-27	9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment	$	402,160
ST-28	9th Street, Golondrina to Sterling (Completed)	$	-
ST-29	9th Street, Golondrina to Sterling Storm Drainage Segment	$	115,713

City of Highland, California

ST-30	9th Street, Sterling to Victoria (Completed)	$	-
ST-31	Project Transferred to Regional Flood Control Facilities (FC-09)	$	-
ST-32	9th Street, Victoria to Cunningham (Completed)	$	-
ST-33	9th Street, Cunningham to Hillview (Completed)	$	-
ST-34	9th Street, Hillview to Central (Completed)	$	-
ST-35	9th Street, Central to Lillian (Completed)	$	-
ST-36	9th Street, Lillian to Drummond (Completed)	$	-
ST-37	9th Street, Drummond to Palm (Completed)	$	-
ST-38	Base Line, Del Rosa Drive to Cole (Completed)	$	-
ST-39	Project Transferred to Regional Flood Control Facilities (FC-10)	$	-
ST-40	Base Line, Cole to Palm (Completed)	$	-
ST-41	Base Line, Palm to Boulder (Completed)	$	-
ST-42	Base Line, Boulder to Church Street (Completed)	$	-
ST-43	Base Line, Church Street to Weaver (Completed)	$	-
ST-44	Base Line, Weaver to Aplin (Completed)	$	-
ST-45	Base Line, Aplin to Brookwood (Completed)	$	-
ST-46	Boulder, South City Limit to Orange	$	300,904
ST-47	Boulder, Orange to 5th	$	536,152
ST-48	Boulder, 5th to Pacific (Completed)	$	-
ST-49	Boulder, Pacific to Highland (Completed)	$	-
ST-50	Central Avenue, 3rd to 5th (Completed)	$	-
ST-51	Central Avenue, 5th to Base Line (Completed)	$	-
ST-52	Central Avenue, 917' S/O Base Line to Base Line	$	67,978
ST-53	Central Avenue, Base Line to Mansfield	$	7,010
ST-54	Church Avenue, 5th to Base Line	$	15,865
ST-55	Chruch Avenue, Base Line to Pacific	$	171,664
ST-56	Church Street, Greenspot to Highland	$	653,422
ST-57	Cone Camp Road, from S. City Limit to 1,320' S/O Greenspot (Deleted)	$	-
ST-58	Cone Camp Road, from 1,320' South of Greenspot to Greenspot (Deleted)	$	-
ST-59	Cunningham Street, 5th to 9th (Completed)	$	-
ST-60	Cunningham Street, 9th to Base Line (Completed)	$	-
ST-61	Del Rosa Avenue, 3rd to 5th	$	240,410
ST-62	Del Rosa Avenue, 5th to 6th (Completed)	$	-
ST-63	Del Rosa Avenue, 6th to Union	$	264,455
ST-64	Del Rosa Avenue, Union to 9th	$	100,780
ST-65	Del Rosa Avenue, 9th to Paloma	$	185,840
ST-66	Del Rosa Avenue, Paloma to Warm Creek	$	35,915
ST-67	Del Rosa Avenue, Base Line to Pacific	$	542,773
ST-68	Del Rosa Drive, 3rd to 6th	$	506,920
ST-69	Del Rosa Drive, 9th to Base Line	$	51,592
ST-70	Greenspot Road at State Route 30 Interchange (Completed)	$	-
ST-71	Greenspot Road at State Route 30 Interchange Storm Drainage Segment (Completed)	$	-
ST-72	Greenspot Road, State Route 30 to Boulder (Completed)	$	-

ST-73	Greenspot Road, State Route 30 to Boulder Storm Drainage Segment (Completed)	$	-
ST-74	Greenspot Road, Boulder to Orange	$	272,779
ST-75	Greenspot Road, Orange to Valencia	$	496,531
ST-76	Greenspot Road, Valencia to Gold Buckle (Completed)	$	-
ST-77	Greenspot Road, Gold Buckle to Aplin	$	349,306
ST-78	Greenspot Road, Aplin to Santa Paula	$	1,760,899
ST-79	Greenspot Road, Santa Paula to Santa Ana River	$	1,740,000
ST-80	Greenspot Road, Santa Ana River to Bryant (Deleted)	$	-
ST-81	Highland Avenue, West City Limit to Victoria (Completed)	$	-
ST-82	Highland Avenue, Victoria to 1,320 East of Victoria (Completed)	$	-
ST-83	Highland Avenue, West City Limit to Boulder (Completed)	$	-
ST-84	Highland Avenue, Boulder to Summer Trail (Completed)	$	-
ST-85	Highland Avenue, Summer Trail to Orchard Lane	$	249,864
ST-86	Highland Avenue, Orchard to Surrey Lane	$	126,266
ST-87	Highland Avenue, Surrey Lane to 350' E/O Surrey Lane	$	52,928
ST-88	Highland Avenue, 350' E/O Surrey Lane to Gala	$	396,801
ST-89	Highland Street, Gala to Church Street (Completed)	$	-
ST-90	Lankershim, 5th to Cypress (Completed)	$	-
ST-91	Lankshim, Cypress to Lankershim/Arden Connection	$	19,145
ST-92	Lankershim/Arden Connection	$	571,486
ST-93	Lankershim/Arden Connection Storm Drainage Segment	$	250,338
ST-94	Newport Street, South City Limit to Greenspot (Deleted)	$	-
ST-95	Pacific Avenue, Del Rosa Drive to Guthrie (Completed)	$	-
ST-96	Pacific Avenue, Sand Creek to Dundee (Completed)	$	-
ST-97	Pacific Avenue, Orange to Two Lots W/O Cole (Completed)	$	-
ST-98	Pacific Avenue, Two Lots W/O Cole to Cole	$	40,750
ST-99	Pacific Avenue, Cole to Palm (Completed)	$	-
ST-100	Pacific Avenue, Palm to Church Avenue	$	298,443
ST-101	Palm Avenue, South City Limits to 3rd	$	430,172
ST-102	Palm Avenue, 3rd to 5th (Completed)	$	-
ST-103	Palm Avenue, 5th to City Creek (Completed)	$	-
ST-104	Palm Avenue, City Creek to Cypress (Completed)	$	-
ST-105	Palm Avenue, Cypress to Harlan (Completed)	$	-
ST-106	Palm Avenue, Harlan to 9th	$	53,323
ST-107	Palm Avenue, 9th to Base Line (Completed)	$	-
ST-108	Palm Avenue, Base Line to Foster (Completed)	$	-
ST-109	Palm Avenue, Foster to Villa	$	100,036
ST-110	Palm Avenue, Villa to 951' S/O Fisher	$	74,597
ST-111	Palm Avenue, 951' S/O Fisher to Fisher	$	307,613
ST-112	Palm Avenue, Fisher to Main	$	195,119
ST-113	Palm Avenue, Main to Pacific (Completed)	$	-
ST-114	Palm Avenue, Pacific to Atlantic	$	173,694
ST-115	Santa Ana Canyon Road, W/O North Fork	$	157,500

City of Highland, California

ST-116	Santa Ana Canyon Road, Fronting Tract 14384 (Completed)	$	-
ST-117	Santa Ana Canyon Road, W/O Alta Vista	$	257,003
ST-118	Sterling Avenue, 3rd to 6th	$	139,200
ST-119	Project Transferred to Regional Flood Control (FC-04)	$	-
ST-120	Sterling Avenue, 6th to 7th	$	184,013
ST-121	Project Transferred to Regional Flood Control (FC-04)	$	-
ST-122	Sterling Avenue, 7th to Pacific (Completed)	$	-
ST-123	Sterling Avenue, 7th to Pacific Storm Drainage Segment	$	610,500
ST-124	Tippecanoe, 3rd to 9th	$	641,480
ST-125	Project Transferred to Regional Flood Control (FC-11)	$	-
ST-126	Victoria Avenue, 3rd to 6th (Completed)	$	-
ST-127	Victoria Avenue, 6th to 660' N/O 6th	$	86,536
ST-128	Victoria Avenue, 6th to 660' N/O 6th Storm Drainage Segment (Completed)	$	-
ST-129	Victoria Avenue, 6th to North City Limit	$	887,400
ST-130	Victoria Avenue, 6th to North City Limit Storm Drainage Segment (Completed)	$	-
ST-131	Water Street, Cram Road to Weaver	$	79,120
ST-132	Weaver Street, Water to Base Line	$	146,570
ST-133	Webster Street, 5th to Boulder (Completed)	$	-
ST-134	Webster Street, Boulder to Eucalyptus	$	88,438
ST-135	Orange Street Bridge over Plunge Creek	$	2,570,147
ST-136	Interstate 210 Victoria Avenue Interchange	$	15,875,000
FC-01	Elder Creek, West Boulder (SBCFCD)	$	335,813
FC-02	Elder Creek, Abbey Way to Morris (SBCFCD) (Deleted)	$	-
FC-03	Warm Creek, Obsun to East City Limit (SBCFCD) (Deleted)	$	-
FC-04	Sterling Avenue, 3rd to 7th Storm Drainage Segment	$	470,730
FC-05	5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment	$	335,500
FC-06	Elder Gulch Storm Drain (SDR 19001)	$	322,500
FC-07	Greenspot Road Storm Drainage (6-SA-07)	$	1,000,000
FC-08	6th Street Storm Drain (6-WA-03 & 6-CI-03)	$	4,000,000
FC-09	9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)	$	409,148
FC-10	Base Line, Del Rosa Drive to Highland Creek (6-DR-01)	$	525,000
FC-11	Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)	$	975,000
GF-01	City Hall Improvements (20,000 S.F. Expansion)	$	-
GF-02	Expansion of City Pool/Maintenance Fleet	$	1,294,120
GF-03	Computer Storage and Processing Upgrade	$	-
GF-04	Eastern Area Satellite Maintenance Yard	$	397,810
LB-01	Library Building Expansion	$	4,940,932
LB-02	Expansion of Library Collection	$	983,238
CC-01	Construct Additional Public Use Space (Completed)	$	-
PK-001	Parkland Acquisition and Park Facilities Improvements	$	14,621,352
PK-002	Construct Community Pool (removed from projects)	$	-
PK-003	Trails Rights-of-way and Minor Improvements	$	-
	Total All Projects	$	86,257,473

City of Highland
Law Enforcement Facilities, Vehicles and Equipment

City of Highland, California

Master Facilities Plan - All Plan Areas
Law Enforcement Facilities, Vehicles, & Equipment
July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
LE-01	Construct Police Station (Completed)					$ -	$ -
LE-02	Police Station Expansion					$ 797,000	$ 797,000
	Total						$ 797,000

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LE-01**
Project Title	**Construct Police Station**
Infrastructure	Law Enforcement Facilities, Vehicles and Equipment
Submitting Department	Police Department

Project Description
Acquire land for and construct facilities to house the City's law enforcement services. The building would need to be approximately 20,000 square feet in size to be able to maintain the current levels of service. The building would house law enforcement administration, patrol, investigation, records, traffic control, short-term evidence storage, report writing space, a large training and meeting room, two sets of locker rooms/shower facilities, and other space needs. The law enforcement facility would be located near the City Hall. Included in the cost estimate is the acquisition of about 3.2 acres.

Justification/Consequences of Avoidance:
The ultimate-use law enforcement building will be required to house the build-out staff as the full impact of development of all currently undeveloped acreage in the City occurs. The current 7,200 square feet of the former City Hall affords approximately 232 square feet of building space for each of the 32 officers (and defines the current building standard of space/officer,) and the new facility will extend that standard into the future. The station will need to house the 32 current sworn staff and the 11 additional officers required to meet the new demands generated by at General Plan build-out by the remaining new development at the existing level of service.

2022 Update:
Completed

Reference Document:	Staff Planning
Allocation to General Plan Development	28.89%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LE-02**
Project Title	**Police Station Expansion**
Infrastructure	Law Enforcement Facilities, Vehicles and Equipment
Submitting Department	Police Department

Project Description
Expand the second floor of the current police station adding 2,900 additional square feet to the current station.

Justification/Consequences of Avoidance:
The ultimate-use law enforcement building will be required to house the build-out staff as the full impact of development of all currently undeveloped acreage in the City occurs. The current 7,200 square feet of the former City Hall affords approximately 232 square feet of building space for each of the 32 officers (and defines the current building standard of space/officer,) and the expansion to the current facility will extend that standard into the future. The station will need to house the 32 current sworn staff and the 11 additional officers required to meet the new demands generated by at General Plan build-out by the remaining new development at the existing level of service.

2022 Update:
This project was not in the 2006 MFP and has been added by the City for this update. City staff has determined the price for the expansion.

Reference Document:	Staff Planning
Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						**$725,000**
Contingency						**72,500**
Equipment/Other						**$797,500**
Total Estimated Cost						

City of Highland
Fire Suppression Facilities,
Vehicles and Equipment

City of Highland, California

Master Facilities Plan - All Plan Areas

Fire Suppression/Medic Facilities, Vehicles & Equipment

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
FD-01	Relocate Station #1					$ 2,115,477	$ 2,115,477
FD-02	*Construct Station #4 (Greenspot Road) (Deleted) (Note 1)*					$ -	$ -
FD-03	*Acquire Additional Response Vehicles for Station #4 (Deleted) (Note 1)*					$ -	$ -
FD-04	*Acquire Additional Fire Fighter Equipment (Deleted) (Note 1)*					$ -	$ -
FD-05	Acquire Specialty Vehicle					$ 180,000	$ 180,000
	Total						$ 2,295,477

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-01**
Project Title	**Relocate Station #1**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description

Relocate Headquarters Station #1 to the vicinity of Base Line Street, between Palm Avenue and Boulder Highway. The proposed three-bay wide by two-vehicle deep station would be approximately 6,868 square feet. There would be approximately 1,700 square feet required for living quarters and a large training room. Being the headquarters station, there would also be some 700 square feet for management purposes. Each of the three 20' foot wide by 80' deep bays would take up 1,600 square feet for a total of 4,800 square feet. Each 1,600-square-foot bay is capable of storing or parking two major vehicles for a total of six for the station. The facility would require the acquisition of about 1.2 acres.

Justification/Consequences of Avoidance:

Changing densities and development within the City requires the relocation of the facility to a more easterly location. Additionally, the existing facility's parcel size, less than half an acre, prevents any expansion of the existing station, effectively limiting its staff and vehicle-supporting capacity. Relocation and expansion of the station will enable the Fire staff to meet the anticipated increase in calls-for-service.

2022 Update:

City staff have recalculated the size and cost of the fire station, raising the 2006 cost of 3.5 million to 14.1 million and decreasing the station size by 332 square feet.

Reference Document:	Staff Planning
Allocation to General Plan Development	15.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$687,270**
Land Acquisition/ROW						**$751,721**
Construction						**$6,325,466**
Contingency						**$372,824**
Equipment/Other						
Total Estimated Cost						**$8,069,291**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-02**
Project Title	**Construct Station #4 (Greenspot Road)**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Construct a 6,500-square-foot station on Greensport Road, generally east of Cone Road. The proposed three-bay wide by two-vehicle deep station would be approximately 6,500 square feet. There would be approximately 1,700 square feet required for living quarters and a large training room that could be made available for use by public groups when not required for fire purposes. Each of the three 20' foot wide by 80' deep bays would take up 1,600 square feet for a total of 4,800 square feet. Each 1,600-square-foot bay is capable of storing or parking two major vehicles for a total of six for the station. The facility would require the acquisition of about 1.2 acres.

Justification/Consequences of Avoidance:
The station would provide greatly needed first-in capability in the more easterly areas of the City but would also provide second-in capability to a major portion of the community.

2022 Update:
Completed

Reference Document:	Staff Planning
Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-03**
Project Title	**Acquire Additional Response Vehicles for Station #4**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Acquisition of two response pumpers ($340,000 each), a type III brush truck ($125,000), and a large utility pick-up truck ($30,000). One engine/pumper would be required for the full-time staff, and the second one would be for the paid-call responders.

Justification/Consequences of Avoidance:
The fire staff would have to respond from the existing limited facilities with the existing response vehicles capacity to a growing number of calls-for-service beyond the existing station's five-minute response area.

2022 Update:
Completed

Reference Document:	Staff Planning
Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-04**
Project Title	**Acquire Additional Fire Fighter Equipment**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Acquisition of equipment assigned to each firefighter required to staff the new station. It costs the City some $3,997 to outfit each firefighter, and there will need to be ten firefighters assigned to Station #4.

Justification/Consequences of Avoidance:
The firefighters require personally-assigned equipment and cannot perform their duties without it.

2022 Update:
Completed

Reference Document:	Staff Planning

Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-05**
Project Title	**Acquire Specialty Vehicle**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Acquisition of a ladder truck or Quint-style aerial lift vehicle.

Justification/Consequences of Avoidance:
The construction of large footprint structures, a combination of taller or wider/deeper buildings, will generate the need for a response vehicle with the ability to deliver fire suppression liquids from a higher point.

2022 Update:
RCS has used the Consumer Pricing Index to update the original 2006 project cost by 147.07%.

Reference Document:	Staff Planning

Allocation to General Plan Development	15%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$180,000**
Total Estimated Cost						**$180,000**

City of Highland
Circulation System
Streets, Signals, Drainage and Bridges

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023 FY 2024 FY2025 FY 2026 GP Build-Out	Project Build Out Total
ST-01	Interstate 210 , Del Rosa Interchange (Deleted; Not in Highland)	$ -	$ -
ST-02	Interstate 210, Baseline Interchange (COH Fair Share)	$ 8,683,231	$ 8,683,231
ST-03	Interstate 210, 5th Street Interchange (COH Fair Share)	$ 3,260,362	$ 3,260,362
ST-04	3rd Street, Tippecanoe to Del Rosa Drive	$ 715,792	$ 715,792
ST-05	3rd Street, Del Rosa Drive To Shirley	$ 577,961	$ 577,961
ST-06	3rd Street, Victoria to Cunningham (Completed)	$ -	$ -
ST-07	3rd Street, Cunningham to Central (Completed)	$ -	$ -
ST-08	3rd Street, Central to Palm (Completed)	$ -	$ -
ST-09	3rd Street, Palm to 5th (Completed)	$ -	$ -
ST-10	5th Street, Tippecanoe to Del Rosa Drive	$ 1,257,435	$ 1,257,435
ST-11	Project Transferred to Regional Flood Control Facilities (FC-05)	$ -	$ -
ST-12	5th Street, Del Rosa Drive to Shirley	$ 579,541	$ 579,541
ST-13	5th Street, Sterling to Victoria	$ 316,942	$ 316,942
ST-14	5th Street, Victoria to Cunningham (Completed)	$ -	$ -
ST-15	5th Street, Cunningham to Central (Completed)	$ -	$ -
ST-16	5th Street, Cunningham to Central Storm Drainage Segment (Completed)	$ -	$ -
ST-17	5th Street, Central to Palm (Completed)	$ -	$ -
ST-18	5th Street, Central to Palm Storm Drainage Segment (Completed)	$ -	$ -
ST-19	5th Street, Palm to Church Avenue (Completed)	$ -	$ -
ST-20	5th Street, Church Avenue to State Route 30 (Completed)	$ -	$ -
ST-21	6th Street, Tippecanoe to Del Rosa Drive	$ 470,500	$ 470,500
ST-22	6th Street, Del Rosa Drive to Sterling	$ 518,980	$ 518,980
ST-23	6th Street, Sterling to Victoria	$ 2,177,380	$ 2,177,380
ST-24	6th Street, Victoria to Central (Completed)	$ -	$ -
ST-25	9th Street, Tippecanoe to Fairfax	$ 113,179	$ 113,179
ST-26	9th Street, Del Rosa Drive to Golondrina (Completed)	$ -	$ -
ST-27	9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment	$ 402,160	$ 402,160
ST-28	9th Street, Golondrina to Sterling (Completed)	$ -	$ -
ST-29	9th Street, Golondrina to Sterling Storm Drainage Segment	$ 115,713	$ 115,713
ST-30	9th Street, Sterling to Victoria (Completed)	$ -	$ -
ST-31	Project Transferred to Regional Flood Control Facilities (FC-09)	$ -	$ -
ST-32	9th Street, Victoria to Cunningham (Completed)	$ -	$ -
ST-33	9th Street, Cunningham to Hillview (Completed)	$ -	$ -
ST-34	9th Street, Hillview to Central (Completed)	$ -	$ -
ST-35	9th Street, Central to Lillian (Completed)	$ -	$ -
ST-36	9th Street, Lillian to Drummond (Completed)	$ -	$ -

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023 FY 2024 FY2025 FY 2026 GP Build-Out	Project Build Out Total
ST-37	9th Street, Drummond to Palm (Completed)	$ -	$ -
ST-38	Base Line, Del Rosa Drive to Cole (Completed)	$ -	$ -
ST-39	Project Transferred to Regional Flood Control Facilities (FC-10)	$ -	$ -
ST-40	Base Line, Cole to Palm (Completed)	$ -	$ -
ST-41	Base Line, Palm to Boulder (Completed)	$ -	$ -
ST-42	Base Line, Boulder to Church Street (Completed)	$ -	$ -
ST-43	Base Line, Church Street to Weaver (Completed)	$ -	$ -
ST-44	Base Line, Weaver to Aplin (Completed)	$ -	$ -
ST-45	Base Line, Aplin to Brookwood (Completed)	$ -	$ -
ST-46	Boulder, South City Limit to Orange	$ 300,904	$ 300,904
ST-47	Boulder, Orange to 5th	$ 536,152	$ 536,152
ST-48	Boulder, 5th to Pacific (Completed)	$ -	$ -
ST-49	Boulder, Pacific to Highland (Completed)	$ -	$ -
ST-50	Central Avenue, 3rd to 5th (Completed)	$ -	$ -
ST-51	Central Avenue, 5th to Base Line (Completed)	$ -	$ -
ST-52	Central Avenue, 917' S/O Base Line to Base Line	$ 67,978	$ 67,978
ST-53	Central Avenue, Base Line to Mansfield	$ 7,010	$ 7,010
ST-54	Church Avenue, 5th to Base Line	$ 15,865	$ 15,865
ST-55	Chruch Avenue, Base Line to Pacific	$ 171,664	$ 171,664
ST-56	Church Street, Greenspot to Highland	$ 653,422	$ 653,422
ST-57	Cone Camp Road, from S. City Limit to 1,320' S/O Greenspot (Deleted)	$ -	$ -
ST-58	Cone Camp Road, from 1,320' South of Greenspot to Greenspot (Deleted)	$ -	$ -
ST-59	Cunningham Street, 5th to 9th (Completed)	$ -	$ -
ST-60	Cunningham Street, 9th to Base Line (Completed)	$ -	$ -
ST-61	Del Rosa Avenue, 3rd to 5th	$ 240,410	$ 240,410
ST-62	Del Rosa Avenue, 5th to 6th (Completed)	$ -	$ -
ST-63	Del Rosa Avenue, 6th to Union	$ 264,455	$ 264,455
ST-64	Del Rosa Avenue, Union to 9th	$ 100,780	$ 100,780
ST-65	Del Rosa Avenue, 9th to Paloma	$ 185,840	$ 185,840
ST-66	Del Rosa Avenue, Paloma to Warm Creek	$ 35,915	$ 35,915
ST-67	Del Rosa Avenue, Base Line to Pacific	$ 542,773	$ 542,773
ST-68	Del Rosa Drive, 3rd to 6th	$ 506,920	$ 506,920
ST-69	Del Rosa Drive, 9th to Base Line	$ 51,592	$ 51,592
ST-70	Greenspot Road at State Route 30 Interchange (Completed)	$ -	$ -
ST-71	Greenspot Road at State Route 30 Interchange Storm Drainage Segment (Completed)	$ -	$ -
ST-72	Greenspot Road, State Route 30 to Boulder (Completed)	$ -	$ -

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023 FY 2024 FY2025 FY 2026 GP Build-Out	Project Build Out Total
ST-73	Greenspot Road, State Route 30 to Boulder Storm Drainage Segment (Completed)	$ -	$ -
ST-74	Greenspot Road, Boulder to Orange	$ 272,779	$ 272,779
ST-75	Greenspot Road, Orange to Valencia	$ 496,531	$ 496,531
ST-76	Greenspot Road, Valencia to Gold Buckle (Completed)	$ -	$ -
ST-77	Greenspot Road, Gold Buckle to Aplin	$ 349,306	$ 349,306
ST-78	Greenspot Road, Aplin to Santa Paula	$ 1,760,899	$ 1,760,899
ST-79	Greenspot Road, Santa Paula to Santa Ana River	$ 1,740,000	$ 1,740,000
ST-80	Greenspot Road, Santa Ana River to Bryant (Deleted)	$ -	$ -
ST-81	Highland Avenue, West City Limit to Victoria (Completed)	$ -	$ -
ST-82	Highland Avenue, Victoria to 1,320 East of Victoria (Completed)	$ -	$ -
ST-83	Highland Avenue, West City Limit to Boulder (Completed)	$ -	$ -
ST-84	Highland Avenue, Boulder to Summer Trail (Completed)	$ -	$ -
ST-85	Highland Avenue, Summer Trail to Orchard Lane	$ 249,864	$ 249,864
ST-86	Highland Avenue, Orchard to Surrey Lane	$ 126,266	$ 126,266
ST-87	Highland Avenue, Surrey Lane to 350' E/O Surrey Lane	$ 52,928	$ 52,928
ST-88	Highland Avenue, 350' E/O Surrey Lane to Gala	$ 396,801	$ 396,801
ST-89	Highland Street, Gala to Church Street (Completed)	$ -	$ -
ST-90	Lankershim, 5th to Cypress (Completed)	$ -	$ -
ST-91	Lankshim, Cypress to Lankershim/Arden Connection	$ 19,145	$ 19,145
ST-92	Lankershim/Arden Connection	$ 571,486	$ 571,486
ST-93	Lankershim/Arden Connection Storm Drainage Segment	$ 250,338	$ 250,338
ST-94	Newport Street, South City Limit to Greenspot (Deleted)	$ -	$ -
ST-95	Pacific Avenue, Del Rosa Drive to Guthrie (Completed)	$ -	$ -
ST-96	Pacific Avenue, Sand Creek to Dundee (Completed)	$ -	$ -
ST-97	Pacific Avenue, Orange to Two Lots W/O Cole (Completed)	$ -	$ -
ST-98	Pacific Avenue, Two Lots W/O Cole to Cole	$ 40,750	$ 40,750
ST-99	Pacific Avenue, Cole to Palm (Completed)	$ -	$ -
ST-100	Pacific Avenue, Palm to Church Avenue	$ 298,443	$ 298,443
ST-101	Palm Avenue, South City Limits to 3rd	$ 430,172	$ 430,172
ST-102	Palm Avenue, 3rd to 5th (Completed)	$ -	$ -
ST-103	Palm Avenue, 5th to City Creek (Completed)	$ -	$ -
ST-104	Palm Avenue, City Creek to Cypress (Completed)	$ -	$ -
ST-105	Palm Avenue, Cypress to Harlan (Completed)	$ -	$ -
ST-106	Palm Avenue, Harlan to 9th	$ 53,323	$ 53,323
ST-107	Palm Avenue, 9th to Base Line (Completed)	$ -	$ -
ST-108	Palm Avenue, Base Line to Foster (Completed)	$ -	$ -

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
ST-109	Palm Avenue, Foster to Villa					$ 100,036	$ 100,036
ST-110	Palm Avenue, Villa to 951' S/O Fisher					$ 74,597	$ 74,597
ST-111	Palm Avenue, 951' S/O Fisher to Fisher					$ 307,613	$ 307,613
ST-112	Palm Avenue, Fisher to Main					$ 195,119	$ 195,119
ST-113	Palm Avenue, Main to Pacific (Completed)					$ -	$ -
ST-114	Palm Avenue, Pacific to Atlantic					$ 173,694	$ 173,694
ST-115	Santa Ana Canyon Road, W/O North Fork					$ 157,500	$ 157,500
ST-116	Santa Ana Canyon Road, Fronting Tract 14384 (Completed)					$ -	$ -
ST-117	Santa Ana Canyon Road, W/O Alta Vista					$ 257,003	$ 257,003
ST-118	Sterling Avenue, 3rd to 6th					$ 139,200	$ 139,200
ST-119	Project Transferred to Regional Flood Control (FC-04)					$ -	$ -
ST-120	Sterling Avenue, 6th to 7th					$ 184,013	$ 184,013
ST-121	Project Transferred to Regional Flood Control (FC-04)					$ -	$ -
ST-122	Sterling Avenue, 7th to Pacific (Completed)					$ -	$ -
ST-123	Sterling Avenue, 7th to Pacific Storm Drainage Segment					$ 610,500	$ 610,500
ST-124	Tippecanoe, 3rd to 9th					$ 641,480	$ 641,480
ST-125	Project Transferred to Regional Flood Control (FC-11)					$ -	$ -
ST-126	Victoria Avenue, 3rd to 6th (Completed)					$ -	$ -
ST-127	Victoria Avenue, 6th to 660' N/O 6th					$ 86,536	$ 86,536
ST-128	Victoria Avenue, 6th to 660' N/O 6th Storm Drainage Segment (Completed)					$ -	$ -
ST-129	Victoria Avenue, 6th to North City Limit					$ 887,400	$ 887,400
ST-130	Victoria Avenue, 6th to North City Limit Storm Drainage Segment (Completed)					$ -	$ -
ST-131	Water Street, Cram Road to Weaver					$ 79,120	$ 79,120
ST-132	Weaver Street, Water to Base Line					$ 146,570	$ 146,570
ST-133	Webster Street, 5th to Boulder (Completed)					$ -	$ -
ST-134	Webster Street, Boulder to Eucalyptus					$ 88,438	$ 88,438
ST-135	Orange Street Bridge over Plunge Creek					$ 2,570,147	$ 2,570,147
ST-136	Interstate 210 Victoria Avenue Interchange					$ 15,875,000	$ 15,875,000
	Total						$ 52,553,853

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-01**
Project Title	**Interstate 210, Del Rosa Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct the Interstate 210 at Del Rosa Interchange. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs. The dollar amount indicated is the full share required as a result of remaining new development in Highland net of other added regional demand from new development and Measure I financing.

Justification/Consequences of Avoidance:
Improve safety and mobility and enhance the operational efficiency of this regional facility. Secondarily, improving this regional facility increases mobility in the local circulation system. The City can expect a 16.75% increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles); thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Removed from List; Not in Highland

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	0.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-02**
Project Title	**Interstate 210, Baseline Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct the Interstate 210 at Baseline Interchange. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs. The dollar amount indicated is the full share required as a result of remaining new development in Highland net of other added regional demand from new development and Measure I financing.

Justification/Consequences of Avoidance:
Improve safety and mobility and enhance the operational efficiency of this regional facility. Secondarily, improving this regional facility increases mobility in the local circulation system. The City can expect a 16.75% increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles); thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	24.80%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$1,128,820**
Land Acquisition/ROW						
Construction						**$7,554,411**
Contingency						
Equipment/Other						
Total Estimated Cost						**$8,683,231**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-03**
Project Title	**Interstate 210, 5th Street Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct the Interstate 210 at 5th Street Interchange. Engineering plan check, inspection, materials/soil testing, and project administration costs have been included at 13% of construction costs. The dollar amount indicated is the full share required as a result of remaining new development in Highland net of other added regional demand from new development and Measure I financing.

Justification/Consequences of Avoidance:
Improve safety and mobility and enhance the operational efficiency of this regional facility. Secondarily, improving this regional facility increases mobility in the local circulation system. The City can expect a 16.75% increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles); thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.60%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$423,847**
Land Acquisition/ROW						
Construction						**$2,836,515**
Contingency						
Equipment/Other						
Total Estimated Cost						**$3,260,362**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-04**
Project Title	**3rd Street, Tippecanoe to Del Rosa Drive**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,535 linear feet of 3rd Street from Tippecanoe to Del Rosa Drive to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soil testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$93,053**
Land Acquisition/ROW						
Construction						**$622,739**
Contingency						
Equipment/Other						
Total Estimated Cost						**$715,792**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-05**
Project Title	**3rd Street, Del Rosa Drive to Shirley**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,108 linear feet of 3rd Street from Del Rosa Drive to (200' E/O) Shirley to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$75,135**
Land Acquisition/ROW						
Construction						**$502,826**
Contingency						
Equipment/Other						
Total Estimated Cost						**$577,961**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-06**
Project Title	**3rd Street, Victoria to Cunningham**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 3rd Street from Victoria to Cunningham to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-07**
Project Title	**3rd Street, Cunningham to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of 3rd Street from Cunningham to Central to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for new traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-08**
Project Title	**3rd Street, Central to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,640 linear feet of 3rd Street from Central to Palm to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-09**
Project Title	**3rd Street, Palm to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,426 linear feet of 3rd Street from Palm to 5th to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-10**
Project Title	**5th Street, Tippecanoe to Del Rosa Drive**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,957 linear feet of 5th Street from Tippecanoe to Del Rosa Drive to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$163,467**
Land Acquisition/ROW						
Construction						**$1,093,968**
Contingency						
Equipment/Other						
Total Estimated Cost						**$1,257,435**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-11**
Project Title	**5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 33" to 51" of storm drainage line as part of the Measure I financed project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing, and therefore, 100% of the cost has been allocated to local development impact fees. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$0
Land Acquisition/ROW						
Construction						$0
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-12**
Project Title	**5th Street, Del Rosa Drive to Shirley**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,584 linear feet of 5th Street from Del Rosa Drive to Shirley to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$75,340**
Land Acquisition/ROW						
Construction						**$504,201**
Contingency						
Equipment/Other						
Total Estimated Cost						**$579,541**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-13**
Project Title	**5th Street, Sterling to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of 5th Street from Sterling to Victoria to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $125,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$41,202**
Land Acquisition/ROW						
Construction						**$275,740**
Contingency						
Equipment/Other						
Total Estimated Cost						**$316,942**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-14**
Project Title	**5th Street, Victoria to Cunningham**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of 5th Street from Victoria to Cunningham to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-15**
Project Title	**5th Street, Cunningham to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 5th Street from Cunningham to Central to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-16**
Project Title	**5th Street, Cunningham to Central Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 33" to 51" of storm drainage line as part of the Measure I financed project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing, and therefore, 100% of the cost has been allocated to local development impact fees. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-17**
Project Title	**5th Street, Central to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,693 linear feet of 5th Street from Central to Palm to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-18**
Project Title	**5th Street, Central to Palm Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 30" to 36" of storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects a.re required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-19**
Project Title	**5th Street, Palm to Church Avenue**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 5th Street from Palm to Church Avenue to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-20**
Project Title	**5th Street, Church Avenue to State Route 30**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of 5th Street from Church Avenue to SR-30 to meet the needs of a Primary Arterial. The project also includes the construction of a 30" to 42" storm drainage pipe as part of the street project. The project is limited to street light, median, storm drainage and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-21**
Project Title	**6th Street, Tippecanoe to Del Rosa Drive**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen wid improve 2,798 linear feet of 6th Street from Tippecanoe to Del Rosa Drive to meet the design standards of a Collector roadway. The project also includes the construction of a 51" storm drainage pipe as part of the street project. The project includes street light improvements and an amount for signal interconnection. There is $125,000 for traffic signal improvement along this segment. This project is considered a "local" improvement wid does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$61,165**
Land Acquisition/ROW						
Construction						**$409,335**
Contingency						
Equipment/Other						
Total Estimated Cost						**$470,500**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-22**
Project Title	**6th Street, Del Rosa Drive to Sterling**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,482 linear feet of 6th Street from Del Rosa Drive to Sterling to meet the design standards of a Collector roadway . The project also includes the construction of a 30" to 42" storm drainage pipe as part of the street project. The project includes street light improvements and an amount for signal interconnection. There is $125,000 for traffic signal improvement along this segment. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$67,467**
Land Acquisition/ROW						
Construction						**$451,513**
Contingency						
Equipment/Other						
Total Estimated Cost						**$518,980**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-23**
Project Title	**6th Street, Sterling to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 5,280 linear feet of 6th Street from Sterling to Victoria to meet the design standards of a Collector roadway. The project also includes the construction of a 27" to 45" storm drainage pipe as part of the street project. The project includes street light improvements and an amount for signal interconnection. There is $437,500 for traffic signal improvements along this segment. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	50.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$283,059**
Land Acquisition/ROW						
Construction						**$1,894,321**
Contingency						
Equipment/Other						
Total Estimated Cost						**$2,177,380**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-24**
Project Title	**6th Street, Victoria to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 2,640 linear feet of 6th Street from Victoria to Central to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-25**
Project Title	**9th Street, Tippecanoe to Fairfax**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of 9th Street from Tippecanoe to one lot east of Fairfax to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$14,713**
Land Acquisition/ROW						
Construction						**$98,466**
Contingency						
Equipment/Other						
Total Estimated Cost						**$113,179**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-26**
Project Title	**9th Street, Del Rosa Drive to Golondrina**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,901 linear feet of 9th Street from Del Rosa Drive to one lot east of Golondrina to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-27**
Project Title	**9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 57" to 72" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$52,281**
Land Acquisition/ROW						
Construction						**$349,879**
Contingency						
Equipment/Other						
Total Estimated Cost						**$402,160**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-28**
Project Title	**9th Street, Golondrina to Sterling**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 845 linear feet of 9th Street from one lot east of Golondrina to Sterling to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-29**
Project Title	**9th Street, Golondrina to Sterling Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 42" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$15,043**
Land Acquisition/ROW						
Construction						**$100,670**
Contingency						
Equipment/Other						
Total Estimated Cost						**$115,713**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-30**
Project Title	**9th Street, Sterling to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 5,280 linear feet of 9th Street from Sterling to Victoria to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-31**
Project Title	**9th Street, Sterling to Victoria Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 30" to 39" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$0
Land Acquisition/ROW						
Construction						$0
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-32**
Project Title	**9th Street, Victoria to Cunningham**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Improve 1,320 linear feet of 9th Street from Victoria to Cunningham to meet the design standards of a Secondary Highway roadway. The project includes street light and $250,000 for traffic signal improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-33**
Project Title	**9th Street, Cunningham to Hillview**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 370 linear feet of 9th Street from Cunningham to Hillview to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-34**
Project Title	**9th Street, Hillview to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 951 linear feet of 9th Street from Hillview to Central to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-35**
Project Title	**9th Street, Central to Lillian**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of 9th Street from Central to Lillian to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-36**
Project Title	**9th Street, Lillian to Drummond**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,003 linear feet of 9th Street from Lillian to one lot east of Drummond to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-37**
Project Title	**9th Street, Drummond to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 317 linear feet of 9th Street from one lot east of Drummond to Palm to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-38**
Project Title	**Base Line, Del Rosa to Cole**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 9,346 linear feet of Base Line from Del Rosa to Cole to meet the design standards of a Major Highway roadway. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-39**
Project Title	**Base Line, Del Rosa to Cole Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 24" to 57" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	35.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$0
Land Acquisition/ROW						
Construction						$0
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-40**
Project Title	**Base Line, Cole to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,162 linear feet of Base Line from Cole to Palm to meet the design standards of a Major Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-49**
Project Title	**Boulder, Pacific to Highland**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Improve 2,640 linear feet of Boulder from Pacific to Highland to meet the design standards of a Modified Primary roadway. The project is limited to street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-50**
Project Title	**Central Avenue, 3rd to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 660 linear feet of Central Avenue from 3rd to 5th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-51**
Project Title	**Central Avenue, 5th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,750 linear feet of Central Avenue from 5th to 917' S/O Base Line to meet the design standards of a Collector roadway . The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-52**
Project Title	**Central Avenue, 917' S/0 Base Line to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 917 linear feet of Central Avenue from 917' South of Base Line to Base Line to meet the design standards of a Collector roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$8,837**
Land Acquisition/ROW						
Construction						**$59,141**
Contingency						
Equipment/Other						
Total Estimated Cost						**$67,978**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-53**
Project Title	**Central Avenue, Baseline to Mansfield**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Improve 2,000 linear feet of Central Avenue from Baseline to Mansfield to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$911**
Land Acquisition/ROW						
Construction						**$6,099**
Contingency						
Equipment/Other						
Total Estimated Cost						**$7,010**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-41**
Project Title	**Base Line, Palm to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 6,758 linear feet of Base Line from Palm to Boulder to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-42**
Project Title	**Base Line, Boulder to Church Street**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 6,600 linear feet of Base Line from Boulder to Church Street to meet the design standards of a Major Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-43**
Project Title	**Base Line, Church Street to Weaver**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Improve 3,960 linear feet of Base Line from Church Street to Weaver to meet the design standards of a Major Highway roadway. The project is limited to signal interconnection and $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-44**
Project Title	**Base Line, Weaver to Aplin**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,320 linear feet of Base Line from Weaver to Aplin (East Line Tract 16068) to meet the design standards of a Major Highway roadway. The project is limited to street light and median improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-45**
Project Title	**Base Line, Aplin to Brookwood**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Base Line from Aplin (East Line Tract 16068) to Brookwood to meet the design standards of Major Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-46**
Project Title	**Boulder, South City Limit to Orange**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Boulder from South City Limit to Orange to meet the design standards of a Secondary Highway roadway. The project includes street light, median and minor bridge improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 46.40% of these projects are required to support new development in Highland, thus will receive 46.40% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$39,118**
Land Acquisition/ROW						
Construction						**$261,786**
Contingency						
Equipment/Other						
Total Estimated Cost						**$300,904**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-47**
Project Title	**Boulder, Orange to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,532 linear feet of Boulder from Orange to 5th to meet the design standards of a Modified Primary roadway. The project includes street light, median and minor bridge improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 46.40% of these projects are required to support new development in Highland, thus will receive 46.40% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$69,700**
Land Acquisition/ROW						
Construction						**$466,452**
Contingency						
Equipment/Other						
Total Estimated Cost						**$536,152**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-48**
Project Title	**Boulder, 5th to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 8,448 linear feet of Boulder from 5th to Pacific to meet the design standards of a Modified Primary roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements and $6,237,000 for major bridge improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-54**
Project Title	**Church Avenue, 5th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 5,280 linear feet of Church Avenue from 5th to Base Line to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs and contingency has been included at 10% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$2,062**
Land Acquisition/ROW						
Construction						**$13,803**
Contingency						
Equipment/Other						
Total Estimated Cost						**$15,865**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-55**
Project Title	**Church Avenue, Base Line to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,640 linear feet of Church Avenue from Base Line to Pacific to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$22,316**
Land Acquisition/ROW						
Construction						**$149,348**
Contingency						
Equipment/Other						
Total Estimated Cost						**$171,664**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-56**
Project Title	**Church Street, Greenspot to Highland**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 7,023 linear feet of Church from Greenspot to Highland to meet the design standards of a Secondary Highway roadway. The project also includes the construction of a 27" to 36" storm drainage pipe as part of the street project. The project is limited to traffic signal improvements along this segment. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$84,945**
Land Acquisition/ROW						
Construction						**$568,477**
Contingency						
Equipment/Other						
Total Estimated Cost						**$653,422**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-57**
Project Title	**Cone Camp Road, from S. City Limit to 1,320' S/0 Greenspot**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,640 linear feet of Cone Camp Road from S. City limit to 1,320' South of Greenspot to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-58**
Project Title	**Cone Camp Road, from 1,320' South of Greenspot to Greenspot**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of Cone Camp Road from 1,320' South of Greenspot to Greenspot to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-59**
Project Title	**Cunningham Street, 5th to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 2,640 linear feet of Cunningham Street from 5th to 9th to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs and contingency has been included at 10% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-60**
Project Title	**Cunningham Street, 9th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,060 linear feet of Cunningham Street from 9th to Base Line to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-61**
Project Title	**Del Rosa Avenue, 3rd to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,373 feet of Del Rosa Avenue from 3rd to 5th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$31,253**
Land Acquisition/ROW						
Construction						**$209,157**
Contingency						
Equipment/Other						
Total Estimated Cost						**$240,410**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-62**
Project Title	**Del Rosa Avenue, 5th to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 687 linear feet of Del Rosa Avenue from 5th to 6th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-63**
Project Title	**Del Rosa Avenue, 6th to Union**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,426 linear feet of Del Rosa Avenue from 6th to (one lot South of) Union to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing . Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$34,379**
Land Acquisition/ROW						
Construction						**$230,076**
Contingency						
Equipment/Other						
Total Estimated Cost						**$264,455**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-64**
Project Title	**Del Rosa Avenue, Union to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 634 linear feet of Del Rosa Avenue from (one lot South of) Union to 9th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$13,101**
Land Acquisition/ROW						
Construction						**$87,679**
Contingency						
Equipment/Other						
Total Estimated Cost						**$100,780**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-65**
Project Title	**Del Rosa Avenue, 9th to Paloma**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Del Rosa Avenue from 9th to Paloma to meet the design standards of a Collector roadway . The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$24,159**
Land Acquisition/ROW						
Construction						**$161,681**
Contingency						
Equipment/Other						
Total Estimated Cost						**$185,840**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-66**
Project Title	**Del Rosa Avenue, Paloma to Warm Creek**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 212 linear feet of Del Rosa Avenue from Paloma to Warm Creek to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.
Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$4,669**
Land Acquisition/ROW						
Construction						**$31,246**
Contingency						
Equipment/Other						
Total Estimated Cost						**$35,915**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-67**
Project Title	**Del Rosa Avenue, Base Line to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,640 linear feet of Del Rosa Avenue from Base Line to Pacific to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.
Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$70,560**
Land Acquisition/ROW						
Construction						**$472,213**
Contingency						
Equipment/Other						
Total Estimated Cost						**$542,773**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-68**
Project Title	**Del Rosa Avenue, 3rd to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,850 linear feet of Del Rosa Avenue from 3rd to 6th to meet the design standards of a secondary Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.
Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$65,900**
Land Acquisition/ROW						
Construction						**$441,020**
Contingency						
Equipment/Other						
Total Estimated Cost						**$506,920**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-69**
Project Title	**Del Rosa Avenue, 9th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,532 linear feet of Del Rosa Avenue from 9th to Base Line to meet the design standards of a Secondary Highawy roadway. The project is limited to signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$6,707**
Land Acquisition/ROW						
Construction						**$44,885**
Contingency						
Equipment/Other						
Total Estimated Cost						**$51,592**

City of Highland
Master Facilities Plan -- Project Detail
July 2023

Project Number	**ST-70**
Project Title	**Greenspot Road at State Route 30 Interchange**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 330 linear feet of Greenspot Road at State Route 30 Interchange to meet the design standards of a Primary Arterial roadway. The project includes street light and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-71**
Project Title	**Greenspot Road at State Route 30 Interchange Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 63" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-72**
Project Title	**Greenspot Road, State Route 30 to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 4,224 linear feet of Greenspot Road from State Route 30 to Boulder to meet the design standards of a Primary Arterial roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-73**
Project Title	**Greenspot Road, State Route 30 to Boulder Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 33" to 36" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus I would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project
Detail July 2023

Project Number	**ST-74**
Project Title	**Greenspot Road, Boulder to Orange**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 792 linear feet of Greenspot Road from Boulder to Orange to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$35,461**
Land Acquisition/ROW						
Construction						**$237,318**
Contingency						
Equipment/Other						
Total Estimated Cost						**$272,779**

City of Highland
Master Facilities Plan – Project
Detail July 2023

Project Number	**ST-75**
Project Title	**Greenspot Road, Orange to Valencia**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,060 linear feet of Greenspot Road from Orange to Valencia to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$64,549**
Land Acquisition/ROW						
Construction						**$431,982**
Contingency						
Equipment/Other						
Total Estimated Cost						**$496,531**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-76**
Project Title	**Greenspot Road, Valencia to Gold Buckle**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Improve 3,326 linear feet of Greenspot Road from Valencia to Gold Buckle to meet the design standards of a Major Highway roadway. The project is limited to street light and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-77**
Project Title	**Greenspot Road, Gold Buckle to Aplin**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,060 linear feet of Greenspot Road from Gold Buckle to Aplin to meet the design standards of a Major Highway roadway. The project includes street light, median and traffic signal improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$45,410**
Land Acquisition/ROW						
Construction						**$303, 896**
Contingency						
Equipment/Other						
Total Estimated Cost						**$349,306**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-78**
Project Title	**Greenspot Road, Aplin to Santa Paula**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 8,976 linear feet of Greenspot Road from Aplin to Santa Paula Street to meet the design standards of a Major Highway roadway. The project includes street light, median and traffic signal improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$228,917**
Land Acquisition/ROW						
Construction						**$1,531,982**
Contingency						
Equipment/Other						
Total Estimated Cost						**$1,760,899**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-79**
Project Title	**Greenspot Road, Santa Paula to Santa Ana River**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 8,976 linear feet of Greenspot Road from Santa Paula Street to Santa Ana River to meet the design standards of a Major Highway roadway. The project includes street light and median improvements. There is also a major bridge improvement planned. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$226,200**
Land Acquisition/ROW						
Construction						**$1,513,800**
Contingency						
Equipment/Other						
Total Estimated Cost						**$1,740,000**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-80**
Project Title	**Greenspot Road, Santa Ana River to Bryant**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 17,160 linear feet of Greenspot Road from Santa Ana River to Bryant to meet the design standards of a Special Secondary roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/ soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-81**
Project Title	**Highland Avenue, West City Limit to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 792 linear feet of Highland Avenue from West City Limit to Victoria to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-82**
Project Title	**Highland Avenue, Victoria to 1,320 East of Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Improve 1,320 linear feet of Highland Avenue from Victoria to 1,320' east of Victoria to meet the design standards of a Major Highway roadway. The project is limited to street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-83**
Project Title	**Highland Avenue, West City Limit to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,059 linear feet of Highland Avenue from West City Limit (200' E/0 Denair) to Boulder to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-84**
Project Title	**Highland Avenue, Boulder to Summer Trail**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,551 linear feet of Highland Avenue from Boulder to Summer Trail (West Tract Line 8718) to meet the design standards of a Major Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-85**
Project Title	**Highland Avenue, Summer Trail to Orchard Lane**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 700 linear feet of Highland Avenue from Summer Trail (West Line Tract 8718) to Orchard Lane to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$32,482**
Land Acquisition/ROW						
Construction						**$217,382**
Contingency						
Equipment/Other						
Total Estimated Cost						**$249,864**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-86**
Project Title	**Highland Avenue, Orchard to Surrey Lane**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 480 linear feet of Highland Avenue from Orchard to Surrey Lane to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$16,415**
Land Acquisition/ROW						
Construction						**$109,851**
Contingency						
Equipment/Other						
Total Estimated Cost						**$126,266**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-87**
Project Title	**Highland Avenue, Surrey Lane to 350' E/0 Surrey Lane**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 350 linear feet of Highland Avenue from Surrey Lane to 350' E/0 Surrey Lane to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.
Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$6,881**
Land Acquisition/ROW						
Construction						**$46,047**
Contingency						
Equipment/Other						
Total Estimated Cost						**$52,928**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-88**
Project Title	**Highland Avenue, 350' E/0 Surrey Lane to Gala**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of Highland Avenue from 350' E/0 Surrey Lane to Gala to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$51,584**
Land Acquisition/ROW						
Construction						**$345,217**
Contingency						
Equipment/Other						
Total Estimated Cost						**$396,801**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-89**
Project Title	**Highland Avenue, Gala to Church Avenue**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,690 linear feet of Highland Avenue from Gala to Church Avenue to meet the design standards of a Secondary Highway roadway. The project is limited street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-90**
Project Title	**Lankershim, 5th to Cypress**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,007 linear feet of Lankershim from 5th to Cypress to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-91**
Project Title	**Lankershim, Cypress to Lankershim/ Arden Connection**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,007 linear feet of Lankershim from Cypress to Lankershim/Arden Connection to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$2,489**
Land Acquisition/ROW						
Construction						**$16,656**
Contingency						
Equipment/Other						
Total Estimated Cost						**$19,145**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-92**
Project Title	**Lankershim/Arden Connection**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,584 linear feet of Lankershim/ Arden connection to meet the design standards of a Collector roadway. The project includes street light and minor bridge improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$74,293**
Land Acquisition/ROW						
Construction						**$497,193**
Contingency						
Equipment/Other						
Total Estimated Cost						**$571,486**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-93**
Project Title	**Lankershim/ Arden Connection Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 36" to 54" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing . Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$32,544**
Land Acquisition/ROW						
Construction						**$217,794**
Contingency						
Equipment/Other						
Total Estimated Cost						**$250,338**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-94**
Project Title	**Newport Street, South City Limit to Greenspot**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 3, 168 linear feet of Newport Street from South City Limit to Greenspot to meet the design standards of a Special Secondary roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-95**
Project Title	**Pacific Avenue, Del Rosa Drive to Guthrie**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 3,960 L.F. of Pacific from Del Rosa Drive to Guthrie to meet the design standards of a Secondary Highway. The project also includes the construction of a 42"/54" storm drainage pipe storm drainage pipe as part of the project. The project is limited to street light, storm drainage and traffic signal improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-96**
Project Title	**Pacific Avenue, Sand Creek to Dundee**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 3,062 linear feet of Pacific Avenue from Sand Creek to Dundee to meet the design standards of a Secondary Highway roadway. The project is limited street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-97**
Project Title	**Pacific Avenue, Orange to Two Lots W/O Cole**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 370 linear feet of Pacific Avenue from Orange to Two Lots W/O Cole to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-98**
Project Title	**Pacific Avenue, Two Lots W/O Cole to Cole**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 158 linear feet of Pacific Avenue from two lots W/O Cole to Cole to meet the design standards of a Secondary Highway roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$5,298**
Land Acquisition/ROW						
Construction						**$35,453**
Contingency						
Equipment/Other						
Total Estimated Cost						**$40,750**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-99**
Project Title	**Pacific Avenue, Cole to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 792 linear feet of Pacific Avenue from Cole to Palm to meet the design standards of a Secondary Highway roadway. The project includes streetlight and traffic signal improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-100**
Project Title	**Pacific Avenue, Palm to Church Avenue**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Pacific Avenue from Palm to Church Avenue to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$38,798**
Land Acquisition/ROW						
Construction						**$259,645**
Contingency						
Equipment/Other						
Total Estimated Cost						**$298,443**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-101**
Project Title	**Palm Avenue, South City Limits to 3rd**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Palm Avenue from South City Limits to 3rd to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$55,922**
Land Acquisition/ROW						
Construction						**$374,250**
Contingency						
Equipment/Other						
Total Estimated Cost						**$430,172**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-102**
Project Title	**Palm Avenue, 3rd to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 634 linear feet of Palm Avenue from 3rd to 5th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-103**
Project Title	**Palm Avenue, 5th to City Creek**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 951 linear feet of Palm Avenue from 5th to City Creek to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-104**
Project Title	**Palm Avenue, City Creek to Cypress**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of Palm Avenue from City Creek to Cypress to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-105**
Project Title	**Palm Avenue, Cypress to Harlan**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 686 linear feet of Palm Avenue from Cypress to Harlan to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-106**
Project Title	**Palm Avenue, Harlan to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 211 linear feet of Palm Avenue from Harlan to 9th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$6,932**
Land Acquisition/ROW						
Construction						**$46,391**
Contingency						
Equipment/Other						
Total Estimated Cost						**$53,323**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-107**
Project Title	**Palm Avenue, 9th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Palm Avenue from 9th to Base Line to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-108**
Project Title	**Palm Avenue, Base Line to Foster**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 330 linear feet of Palm Avenue from Base Line to Foster to meet the design standards of a Major Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-109**
Project Title	**Palm Avenue, Foster to Villa**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 317 linear feet of Palm Avenue from Foster to Villa to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$13,005**
Land Acquisition/ROW						
Construction						**$87,031**
Contingency						
Equipment/Other						
Total Estimated Cost						**$100,036**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-110**
Project Title	**Palm Avenue, Villa to 951' S/0 Fisher**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 212 linear feet of Palm Avenue from Villa to 951' S/0 Fisher to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will.receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$9,698**
Land Acquisition/ROW						
Construction						**$64,899**
Contingency						
Equipment/Other						
Total Estimated Cost						**$74,597**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-111**
Project Title	**Palm Avenue, 951' S/0/ Fisher to Fisher**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 951 linear feet of Palm Avenue from 951' S/0/ Fisher to Fisher to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are equired to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$39,990**
Land Acquisition/ROW						
Construction						**$267,623**
Contingency						
Equipment/Other						
Total Estimated Cost						**$307,613**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-112**
Project Title	**Palm Avenue, Fisher to Main**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 528 linear feet of Palm Avenue from Fisher to Main to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the totlll. project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$25,365**
Land Acquisition/ROW						
Construction						**$169,754**
Contingency						
Equipment/Other						
Total Estimated Cost						**$195,11**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-113**
Project Title	**Palm Avenue, Main to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 317 linear feet of Palm Avenue from Main to Pacific to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-114**
Project Title	**Palm Avenue, Pacific to Atlantic**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of Palm Avenue from Pacific to Atlantic to meet the design standards of a Major Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$22,580**
Land Acquisition/ROW						
Construction						**$151,114**
Contingency						
Equipment/Other						
Total Estimated Cost						**$173,694**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-115**
Project Title	**Santa Ana Canyon Road, W/O North Fork**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,373 linear feet of Santa Ana Canyon Road from W/O North Fork (Tract 14384) to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$20,475**
Land Acquisition/ROW						
Construction						**$137,025**
Contingency						
Equipment/Other						
Total Estimated Cost						**$157,500**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-116**
Project Title	**Santa Ana Canyon Road, Fronting Tract 14384**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 528 linear feet of Santa Ana Canyon Road from fronting Tract 14384 to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-117**
Project Title	**Santa Ana Canyon Road, W/O Alta Vista**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,003 linear feet of Santa Ana Canyon Road from W/O Alta Vista (Tract 14384) to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$33,410**
Land Acquisition/ROW						
Construction						**$223,593**
Contingency						
Equipment/Other						
Total Estimated Cost						**$257,003**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-118**
Project Title	**Sterling Avenue, 3rd to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 264 linear feet of Sterling Avenue from 3rd to 6th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$18,096**
Land Acquisition/ROW						
Construction						**$121,104**
Contingency						
Equipment/Other						
Total Estimated Cost						**$139,200**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-119**
Project Title	**Sterling Avenue, 3rd to 6th Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 78" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities (FC-04)

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-120**
Project Title	**Sterling Avenue, 6th to 7th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of Sterling Avenue from 6th to 7th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$23,922**
Land Acquisition/ROW						
Construction						**$160,091**
Contingency						
Equipment/Other						
Total Estimated Cost						**$184,013**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-121**
Project Title	**Sterling Avenue, 6th to 7th Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 33" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Project Moved to Local and Regional Flood Control Facilities (FC-04).

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$0
Land Acquisition/ROW						
Construction						$0
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-122**
Project Title	**Sterling Avenue, 7th to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 5,808 linear feet of Sterling Avenue from 7th to Pacific to meet the design standards of a Major Highway roadway. The project is limited to street light, median and signal interconenct improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-123**
Project Title	**Sterling Avenue, 7th to Pacific Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 27" to 69" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20 % of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	50.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$79,365**
Land Acquisition/ROW						
Construction						**$531,135**
Contingency						
Equipment/Other						
Total Estimated Cost						**$610,500**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-124**
Project Title	**Tippecanoe, 3rd to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 4,224 linear feet of Tippecanoe from 3rd to 9th to meet the design standards of a Secondary Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$83,392**
Land Acquisition/ROW						
Construction						**$558,088**
Contingency						
Equipment/Other						
Total Estimated Cost						**$641,480**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-125**
Project Title	**Sterling Avenue, 7th to Pacific Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 27" to 69" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	75.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-126**
Project Title	**Victoria Avenue, 3rd to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Victoria Avenue from 3rd to 6th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-127**
Project Title	**Victoria, 6th to 660' N/O 6th Circulation**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 660 linear feet of Victoria from 6th to 660 N/O 6th to meet the design standards of a Major Highway roadway. The project also includes the construction of a 42" storm drainage pipe as part of the street project. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$11,250**
Land Acquisition/ROW						
Construction						**$75,286**
Contingency						
Equipment/Other						
Total Estimated Cost						**$86,536**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-128**
Project Title	**Victoria, 6th to 660' N/O 6th Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 42" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-129**
Project Title	**Victoria, 6th to North City Limit**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 8,976 linear feet of Victoria from 6th to North City Limit tto meet the design standards of a Major Highway roadway. The project also includes a construction of 42" storm drainage pipe as part of the street project. The project is limited to street light, median, and signal interconnect improvements. The project also includes traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 46.40% of these projects are required to support new development in Highland, thus will receive 46.40% of the total project cost. Engineering plan check, inspection, materials/soil testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$115,362**
Land Acquisition/ROW						
Construction						**$772,038**
Contingency						
Equipment/Other						
Total Estimated Cost						**$887,400**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-130**
Project Title	**Victoria, 6th to North City Limit Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 42" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-131**
Project Title	**Water Street, Cram Road to Weaver**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 687 linear feet of Water Street from Cram Road to Weaver to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$10,286**
Land Acquisition/ROW						
Construction						**$68,834**
Contingency						
Equipment/Other						
Total Estimated Cost						**$79,120**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-132**
Project Title	**Weaver Street, Water to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,479 linear feet of Weaver Street from Water to Base Line to meet the design standards of a Collector roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$19,054**
Land Acquisition/ROW						
Construction						**$127,516**
Contingency						
Equipment/Other						
Total Estimated Cost						**$146,570**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-133**
Project Title	**Webster Street, 5th to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 686 linear feet of Webster Street from 5th to Boulder to meet the design standards of a Collector roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-134**
Project Title	**Webster Street, Boulder to Eucalyptus**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,109 linear feet of Webster Street from Boulder to Eucalyptus to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing . Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$11,497**
Land Acquisition/ROW						
Construction						**$76,941**
Contingency						
Equipment/Other						
Total Estimated Cost						**$88,438**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-135**
Project Title	**Orange Street Bridge over Plunge Creek**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
The existing Orange Street Bridge, located at approximately 2,000 feet south of Greenspot Road over the Plunge Creek overflow channel, is a 2-lane, 28.5'-wide, 83'-long steel-beam bridge. Constructed in 1916, the bridge currently has various deficiencies in the bridge substructures, deck and superstructures. In order to support new development and address the age, narrowness and physical conditions of the bridge, it is necessary to replace the existing 2-lane bridge with a new 4-lane bridge that is 200'-long and 83'-wide. The new bridge includes construction of concrete barriers and sidewalk on both sides of the bridge, along with raised bridge approaches.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	11.85%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$334,119**
Land Acquisition/ROW						
Construction						**$2,236,028**
Contingency						
Equipment/Other						
Total Estimated Cost						**$2,570,147**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-136**
Project Title	**Interstate 210 Victoria Avenue Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

A new interchange at State Route (SR) 210 and Victoria Avenue is necessary to relieve traffic congestion at the existing interchange at SR 210 and Highland Avenue/Arden Avenue. This project will provide improved access to new residential and commercial development. The project is currently in the Planning Approvals & Environmental Document phase that will evaluate three (3) build alternatives to select the preferred alternative to obtain environmental clearance. Caltrans is the lead agency. The project will be implemented with assistance from the cities of Highland and San Bernardino, San Manuel Band of Mission Indians, County of San Bernardino, and Inland Valley Development Agency.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	12.50%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$2,063,750**
Land Acquisition/ROW						
Construction						**$13,811,250**
Contingency						
Equipment/Other						
Total Estimated Cost						**$15,875,000**

City of Highland
Local and Regional
Flood Control Facilities

City of Highland, California

Master Facilities Plan - All Plan Areas

Local and Regional Flood Control Facilities

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
FC-01	Elder Creek, West Boulder (SBCFCD)					$ 335,813	$ 335,813
FC-02	*Elder Creek, Abbey Way to Morris (SBCFCD) (Deleted)*					$ -	$ -
FC-03	*Warm Creek, Obsun to East City Limit (SBCFCD) (Deleted)*					$ -	$ -
FC-04	Sterling Avenue, 3rd to 7th Storm Drainage Segment					$ 470,730	$ 470,730
FC-05	5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment					$ 335,500	$ 335,500
FC-06	Elder Gulch Storm Drain					$ 322,500	$ 322,500
FC-07	Greenspot Road Storm Drainage (6-SA-07)					$ 1,000,000	$ 1,000,000
FC-08	6th Street Storm Drain (6-WA-03 & 6-CI-03)					$ 4,000,000	$ 4,000,000
FC-09	9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)					$ 409,148	$ 409,148
FC-10	Base Line, Del Rosa Drive to Highland Creek (6-DR-01)					$ 525,000	$ 525,000
FC-11	Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)					$ 975,000	$ 975,000
	Total						$ 8,373,691

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-01**
Project Title	**Elder Creek, West of Boulder (SBCFCD)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description

Construct a rip-rap storm drainage channel along Elder Creek west of Boulder. The project will possibly be constructed along with circulation projects #ST-45 through ST-49 with the same name. Project Administration, consisting of engineering, project staking, soils and materials testing, inspection, construction management and contract administration has been added at 12%. Contingency is included at 8% of construction costs.

Justification/Consequences of Avoidance:

These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in tum decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$40,298**
Land Acquisition/ROW						
Construction						**$268,650**
Contingency						**$26,865**
Equipment/Other						
Total Estimated Cost						**$335,813**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-02**
Project Title	**Elder Creek, Abbey Way to Merris (SBCFCD)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a rip-rap storm drainage channel along Elder Creek along Abbey Way to Merris. The project will possibly be constructed along with circulation projects #ST-4S through ST-49 with the same name. Project Administration, consisting of engineering, project staking, soils and materials testing, inspection, construction management and contract administration has been added as 13% . Contingency is included at 8% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
SBCFCD has informed City that it is no longer obligated to help fund this project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						**$0**
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-03**
Project Title	**Warm Creek, Obsun to East City Limit (SBCFCD)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a rip-rap storm drainage channel along Warm Creek along Obsun to East City Limit. The project will possibly be constructed along with circulation projects #ST-45 through St-49 with the same name. Project Administration, consisting of engineering, project staking, soils and materials testing, inspection, construction management and contract administration has been added as 12%. Contingency is included at 8% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
SBCFCD has informed City that it is no longer obligated to help fund this project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						**$0**
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-04**
Project Title	**Sterling Avenue, 3rd to 7th Storm Drainage Segment**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works – Engineering

Project Description
Construct a 78" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SANBAG studies, 54% of these projects are required to support new development in Highland, thus would normally finance 54% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 15% of construction costs and contingency has been included at 10% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. This project was moved from Circulation (ST-119 & ST-121) to Local and Regional Flood Control.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$56,488**
Land Acquisition/ROW						
Construction						**$376,584**
Contingency						**$37,658**
Equipment/Other						
Total Estimated Cost						**$470,730**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-05**
Project Title	**5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 33" to 51" of storm drainage line as part of the Measure I financed project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing, and therefore, 100% of the cost has been allocated to local development impact fees. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-11). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$40,260**
Land Acquisition/ROW						
Construction						**$268,400**
Contingency						**$26,480**
Equipment/Other						
Total Estimated Cost						**$335,500**

City of Highland
Master Facilities Plan – Project Detail
October 2022

Project Number	**FC-06**
Project Title	**Elder Gulch Storm Drain**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works – Engineering

Project Description

City CIP SDR 19001 is the portion of the Elder Gulch drainage system located south of Greenspot Road consists of an enclosed reinforced concrete box and an open channel. This is a regional drainage facility owned and maintained by the San Bernardino County Flood Control District. For several years, the District has been making efforts to develop a capital project to improve this regional drainage facility. The District has also secured approval of a $3,000,000 FEMA grant providing funding needed to complete this $10.3 million project The District is willing to design the project to accommodate the City's need to transmit storm flows from City streets and from the portion of the Elder Gulch storm drain located north of Greenspot Road, which is a City facility.

Justification/Consequences of Avoidance:

These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:

This project has been added to the MFP by City staff.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$38,700**
Land Acquisition/ROW						
Construction						**$258,000**
Contingency						**$25,800**
Equipment/Other						
Total Estimated Cost						**$322,500**

City of Highland
Master Facilities Plan – Project Detail
October 2022

Project Number	**FC-07**
Project Title	**Greenspot Road Storm Drainage (6-SA-07)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
The Greenspot Road Storm Drain (Comprehensive Storm Drain Plan 6-SA-07) is the proposed master planned 42" storm drain connection between the upper reach of CSDP 6-SA-07 north of Canal Street and the existing Weaver Channel south of the Greenspot Road/ Weaver Street intersection. In addition to conveying the drainage from north of Canal Street this proposed master planned 42" storm drain line is to collect and convey drainage between Alta Vista and the east side of Tr. 13936-3 (at Unicorn Way and Silver Buckle Court) and south of Santa Ana Canyon Road and north of Greenspot Road.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been added to the MFP by City staff.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$120,000**
Land Acquisition/ROW						
Construction						**$800,000**
Contingency						**$80,000**
Equipment/Other						
Total Estimated Cost						**$1,000,000**

City of Highland
Master Facilities Plan – Project Detail
October 2022

Project Number	**FC-08**
Project Title	**6th Street Storm Drain (6-WA-03 & 6-CI-03)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works – Engineering

Project Description
6th Street Storm Drain (Comprehensive Storm Drain Plan 6-WA-03 and 6-CI-03) is the proposed master planned 51" storm drain connection between the downstream portion of 6-WA-03 west of Tippecanoe in the City of San Bernardino and the beginning of the 6-WA-03 storm drain north of the intersection of Elm Street and 6th Street.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been added to the MFP by City staff.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$480,000**
Land Acquisition/ROW						
Construction						**$3,200,000**
Contingency						**$320,000**
Equipment/Other						
Total Estimated Cost						**$4,000,000**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-09**
Project Title	**9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 30" to 39" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-31). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$49,098**
Land Acquisition/ROW						
Construction						**$327,318**
Contingency						**$32,732**
Equipment/Other						
Total Estimated Cost						**$409,148**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-10**
Project Title	**Base Line, Del Rosa Drive to Highland Creek (6-DR-01)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 24" to 57" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-39). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$63,000**
Land Acquisition/ROW						
Construction						**$420,000**
Contingency						**$42,000**
Equipment/Other						
Total Estimated Cost						**$525,000**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-11**
Project Title	**Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 27" to 69" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-125). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$117,000**
Land Acquisition/ROW						
Construction						**$780,000**
Contingency						**$78,000**
Equipment/Other						
Total Estimated Cost						**$975,000**

City of Highland
General Facilities, Equipment and Vehicles

City of Highland, California

Master Facilities Plan - All Plan Areas

General Facilities, Vehicles and Equipment

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
GF-01	City Hall Improvements (20,000 S.F. Expansion)					$ -	$ 13,272,066
GF-02	Expansion of City Pool/Maintenance Fleet					$ 1,294,120	$ 921,564
GF-03	Computer Storage and Processing Upgrade					$ -	$ 496,230
GF-04	Eastern Area Satellite Maintenance Yard					$ 397,810	$ 1,795,290
	Total						$ 16,485,150

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-01**
Project Title	**City Hall Improvements (20,000 S.F. Expansion)**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Expand the existing City Hall by 20,000 square feet. The expansion would require the acquisition of an additional acre of land. The additional space would accommodate the General Plan build-out level of staffing and a larger City Council chambers.

Justification/Consequences of Avoidance:
As the City approaches "build-out", there will be the need for additional office, meeting and storage space.

2022 Update:
City Staff has provided an updated cost for the expansion to City Hall.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$1,061,765**
Land Acquisition/ROW						**$398,162**
Construction						**$10,219,491**
Contingency						**$663,603**
Equipment/Other						**$929,045**
Total Estimated Cost						**$13,272,066**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-02**
Project Title	**Expansion of City Pool/Maintanance Fleet**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Expand the general City's fleet of pool/maintenance vehicles.

Justification/Consequences of Avoidance:
The City will require additional pool cars as the City expands for code enforcement, mail and supply delivery, staff use and other required services. Additionally, the City would not have adequate maintenance vehicles with which to maintain the additional streets, storm drainage pipes, parks, and facilit.es to be added through General Plan build-out.

2022 Update:
RCS has used the Consumer Pricing Index to update the original 2006 project cost by 147.07%.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$921,564**
Total Estimated Cost						**$921,564**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-03**
Project Title	**Computer Storage and Processing Upgrade**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Expand the City's computer capacity.

Justification/Consequences of Avoidance:
Additional computer storage and processing capability would need to be acquired to accomodate additional data required as a result of additional citizens and businesses.

2022 Update:
RCS has used the Consumer Pricing Index to update the original 2006 project cost by 147.07%.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$496,230**
Total Estimated Cost						**$496,230**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-04**
Project Title	**Eastern Area. Satellite Maintenance Yard**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Construct a small maintenance yard in the eastern portion of the City. The one acre facility would consist of a work and storage building, a few aggregate bins and a small office/locker facility. The facility would be fenced with security lighting and a security gate.

Justification/Consequences of Avoidance:
The main City Corporation Maintanence facility would continue to be used and would require maintenance crews to drive long distancs to the far eastern portion of the City. A maintenance facility is the first line of defense in the effort to maximize the lifetime of the City's valuble assets, currently estimated at a replacement value of between a half to three-quarters of a billion dollars.

2022 Update:
RCS has used the Engineering News Record Building Cost Index to update the original 2006 project cost by 184.01%.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$143,623**
Land Acquisition/ROW						**$53,859**
Construction						**$1,382,373**
Contingency						**$89,765**
Equipment/Other						**$125,670**
Total Estimated Cost						**$1,795,290**

City of Highland
Library Facilities
and Collection

City of Highland, California

Master Facilities Plan - All Plan Areas

Library Facilities and Collection

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
LB-01	Library Building Expansion					$ 4,940,932	$ 4,940,932
LB-02	Expansion of Library Collection					$ 983,238	$ 983,238
	Total						$ 5,924,170

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LB-01**
Project Title	**Library Building Expansion**
Infrastructure	Library Facilities and Collection
Submitting Department	Public Library

Project Description
Acquisition of land and construction of a roughly 5,000 square foot library expansion. The additional square feet would probably be an expansion to the existing facility but could be a separate facility.

Justification/Consequences of Avoidance:
The proposed expansion will provide the square footage necessary to maintain an acceptable ratio of floor space to residential patrons. The current level of service standard is 0.58 square feet of library space per resident. Should the library not be expanded by the 5,000 square feet, the space per resident would drop by 25% to about 0.43 square feet at build-out. Construction of the additional 5,000 square feet will also allow the ratio to drop by 11 planned 17% to 0.48 square feet per resident. It should be noted that the resulting 0.48 square feet per person is still within the American Library Association recommended minimum standard of 0.40 square foot per person.

2022 Update:
RCS has used the Engineering News Record Building Cost Index to update the original 2006 project cost by 184.01%.

Reference Document:	Staff estimates

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$494,093**
Land Acquisition/ROW						**$691,730**
Construction						**$3,409,243**
Contingency						**$345,865**
Equipment/Other						
Total Estimated Cost						**$4,940,932**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LB-02**
Project Title	**Expansion of Library Collection**
Infrastructure	Library Facilities and Collection
Submitting Department	Public Library

Project Description
Acquisition and processing of approximately 42,900 books or other items to increase the Public Library's collection to maintain pace with new residential home construction and occupancy.

Justification/Consequences of Avoidance:
The proposed expansion will provide the collection additions necessary to maintain the current ratio of books to residential patrons and business patrons as is offered at this point in time. The current levels of service standards are 2.43 books per resident. Should the current collection not be expanded the number of books per resident would drop 26% to about 1.80 books per person. The almost 43,000 books represents the additional collection necessary to maintain the current levels of service provided by the existing collection.

2022 Update:
RCS has updated the cost of the accession process for the Library DIF.

Reference Document:	Staff estimates

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$983,238**
Total Estimated Cost						**$983,238**

City of Highland
Public Use
Facilities

City of Highland, California

Master Facilities Plan - All Plan Areas

Public Use (Community Center) Facilities

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
CC-01	Construct Additional Public Use Space (Completed)					$ -	$ -
	Total						$ -

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**CC-01**
Project Title	**Construct Additional Public Use Space**
Infrastructure	Public Use Facilities
Submitting Department	Community Services

Project Description
The City's existing standard of public use space is 0.594 square foot per resident. This is based upon the inventory of 33,600 square feet of public use space for the City's 56,546 residents (33,600/56,546 = 0.594). Based upon this existing standard and the potential for 22,196 additional residents at General Plan build-out, the City could adopt and impose impact fees that would construct an additional 14,484 square feet of public use space. The 14,484 additional square feet would maintain the 0.653 square foot per resident standard.

Justification/Consequences of Avoidance:
The City has a public use facilities standard of 0.594 square feet per resident based upon the total 33,600 square foot dedicated to community and recreation services for the existing 56,546 residents. To maintain that standard through General Plan build-out, the City would need to construct an additional 14,484 square feet of community service or recreation center space for use by the final projected 73,685 plus population.

2022 Update:
Completed

Reference Document:	None, the proposed project is based upon the existing public use building standard and expected population resulting from new development.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						**$0**
Construction						**$0**
Contingency						**$0**
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Parkland Acquisition and
Park Facilities Development

City of Highland, California

Master Facilities Plan - All Plan Areas

Park Land Acquisition and Facilities Development

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
PK-001	Parkland Acquisition and Park Facilities Improvements					$ 14,621,352	$ 14,621,352
PK-002	Construct Community Pool (removed from projects)					$ -	$ -
PK-003	Trails Rights-of-way and Minor Improvements (removed from projects)					$ -	$ -
	Total						$ 14,621,352

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**PK-01**
Project Title	**Parkland Acquisition and Park Facilities Improvements**
Infrastructure	Park Land Acquisition and Park Facilities Development
Submitting Department	Community Services Department

Project Description
Acquire 18.92 acres for use as active parkland and construct park facilities.

Justification/Consequences of Avoidance:
As the City's population increases there will be additional demands upon the City's limited inventory of parkland. Additional park acres will be necessary to meet the needs of the potential additional 10,228 residents.

2022 Update:
RCS has updated the park standard, construction cost and land acquisition cost for this project.

Reference Document:	Park development will be consistent with the City's General Plan.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$2,485,630**
Land Acquisition/ROW						**$5,263,687**
Construction						**$6,287,181**
Contingency						**$584,854**
Equipment/Other						
Total Estimated Cost						**$14,621,352**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**PK-02**
Project Title	**Construct Community Pool**
Infrastructure	Park Land Acquisition and Park Facilities Development
Submitting Department	Community Services Department

Project Description
Construct a community pool.

Justification/Consequences of Avoidance:
The general population has indicated interest in building a community pool.

2022 Update:
Removed from Project List at direction of Staff.

Reference Document:	Park development will be consistent with the City's General Plan.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						$0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**PK-03**
Project Title	**Trail Rights-of-way and Minor Improvements**
Infrastructure	Park Land Acquisition and Park Facilities Development
Submitting Department	Community Services Department

Project Description
Acquire trail capacity through either acquisition of easements for use or fee-title land for the construction of trails connecting various existing trails and park or public facilities.

Justification/Consequences of Avoidance:
The general population has indicated a desire to increase the number of miles of all-purpose trails connecting various parts of the community.

2022 Update:
Removed from Project List at direction of Staff.

Reference Document:	Park development will be consistent with the City's General Plan.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						**$0**
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

EXHIBIT C

Findings in Support of Continuing the City of Highland's Policy to Impose Residential Development Impact Fees on a per Unit Basis

AB-602 (Gov't C. sections 66016.5(a)(5)(A) and (B)) states that if the City adopts a calculation and nexus study after July 1, 2022, it must *either* "calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development" *or* make the following findings:

> (i) An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects.
>
> (ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
>
> (iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

There is no requirement for the City to have a financial element in the City's General Plan document. Thus, a properly calculated *Development Impact Fee Calculation and Nexus Report* functions as the de-facto financial plan in support of the City's General Zoning Plan. It identifies the anticipated service demands by infrastructure based upon averages and lays out a fair and reasonable method with which to finance the required capital projects and acquisitions necessary to accommodate those anticipated new service demands.

The City of Highland has expressed that it will continue to impose residential development impact fees based upon the same manner that additional development service demands are calculated – that is, by type of average unit. The City will not impose development impact fees based on residential development projects proportionate to the square footage of proposed units for completing the City's General Plan. The current set of fees fosters greater accuracy in planning and provides the City with the required level of certainty in impact fee collection.

The California Mitigation Fee Act (Government Code §66000, et.seq.), which was first established in 1987, specifies that every public agency that adopts development impact fees must provide the essential calculation and nexus report with fees calculated upon data that is as empirical as possible. AB-602's *Proportionate to Square Footage,* is based upon a *presumption*[1] that a smaller detached dwelling creates less local government service demands than a larger detached dwelling. AB-602 does not offer any peer reviewed, third-party empirical data that substantiates that a small square footage detached dwelling unit creates less municipal service impacts than a larger square foot detached dwelling. As such, the City has determined that the best practices for both managing development and obtaining the adequate impact fee financing for the development-generated infrastructure is as identified in this Report.

This Report indicates that the City of Highland has 311 acres zoned for future detached dwellings. At approximately 5.03 detached dwelling units per acre, this equates to an additional 1,563 detached dwellings to be constructed by General Plan build-out of the City. The City does not, however, have any information as to how many square feet any of these 1,563 detached dwelling units will be because that is, within applicable zoning, determined by the developers of the various parcels.

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[1] (noun: **presumption**; plural noun: **presumptions** – an idea that is taken to be true, and often used as the basis for other ideas, although it is not known for certain.

This Report employs the most defensible empirical sources, appropriate to the demands of that particular infrastructure to determine the *average* demands of an *average* detached dwelling. These sources determine demand by an average detached dwelling but do not produce this demand data for various sized detached dwellings. Such data is simply not available.

The amount and complexity of any city's infrastructure defines (in all or part) the Level of Service (LOS) of that infrastructure, not just currently but in perpetuity. This makes the one-time DIF financing of any city infrastructure that much more important. It must balance new development with the additional police responses given the desired police staffing standard. It will take a combination of additional law enforcement station space, response and support vehicles and specialty equipment to support the officers required by new development. The importance of having a properly calculated and documented DIF schedule in order to accommodate development-related demands cannot be over-stated. The same concept holds true for the two labor-intensive public safety services and the infrastructure intensive services such as the street circulation system and the storm drainage system.

The collection of an impact fee to raise monies for development-based demands is one-time but represents the municipal service needs of that dwelling unit as long as that structure exists. Thus, the argument that any new detached dwelling will generate less municipal service demand based on its smaller square footage is divorced from the reality that any particular residential dwelling may have different occupants over 50 years, from a family of four or more to a single resident.

Police and Fire Calls-for-Service (CFS) - For the calculation of Police and Fire demand data, RCS used Highland calls-for-service matched up with the City's Land-Use GIS database. Again, the City does not know what size these detached dwellings are so could not possibly determine the total square feet of 1,563 detached dwellings or the individual square footage of each of those 1,563 dwellings. GIS data does not include the size of each residential dwelling in the City.

Circulation Needs - According to the volume of empirical data collected by the highly respected *Institute of Traffic Engineering* (ITE), an average detached dwelling generates approximately 9.5 trip-ends per day, but the ITE does not offer any distinction between small and large homes, because such data does not exist in their database.

Storm Drainage - The storm runoff from a 1,800 square foot single-floor residence is the same as the storm runoff from a 3,600 square foot two-story building. Both have a 1,800 square foot pad, so a 50% fee for the 1,800 square foot home compared to the 3,600 square foot home would be inequitable and unsupported by data.

Quality of Life Infrastructure (parks, aquatic facilities, libraries and community centers) - Quality of Life standards are based upon current population numbers. These impact fees are generally based upon census data that identifies average number of persons per type of dwelling unit. In Highland, those future figures are 3.232 persons per detached dwelling, 3.55 per attached dwelling unit and 2.315 per mobile home. General Plan data does not determine these figures by size of dwelling unit and thus they represent the most empirically driven data. Anecdotally there are likely 1,300 square foot dwellings with anywhere from one, two or six residents just as there can be in a 2,600 square foot home. Therefore, an average based on type of dwelling is far more empirical than dividing the average cost by some unsubstantiated average dwelling size. By doing so, larger residential dwellings could be treated unfairly if they end up being assessed a greater amount in order to balance or subsidize the smaller detached dwelling units based upon the presumption (non-empirical data) that these smaller detached dwelling units somehow create lesser dwelling densities than would a larger unit. Such a subsidy flies in the face of The Mitigation Fee Act.

Importance of a Static or Average Development Impact Fee Schedule. The City must be able to depend on the collection of sufficient impact fee revenues with which to finance development-generated projects necessary to provide new development with adequate and sufficient service levels without decreasing the existing levels of service for the rest of the community. This assurance will be diminished should the City choose a per residential square foot impact fee schedule. With a flat fee representing an average demand per unit, the City can have greater confidence in receiving the DIF revenue necessary to respond to those 311 acres zoned for future detached dwellings, regardless of their size.

The City's development practices neither favor nor penalize any one land-use over another. Nor are the City's policies unfair within any one land-use. For residential units based upon empirically-based averages, all are assessed the same fee; no developer is charged disproportionately. The type of dwelling unit drives the fee, not the square footage. For residential units, all are assessed the same fee; none are charged disproportionately.

Since the City does not impose per square foot-based impact fees, it also does not apply such fees on any room addition to a residential dwelling.

DIFs for non-residential uses (i.e. the variety of businesses) have always been calculated and imposed on a per square foot basis as empirical data is available for those uses. Additionally, each of those business uses (see Table 2-1) has differing maximum allowable floor area ratio (FAR).

Highland is mindful that the state is encouraging construction of smaller detached dwellings and is assuming that these types of residential dwellings create lesser demand merely because they are smaller. However, given the lack of any empirical data supporting such an assumption, the City feels obligated to adopt residential impact fees that are fair to all developers of residential dwellings, regardless of size. In the end, the City has determined to err on the side of fair treatment of all residential development.

In conclusion, given the empirically-based and significant effort spent on identifying the number and capacity of increasing infrastructure projects needed to accommodate the planned-for and anticipated new development and the fair means demonstrated in the calculation and Report, the City has determined that the empirically-driven per Unit residential fee is the most appropriate metric with which to calculate and fairly impose the City's schedule of impact fees.

STATE OF CALIFORNIA)

COUNTY OF SAN BERNARDINO)

CITY OF HIGHLAND)

I, BETTY HUGHES, MMC, City Clerk of the City of Highland, California, do hereby certify Resolution No. 2023-040 was duly and regularly adopted by the City Council of the City of Highland, California, at a regular meeting thereof held on the 12th day of September, 2023, by the following vote:

AYES:	Chavez-Cordova, Lilburn, McCallon, Solano, Timmer
NOES:	None
ABSTAIN:	None
ABSENT:	None

Dated this 13th day of September, 2023.

Betty Hughes

BETTY HUGHES, MMC
CITY CLERK

ATTACHMENT 3

Resolution 2023-41

RESOLUTION NO. 2023-041

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, AMENDING THE PARK LAND ACQUISITION AND PARK FACILITIES DEVELOPMENT FEE APPLICABLE TO NEW RESIDENTIAL SUBDIVISIONS PURSUANT TO SECTION 16.40.200 OF THE HIGHLAND MUNICIPAL CODE AND THE QUIMBY ACT (GOVERNMENT CODE SECTION 66477), AND MAKING DETERMINATIONS UNDER CEQA

WHEREAS, California Government Code Section 66477 (the "Quimby Act") authorizes the City Council, by ordinance, to require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative subdivision map or parcel map; and

WHEREAS, Highland Municipal Code Section 16.40.200 provides that as a condition of approval for development projects, the City may require the payment of fees, dedication of land, or both for the provision of neighborhood and community park and recreation facilities for city residents. This Section further provides that whenever a fee is to be paid in lieu of the dedication of land, the fee shall be established by resolution of the city council, and the fee shall bear a reasonable relationship to the value of land which would otherwise be required if land dedication were being made; and

WHEREAS, the City has adopted a General Plan, specifically the Open Space and Conservation Element, which contains policies and standards for parks and recreation facilities, and the park and recreational facilities are in accordance with definite principles and standards; and

WHEREAS, the City Council adopted Resolution Nos. 2006-059, 2007-061, 2009-002, 2009-044, 2010-043, 2012-002, 2013-003, 2014-003, 2015-002, 2015-045, 2017-005, 2018-003, 2019-010, 2020-006, and 2021-008 establishing the amount of park land acquisition and park facilities development fees (hereinafter referred to as "Park Land Acquisition and Park Facilities Development Fee") applicable to new residential subdivisions pursuant to the Highland Municipal Code and the Quimby Act. Resolution No. 2021-008 establishes the Park Land Acquisition and Park Facilities Development Fees that are currently in place; and

WHEREAS, at the City's request, Revenue Cost Specialists, LLC prepared an updated Development Impact Fee Calculation and Nexus Report dated August 28, 2023 ("2023 DIF Report") and a correlating Master Facilities Plan dated July 2023 in compliance with Government Code Section 66016.5. The 2023 DIF Report and Master Facilities Plan were adopted by the City Council on September 12, 2023 pursuant to Resolution No. 2023-040 and were included as Exhibits "A" and "B", respectively. The 2023 DIF Report and the Master Facilities Plan are hereby incorporated by this reference; and

WHEREAS, pursuant to Government Code Section 66001, the 2023 DIF Report identifies the purpose of each existing and proposed fee, the use to which the fee is to be put, establishes and explains how there is a reasonable relationship between the fee's use and the type of development project on which the fee is to be imposed, and how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed; and

WHEREAS, the City Council has reviewed and considered the 2023 DIF report, the Master Facilities Plan and pertinent provisions thereof, and finds that the Park Land Acquisition and Park Facilities Development Fee established therein bears a reasonable relationship to the value of land which would otherwise be required if land dedication were being made; the fees paid bear a reasonable relationship to the use of the park by the future inhabitants of the subdivision; the fees established do not exceed the proportionate amount necessary to provide park area per 1,000 residents according to the standards established by the General Plan and Highland Municipal Code section 16.40.200; and that the land dedication requirement and in lieu fee established by the 2023 DIF Report, the manner in which the fees will be collected, the Park Land Acquisition and Park Facilities Development Fee fund administered, and the funds expended, is consistent with Highland Municipal Code Section 16.40.200 and the Quimby Act; and

WHEREAS, pursuant to Government Code sections 66016, 66016.5, 66018, and 6062a, the City must adopt development impact fees only after notice and public hearing; and

WHEREAS, pursuant to Government Code section 6062a, a notice of a public hearing on the proposed fee update was published on July 7, 2023 and July 14, 2023 in the San Bernardino Sun, a newspaper of general circulation; and

WHEREAS, pursuant to Government Code sections 66016.5, notice of the time and place of the meeting, including a general explanation of the matters to be considered and a statement that required data is available was provided at least thirty (30) days prior to the meeting to those members of the public who filed a written request with the City; and

WHEREAS, pursuant to Government Code section 66016, the City mailed notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, at least 14 days prior to the meeting to any interested party who filed a written request with the City for mailed notice of the meeting on new or increased fees or service charges; and

WHEREAS, at least ten (10) days prior to the duly noticed August 8, 2023 public hearing, the City made available for public inspection information required under Government Code section 66000, et. seq.; and

WHEREAS, the Park Land Acquisition and Park Facilities Development Fees established by this Resolution are only imposed on subdivided land. A separate resolution shall establish the development impact fees that will be imposed on non-subdivided land for park and recreation facilities; and

WHEREAS, the City has complied with the notice and hearing requirements of state law prior to adopting this Resolution, and a notice of public hearing on the Park Land Acquisition and Park Facilities Development Fees was mailed as required by law to any interested party who filed a written request with the City Clerk for mailed notice of a meeting on new or increased fees; and

WHEREAS, the City received comments to the 2023 DIF Report. As a result of those comments, staff determined that the August 8, 2023 public hearing should be continued to allow staff additional time to address comments raised by the public regarding the 2023 DIF Report. On August 3, 2023, the City notified those who had requested notice of a meeting on new or increased fees or service charges that the public hearing was being continued to the September 12, 2023 City Council meeting; and

WHEREAS, on August 8, 2023 the City Council opened the noticed public hearing to consider the City's proposed new development fees and continued the hearing to September 12, 2023. The 2023 DIF Report was updated to address the comments received from the public and was posted on the City's website at least 10 days prior to the September 12, 2023 public hearing; and

WHEREAS, on September 12, 2023 the City Council held a noticed public hearing to consider the City's proposed Park Land Acquisition and Park Facilities Development Fees at which time all interested persons were given an opportunity to comment; and

WHEREAS, the City Council finds that the record of these proceedings, including the 2023 DIF Report, the City's General Plan, ordinances and resolutions, the staff report, written correspondence received by the City, and the testimony received at the hearing prior to the adoption of this Resolution, held on September 12, 2023, contains substantial evidence to support the imposition and collection of the Park Land and Recreation Fees established herein; and

WHEREAS, the City Council has reviewed and considered the Park Land Acquisition and Park Facilities Development Fees established herein, and finds that the fees will mitigate some of the impacts associated with additional park and recreational needs necessitated by new residential development in the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HIGHLAND DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Recitals. The findings and recitals set forth in this Resolution are true and correct, and are incorporated herein.

SECTION 2. CEQA. The approval of this Resolution was reviewed in accordance with the criteria contained in the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. The City Council finds that approval of this Resolution will not have a significant impact on the environment and is exempt from CEQA pursuant to Section 15061(b)(3) of State CEQA Guidelines because this action involves the adoption of Quimby fees and no specific development is authorized by the adoption of this Resolution. Therefore, the adoption of this Resolution does not have the potential for

causing a significant effect on the environment. In addition, the adoption of this Resolution approves and sets forth a procedure for determining fees to maintain park and recreation services within existing service areas and is statutorily exempt from CEQA pursuant to State CEQA Guidelines 15273(a)(4). Also, approval of this Resolution is exempt from the requirements of CEQA pursuant to State CEQA Guidelines Section 15378(b)(4) because the Resolution not a "project" as defined by CEQA, but involves the creation of government funding mechanisms or other government fiscal activities that do not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment.

SECTION 3. Establishing the Amount of Park Land Acquisition and Park Facilities Development Fees. The City Council hereby adopts Park Land Acquisition and Park Facilities Development Fees on new residential subdivisions in the following amounts:

	Quimby Act
Detached Dwelling	$5,239
Attached Dwelling	$4,770
Mobile Home Dwelling	$3,416
Commercial Lodging	N/A
Commercial/ Office	N/A
Industrial	N/A

SECTION 4. All Park Land Acquisition and Park Facilities Development Fees specified in Section 3 are to be imposed in accordance with Highland Municipal Code Section 16.40.200 and the applicable provisions of the 2023 DIF Report, on new development based on the proposed land use (not zoning) of the proposed development. For purposes of this Resolution, the following land use designations shall apply:

A. Detached Dwelling: Projects consisting of detached residential buildings as allowed within the City's land use designation of Agricultural Equestrian, Low Density, and some Medium Density Residential.

B. Attached Dwelling: Projects consisting of attached residential units within a lot as allowed within the City's land use designation of High Density Residential and some Medium Density Residential.

C. Mobile Home: Mobile home/trailer parks, and manufactured homes in land-leased communities, etc. This category does not include manufactured home subdivisions.

D. Commercial Lodging: Hotels and motels.

E. Commercial/Office: Uses generally considered commercial.

F. Industrial: Uses generally considered industrial. This category also includes educational and religious establishments.

SECTION 5. Imposition of Fees. The Park Land Acquisition and Park Facilities Development Fees shall be imposed at the time of any building permit application and collected as a condition of building occupancy.

SECTION 6. Timing of Permit Application; Timing of Payment of Fees.

A. Park Land Acquisition and Park Development Facilities Fees shall be imposed and shall be payable in accordance with Highland Municipal Code Section 16.40.200.

B. Park Land Acquisition and Park Development Facilities Fees in effect at the time of building permit application shall continue to apply on any residential development project where the Building Official finds and determines that a complete building permit application has been submitted and accepted by the City of Highland, and that through no fault of the developer, the permit was not issued prior to the effective date of the Park and Recreation Fees.

SECTION 7. Effective Date of Park Land Acquisition and Park Development Facilities Fees. The Park Land Acquisition and Park Development Facilities Fees established by Section 3 of this Resolution shall be effective on April 1, 2024.

SECTION 8. Superseding and Replacing of Other Resolutions Regarding Park Land Acquisition and Park Facilities Development Fees. This Resolution shall supersede Resolution No. 2021-008 and govern any new residential subdivision that has applied for a building permit as of the date that this Resolution goes into effect. Any new residential subdivision that has not applied for a building permit as of the date that this Resolution goes into effect shall be governed by Resolution No. 2021-08.

SECTION 9. No Changes to Other City Fees. Nothing in this Resolution shall repeal, amend or supersede any other City imposed fees except for the amount of specific type and category expressly established by this Resolution.

SECTION 10. If any section, subsection, clause or phrase of this Resolution is for any reason held to be unconstitutional, or otherwise invalid, such decision shall not affect the validity of the remaining sections hereof. The City Council hereby declares that it would have passed this Resolution and each section, subsection, clause and phrase hereof irrespective of the fact that any one or more other sections, subsections, clauses or phrases be declared invalid.

SECTION 11. Certification. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED, AND ADOPTED this 12th day of September, 2023.

Larry McCallon
Mayor

ATTEST:

Betty Hughes, MMC
City Clerk

STATE OF CALIFORNIA)

COUNTY OF SAN BERNARDINO)

CITY OF HIGHLAND)

I, BETTY HUGHES, MMC, City Clerk of the City of Highland, California, do hereby certify Resolution No. 2023-041 was duly and regularly adopted by the City Council of the City of Highland, California, at a regular meeting thereof held on the 12th day of September, 2023, by the following vote:

AYES:	Chavez-Cordova, Lilburn, McCallon, Solano, Timmer
NOES:	None
ABSTAIN:	None
ABSENT:	None

Dated this 13th day of September, 2023.

Betty Hughes

BETTY HUGHES, MMC
CITY CLERK

ATTACHMENT 4

Proposed 2023 DIF Schedules

CITY OF HIGHLAND
DEVELOPMENT IMPACT FEES
Effective 4/1/24
Subdivided Development

	Detached Dwelling	Attached Dwelling	Mobile Home	Commercial Lodging	Commercial/ Office	Industrial
Law Enforcement Facilities	$87	$137	$77	$58	$0.049	$0.003
Fire Suppression Facilities, Vehicles & Equipment	$779	$252	$915	$1,237	$0.012	$0.004
Local Circulation System	$2,814	$1,879	$1,465	$1,484	$2.628	$1.818
Regional Circulation System	$16,409	$10,956	$8,539	$8,653	$15.319	$10.599
Regional Flood Control Facilities	$2,687	$946	$1,612	$943	$1.011	$1.250
General Facilities, Vehicles & Equipment	$3,473	$3,473	$3,473	$1,813	$1.930	$1.930
Library Facilities & Collection	$1,695	$1,544	$1,106	N/A	N/A	N/A
Public Use (Community Center Facilities)	N/A	N/A	N/A	N/A	N/A	N/A
Park Land Acquisition & Park Facilities Development	$5,239	$4,770	$3,416	N/A	N/A	N/A
TOTAL:	$33,183	$23,957	$20,603	$14,188	$20.949	$15.604

Notes:

1. Fees applicable City-wide except for East Highlands Ranch which is subject to a different fee schedule. Certain properties fronting Greenspot Road, between Gold Buckle Road and Santa Paula Street, must also pay a Greenspot Impact Fee (Resolution No.1994-037).
2. Fees are per dwelling unit for residential, per lodging unit for commercial lodging, and per gross square footage for commercial or industrial.
3. Fee locked in at time of permit application. (Reso. 2023-040 & 2023-041)
4. Fee collected at time of building permit issuance or occupancy. (Reso. 2023-040 & 2023-041)
5. Additional inclusionary housing fees of $3,750 for all new units required per Resolution 2006-020 & Ordinance 306.
6. Certain projects may be charged an impact fee based on the Alternative Cost Methodology for Regional Circulation ($383.95 per trip-mile), and for Local Circulation ($156.00 per trip-mile.)

CITY OF HIGHLAND
DEVELOPMENT IMPACT FEES
Effective 4/1/24
Non-Subdivided Development

	Detached Dwelling	Attached Dwelling	Mobile Home	Commercial Lodging	Commercial/ Office	Industrial
Law Enforcement Facilities	$87	$137	$77	$58	$0.049	$0.003
Fire Suppression Facilities, Vehicles & Equipment	$779	$252	$915	$1,237	$0.012	$0.004
Local Circulation System	$2,814	$1,879	$1,465	$1,484	$2.628	$1.818
Regional Circulation System	$16,409	$10,956	$8,539	$8,653	$15.319	$10.599
Regional Flood Control Facilities	$2,687	$946	$1,612	$943	$1.011	$1.250
General Facilities, Vehicles & Equipment	$3,473	$3,473	$3,473	$1,813	$1.930	$1.930
Library Facilities & Collection	$1,563	$1,424	$1,020	N/A	N/A	N/A
Public Use (Community Center Facilities)	N/A	N/A	N/A	N/A	N/A	N/A
Park Land Acquisition & Park Facilities Development	$3,537	$3,220	$2,307	N/A	N/A	N/A
TOTAL:	$31,349	$22,287	$19,408	$14,188	$20.949	$15.604

Notes:

1. Fees applicable City-wide except for East Highlands Ranch which is subject to a different fee schedule. Certain properties fronting Greenspot Road, between Gold Buckle Road and Santa Paula Street, must also pay a Greenspot Impact Fee (Resolution No.1994-037).
2. Fees are per dwelling unit for residential, per lodging unit for commercial lodging, and per gross square footage for commercial or industrial.
3. Fee locked in at time of permit application. (Reso. 2023-040)
4. Fee collected at time of Building permit issuance or occupancy. (Reso. 2023-040)
5. Additional inclusionary housing fees of $3,750 for all new units required per Resolution 2006-020 & Ordinance 306.
6. Certain projects may be charged an impact fee based on the Alternative Cost Methodology for Regional Circulation ($383.95 per trip-mile), and for Local Circulation ($156.00 per trip-mile.)

IMPACT FEE FOR BUILDING EXPANSION

(no charge for first 499 square feet of residential building expansion)

DETACHED DWELLING	$20.899	per square foot
ATTACHED DWELLING	$14.858	per square foot
MOBILE HOME	$12.939	per square foot
COMMERICIAL LODGING	$ 9.459	per square foot
COMMERCIAL/OFFICE	$20.949	per square foot
INDUSTRIAL	$15.604	per square foot

ATTACHMENT 5

DVBA letter dated September 25, 2023

F. DIF
2023 update

TREH PARTNERS XV, LLC

4 Corporate Plaza Drive, Suite 210 Newport Beach, CA 92660
Telephone 949.631.6620 Facsimile 949.706.9013

July 17, 2023

Lawrence A. Mainez
City of Highland
27215 Base Line
Highland, CA 92346

Re: **Highland DIF 2023-2024 Increase**

Larry:

Per our conversation I am writing to you on behalf of TREH Partners to request the balance of our development be locked in at the **2022-2023** fee schedule. TREH Partners has a long track record of providing high-quality well-built developments in the city of Highland.

We negotiated and agreed to an exclusive development agreement with Highland for the 21 acres in the "Golden Triangle." Recall this was after the original developer could not get a deal done. TREH Partners spent significant resources on getting to an approved purchase and sale agreement with the county flood control district. In addition, we were able to get a plan approved through FEMA for all 21 acres to remove the property from a critical flood plain designation. We also have come to an agreement with the Federal Fish and Wildlife endangered species division to mitigate for the SBKR. During this processing period, California added the SBKR to its list of endangered species.

As you know we had plans submitted, reviewed, and approved for permit on the 11-acre Retail phase. We processed site plans, elevations, finish schedules, and building layouts for Phase 1 and Phase 2 together. All of the plans for both phases went to the planning commission and city council with a number of city-requested changes and modifications. Both phases were approved simultaneously and we started on construction documents. We have approved construction drawings for both phases 1 & 2 for all of the on and off site utilities. We also have approved construction plans for the retail buildings in Phase 1 and plan to start construction next month. TREH would have had construction plans by now for Phase 2, but for the State's long arduous, and difficult process to mitigate for the SBKR.

Given the amount of time, capital, and commitment we have put into this project, we are asking to have our DIF fees locked in for our residential 2nd phase of the project at the **2022-2023** rates.

Please call me with any questions, thank you.

Thank you,

TREH Partners XV, LLC

Edward D. Horovitz
Managing Member

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director
Betty Hughes, MMC, City Clerk

PREPARED BY: Camille Goritz, Administrative Assistant III

SUBJECT: Declare two (2) Seats Vacant on the Community Trails Committee

RECOMMENDATION: Staff recommends the City Council:

1. Declare two (2) seats vacant on the Community Trails Committee; and

2. Direct the City Clerk to advertise the vacancies on the Community Trails Committee.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: Pursuant to Chapter 2.32.020 of the Highland Municipal Code, the Community Trails Committee shall consist of five members appointed by the City Council and shall serve without compensation. Each member of the committee shall serve a two-year term of office and have a demonstrated knowledge and interest in one or more of the following: equestrian activities, bicycling, hiking, nature studies, or landscape/open space design.

Board Members Erwin Fogerson and Michael McMillan term expires October 2023, therefore, it would be appropriate for the City Council to declare the two (2) seat vacant on the Community Trails Committee and direct the City Clerk to advertise and post the vacancy, as required per Government Code § 54970.

Approved _____	Motion _____	Second _____	Agenda Item No. 15
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

B Hughes
City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Lawrence A. Mainez, Community Development Director, Larry
Kim Stater, Assistant Community Development Director, and
Maricela Marroquin, City Attorney

SUBJECT: Design Review Application (DRA 23-002) for the development of a 220-unit, multi-family apartment complex with eleven (11) affordable units; a *Conditions, Covenants and Restrictions--- Density Bonus and Inclusionary Housing Agreement* to demonstrate compliance with Highland Municipal Code Chapters 16.40 *Development Density* and 16.50 *Inclusionary Housing*; Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; Variance (VAR 23-003) to construct a perimeter fence/wall 29% taller than the maximum height permitted for residential projects; and the adoption of a Mitigation Negative Declaration (ENV 23-005) and associated Mitigation Monitoring and Reporting Program on three (3) vacant parcels, totaling 6.77 acres in area, located on the west side of Sterling Avenue, 250 feet north of 9th Street. Assessor's Parcel Numbers: 0278-131-45, -46, & -47.

APPLICANT: Helios Holdings, LLC

RECOMMENDATION: The Planning Commission recommends the City Council:

1) Adopt Resolution No. 2023-____ adopting Mitigated Negative Declaration (ENV 23-005) and associated Mitigation Monitoring and Reporting Program, and direct Staff to file a Notice of Determination with the County Clerk of the Board.

Approved _____	Motion _____	Second _____	Agenda Item No. 16
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		

B Hugh
City Clerk

City Manager

2) Adopt Resolution No. 2023 - _____ approving "Conditions, Covenants and Restrictions---Density Bonus and Inclusionary Housing Agreement" to facilitate the development of a 220-unit multi-family housing project utilizing Density Bonus provisions and establishing the Inclusionary Housing Unit requirements for the project;

3) Adopt Resolution No. 2023-____ approving Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, photometric plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex, subject to the Conditions of Approval and Findings of Fact;

4) Adopt Resolution No. 2023-____ approving Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; subject to the Conditions of Approval and Findings of Fact; and

5) Adopt Resolution No. 2023-____ approving Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75-feet, 29% greater than the maximum height permitted in the for residential projects, subject to the Findings of Fact.

FISCAL IMPACT: The Applicant submitted the required deposit fee for processing the subject applications. Staff time spent working on the applications will be charged to this deposit. There is no fiscal impact to the City related to the adoption and application of a Density Bonus project as provided for under State and local law. The project will construct and otherwise provide all amenities and services required by future tenants such as housing, recreation, public safety and public services through on-site recreation amenities and facilities, and the ongoing payment of property taxes.

Eleven (11) of the 220 residential units will be set-aside for families earning 50 percent or less of the Area Median Income (i.e., Very Low Income) at an affordable rent as determined by California Health and Safety Code Section 50053(b), thereby increasing and stabilizing affordable housing opportunities in Highland.

PUBLIC NOTICE: As required by City Council Resolution, a Notice of Public Hearing was posted at the City's three designated posting locations. The notice was posted on the City's website and mailed to property owners within 300 feet of the project site as well as those who requested notice on September 28, 2023. The notice was published in the San Bernardino Sun newspaper on September 29, 2023.

DESCRIPTION OF SITE: The subject site is located on the west side of Sterling Avenue, 250 feet north of 9th Street (Attachment 1 – Area Map). It is comprised of three (3) parcels with a combined area of approximately 6.77 acres. It has a Zoning designation of Multi-Family Residential (R-4) and Land Use Designation of Residential High Density Special Overlay requiring a minimum density of 20 units per acre and a maximum of 30 units per acre.

Surrounding Land Uses

North: Religious Institution and Single-Family Residences
South: Neighborhood Commercial Strip Center and Nonconforming Single-Family Residences
East: Warm Springs Elementary School
West: Single-Family Residences

Location	General Plan	Zoning
Site:	Residential High Density Special Overlay	Multi-Family Residential (R-4)
North:	Residential High Density Special Overlay	Multi-Family Residential (R-4)
South:	Planned Commercial (PC)	Planned Commercial (PC)
East:	Public (P)	Public/Quasi-Public (P/Q)
West:	Low Density (LD)	Single-Family Residential (R-1)

The project site is currently vacant and undeveloped. It slopes west towards the rear of the property with an overall grade difference of approximately six (6) feet. The site measures approximately 250 feet in width toward the east end of the site, 500 feet in width toward the west end of the site, and 860 feet in overall depth.

The site is surrounded by a variety of single-family residences constructed in the mid-1950s. It is neither located within an area of Biological Sensitivity nor within an area of Archaeological Resources. Per the General Plan's Public Health, Safety and Environmental Justice Element, this proposed residential complex is not considered a "Disadvantaged Community" as it is located within one-half mile of a grocery store and considered biking distance. It is also within 100 feet of Warm Springs Elementary School.

PROJECT REVIEW: The proposed apartment complex will provide 220 new rental units within Highland's R-4 Multi-Family Residential Zoning District consistent with the development standards (Attachment 2 – Project Plans). The project site is listed in the City's 6th Cycle Certified Housing Element Site's Inventory as Site Nos. 3, 4, and 5, and anticipated to generate 134 Lower-Income units (see Table 11 below). The project helps fulfil the City's Housing Element Regional Housing Needs Allocation (RHNA, 2021 to 2029 planning period) by providing 11 Very-Low Income units. The remaining 209 units will be for Low-Income and some Moderate-Income households by virtue of the project's density which allows a maximum density of 30 dwelling units per acre by-right, and the rental housing market in the project area.

Table 11. Sites Inventory Table									
Included in Previous Cycle(s)	Site ID*	Assessor's Parcel Number	Acres	Zoning Designation	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units	Site Description
Lower-Income Sites									
Yes	1	0278-121-42	3.06	R-4	61	0	0	61	Vacant
Yes	2	0278-131-48	3.8	R-4	76	0	0	76	Underutilized, 2 nonresidential buildings built 1980, FAR 0.04, large dirt lot
Yes	3	0278-131-45	4.24	R-4	85	0	0	85	Vacant
Yes	4	0278-131-46	0.71	R-4	14	0	0	14	Vacant
Yes	5	0278-131-47	1.76	R-4	35	0	0	35	Vacant

Density Bonus / Inclusionary Housing Agreement

The Applicant proposes to utilize the State's Density Bonus Law to increase the maximum permitted development density. California Government Code Section 65915(b)(1) provides that the City shall allow a density bonus to increase the number of housing units permitted, if the developer provides affordable housing at an affordable rent. The Applicant proposes to restrict five percent (5%) of their units (11 total) to families of Very Low Income for a term of 55 years. This will permit additional units as well as one "Incentive" and a "Parking Concession" as defined by the Government Code (Attachment 4 – Resolution for a Density Bonus & Inclusionary Housing Agreement).

Density Bonus – The project site is 6.77 acres. The R-4 Zoning District allows a maximum density of 30 dwelling units per acre by-right. The acreage multiplied by the maximum density yields **204 units** to be constructed without a Density Bonus. By setting aside 5% of the units as Very Low, the Applicant is eligible for a 20% Density Bonus. With a Density Bonus, the maximum number of units permitted increases to 244, however the Applicant is only asking for a total of **220 units**.

Incentive - The requested incentive is a reduction in the minimum private open space requirement of **100 square feet** on the second, third, and fourth floors. The Applicant is proposing a reduction to **60 square foot** balconies on these levels (a 40% reduction). The ground floor units meet the required size.

Concession (Parking) – The required number of parking spaces, per the HMC, is **458 parking spaces**. Density Bonus Law permits a reduced ratio, and the Applicant is proposing to construct **418 spaces** (40 space reduction). This is discussed in further detail below.

The Applicant is asking for one additional Incentive, termed a "Waiver" in the agreement. Because a second Incentive is not required to be granted by the City, the developer must include in their proposal proof to substantiate why imposing the development standard would have the effect of physically precluding the construction of the development at the density proposed. Government Code Section 65915(e)(1) provides that a city may not

impose any development standard that will have the effect of physically precluding the construction of a development at the densities or with the concessions or incentives permitted by density bonus law.

Waiver (not by right, must be substantiated) – The requested waiver is a reduction in the public open space required which is currently **30%** of the net acreage. The Applicant is proposing a pool, club house, fitness center, two tot lots and various green spaces that comprise **9%** of the site. The Applicant states that the waiver or reduction of the open space development standards is necessary to accommodate the affordable units in terms of offering the necessary physical space on the property to site the buildings with their associated circulation, parking, open space and setbacks. In addition, reducing the open space standard directly reduces the cost of construction which contributes to making the proposed project feasible (a 70% reduction).

The Density Bonus, one Incentive and the Parking Concession are permitted under Density Bonus law, as well as the use of the land as multi-family housing. The responsibility of the Planning Commission and City Council during the entitlement process is to ensure that the law is appropriately applied and that the objective design standards in the Municipal Code are adhered to. Each of these incentives and concessions are further described in greater detail below in the context of the Design Review and analysis of development standards.

Inclusionary Housing Policy – In addition to the Density Bonus provisions, the Agreement attached for consideration includes a discussion of the City's Inclusionary Housing ordinance codified in HMC Chapter 16.50. The Inclusionary Housing provisions require that a housing developer either construct 15% of their project as affordable, construct affordable units off-site, donate land, or pay an in-lieu fee. The Applicant chose to build 5% of the units as affordable and to pay the in-lieu fee for the remaining 10%. The Agreement defines these terms and fees; 5% Very Low-Income Units (or 11 units) to be constructed which is 35.9% of the overall Inclusionary Housing requirement, resulting in an in-lieu fee payment of $490,365. The Agreement further enumerates the terms of development, location, and size of units to be restricted.

Design Review Application

Site Plan

The development will include two (2) freestanding buildings designed around the eastern and western portions of the site, visible from Sterling Avenue. There will be two (2) drive accesses along Sterling Avenue, the southerly being the primary ingress and egress to the complex and the northerly being strictly an exit. There will also be an emergency exit onto Elm Street toward the northwest corner of the site. A two-way drive aisle travels around the perimeter of the complex with parking spaces located along the perimeter of the site. Both buildings will be four (4) stories and 52.5-feet in height with footprints of 32,108 and 44,443 square feet, respectively, and an overall lot coverage of 27.45%.

Building A is located closer to Sterling Avenue while Building B is located toward the westerly portion of the site.

The 220 residential units are distributed amongst the buildings as follows:

Unit Type	Building A	Building B	Total	Mix
Studio	6	8	14	6%
1 Bedroom	28	42	70	32%
2 Bedroom	49	54	103	47%
3 Bedroom	7	26	33	15%
Total	**90**	**130**	**220**	**100%**

The two (2) buildings are similar in overall design, although Building A is more elongated east to west while Building B features a more square-like footprint. The ground floor features individual garage spaces around the exterior of each building and residential units on the interior sections. Floors 2, 3, and 4 feature residential units above the first-floor garages facing outward as well as units facing the interior of the building. Building A contains the complex's amenities such as the community pool, barbeque area, as well as the fitness center and leasing office. Tot lots and open space are located at both Buildings A and B.

The first/ground floor of the apartment complex features two (2) studios, ten (10) one-bedroom, sixteen (16) two-bedroom, and six (6) three-bedroom units for a total of thirty-four (34) units. The second floor of the complex contains four (4) studio, twenty-two (22) one-bedroom, twenty-seven (27) two-bedroom, and nine (9) three-bedroom units for a total of sixty-two (62) units, three (3) of which are designated as affordable units. The third floor contains four (4) studios, twenty-two (22) one-bedroom, twenty-seven (27) two-bedroom, and nine (9) three-bedroom units for a total of sixty-two (62) units, five (5) of which are designated as affordable. Lastly, the fourth floor contains four (4) studios, twenty-two (22) one-bedroom, twenty-seven (27) two-bedroom, and nine (9) three-bedroom units for a total of sixty-two (62) units, three (3) of which are designated as affordable. The designated affordable units enumerated above total eleven (11) units.

There are two (2) elevators located along the central hallways of each building providing ADA accessibility to each of the upper-level floors.

Respective square footages for each of the units are 445 square feet for the studio, 705 square feet for the one-bedroom, 975 square feet for the two-bedroom, and 1,109 square feet for the three-bedroom units, well exceeding the minimum square footage requirements per the for City's "R-4" development standards (i.e., 425 square feet for a Studio, 650 square feet for a one-bedroom, 800 square feet for a two or more bedroom).

Landscaping

The project's Conceptual Landscape Plan features a variety of evergreen and deciduous trees in addition to accent palms trees, shrubs, and groundcover well suited to the local climate. Valley Oak and California Sycamore trees are placed along the Sterling Avenue frontage, at the corners of the Building A parking area, and in front of the leasing office. Chinese Elm, Shademaster Honey Locust, and Golden Rain trees are placed around the remaining perimeter of the site and within the landscape planters within the parking area. The landscape planter along the southern boundary of the site specifically features Marina Strawberry, Peppermint, and Maiden Hair trees. The landscape planters located at each corner of the site contain clusters of Aristocrat Flowering Pear trees. The corners of each building pad are embellished with a variety of palm trees that include Queen Palms, Date Palms, and Mediterranean Fan Palms.

The tot lot and community amenities area within Building A feature a range of Red Plush Chine Pistache, Catalina Cherry, and Lavender Crape Myrtle trees as well as a variety of groundcover. There are several types of Background shrubs that include Bay Laurel and Catalina Cherry, Midground shrubs that include Fruitland Silverberry and Azure Bush Germander, and Foreground shrubs that include Indian Hawthorn and Texas Ranger. The rest of the groundcover placed in the landscape planters and setback areas includes Hybrid Sterile Coyote Bush, Orchid Rose, and Australian Rosemary, all of which are considered to be drought tolerant with low water consumption rates.

As mentioned, there are required landscape planters between every eight (8) parking spaces within the general parking area along the perimeter of the property, satisfying the landscape requirement per the City's Parking Regulations.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for a multi-family residential complex as proposed. However, additional attention shall be given to complement the unique design character of the site, particularly along the drive aisles and near the leasing office area. Landscape Conditions have been included as part of the Planning Conditions of Approval. These include requirements to increase tree sizes, show shade calculations to verify the attempt to limit heat island effect, include enhanced paving treatments, and considering the use of decorative pottery or other structured methods of protecting plant materials in high use areas.

Building Elevations

The Applicant has proposed a modern overall design with a variety of different accents that include painted stucco finishes, manufactured stone veneer, wood composite panels, and anodized metal rails.

The ground/first floor garage doors are comprised of anodized metal. The second, third, and fourth floors of the building consist of primarily Sherwin-Williams "Cotton White" stucco accented by "Woven Wicker" taupe and "Amazing Gray" stucco every two (2) to

three (3) units. Vertical accents of "Well-Bred Brown" stucco along the sides of each unit provide additional aesthetic variety. The roof of the building is relatively flat and features roof parapets finished in "Caviar" black and "Software" gray. The roofline itself has a mix of hip and gable ends to create interest, depth, and shadows. The sections along the exterior stairwells are further accented by wood composite paneling while the primary entrance gate to the complex features a stone veneer vertical sign that reads "Halcyon".

The buildings have an ultimate height of 52.7-feet at peak, just under 3-feet short of the maximum building height of 55-feet in the "R-4" Zoning District.

Photometrics

Parking lot lights include building and pole mounted LED products which are constructed of precision cast aluminum body and door frame, stainless steel hardware, and a black metallic finish. The site is well illuminated at its access points, along the building, and the parking lot. The Plan meets the Code requirement for an average of 0.5-foot candles at perimeter locations adjacent to a commercial/industrial uses and 0.0-foot candles at locations adjacent to other residential uses.

Parking

As mentioned above, the developer is granted a parking deviation from the conventional "R-4" Zoning District parking standards in conjunction with the project Density Bonus. The standard parking requirements per Section 16.52.030 of the Highland Municipal Code require 458 total parking spaces. Per Density Bonus Law, the parking requirement can be reduced to 288 total parking spaces. The Applicant has provided a total of 418 total parking spaces (40 space reduction), including 91 single-car parking garages.

The provided parking arrangement also features six (6) ADA accessible stalls, two (2) along the tot lot by Building A and four (4) within Building B. There are also twenty-four (24) dedicated electric vehicle spaces located within Building B and an additional eleven (11) spaces located along Building A.

Open Space

The "R-4" Zoning District development standards per the Highland Municipal Code require a minimum of 30% (and in some cases as low as 25%) of the net project area be designated as public open space, equivalent to 88,470 square feet. Density Bonus law grants the developer a reduction to this requirement in the form of a "waiver" as mentioned above. Per the deviation, the Applicant has proposed a total public open space area of 9% (70% reduction), or 26,541 square feet, which includes the tot lot, community pool, and barbeque area.

The "R-4" Zoning District development standards also require private open space in addition to common areas. Specifically, each ground/first floor unit must include a 150

square foot patio and second, third, and fourth floor units shall include a 100 square foot balcony. While the first/ground floor units include 150 square foot patios to satisfy this standard, the second, third, and fourth floor units include 60 square foot balconies which is permitted as a Density Bonus "incentive" (40% reduction).

Variance

Wall/Fence Plan

The maximum allowable wall and fence height within the "R-4" residential Zoning District per Section 16.40.100 of the Highland Municipal Code is 6-feet. The Applicant conveyed to Staff that due to the overall size of the development and the logistics of securing a multi-family residential complex along a primary thoroughfare like Sterling Avenue, slightly taller perimeter fencing would be suitable. The Applicant has proposed a 7.75-foot tall CMU block wall around the entire perimeter of the site. The access gates at the two (2) Sterling Avenue entrance/exits as well as the emergency exit onto Elm Street will be constructed of 7.75-foot tall tubular steel. The security fencing along the pool area within Building A will be a combination of the 7.75-foot tall CMU block wall and black tubular steel. The access gates will be operated by remote and swing inward toward the property (Attachment 5 – Resolution for a Variance).

Lot Line Adjustment

Prior to the development of this site, the Applicant is required to have Lot Line Adjustment (LLA 23-003) completed and recorded with the County of San Bernardino. The site is currently comprised of three (3) separate parcels. The proposed Lot Line Adjustment will reposition the existing parcel boundaries so that Building A will be on its own parcel and Building B will be on its own parcel. The Applicant explained that instead of a traditional Parcel Map to consolidate the three (3) parcels, a Lot Line Adjustment will allow for the flexibility of a phased development over a period of time. However, to ensure effective property management and consistent long-term property maintenance over the entire project (both phases), a condition was added to require the two lots created by the Lot Line Adjustment be merged into one (1) parcel prior to the issuance of a Certificate of Occupancy for the second phase (Attachment 6 – Resolution for Lot Line Adjustment).

WQMP

The underground stormwater infiltration basins for the development are located along the western boundary of the site, under the guest parking spaces. The Conceptual Water Quality Management Plan (WQMP) has been reviewed and approved by the City's Public Works Division which addresses the topography, stormwater collection basins, and proposed water drainage paths for the site.

Grading Plan

The site is relatively flat, with elevations of approximately 111 feet on the east end and 106 feet on the west end. Finished grades will slope towards drainage swales along the northern and southern boundaries to the west end where the underground stormwater infiltration basins are located. The Site Aerial photo shows the current state of the property as well as the surrounding parcels and boundary walls.

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP) and Planning Division Conditions of Approval.

A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) was circulated through the California State Clearinghouse and made available for public comment between August 1, 2023, and August 30, 2023. The Notice was mailed to surrounding property owners within 300 feet as well as interested agencies and parties at their request. The Notice was also posted on the City's website, outside City Hall, the Sam J. Racadio Library and Environmental Learning Center, and Fire Station #1. No comments received as of the publishing of this City Council Staff Report.

Based upon the Findings of the Initial Study and adoption of the Mitigation Measures, the Project will not have a significant impact upon the environment. The Planning Commission recommends adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (Attachment 7 – Resolution for a Mitigated Negative Declaration & MMRP).

PUBLIC COMMENT: At the time of preparing this report, staff had received one letter with concerns regarding impacts on schools, traffic, building heights, and law enforcement. It asked that the City require a full-time on-site manager, establish regulations regarding property maintenance, maximum occupancy standards, and adequate ingress/egress (Attachment 8 - Public Comment Letter). Staff addressed these concerns in the Staff Report and within the project Conditions of Approval.

PREVIOUS ACTION: On September 19, 2023, the Planning Commission adopted Resolutions Nos. 2023-40, 41, 42, 43, and 44 recommending the City Council approve each of the project's entitlements (Attachment 9 - Draft PC Minutes). The Commission also issued directives with respect to the project's design (Attachment 10 - PC Design Directives). The City Council should discuss these directives and advise staff whether or not to implement them.

ANALYSIS: The proposed 220-unit apartment complex is consistent with the Zoning and Land Use designation of "R-4". As aforementioned, the proposed Density Bonus and Inclusionary Housing Agreement will grant the Applicant a deviation from the Parking Standards and Open Space Requirements for the "R-4" Multi-Family Residential Zoning District. Per the adjusted parking standards, the Applicant has provided 418 total parking spaces on the site, surpassing the allowable Density Bonus adjustment down to 288 parking spaces. Additionally, an incentive as part of the Density Bonus was the reduction in the private open space requirement allowing the second, third, and fourth story units to feature balconies of only 60 square feet as opposed to the 100 square feet required by the "R-4" Multi-Family Residential Zoning District standards. As stipulated in the Inclusionary Housing Agreement, eleven (11) of the 220 residential units will be set-aside for families earning 50 percent or less of the Area Median Income (i.e., Very Low Income) at an affordable rent or 35.9 percent of the Inclusionary Housing requirement, therefore the Applicant is requesting a proportional adjustment in the remaining Inclusionary Housing Fee to be paid for the remaining units. The project satisfies all other relevant Municipal Code development standards and provides a quality multi-family housing project that is much needed in the City and region due to increasing population and local employment growth. The Planning Commission recommends approval of the proposed 220-unit multi-family residential development.

ATTACHMENTS:

1) Area Map
2) Project Plans (11x17" with large scale under separate cover)
3) Resolution for Design Review Application (DRA 23-001)
    Exhibit A: Conditions of Approval
    Exhibit B: Project Plans
4) Resolution Density Bonus & Inclusionary Housing Agreement
    Exhibit A: Agreement
5) Resolution for Variance (VAR 23-003)
6) Resolution for Lot Line Adjustment (LLA 23-003)
    Exhibit A: Lot Line Adjustment
    Exhibit B: Conditions of Approval
7) Resolution adopting Mitigated Negative Declaration (ENV 23-005)
    Exhibit A: Initial Study/Mitigated Negative Declaration
    Exhibit B: Mitigation Monitoring and Reporting Program (MMRP)
8) Public Comment Letter
9) Draft PC Minutes
10) PC Directives

ATTACHMENT 1

Area Map

Elm St
Sterling Ave
11th St
Rogers Ln
Warm Springs Elementary School
Rogers Ln
9th St
9th St
Union St
Sterling Ave
Rogers Ln
Vine St
N

ATTACHMENT 2

Project Plans (11x17 with larger plans provided separately - Site Plan, Elevations, Floorplans, Landscape)

DESIGN REVIEW APPLICATION

HALCYON
7536 STERLING AVE
HIGHLAND, CALIFORNIA 92410

HELIOS HOLDINGS, LLC.



PROJECT DATA	
PROPOSED SITE AREA:	294,901 SF (6.77 AC)
EXISTING ZONING:	R-4
DENSITY:	MIN. 20 / MAX 30 (DU / ACRE)
LOT COVERAGE:	27.45% (32.5 DU/ACRE)
BUILDING A (RESIDENTIAL/GARAGES)	32,108 SF
BUILDING B (RESIDENTIAL/GARAGES)	44,443 SF
CLUBHOUSE BUILDING	4,650 SF
SURFACE PARKING	136,559 SF
OPEN SPACE	77,141 SF

ZONING	REQUIRED:	PROVIDED:
SETBACKS	FRONT: 25 FT	FRONT: 31 FT
	INTERIOR SIDE YARD: 15 FT	INTERIOR SIDE YARD: 62 FT
	STREET SIDE YARD: 15 FT	STREET SIDE YARD: 57 FT
	REAR YARD: 15 FT	REAR YARD: 55 FT
MAXIMUM HEIGHT	55 FT / 4 STORIES	53 FT / 4 STORIES
MINIMUM DWELLING UNIT SIZE (SF)	STUDIO: 425 SF 1 BEDROOM: 650 SF 2 BEDROOM: 800 SF 3 BEDROOM: 800 SF	STUDIO: 445 SF 1 BEDROOM: 705 SF 2 BEDROOM: 975 SF 3 BEDROOM: 1109 SF
STORAGE	200 CF PER UNIT (MIN)	200 CF PER UNIT (MIN)
PRIVATE OPEN SPAC	150 SF (GROUND FLOOR) 100 SF (UPPER FLOORS) PER UNIT	150 SF (GROUND FLOOR) 60 SF (UPPER FLOORS) * PER UNIT
PUBLIC OPEN SPAC	30% OF SITE AREA	9% OF SITE AREA *

* PRIVATE AND PUBLIC OPEN SPACE PER DENSITY BONUS INCENTIVE.

BUILDING DATA	
CONSTRUCTION DATA	
CONSTRUCTION TYPE:	TYPE V-A
BUILDING HEIGHT:	53' +/-
NO. OF STORIES:	4
TOTAL BUILDING FLOOR AREA:	274,951 SF
BUILDING A:	117,576 SF
BUILDING B:	152,726 SF
CLUBHOUSE BUILDING	4,649 SF

APARTMENTS UNIT DATA					
RESIDENTIAL UNITS		BUILDING A	BUILDING B	TOTAL	MIX
UNIT ST	STUDIO	6	8	14	6%
UNIT 1BR	1 BEDROOM	28	42	70	32%
UNIT 2BR	2 BEDROOM	49	54	103	47%
UNIT 3BR	3 BEDROOM	7	26	33	15%
	TOTAL	90	130	220	100%

PARKING CALCULATIONS (REQUIRED - Per AB-2345)				
UNIT	TYPE	PARKING SPACES REQ'D PER UNIT	NO. OF UNITS	NO. OF SPACES REQUIRED
ST	STUDIO	1.0 PER UNIT	14	14
1BR	1 BEDROOM	1.0 PER UNIT	70	70
2BR	2 BEDROOM	1.5 PER UNIT	103	154.5
3BR	3 BEDROOM	1.5 PER UNIT	33	49.5
TOTAL RESIDENTIAL SPACES REQUIRED			-	288

PARKING CALCULATIONS (PROVIDED)	
Surface (On Site)	327
Private Parking Garages	91
TOTAL RESIDENTIAL PARKING PROVIDED	418

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ARCHITECTURAL

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A1.1 2nd FLOOR BUILDING PLAN
A1.2 3rd FLOOR BUILDING PLAN
A1.3 4th FLOOR BUILDING PLAN

A2.1 BUILDING A - SOUTH AND WEST ELEVATIONS
A2.2 BUILDING A - NORTH AND EAST ELEVATIONS
A2.3 CLUBHOUSE - ELEVATIONS
A2.4 BUILDING B - SOUTH AND WEST ELEVATIONS
A2.5 BUILDING B - NORTH AND EAST ELEVATIONS
A2.6 BUILDING B - COURTYARD EAST AND WEST ELEVATIONS

A3.0 SITE SECTION

A4.1 PERSPECTIVE
A4.2 PERSPECTIVE
A4.3 PERSPECTIVE

PROJECT TEAM

OWNER and APPLICANT:

Helios Holdings, LLC
18952 MacArthur Blvd Suite 210
Irvine, CA 92612
Project Contact:
Jonathan Webb
Ph. 310.428.1982
jwebb972@gmail.com

ARCHITECT:

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60 Corporate Park,
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Project Contact:
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Ph. 949.430.1563
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CIVIL ENGINEER:

DRC Engineering, Inc
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Anaheim Hills, CA 92808
Project Contact:
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rvarga@drc-eng.com

LANDSCAPE ARCHITECT

Mark Beall + Associates
7033 W Sunset Blvd, Suite 216
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Project Contact:
Mark Beall
Ph. 323.465.1450
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LEGAL DESCRIPTION

A.P.N.: 0278-131-45 (4.25 ACRES)
A.P.N.: 0278-131-46 (0.71 ACRES)
A.P.N.: 0278-131-47 (1.81 ACRES)

DENSITY BONUS

THE RESIDENTIAL UNITS CONSIST OF A MIX OF STUDIO, ONE-BEDROOM, TWO BEDROOM AND THREE BEDROOM UNITS AS FOLLOWS:

(203) BASE DENSITY UNITS (92%)
(17) DENSITY BONUS UNITS. (8%)
TOTAL: (220) UNITS

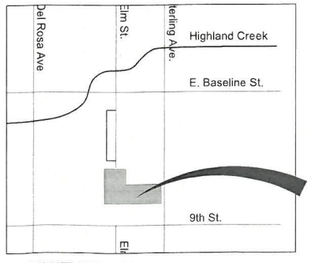
PROJECT DESCRIPTION

THE PROJECT CONSISTS OF ARCHITECTURAL AND SITE IMPROVEMENTS TO THREE CONTIGUOUS LOTS COMPRISING A TOTAL OF 6.77 ACRES.

THE PROJECT CONSISTS OF TWO FOUR-STORY RESIDENTIAL BUILDINGS. BOTH BUILDINGS WILL CONSIST OF THREE STORIES OF A 180 STACKED FLAT RESIDENTIAL UNITS ON A PODIUM STRUCTURE OVER 91 PRIVATE ENCLOSED PARKING GARAGES ALONG WITH 34 GROUND FLOOR RESIDENTIAL UNITS

AN AMENITY BUILDING CONNECTS TO THE NORTH BUILDING (BUILDING A) AND CONSISTS OF A CLUBHOUSE, FITNESS CENTER AND LEASING CENTER. A LANDSCAPED COURTYARD INCLUDES A SWIMMING POOL, SPA, TOT LOT AND OUTDOOR LOUNGE AREAS.

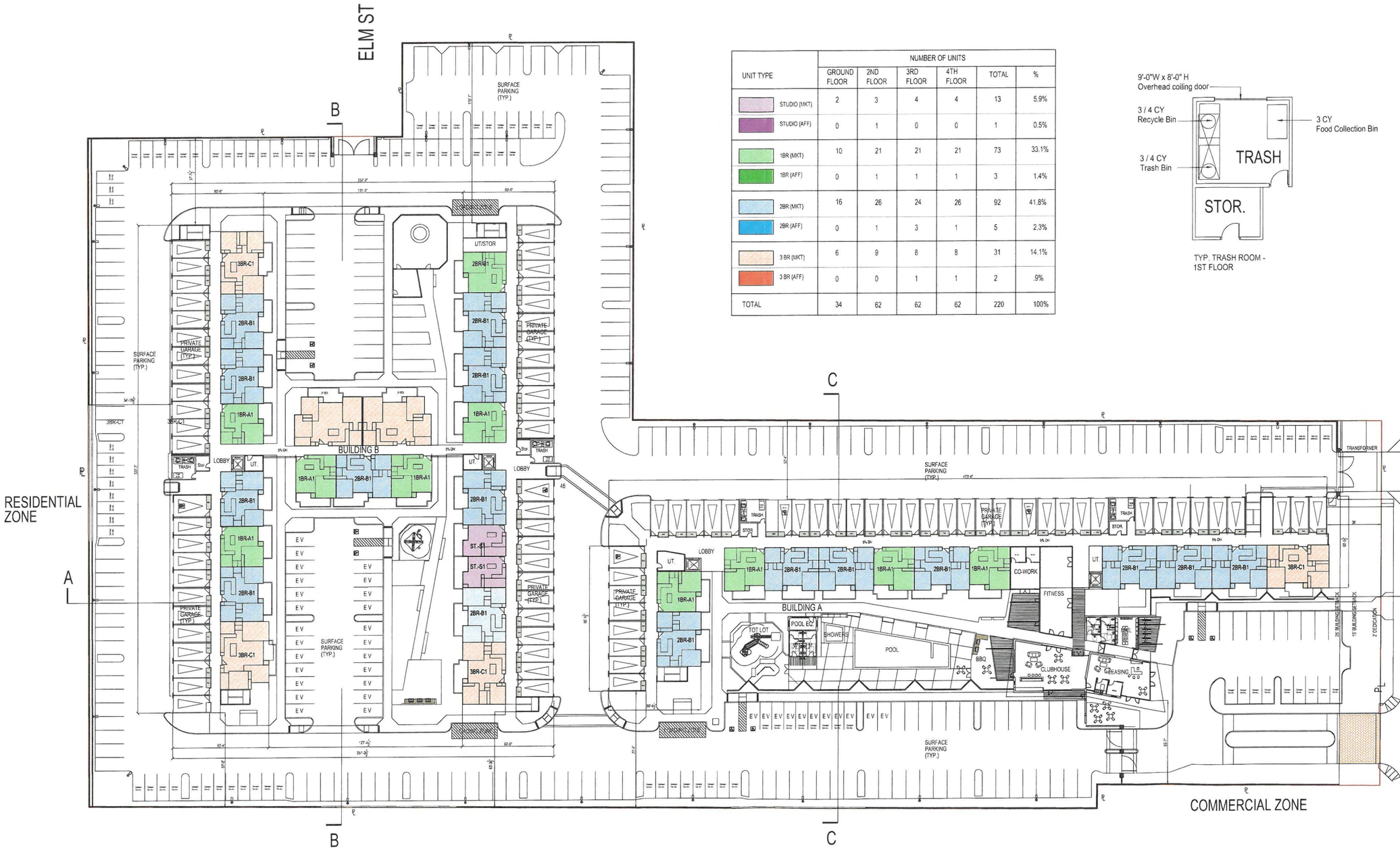
THE BALANCE OF THE SITE IMPROVEMENTS INCLUDE 327 SURFACE PARKING SPACES, AND LANDSCAPING.



VICINITY PLAN
NOT TO SCALE

TITLE SHEET

ARCHITECTURAL ENTITLEMENT SET



UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	62	220	100%

TYP. TRASH ROOM - 1ST FLOOR

0 30 60 120 FEET

SCALE: 1"=30'-0"

GROUND FLOOR BUILDING PLAN
ARCHITECTURAL ENTITLEMENT SET

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HELIOS HOLDINGS LLC
HIGHLAND, CA

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UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	62	220	100%



2nd FLOOR BUILDING PLAN

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

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UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	62	220	100%



3rd FLOOR BUILDING PLAN

ARCHITECTURAL ENTITLEMENT SET

SCALE: 1"=30'-0"

0 30 60 120 FEET

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UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	62	220	100%



4th FLOOR BUILDING PLAN
ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

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SOUTH
1/16" = 1'-0"



WEST
1/16" = 1'-0"

KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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HELIOS HOLDINGS LLC
HIGHLAND, CA

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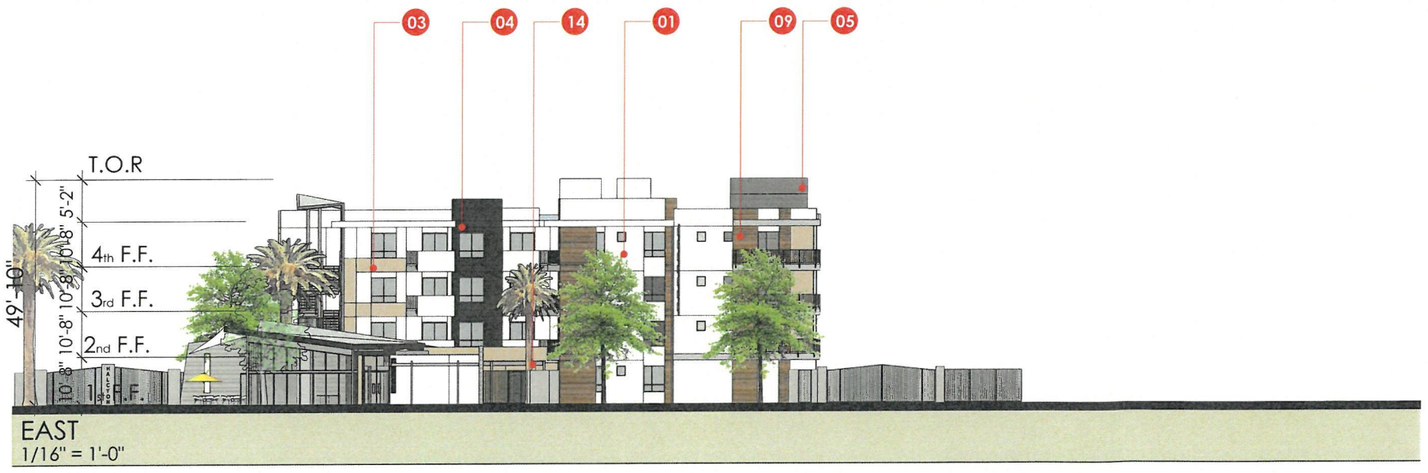

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BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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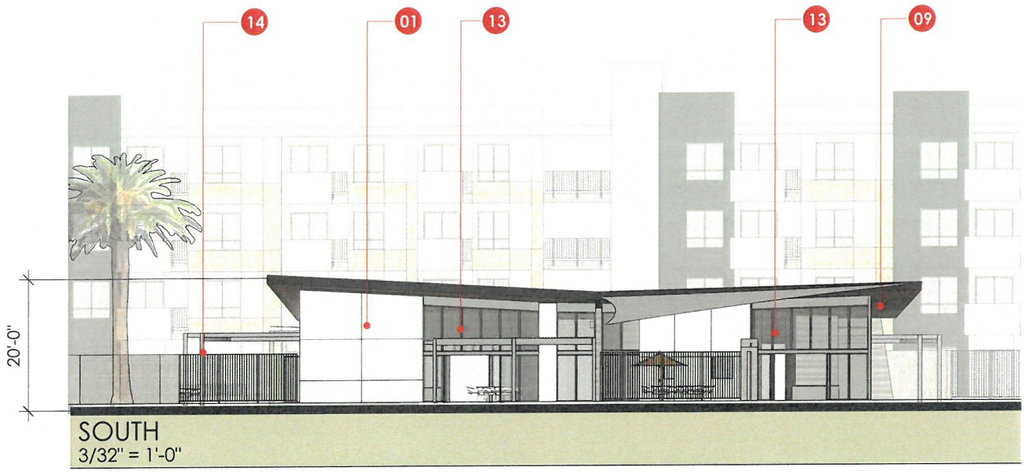
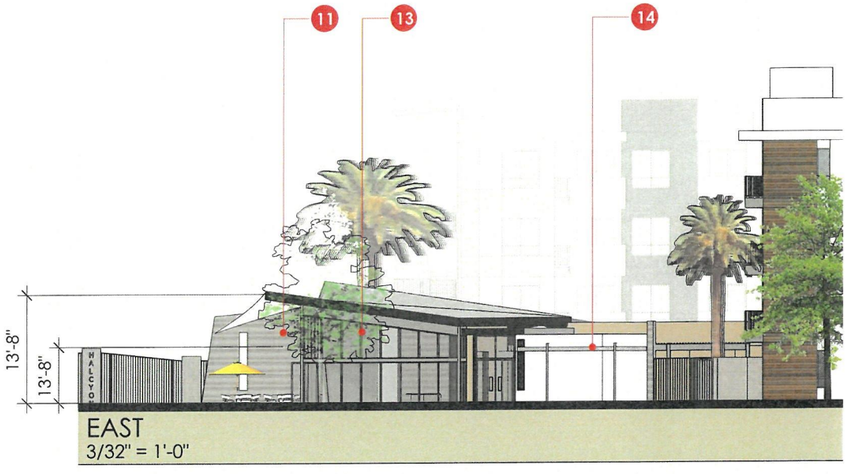
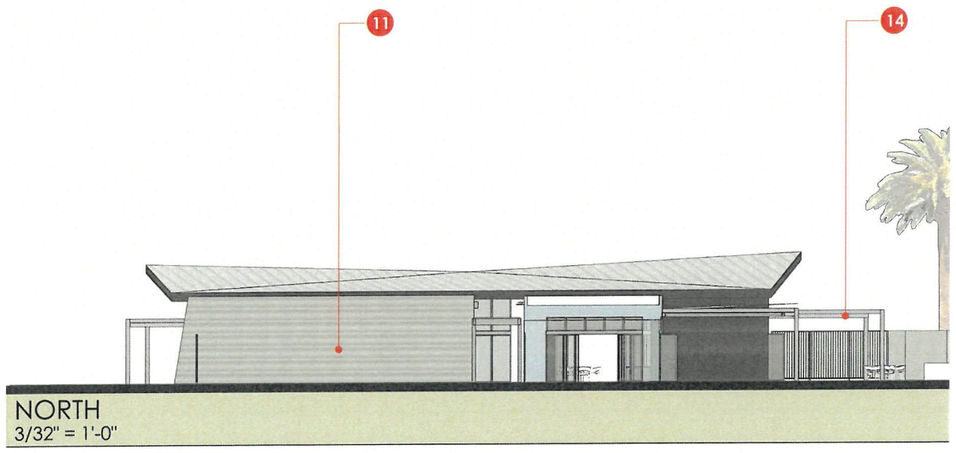


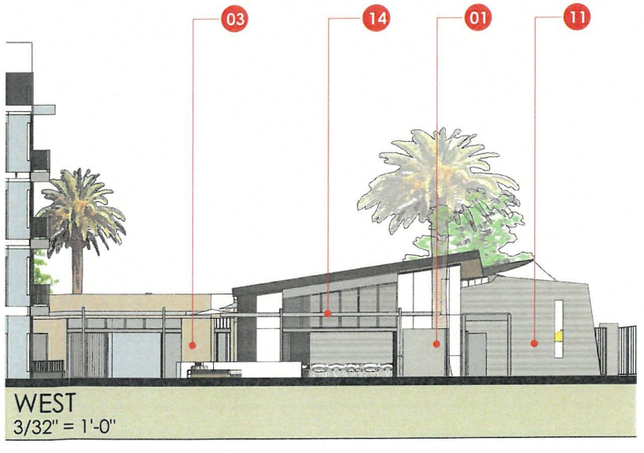
SOUTH
3/32" = 1'-0"



EAST
3/32" = 1'-0"



NORTH
3/32" = 1'-0"



WEST
3/32" = 1'-0"

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- 16 COMPOSITE PANELS: METAL FINISH

CLUBHOUSE ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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KEYNOTES

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BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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KEYNOTES

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BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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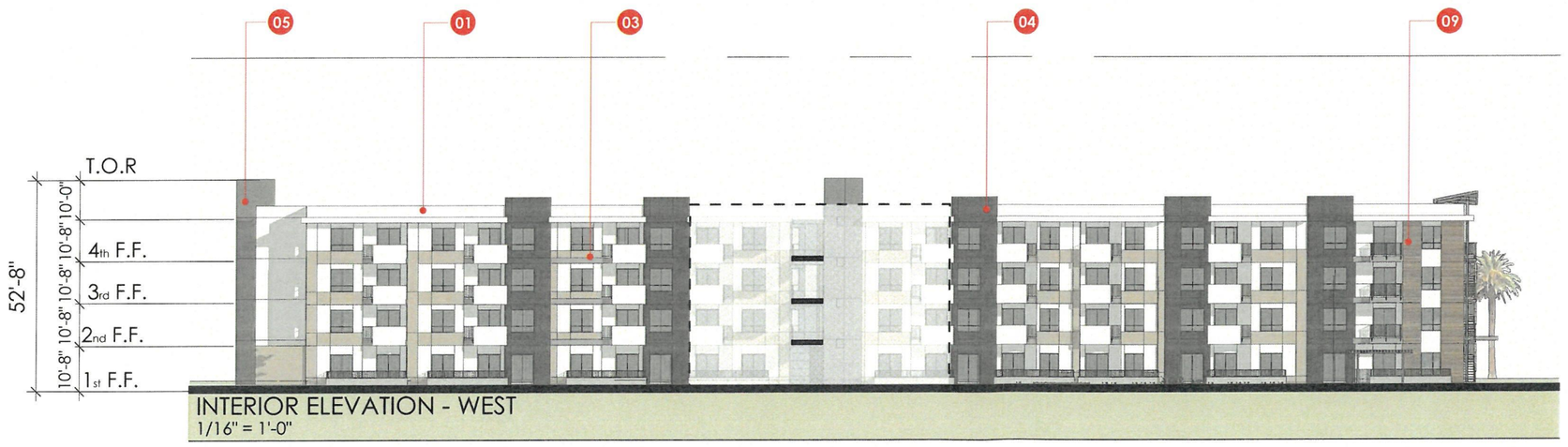
INTERIOR ELEVATION - EAST
1/16" = 1'-0"



INTERIOR ELEVATION - WEST
1/16" = 1'-0"

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BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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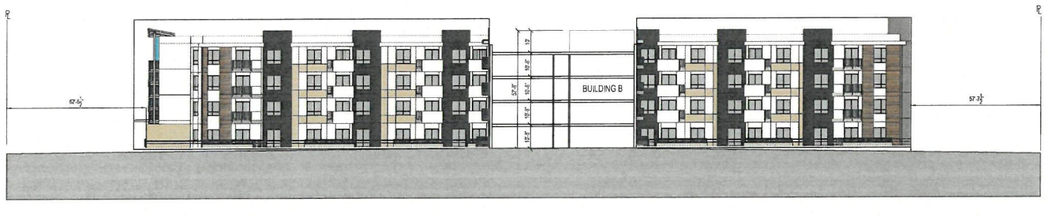
SITE SECTION A-A



SITE SECTION B-B



SITE SECTION C-C

0 30 60 120 FEET

SCALE: 1"=30'-0"

SITE SECTIONS

ARCHITECTURAL ENTITLEMENT SET

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PERSPECTIVE VIEW 1
ARCHITECTURE ENTITLEMENT SET

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HIGHLAND, CA

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PERSPECTIVE VIEW 2
ARCHITECTURE ENTITLEMENT SET

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PERSPECTIVE VIEW 3
ARCHITECTURE ENTITLEMENT SET

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IRRIGATION AND LANDSCAPE DESIGN NOTES

1. LANDSCAPE SHALL ADHERE TO THE CITY OF HIGHLAND MUNICIPAL CODE 16.40.
2. FINAL STREET TREE SELECTION WILL BE COORDINATED WITH THE CITY LANDSCAPE ARCHITECT.
3. IRRIGATION SHALL BE WATER CONSERVING AND CONFORM TO THE STATE OF CALIFORNIA AB1881 MWELO REQUIREMENTS. PLAN CHECK SUBMITTAL WILL INCLUDE MAWA, ETWU, AND MWELO CALCULATIONS AS WELL AS WATER SCHEDULES.
4. PLANTS SHALL BE GROUPED INTO HYDROZONES UTILIZING THE WUCOLS (WATER USE CLASSIFICATION OF LANDSCAPE SPECIES) AND A HYDROZONE PLAN WILL BE PART OF THE PLAN CHECK SUBMITTAL.
5. ALL LANDSCAPE AREAS SHALL BE EITHER A 1" MINIMUM LAYER OF DECOMPOSED GRANITE OR DECORATIVE COBBLE IN SPECIALIZED AREAS. 80% OF THE SITE SHALL BE HEAVILY MULCHED WITH A 3" MINIMUM DEPTH OF A SHREDDED WOOD MULCH AT THE END OF CONSTRUCTION.
6. INSTALL HIGH EFFICIENCY IRRIGATION SYSTEM WITH SMART CLOCK CONTROLS.
7. TURF AREAS ARE EXCLUDED FROM THIS SITE (0%) IN FAVOR OF DROUGHT TOLERANT PLANTINGS .ALL GROUND MOUNTED ELECTRICAL/MECHANICAL/WATER EQUIPMENT SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING.
8. TREES WITHIN 6FT OF HARDSCAPE SHALL BE INSTALLED WITH AN APPROVED LINEAR ROOT CONTROL BARRIER ALONG THE EDGE OF THE HARDSCAPE (16 FEET TOTAL MIN. LENGTH FOR EACH TREE).
9. NO INVASIVE SPECIES SHALL BE PLANTED ON SITE. INVASIVE SPECIES ARE THOSE DEFINED BY THE CALIFORNIA INVASIVE PLANT COUNCIL (CAL-IPC) AND FOUND AT: HTTP://WWW.CAL-IPC.ORB/PIN/INVENTORY/WEEDLIST.PHP

SCHEMATIC PLANT PALETTE - TREES

BOTANICAL NAME	COMMON NAME	SIZE / H20	HT X WD
EVERGREEN CONIFER TREES			
• CEDRUS DEODARA	DEODAR CEDAR	24" BOX / M	70' X 40'
• PINUS CANARIENSIS	PINUS CANARIENSIS	24" BOX / M	70' X 30'
• PINUS ELDARICA	MONDELL PINE	24" BOX / L	70' X 25'
VERTICAL EVERGREEN TREES			
• JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER COLUMN	15 GAL / M	15' X 5'
• BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX / L	40' X 25'
DECIDUOUS VERTICAL TREES			
• GINKGO BILOBA 'AUTUMN GOLD'	MAIDEN HAIR TREE	36" BOX / M	35' X 30'
EVERGREEN SHADE TREES			
• AGONIS FLEXUOSA	PEPPERMINT TREE	24" BOX / L	30' X 25'
• ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX / M	35' X 25'
• GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	24" BOX / M	25' X 20'
• OLEA EUROPEA 'SWAN HILL'	SWAN HILL OLIVE	36" BOX / L	25' X 25'
DECIDUOUS SHADE TREES			
• GLEDITSIA TRIANCANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	24" BOX / L	40' X 35'
• KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	36" BOX / L	30' X 35'
• PISTACIA X 'RED PUSH'	RED PUSH CHINESE PISTACHE	48" BOX / M	35' X 35'
• ULMUS PARVIFOLIA	CHINESE ELM	48" BOX / L	50' X 50'
HERITAGE TREE			
• PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX / M	70' X 45'
• QUERCUS LOBATA	VALLEY OAK	48" BOX / M	70' X 70'
SMALL FLOWERING ACCENT TREES			
• CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX / L	18' X 18'
• CHILOPSIS LINEARIS 'BUBBA'	BUBBA DESERT WILLOW	24" BOX / L	25' X 25'
• LAGERSTROEMIA X 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	24" BOX / M	25' X 15'
• MAGNOLIA GRANDIFLORA LITTLE GEM'	LITTLE GEM SOUTHERN MAGNOLIA	36" BOX / M	25' X 15'
• PARKINSONIA X 'DESERT MUSEUM'	THORNLESS PALO VERDE	36" BOX / L	25' X 30'
• PRUNUS ILICIFOLIA LYONII	CATALINA CHERRY	24" BOX / L	20' X 20'
• PRUNUS 'KRAUTER VESUVIUS'	KRAUTER VESUVIUS PURPLE LEAF PLUM	24" BOX / M	20' X 15'
• PYRUS 'ARISTOCRAT'	ARISTOCRAT FLOWERING PEAR	36" BOX / M	30' X 20'
PALM FOCAL POINTS			
• CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	36" BOX / L	20' X 20'
• PHOENIX DACTYLIFERA	DATE PALM	15' BTF / L	(48" EQUIV)
• SYAGRUS ROMANZOFFIANA	QUEEN PALM	36" BOX / M	

SCHEMATIC PLANT PALETTE - SHRUBS, VINES, AND GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	SIZE / H20
LARGE / SCREENING SHRUBS		
• ELAEAGNUS PUNGENS 'FRUITLANDII'	FRUITLAND SILVERBERRY	5 GAL / L
• LAURUS NOBILIS	BAY LAUREL	15 GAL / L
• LEUCOPHYLLUM FRUTESCENS	TEXAS RANGER	5 GAL / L
• PRUNUS ILICIFOLIA LYONII	CATALINA CHERRY	15 GAL / L
• RHAPIOLEPIS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY INDIAN HAWTHORN	15 GAL / M
• TEUCRIUM FRUTICANS	AZURE BUSH GERMANDER	5 GAL / L
• XYLOSMA CONGESTUM	SHINY XYLOSMA	5 GAL / M
MEDIUM SHRUB MASSES		
• CISTUS PURPUREUS	ORCHID ROCKROSE	5 GAL / L
• ILEX VOMITORIA 'STOKES'	DWARF YAUPON HOLLY	5 GAL / L
• LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY'	LYNN'S EVERBLOOMING TEXAS SAGE	5 GAL / L
• MYRTUS COMMUNIS 'COMPACTA'	COMPACT COMMON MYRTLE	5 GAL / M
• OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	5 GAL / L
• RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL / M
• ROSMARINUS OFFICINALIS	UPRIGHT ROSEMARY	5 GAL / L
• WESTRINGIA FRUTICOSA	AUSTRALIAN ROSEMARY	5 GAL / L
SPREADING SHRUBS		
• BACCHARIS X 'STARN THOMPSON'	HYBRID STERILE COYOTE BUSH	1 GAL / L
• CARISSA MACROCARPA 'GREEN CARPET'	GREEN CARPET NATAL PLUM	1 GAL / M
• COTONEASTER DAMMERI 'CORAL BEAUTY'	CORAL BEAUTY COTONEASTER	1 GAL / M
• ROSMARINUS OFFICINALIS 'PROSTRATA'	PROSTRATE ROSEMARY	1 GAL / L
GRASSES, SUCCULENTS, AND ACCENTS		
• ALOE BARBADENSIS	YELLOW TORCH ALOE	1 GAL / L
• DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	5 GAL / L
• DIETES BICOLOR	FORTNIGHT LILY	5 GAL / M
• EUPHORBIA MILII	CROWN OF THORNS	5 GAL / L
• EUPHORBIA RIGIDA	GOPHER PLANT	1 GAL / L
• HESPERALOE PARVIFOLIA 'RED OR YELLOW'	RED OR YELLOW HUMMINGBIRD YUCCA	1 GAL / L
• JUNCUS PATENS	CALIFORNIA RUSH	1 GAL / L
• LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE SPINY HEADED MAT RUSH	1 GAL / M
• MUHLENBERGIA RIGENS	DEER GRASS	1 GAL / M
• ROSA 'RED MEIDLAND'	RED MEIDLAND CARPET ROSE	5 GAL / M
VINES		
• PANDOREA JASMINOIDES 'ROSEA'	PINK BOWER VINE	5 GAL / M
• VITIS CALIFORNICA	CALIFORNIA WILD GRAPE	5 GAL / L

LANDSCAPE AMENITIES KEY:

1. PRIMARY CHILDREN'S PLAY AREA
   - Δ 0 - 5 AGE TOT LOT
   - Δ 5 - 12 AGE PLAY EQUIPMENT
   - Δ RUBBER MAT SURFACING
2. PRIMARY COMMUNITY SPACE
   - Δ DINING TABLE & CHAIRS W/ SHADE STRUCTURE
   - Δ FIREPIT AND LOUNGE SEATING
   - Δ BARBECUE
   - Δ POOL / SPA WITH CHAISES, TABLES, & LOUNGE SEATING
3. BUILDING B - DOG PARK
   - Δ FENCED
   - Δ ARTIFICIAL TURF
   - Δ SHADE STRUCTURE AND SEATING
4. BUILDING B - TOT LOT
   - Δ SMALL TOT LOT FOR CONVENIENCE
   - Δ SHADE STRUCTURE AND SEATING
5. BUILDING B - OUTDOOR COOKING AREA
   - Δ BARBECUE
   - Δ SHADE STRUCTURE AND SEATING
6. SHADED SHORT TERM BIKE RACKS



PROJECT SUMMARY

TOTAL SITE:	252,234 SF
TOTAL LANDSCAPE AREA:	32,238 SF
PERCENTAGE OF LANDSCAPE AREA TO SITE:	11.03 %

TREE SUMMARY (PER CITY OF HIGHLAND DEVELOPMENT CODE)

TOTAL NUMBER OF TREES PROPOSED:	184
15 GALLON REQ'D (50%):	92
15 GALLON PROPOSED: (INCLUDES REMAINDER OF PERIMETER PARKING LOT AND SMALL ACCENT TREES AS NOTED)	87
24" BOX REQ'D (20%):	37
24" BOX PROPOSED: (INCLUDES MOST PARKING LOT FINGER & CORNER ISLANDS)	39
36" BOX REQ'D (15%):	28
36" BOX PROPOSED: (INCLUDES CORE COURTYARD AREA SHADE TREES, QUEEN PALMS, AND ACCENT ENTRY TREES)	30
48" BOX REQ'D (15%):	27
48" BOX PROPOSED (EQUIVALENT PALM SIZE IN BROWN TRUNK FOOT): (INCLUDES STREET FRONTAGE TREES, DATE PALMS, PLAY AREA, DOG PARK, SHADED SEATING)	28

FUTURE DESIGN WILL ALSO PROVIDE FOR SHRUBS, GRASSES, AND OTHER PLANTS AT THE FOLLOWING MINIMUM RATIO: 80% 5 GALLON AND 20% 1 GALLON - ADDITIONAL 15 GALLON SHRUBS WILL BE PROVIDE AS NEEDED FOR ACCENTS AND PRIVACY SCREENS WHERE DESIRED

SPREADING SHRUBS SHALL BE UTILIZED AS "GROUNDCOVER" AS NEEDED

PAVING LEGEND

- UNCOLORED, SCORED CONCRETE PAVING W/ SMOOTH CEMENT FINISH
- COLORED, SCORED CONCRETE PAVING AT IMPORTANT ENTRY AND GATHERING PLACES
- DECORATIVE 4.5 X 9 PERMEABLE PAVERS AT DRIVEWAY ENTRANCES
- DECORATIVE ASHLAR PATTERN PERMEABLE PAVERS IN SHADED SEATING
- STABILIZED DECOMPOSED GRANITE AS PATHWAYS IN SELECT AREAS
- PLANTING AREAS W/ DISTINCT HYDROZONE DESIGN
- NATURAL, OPEN PLANTING WITH DECOMPOSED GRANITE TOPDRESSING
- ARTIFICIAL TURF IN DOG RUN
- 3" LAYER OF 3/4" GRAY GRAVEL
- ENHANCED PAVING AT PEDESTRIAN CROSSWALKS W/ TRUNCATED DOME TILE EDGING FOR EASIER WAYFINDING

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MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

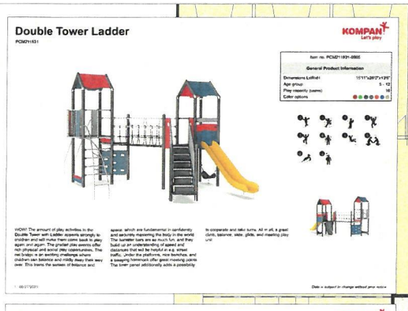
LANDSCAPE CONCEPT

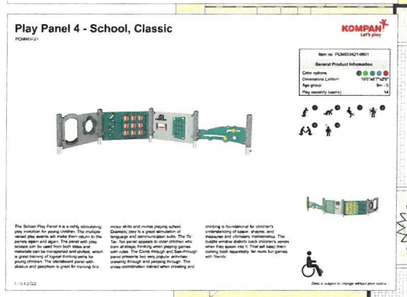
08/04/2023

0' 15' 30' 60' 120'

SCALE: 1" = 30'

PL-1





POTTED PLANT ACCENTS ON SHADED TERRACE

BUILT-IN CONCRETE SEAT WALLS AT PERIMETER PROTECTS PLANTING AREAS

SHADED INDOOR/OUTDOOR COMMUNITY GATHERING AREA W/ FIREPIT & SEATING

BUILT-IN SPA SEATING AREA W/ PRIVACY WALL

2YO - 12YO PLAY STRUCTURE IN RUBBER MAT SURFACING CENTERED W/ TWO ACCESS POINTS AND DURABLE SCREENING SHRUBS AROUND PERIMETER

UNDULATING 6FT CMU SECURITY WALL SEGMENTS AT POOL W/ FENCE PANELS BETWEEN PROVIDE TRANSPARENCY AND CREATES POCKETS FOR CHAISES AND PLANTING

CO-WORK

FITNESS

CLUBHOUSE

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

POOL EQUIPMENT/ BATHROOM BLDG

EV EV EV EV EV EV EV EV EV EV EV

Compact Car only

LOADING ZONE

POTTED PLANTS ALONG SEATING AREA

SHADED INDOOR/OUTDOOR COMMUNITY GATHERING AREA W/ TABLES & SEATING

PRIMARY COMMUNITY ROOM BARBECUE

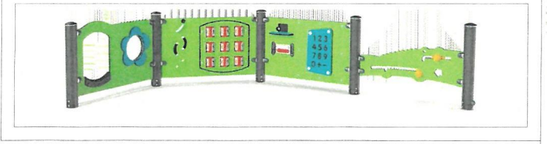
PLANTING STRIP SOFTENS WALL/FENCE ELEMENT AT PARKING

TREE SHADED SEATING NODE

6M - 2YO PLAY PANEL AREA W/ BUILT-IN CONCRETE SEAT WALLS AND TABLES W/ UMBRELLAS FOR SOCIAL CONNECTIONS

WALL/FENCE DESIGN CREATES POCKETS FOR PALM PLANTING AND SEATING NODES ON POOL DECK

8FT HT DECORATIVE ANGLED CMU SCREENING WALL SEGMENTS W/ OPEN FENCE PANELS BETWEEN - SEE ELEVATIONS





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HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

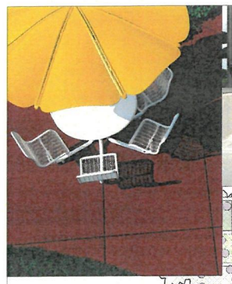
ENLARGED POOL/PLAY AREAS

08/04/2023

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"

PL-2





LOADING ZONE

DOG PARK W/ ARTIFICIAL TURF AND 5FT TALL WELDED WIRE FENCING AND GATES AND WASTE DISPOSAL CONTAINER

9FT HT METAL PERGOLA OVER A GATED AND FENCED TRANSITIONAL DOG PARK ENTRANCE W/ SEATING

FLOWERING GARDEN PARK W/ ALLEE OF SHADE TREES AND BENCHES

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

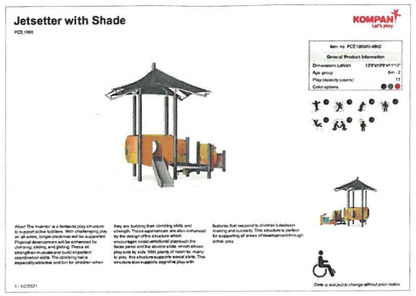
PRIVATE PATIO

BUILDING B

BUILDING B

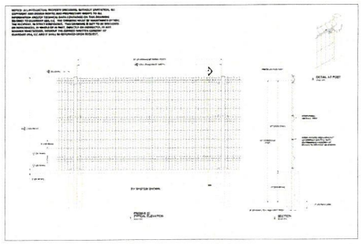
FLOWERING TREES BEAUTIFY THE AMENITY SPACE EXPERIENCE

STABILIZED DG PATH



SIMILAR SEAT WALL TREE PLANTER

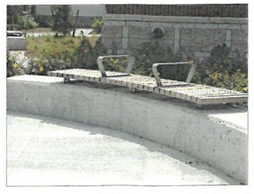














BUILDING B

PRIVATE PATIO

PRIVATE PATIO

BUFFER PLANTING

SECOND TODDLER PLAY AREA W/ RUBBER MAT SURFACING

9 FT HT METAL PERGOLA AND SHADED TABLE/SEATING AREA AT TODDLER PLAY AREA

STABILIZED DG PATH W/ ALTERNATING CONCRETE SEAT WALLS

EV

EV

DECIDUOUS SHADE TREES IN PARKING LOT

PRIMARY GATHERING SPACE W/ 9FT HT METAL PERGOLA & SPECIALIZED PAVING

EV

EV

BARBECUE COUNTER W/ BACKSPLASH WALL

EV

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

PRIVATE PATIO

SCREENING SHRUBS AT PATIOS IN FRONT OF PERIMETER WALL

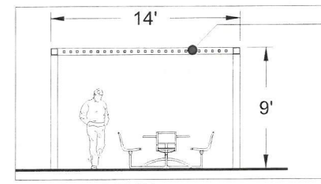
BUILDING B

OLIVE TREES LINE NATURAL, DROUGHT TOLERANT PLANTINGS W/ DG TOPDRESSING

VERTICAL SCREENING SHRUBS AT BLDG

LOADING ZONE

IG ZONE

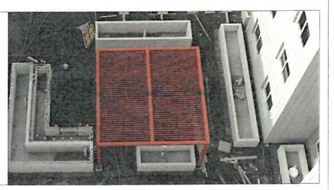


PERGOLA SECTION

TIGHT SPACING ON 2X2 METAL TUBULAR SLATS



PERMEABLE PAVERS



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PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT

MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

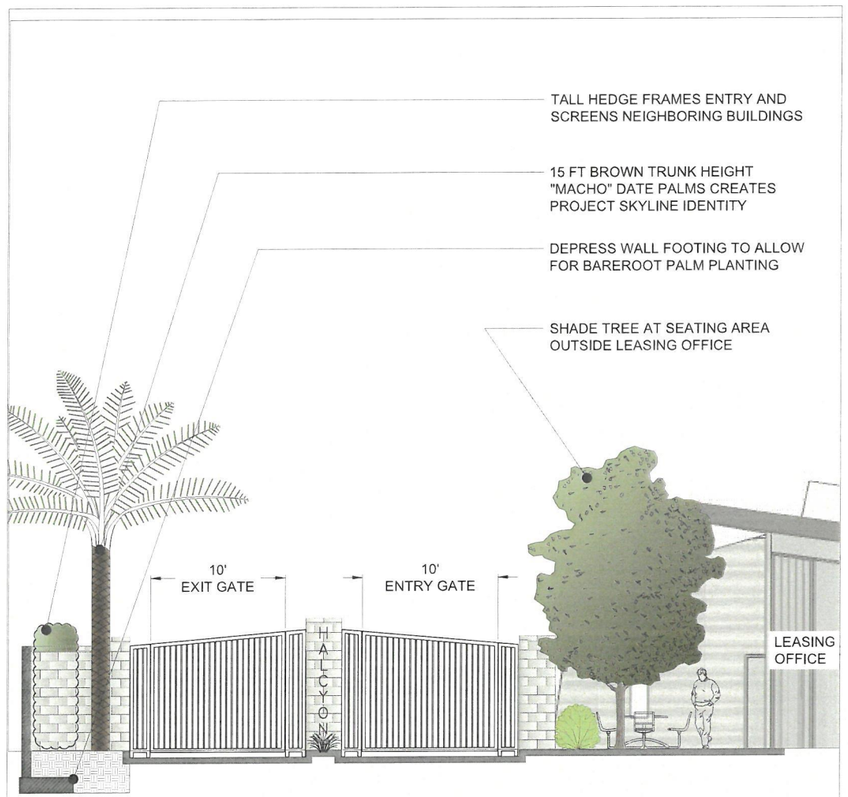
ENLARGED AMENITY AREAS

08/04/2023

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"

PL-3

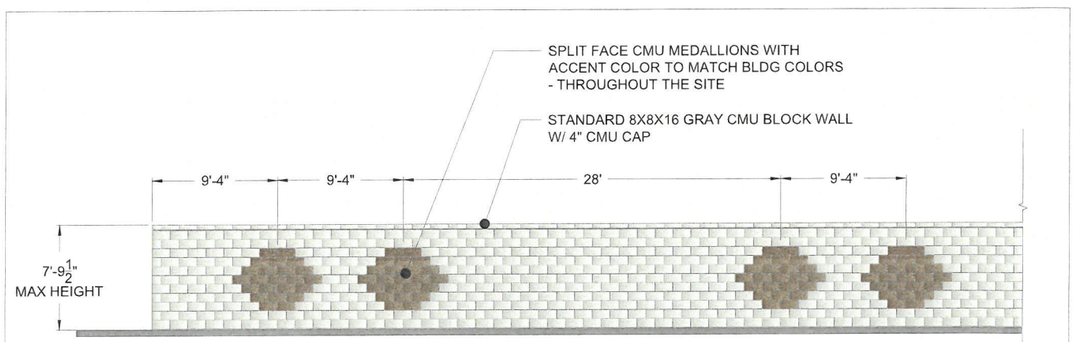


1 MAIN DRIVEWAY ENTRANCE AT LEASING OFFICE

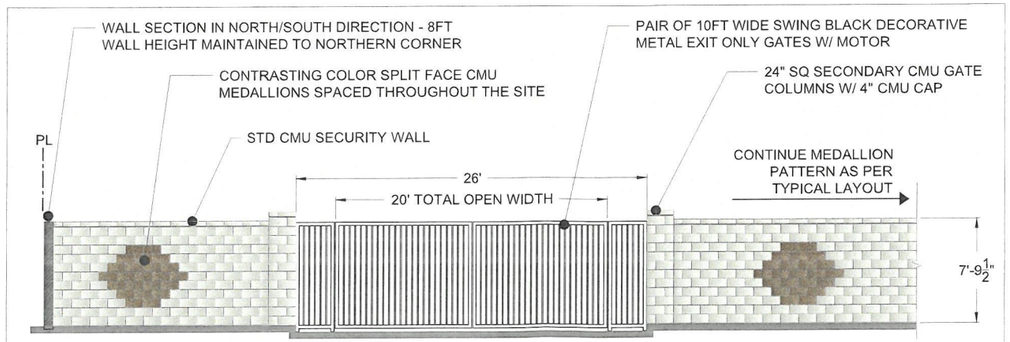


2 NORTH EXIT ONLY GATE AT STERLING

SCALE: 1/4" = 1' - 0"



4 TYPICAL PERIMETER WALL W/ CONTRASTING CMU PATTERN



3 ELM STREET EXIT ONLY GATE

SCALE: 1/4" = 1' - 0"

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HALCYON APARTMENTS

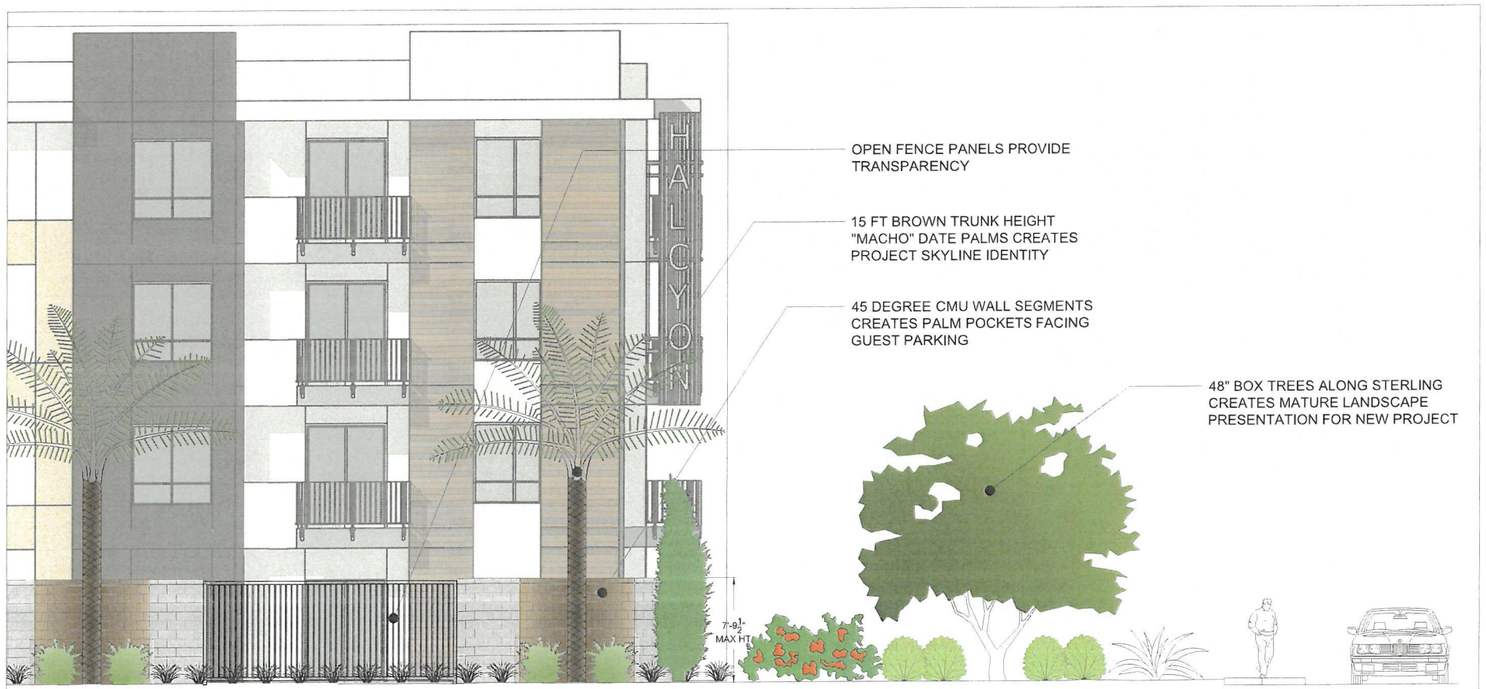
CITY OF HIGHLAND, CALIFORNIA

WALLS, GATES, AND FENCES



1 POOL SECURITY FENCE AT PARKING

SCALE: 3/16" = 1' - 0"



2 SECTION AT STERLING / GUEST PARKING

SCALE: 1/4" = 1' - 0"

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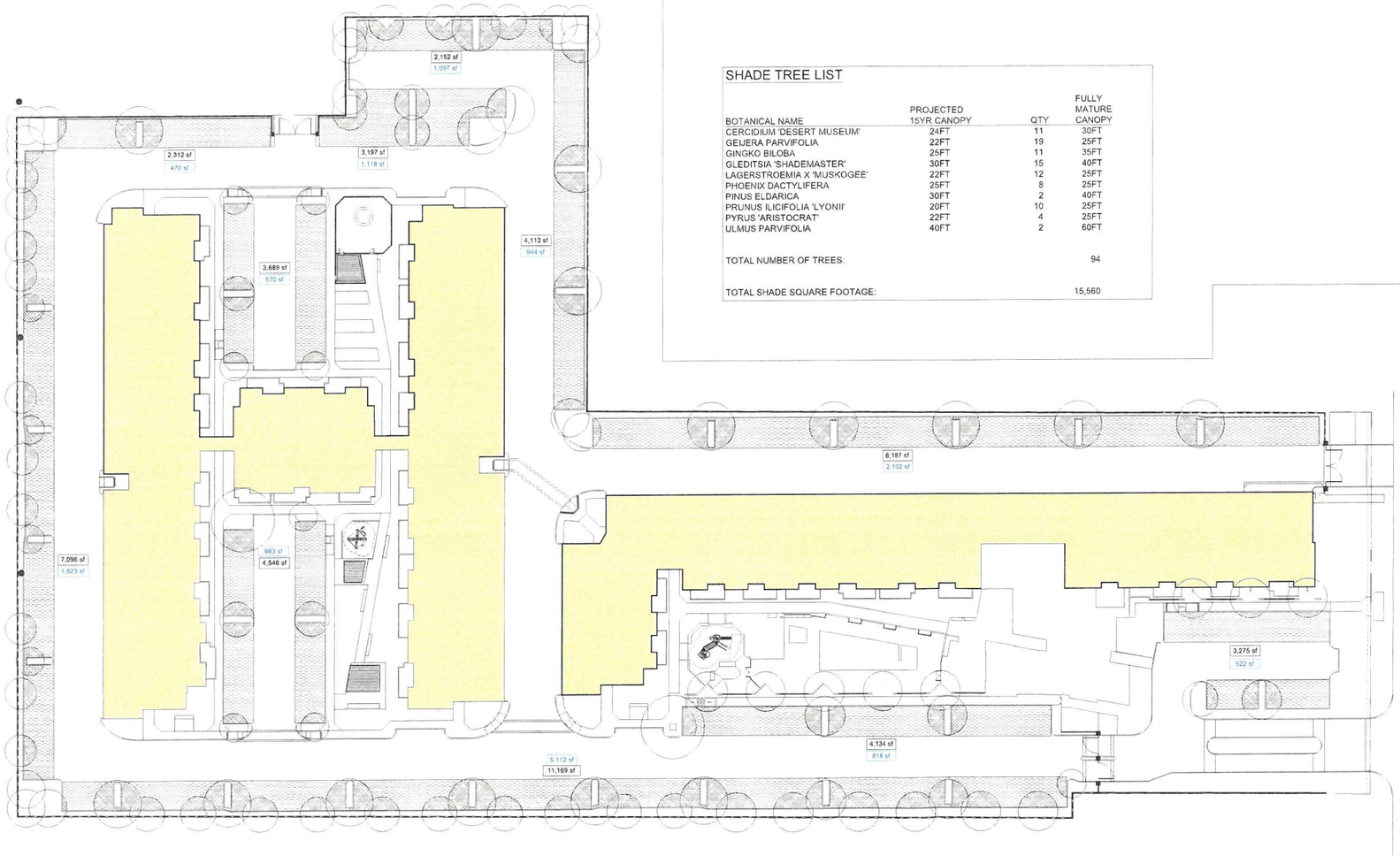
HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

WALLS, GATES, AND FENCES

08/04/2023

PL-5



SHADE TREE LIST

BOTANICAL NAME	PROJECTED 15YR CANOPY	QTY	FULLY MATURE CANOPY
CERCIDIUM 'DESERT MUSEUM'	24FT	11	30FT
GEIJERA PARVIFOLIA	22FT	19	25FT
GINGKO BILOBA	25FT	11	35FT
GLEDITSIA 'SHADEMASTER'	30FT	15	40FT
LAGERSTROEMIA X 'MUSKOGEE'	22FT	12	25FT
PHOENIX DACTYLIFERA	25FT	8	25FT
PINUS ELDARICA	30FT	2	40FT
PRUNUS ILICIFOLIA 'LYONII'	20FT	10	25FT
PYRUS 'ARISTOCRAT'	22FT	4	25FT
ULMUS PARVIFOLIA	40FT	2	60FT
TOTAL NUMBER OF TREES:			94
TOTAL SHADE SQUARE FOOTAGE:			15,560

AREA CALCULATIONS

TOTAL PARKING SPACE AREA (AREA DOES NOT INCLUDE PLANTING AREAS)	52,872
TOTAL SHADE AREA OVER PARKING SPACES	15,560
PERCENTAGE OF SHADE AREA TO PARKING SPACE AREA:	**29.4%**

SUMMARY

	PARKING AREA	SHADE AREA	PERCENTAGE
	2,152	1,097	
	3,197	1,118	
	2,312	470	
	3,689	570	
	7,096	1,823	
	4,546	983	
	11,169	5,112	
	4,134	818	
	3,275	522	
	8,187	2,102	
	4,113	944	
TOTAL	52,872	15,560	29.4%

TRUE NORTH

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HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

SHADE STUDY

08/04/2023

0' 15' 30' 60' 120'

SCALE: 1" = 30'

PL-6

EVERGREEN SHADE TREES



AGONIS FLEXUOSA (PEPPERMINT TREE)



GEIJERA PARVIFOLIA (AUSTRALIAN WILLOW)



ARBUTUS 'MARINA' (MARINA STRAWBERRY TREE)



OLEA EUROPAEA 'SWAN HILL' (SWAN HILL FRUITLESS OLIVE)

DECIDUOUS SHADE TREES



GLEDITSIA TRIANCANTHOS 'SHADEMASTER' (SHADEMASTER HONEYLOCUST)



PISTACIA X 'RED PUSH' (RED PUSH PISTACHE)



FRAXINUS OXYCARPA 'RAYWOOD' (RAYWOOD ASH)



KOELREUTERIA PANICULATA (GOLDEN RAIN TREE)

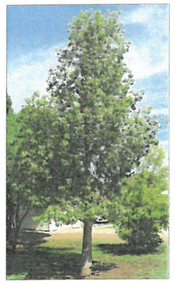
VERTICAL TREES



JUNIPERUS CHINENSIS 'SPARTAN' (SPARTAN COLUMN JUNIPER)



GINKGO BILOBA (MAIDENHAIR TREE)



BRACHYCHITON POPULNEUS (BOTTLE TREE)



MAGNOLIA GRANDIFLORA 'LITTLE GEM' (LITTLE GEM MAGNOLIA)

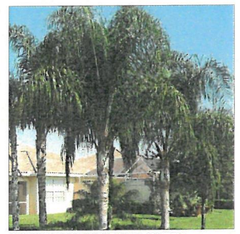
PALMS



PHOENIX DACTYLIFERA (DATE PALM)

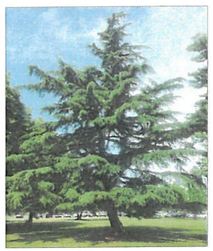


CHAMAEROPS HUMILIS (MEDITERRANEAN FAN PALM)

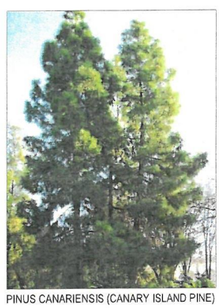


SYAGRUS ROMANZOFFIANA (QUEEN PALM)

PINES



CEDRUS DEODARA (DEODAR CEDAR)

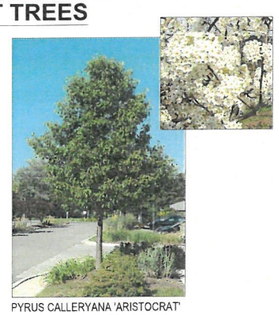


PINUS CANARIENSIS (CANARY ISLAND PINE)



PINUS ELDARICA (MONDELL PINE)

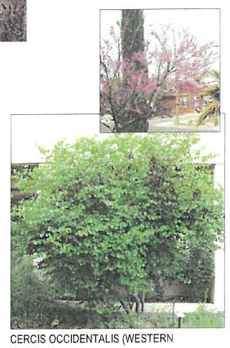
SMALL FLOWERING ACCENT TREES



PYRUS CALLERYANA 'ARISTOCRAT' (ARISTOCRAT FLOWERING PEAR)



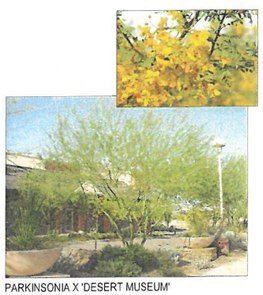
PRUNUS 'KRAUTER VESUVIUS' (KRAUTER VESUVIUS PURPLE LEAF PLUM)



CERCIS OCCIDENTALIS (WESTERN REDBUD)



CHILOPSIS LINEARIS 'BUBBA' (BUBBA DESERT WILLOW)

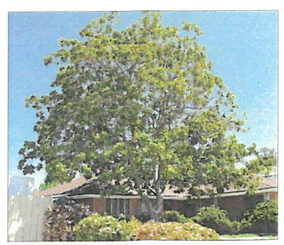


PARKINSONIA X 'DESERT MUSEUM' (THORNLESS PALO VERDE)

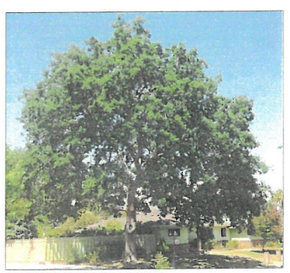


LAGERSTROEMIA HYBRID 'MUSKOGEE' (LAVENDER CRAPE MYRTLE)

HERITAGE TREES



PLATANUS RACEMOSA (CALIFORNIA SYCAMORE)



QUERCUS LOBATA (VALLEY OAK)

Mark Beall associates landscape architecture
7033 W Sunset Blvd, Suite 216 Los Angeles, CA 90028-7525
Telephone: 323-683-1450 Email: info @ mbeall.com

PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

PLANT PALETTE

08/04/2023

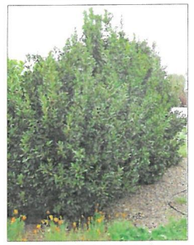
PL-7

LARGE SHRUBS


ELAEAGNUS 'FRUITLANDII' (FRUITLAND SILVERBERRY)


TEUCRIUM FRUTICANS (GERMANDER)


XYLOSMA CONGESTUM (SHINY XYLOSMA)


LAURUS NOBILIS (BAY LAUREL)


LEUCOPHYLLUM FRUTESCENS (TEXAS RANGER)

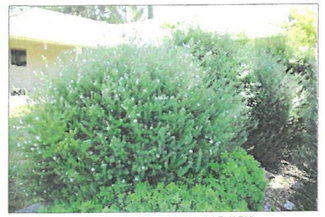

PRUNUS ILICIFOLIA LYONII (CATALINA CHERRY)

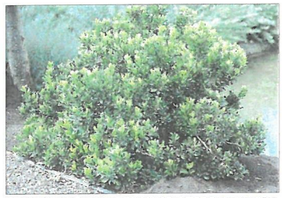

RHAPHIOLEPIS 'MAJESTIC BEAUTY' (MAJESTIC BEAUTY INDIAN HAWTHORN)

MEDIUM SHRUBS


OLEA EUROPAEA 'COMPACTA' (DWARF OLIVE)


ILEX VOMITORIA 'STOKES' (DWARF STOKES HOLLY)


WESTRINGIA FRUTICOSA (AUSTRALIAN ROSEMARY)


RHAPHIOLEPIS UMBELLATA 'MINOR' (YEDDO HAWTHORN)


LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY' (LYNN'S EVERBLOOMING TEXAS SAGE)


CISTUS PURPUREUS (ORCHID ROCKROSE)


MYRTUS COMMUNIS (COMPACTA' (DWARF MYRTLE)


ROSMARINUS OFFICINALIS (UPRIGHT ROSEMARY)

VINES


VITIS CALIFORNICA (CALIFORNIA WILD GRAPE)


PANDOREA JASMINOIDES 'ROSEA' (PINK BOWER VINE)


MUHLENBERGIA RIGENS (DEER GRASS)


JUNCUS PATENS (CALIFORNIA GREY RUSH)


DIETES BICOLOR (FORTNIGHT LILY)

SPREADING SHRUBS


BACCHARIS 'STARN' (STERILE COYOTE BUSH)


ROSMARINUS 'HUNTINGTON CARPET' (PROSTRATE ROSEMARY)


CARISSA MACRO. 'GREEN CARPET' (GREEN CARPET NATAL PLUM)

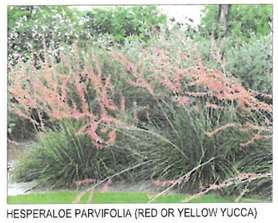

COTONEASTER 'CORAL BEAUTY' (CORAL BEAUTY BEARBERRY)

GRASSES, SUCCULENTS, AND ACCENTS

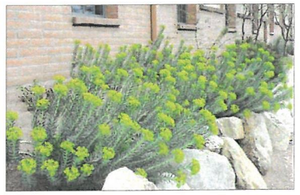

ALOE BARBADENSIS (YELLOW TORCH ALOE)


DIANELLA REVOLUTA 'LITTLE REV' (LITTLE REV FLAX LILY)


ROSA 'RED FLOWER CARPET' (RED FLOWER CARPET ROSE)


HESPERALOE PARVIFOLIA (RED OR YELLOW YUCCA)


EUPHORBIA MILII (CROWN OF THORNS)


EUPHORBIA RIGIDA (GOPHER PLANT)


LOMANDRA LONGIFOLIA (BREEZE' (BREEZE MAT RUSH)

Mark Beall associates
7033 W Sunset Blvd, Suite 210 Los Angeles, CA 90028-7525
Telephone: 323-663-1450
Email: info @ mbeall.com

PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

HALCYON APARTMENTS

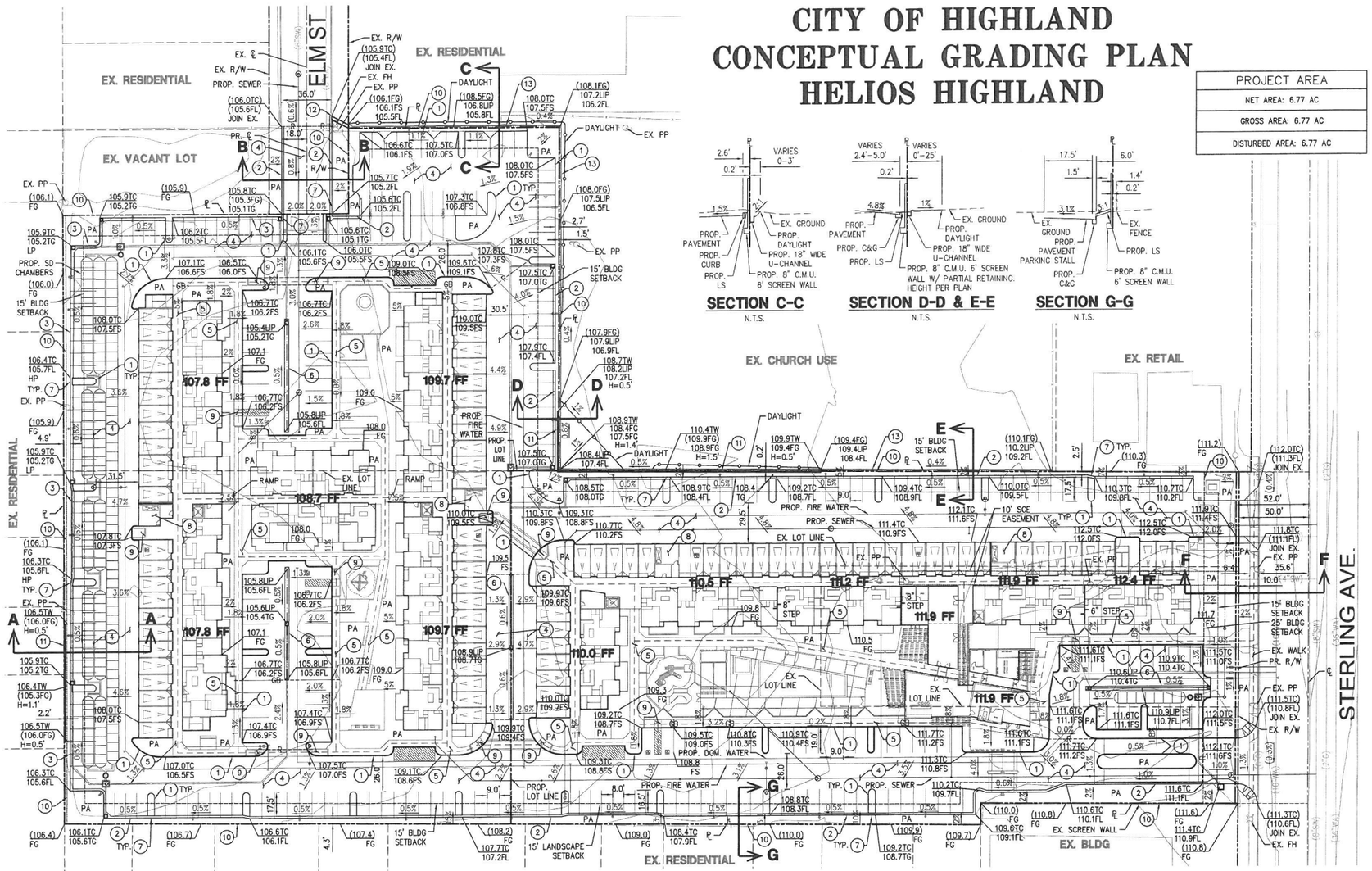
CITY OF HIGHLAND, CALIFORNIA

PLANT PALETTE

08/04/2023

PL-8

CITY OF HIGHLAND
CONCEPTUAL GRADING PLAN
HELIOS HIGHLAND



PROJECT AREA
NET AREA: 6.77 AC
GROSS AREA: 6.77 AC
DISTURBED AREA: 6.77 AC

OWNER/APPLICANT

JONATHON WEBB
HELIOS HOLDINGS LLC
840 ARDMORE
HERMOSA BEACH, CA 90254
(310) 428-1982

CIVIL ENGINEER

DRC ENGINEERING, INC.
160 S. OLD SPRINGS RD, SUITE 210
ANAHEIM HILLS, CA 92808
CONTACT: RENE VARGA
(714) 685-6860 X337

SOIL ENGINEER

LEIGHTON AND ASSOCIATES, INC.
10532 ACACIA STREET, SUITE B-6
RANCHO CUCAMONGA, CA 91730
CONTACT: JASON D. HERTZBERG, GE 2711
(909) 484-2205
REPORT DATE: OCT 14, 2022
REPORT NO.: 13685.001
LIQUEFACTION NOT LIKELY

TOPOGRAPHY

CONTOURS AND ELEVATIONS PROVIDED FROM TOPOGRAPHIC SURVEY IN CONFORMANCE WITH THE U.S. MAP ACCURACY STANDARD WAS SUPPLIED BY FDC & ASSOCIATES CORPORATION, 322 W ORANGE SHOW LANE, SAN BERNARDINO, CA 92408
PHONE: (909) 388-7200, DATED: 2-19-19

ASSESORS PARCEL NUMBER

0278-131-45; -46; -47

PROJECT DESCRIPTION

PROPOSED RESIDENTIAL BUILDINGS WITH LANDSCAPING AREAS, PARKING STALLS, AND ASSOCIATED GARAGE SPACES

FLOOD ZONE

THE LAND SHOWN ON THIS SURVEY LIES WITHIN FLOOD ZONE 'X' (SHADED) BEING DESCRIBED AS "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE WITH AVERAGE DEPTHS OD LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND WITHIN FLOOD ZONE 'X' (NO SCREEN) AREA OF MINIMAL FLOOD HAZARD PER FLOOD INSURANCE RATE MAP (FIRM) – COMMUNITY PANEL NO. 06071C8701J, DATED SEPTEMBER 2, 2016.

ZONING

R4 – MULTI-FAMILY RESIDENTIAL

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BASE LINE ST AS SHOWN ON PM NO. 2930, BEING NORTH 90°00'00".

UTILITIES:

WATER & SEWER
EAST VALLEY WATER DISTRICT
31111 GREENSPOT RD.
HIGHLAND, CA 92346
(909) 888-8986

ELECTRIC
SOUTHERN CALIFORNIA EDISON
296 KANSAS ST.
REDLANDS, CA 92373
(951) 249-8301

GAS
SO CAL GAS COMPANY
1136 N. MT. VERNON AVE.,
#305
SAN BERNARDINO, CA 92411
(800) 427-2200

CABLE TV
TIME WARNER CABLE
7337 CENTRAL AVE.
RIVERSIDE, CA 92504
(833) 267-6097

TELEPHONE
FRONTIER COMMUNICATIONS
9 S. 4TH ST.
REDLANDS, CA 92373
(855) 295-7926

SCHOOL DISTRICT
SAN BERNARDINO CITY UNIFIED
777 N F ST.
SAN BERNARDINO, CA 92410
(909) 381-1100



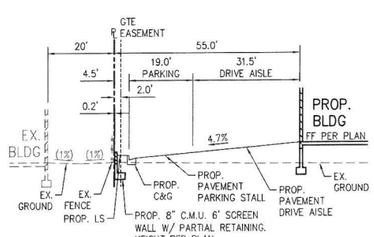
SYMBOL LEGEND:

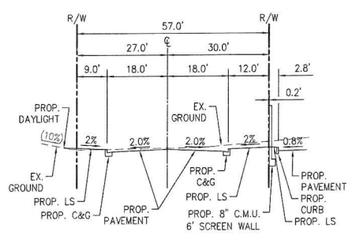
- 1305 — EXISTING CONTOUR
- VERTICAL RETAINING WALL
- GB/R — GRADE BREAK/RIDGE LINE
- PROPERTY LINE
- RIGHT OF WAY LINE
- ADA PATH OF TRAVEL

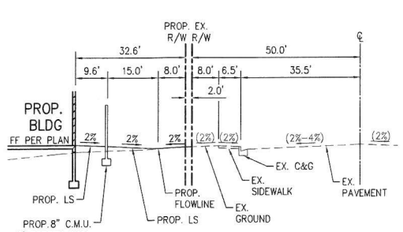
ABBREVIATIONS

APN = ASSESSORS PARCEL NUMBER
BLDG = BUILDING
C&G = CURB & GUTTER
C.M.U.= CONCRETE MASONRY UNIT
EX = EXISTING
FL = FLOW LINE
FG = FINISHED GRADE
FS = FINISHED SURFACE
FW = FIRE WATER
G = GAS
GB = GRADE BREAK
HDPE = HIGH DENSITY POLYETHYLENE
H = HEIGHT
INV = INVERT
J.S. = JUNCTION STRUCTURE
LIP = LIP OF GUTTER
LS = LANDSCAPE
MB = MAP BOOK
N.T.S. = NOT TO SCALE
PA = PLANTER AREA
P = PROPERTY LINE
PM = PARCEL MAP
PMB = PARCEL MAP BOOK
PP = POWER POLE
PR = PROPOSED
R/W = RIGHT-OF-WAY
SW = SEWER
SD = STORM DRAIN
TC = TOP OF CURB
TG = TOP OF GRATE
TW = TOP OF WALL
TYP = TYPICAL
W = WATER

EARTHWORK QUANTITIES	
CUT: 4,300 CY	FILL: 9,600 CY
TOTAL EARTHWORK: 5,300 CY IMPORT	







GRADING CONSTRUCTION NOTES:

1. CONSTRUCT 6" CURB
2. CONSTRUCT 6" CURB & GUTTER
3. CONSTRUCT 8" CURB & GUTTER
4. CONSTRUCT 4"AC/4.5"AB PAVEMENT SECTION
5. CONSTRUCT 4" PCC SIDEWALK
6. CONSTRUCT 3' RIBBON GUTTER
7. CONSTRUCT 18" WIDE U-CHANNEL
8. CONSTRUCT TRASH ENCLOSURE PER ARCH PLANS
9. CONSTRUCT ADA RAMP W/ TRUNCATED DOMES
10. CONSTRUCT SCREEN WALL
11. CONSTRUCT RETAINING WALL
12. CONSTRUCT PARKWAY DRAIN
13. CONSTRUCT 18" WIDE, 12" DEEP OFFSITE MODIFIED U-CHANNEL

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:
PARCEL 1 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-45-0-000

PARCEL B:
PARCEL 2 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-46-0-000

PARCEL C:
PARCEL 1 OF PARCEL MAP 6940, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 74 OF PARCEL MAPS, PAGES 95 AND 96, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-47-0-000

N

40' 0' 40' 80' 120'
GRAPHIC SCALE: 1"=40'

NOT FOR CONSTRUCTION

DIG ALERT
CALL BEFORE YOU DIG
811

BENCHMARK
THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM NO.: EV9088
ELEV.: 1101.18' (CITY OF HIGHLAND BENCHMARK)
VERT. DATUM: NAVD88

SEAL

PLANS PREPARED BY:
DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

CITY SEAL

REVISIONS

MARK	DESCRIPTION	APPR.	DATE

CITY OF HIGHLAND

RECOMMENDED BY _____ DATE
MATTHEW S. BENNETT R.C.E. 65100
Assistant Public Works Director

APPROVED BY _____ DATE
CARLOS ZAMANO R.C.E. 60153
Public Works Director/City Engineer

CONCEPTUAL GRADING PLAN

DRAWER NO.
DATE: 7/26/23
SHEET CG-1 OF 1

EXTERNAL REFERENCES: 2256cncd1 2256cnh1 2256LAB Site 2256SW01 2256LS Site 2256civil
FILENAME: M:\2022\22-366 Helios Holdings Highland MJH-family\CV\22366cg01.dwg, LAST SAVED ON: Aug 04 2023 7:55am PLOTTED BY: RENE ON: Aug 04 2023 7:56am, CFG:

ATTACHMENT 3

Resolution for Design Review Application (DRA 23-001)
Exhibit A: Conditions of Approval
Exhibit B: Project Plans

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE HIGHLAND CITY COUNCIL APPROVING DESIGN REVIEW APPLICATION (DRA 23-002) FOR SITE PLAN, LANDSCAPE PLAN, PHOTOMETRIC PLAN, GRADING PLAN, AND BUILDING ELEVATIONS RELATED TO THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, Helios Holdings, LLC (the "Applicant") submitted (1) Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit multi-family apartment complex, (2) an application for a "density bonus" under Section 16.40.090 of the City Municipal Code related to Design Review Application (DRA 23-002), (3) an application for Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of the 220-unit multi-family apartment complex, and (4) an application for a Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75 feet in association with DRA 23-002 and LLA23-003 (referred to collectively as "Project").

2. The Project is located on a 6.77 acre site comprised of thee (3) parcels located on the west side of Sterling Avenue, 250 feet north of 9th Street, zoned Multifamily Residential (R-4) with a General Plan Designation of Residential High Density Special Overlay.

3. On September 19, 2023, the Planning Commission of the City of Highland conducted a duly noticed public hearing on the Project, concluded the hearing on this date, and adopted Resolution No. 23-045, recommending the City Council approve the Project.

4. On September 28, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the Project site, and was published in the San Bernardino Sun newspaper on September 29, 2023.

5. A duly noticed public hearing was held by the City Council on October 10, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of

the aforesaid hearing was given as required by applicable law. At the public hearing, the City Council took testimony, both written and oral, from various parties, including the Applicant.

6. All legal prerequisites to the adoption of this Resolution have occurred.

7. The Project was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resources Code 21000, et seq. and the California Environmental Quality Act Guidelines, 14 Cal. Code Regs 15000 et seq. (collectively referred to as "CEQA"). Pursuant to CEQA, an Initial Study was prepared for the Project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. A Mitigated Negative Declaration was prepared in accordance with CEQA Section 21080(c) and Section 15070 of the State CEQA Guidelines. The Mitigated Negative Declaration includes Project specific mitigation measures that reduce said impacts to below a level of significance and the list of mitigation measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Initial Study, the Mitigated Negative Declaration, and the MMPR, the Project will not have a significant impact upon the environment.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Highland City Council as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The Highland City Council, after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the City Council dated October 10, 2023, which is incorporated herein by this reference, does find and determine the following facts:

    a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Design Review Application (DRA 23-002) Findings of Fact:

    a. That the proposed project is consistent with the general plan or specific plan.

    Response: The General Plan designation for the site is Residential High Density Special Overlay, which supports residential housing developments of 20-30 dwelling units per acre. The City's Certified Housing Element

identifies the Project area as "Sites 3, 4 and 5", vacant with the potential to accommodate 134 residential units. It is labeled as "Lower Income Site" whose development density is consistent with State standards for low and very low-income families. The Project exceeds the expectations for the number of units to be developed at this location.

The Project also specifically meets Housing Element, Goal 2 to provide "a diverse range and adequate supply of housing types that align with the needs of all current and future Highland households", and more specifically Policy 2.1 to "bolster the City's affordable housing supply the regulatory tools that encourage the development of and funding for quality lower- and moderate-income housing preservation and development".

b. That the proposed use is in accordance with the objectives of this title, and the purposes of the land use district in which the site is located.

Response: The land use district for the subject site is "R-4" which allows multi-family residential uses at 20 to 30 dwelling units per acre. Consistent with State law the Applicant has applied for a density bonus as the Applicant will be restricting 5% of the Project, eleven (11) total units, as affordable to very low-income households. As such, the developer is granted a deviation from the conventional "R-4" standards pertaining to parking and open space.

Per Section 16.52.030 of the Highland Municipal Code, "R-4" projects require 1.5 spaces for studio and one-bedroom units, 1.9 spaces for two-bedroom units, 2.1 spaces for three-bedroom units, and 0.3 spaces per unit dedicated to guest parking; 454 total. Government Code section 65915(p) provides that, upon the request of an applicant, the parking requirement for studio and one-bedroom units is reduced to 1 space while the requirement for two and three-bedroom units is reduced to 1.5 spaces. These modified requirements include guest parking. Based on the standards set forth in Government Code section 65915(q) there are 288 total parking spaces required for a development of this size. The Applicant has provided a total of 418 total parking spaces, including 91 parking garages, as part of this development.

The "R-4" development standards also require private open space in addition to common areas. Specifically, each ground/first floor unit must include a 150 square foot patio and second, third, and fourth floor units shall include a 100 square foot balcony. While the first/ground floor units include 150 square foot patios to satisfy this standard, the second, third, and fourth floor units include 60 square foot balconies. The Applicant has requested an incentive to allow a deviation from this development standard which the City is required to provide pursuant to State density bonus law.

Pursuant to Government Code section 65915(e), an applicant may submit to a city a proposal for the waiver or reduction of development standards that

will have the effect of physically precluding the construction of the development of the project at the densities or with the concessions and incentives permitted pursuant to State density bonus law. The "R-4" development standards per the Highland Municipal Code require a minimum of 30% of the net project area be designated as public open space, equivalent to 88,470 square feet. The developer shall submit an application to deviate from this standard and include a total public open space area of 9%, or 26,541 square feet, which includes the tot lot, community pool, and BBQ area. The developer must accommodate the affordable units in terms of offering the necessary physical space on the site plan to site the buildings with their associated circulation, parking, open space and setbacks. In addition, reducing these standards directly reduces the cost of construction which contributes to making the Project feasible.

The Project satisfies all other "R-4" development criteria pertaining to setbacks, lot coverage, and building height.

c. That the proposed use is in compliance with city design and landscape standards and criteria.

Response: The Project is suitable and permitted within the "R-4" Multi-Family residential zone and proposes to establish a 220-unit apartment complex on this vacant site. The Applicant has proposed a modern overall design with a variety of different accents that include painted stucco finishes, manufactured stone veneer, wood composite panels, and anodized metal rails.

The ground/first floor garage doors are comprised of anodized metal. The second, third, and fourth floors of the building consist of primarily Sherwin-Williams "Cotton White" stucco accented by "Woven Wicker" taupe and "Amazing Gray" stucco every two (2) to three (3) units. Vertical accents of "Well-Bred Brown" stucco along the sides of each unit provide additional aesthetic variety. The roof of the building is relatively flat and features roof parapets finished in "Caviar" black and "Software" gray. The roofline itself has a mix of hip and gable ends to create interest, depth, and shadows. The sections along the exterior stairwells are further accented by wood composite paneling while the primary entrance gate to the complex features a stone veneer vertical sign that reads "Halcyon".

The Project's Conceptual Landscape Plan features a variety of evergreen and deciduous trees in addition to accent palms trees, shrubs, and groundcover well suited to the local climate. There are required landscape planters between every eight (8) parking spaces within the general parking area along the perimeter of the property, satisfying the landscape standards per the City's Parking Regulations.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for a large scale apartment complex as it relates to tree shade and spacing.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The Project will be in compliance with the Highland Municipal Code, Fire, and Building & Safety codes. Each public safety division of the City has reviewed the Project and provided relevant Conditions of Approval that will be adopted by resolution. The necessary ingress and egress as well as all public utilities and services will be established prior to the issuance of occupancy. There is no indication that the Project would be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

4. The Project site is identified in the City's 6th Cycle Certified Housing Element as anticipated to provide 134 low-income housing units. The Project proposes to construct 220 housing units. The Project will construct eleven (11) very low-income housing units that will be restricted pursuant to Conditions, Covenants and Restrictions - Density Bonus and Inclusionary Housing Agreement. The remaining 209 units will be affordable to lower income households by virtue of density which allows a maximum density of 30 dwellings per acre by-right, and due to the rental market in the project area.

5. Based on the Findings and Conclusions set forth above, the Highland City Council approves Design Review Application (DRA 23-002), subject to conditions of approval.

Exhibit A attached includes the Project Plans.

Exhibit B attached includes the Conditions of Approval / MMRP

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 10th day of October, 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

EXHIBIT A

Conditions of Approval

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	September 19, 2023
Applicant:	Helios Holdings, LLC
File/Index:	Design Review Application (DRA 23-002)
Proposal:	Construction of a 220-unit, 4-story apartment complex.
Location:	Three (3) vacant parcels, totaling 6.77 acres in area, located on the west side of Sterling Avenue, 250 feet north of 9th Street. Assessor's Parcel Numbers: 0278-131-45, -46, & -47
Related Entitlements:	Lot Line Adjustment (LLA 23-003) & Variance (VAR 23-003)

PLANNING CONDITIONS OF APPROVAL

These conditions of approval represent the Planning Divisions conditions of approval and are meant to be one part of overall conditions of approval that may include, Engineering, Building and Safety, Fire Department, and other agency conditions of approval.

The conditions below are continuing conditions. Failure of the applicant and/or operator to comply with any or all said conditions at any time shall result in the revocation of this permit granted to use the subject property.

1. This Design Review Application shall become null and void:

    a. Unless all conditions have been complied with and the occupancy or use of the land or structures authorized by this Design Review Application have occurred within thirty-six (36) months from the approval date of this Design Review Application, this Design Review Application shall expire and be null and void without further action by the City of Highland.

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the Planning Division a minimum of thirty (30) calendar days prior to the expiration of the Design Review Application. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. This Design Review Application is for the Site Plan, Landscape Plan, Photometric Plan, Grading Plan, and Elevations pertaining to the construction of a 220-unit, 4-story apartment complex on a 6.77 acre site.

a. The approval of the Design Review Application is applicable to the proposed use, Site Plan, Photometric Plan, Grading Plan, Landscape Plan, and design features on the apartment buildings.

3. The operator and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check shall begin prior to receipt of this signed documentation.

4. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

5. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, and Fire Department. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

6. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission, on file with the City of Highland Planning Division, and shall be in compliance with all conditions of approval contained herein. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

7. The Development Impact Fees that apply as of December 5, 2022, per SB330, shall be paid in accordance with City policy.

8. Prior to the issuance of building permits, a security system/camera plan shall be submitted to the city and reviewed by the city's police department in accordance with the HMC.

9. Automatic garage door openers shall be required for each garage.

10. There shall be 91 garage spaces available on the site, as depicted on the site plan. The remaining required covered spaces may be satisfied by constructing a carport.

If carports are utilized, submit a revised site plan and elevations to the Planning Division for review and approval.

11. Should the Applicant determine that more than one ownership of the approved project is desired, a phasing plan, related easements and conditions, covenants and restrictions (CC&R) documents shall be reviewed and approved by the City Council.

Landscaping

12. Applicant shall provide landscape coverage calculations including overall percentage of landscape versus total parcel size to planting concept for further review.

13. Applicant shall provide additional elevations and exhibits that include typical planting along each adjacent property boundary for verification of design intent in comparison to existing conditions at adjacent property. Applicant shall include any restrictions such as wall footings or foundations so application of the appropriate plant material can be verified.

14. Applicant shall include a mix of larger tree sizes with the minimum size being 24" box for 50% of total trees provided, 36" box for 30% of total, and 48" box for 20% of total. Applicant shall include an overall chart breaking down quantities of trees versus sizes for verification.

15. Applicant shall show enlargements and sections/ elevations of Landscape amenities 1-4 to demonstrate how their conceptual design and planting will provide adequate human scale and open feeling, versus the surrounding proposed 4 story structures.

16. Applicant shall show all wall and fence treatments including the use of vines, trellis or architectural features that break up the long horizontal planes to create patterns and texture that offer variety and character.

17. Applicant shall provide shade calculations and exhibit for parking areas to verify the attempt to limit heat island effect.

18. Applicant shall include identifying proposed hydrozones with MAWA calculations based on the proposed Landscape Project area.

19. Applicant shall coordinate street tree selection with City Landscape Architect for final approval of species.

20. Applicant shall include enhanced paving treatments and finishes to assist in way finding in addition to highlighting entrances, crossing, and amenities areas.

Enhanced paving includes colored and/ or stamped concrete, stone, tile, and or pavers that complement the architectural features of the development.

21. Applicant shall include conceptual lighting plan to verify any conflicts or limitations of landscape plan with the safety and security requirements of site lighting.

22. Applicant shall consider the use of decorative pottery or other structured methods of protecting plant materials in high use areas where typical ground level planting in planter areas only can lead damage from high use or increased pedestrian foot traffic.

23. Applicant shall provide a mow curb or other form of separation at north and south frontage property boundaries to clearly identify where maintenance responsibilities end.

24. Applicant shall add concrete step outs adjacent to any parking stall and landscape areas (min.12" wide).

City of Highland, **FIRE PREVENTION DIVISION,** Conditions of Approval.

DATE : **5/10/2023**

APPLICANT : **Helios Holding, LLC**

ADDRESS : **7536 Sterling Ave (WS Sterling Ave N of 9th Street)**

SITE LOCATION: 0278-131-45 , 46 & 47

FILE / INDEX No.: DRA 23-002

A tiered level of mitigation options has been developed and listed below are the systems and/or modifications required for your project. Compliance of the following items are a condition of **FINAL OCCUPANCY APPROVAL**. These conditions are required as acceptable solutions to the adverse fire conditions impacting firefighting and emergency operations accompanying the site/area. They will either assist in detection and extinguishment of the fire and/or facilitate the anticipated emergency operations.

This project is protected by the City of Highland Fire Department / Cal-Fire / California Department of Forestry and Fire Protection. Prior to any construction occurring on any parcel, the applicant shall contact the city of highland fire marshal office for verification of current fire protection development requirements. All new construction shall comply with the currently adopted California Fire Code and all applicable statutes, appendices, codes, ordinances, standards and policies of the City of Highland Fire Department/ Fire Prevention Division / Cal-Fire / California Department of Forestry and Fire Protection.

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT**' designated as **FR-1** and **FR-2.** Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone**' or '**Very High Fire Severity Zone**'. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF40:** Where an automatic extinguishing system or standpipe system is in place, system shall be serviced and maintained in operating condition according to NFPA and California State Fire Marshal requirements. **T19; CFC; NFPA**

4. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

5. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

6. **HF53:** A one-hour, solid core, self-closing and latching door (minimum 1-3/8 inch) shall be installed between an attached garage and living space. **CBC**

7. **HF55:** Commercial exit requirements:
   - A. Required exit doors shall be maintained in an operable condition at all times
   - B. Required exit doors shall swing outward and away in the direction of exit travel.
   - C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   - D. Exit paths shall be illuminated when structure is occupied.
   - E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   - F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

8. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

9. **HF47:** For each chimney, used in conjunction with any fireplace or heating appliance, in which solid or liquid fuel is used, an approved spark arrester shall be installed and visible from the ground. Spark arrester shall be of stainless steel, copper or brass, woven galvanized wire mesh, twelve (12) gauge, and minimum of 3/8" to ½" maximum openings. **CFC; CBC; CMC**

10. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

11. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the **CFC, T-19** and city codes and ordinances.

12. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

13. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

14. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

15. **HF9:** Residential driveways shall be paved (asphalt/concrete) and shall provide a minimum width of twelve (**12**) feet. Driveways of this standard shall serve no more than two single family dwellings and shall not exceed 10% in grade. **HMC**

16. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

17. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty (**150**) feet in length shall provide an approved turn-around at the terminus (**cul-de-sac**). Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

18. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

19. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.

Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

20. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

21. **HF19:** **Manually** operated gates across fire department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated **"KNOX"** padlock or box containing key to open the private lock. For **automatic** gates, a "KNOX" emergency access switch, shall be installed, at location determined by fire department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "KNOX BOX" request form is available from the fire marshal or may be ordered directly from www.knoxbox.com (specify City of Highland, CA) **CFC – Appendix D Note: The city of Highland also requires an electronic "H" key system (Ord. #320) for multi-family, gated communities or secured storage facilities. HMC**

22. **HF24:** "NO PARKING – FIRE LANE" signs shall be posted at locations designated by fire marshal. Fire lane curbs shall be painted red, with white letters stating, "NO PARKING – FIRE LANE" on top, not face. **CFC - APPENDIX D**

23. **HF54:** commercial and industrial structures-occupancies and gated complexes shall have a "**KNOX BOX**" system installed on the exterior of the building(s) or complex. location of device to be determined by the fire department. The box shall contain keys necessary to gain access and may contain pre-plans and MSDS information as required by the fire department. New and existing multi-tenant commercial buildings shall provide a 'KNOX' box large enough to contain keys to access each individual tenant space. Installation location(s) to be determined by the fire marshal. The box shall contain clearly marked keys to each tenant space or other areas as determined by the fire marshal. **CFC**

24. **HF61:** Aerial fire apparatus access roads. **Where required**: buildings or facilities **exceeding 30-feet** in height above the lowest level of fire dept. Vehicle access shall be provided access roads capable of accommodating aerial apparatus. **Width:** aerial apparatus access roads shall provide a minimum unobstructed width of **26-feet** in the immediate vicinity of any building exceeding 30-feet in height. **Proximity to buildings:** aerial apparatus access roads shall be located a minimum of 15-feet to a maximum of 30-feet from the building, and shall be positioned parallel to one entire side of the structure, as approved by the fire code official. **CFC APPENDIX D**

WATER:

25. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
RESIDENTIAL; GPM =1500; at 20 psi residual; for 2 hour duration.
COMMERCIAL; GPM = 3000; at 20 psi residual; for 3 hour duration.
System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet. **CFC APPENDIX B AND C**

Note: Hydrants shall meet EVWD standards.

26. **HF29:** Fire hydrant spacing shall be:

Single family residential:	600 FEET
Multi-family residential:	300 FEET
High density residential:	300 FEET
Commercial retail:	300 FEET

CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

27. **HF26:** Two sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

28. **HF27:** Applicant-developer shall provide a letter from the water company serving the project-development, verifying financial arrangements have been made and bonded for the required water improvements. **CFC**

29. **HF28:** Fire hydrants shall be installed, inspected and operational as per approved water system delivery plans **prior** to any framing, construction or delivery of combustible materials to project site. **CFC / CFC**

30. **HF30:** Private, on site fire hydrant(s) – yard hydrant(s)- capable of supplying required fire flow shall be installed at location(s) identified by the fire department. System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. hydrants with one 2 ½" outlet and one 4" outlet. **CFC / APPENDIX B AND C**

31. **HF32:** A temporary water storage and delivery system for use during grading and foundation work (no combustible material), meeting fire dept. Fire flow requirements shall be installed prior to framing construction or delivery of combustible materials to project site. **CFC; NFPA – 1142**

32. **HF38:** Approved fire hydrant(s) capable of supplying required fire flow, shall be provided to all premises upon which facilities, buildings or portions of buildings are

constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants or on-site fire hydrants, meeting the required fire flow, shall be provided. **CFC APPENDIX B AND C**

ADDRESSING – IDENTIFICATION:

33. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

34. **HF23:** **Directory map**. An illuminated directory map shall be installed at each driveway entrance where the total number of units exceeds fifteen, (15) **CFC / HMC. FIRE AND PLANNING DEPARTMENTS SHALL APPROVE SIGNAGE PLAN**.

35. **HF18:** Street name signs shall be installed prior to construction on any roadway or phase. Temporary signs may be used as approved by the fire marshal. **CFC**
Note: Permanent signage shall meet City standards as required by Planning.

36. **HF17:** The public and/or private roadways serving this project shall be identified with **city** approved names. **CFC**

37. **HF20:** **Residential** address numbers shall be placed on all new and existing structures in such a manner as to be plainly visible and legible from the access roadway or street. Single family dwellings shall have numbers of **4"** height, 1/4" stroke on contrasting background. Address numbers shall be low voltage, automatically electrically illuminated where structure setback exceeds one hundred (100) feet from the access roadway or street, additional non-illuminated numbers 4" in height, 1/4" stroke, on contrasting background shall be displayed at property access entrance. **CFC**

FIRE PROTECTION & ALARM SYSTEMS:

38. **HF35:** Automatic fire sprinklers shall be installed according to **NFPA 13R** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

39. **HF36:** Automatic fire sprinklers shall be installed according to **NFPA 13** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

40. **HF37:** Automatic fire sprinkler control devices (P.I.V & O.S.&Y.) Shall be visible from fire dept. access roadway, and identify system being controlled and address of structure.
Fire Dept. Connection (FDC) shall be located no closer than forty (40) feet and not to exceed one hundred fifty (150) from structure. Required fire hydrant shall have a maximum distance from FDC of thirty (30) feet. FDC shall identify address and system of structure being protected. **CFC**

41. **HF39:** An automatic fixed fire extinguishing system (**UL-300**) shall be installed in the hood and duct system of commercial cooking equipment. Three **(3)** sets of shop plans with material cut sheets and calculations shall be submitted to fire department for review and approval prior to installation. **CFC**

42. **HF41:** A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq.ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by fire department, may be required. Fire extinguishers shall be serviced bi-annually and shall have a current State Fire Marshall service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC**; **NFPA**

43. **HF42:** A 40BC (K-Type) fire extinguisher shall be installed within 30 feet of commercial food heat-processing equipment. Fire extinguishers shall be serviced annually and shall have a current SFM service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year.
CFC; T-19

44. **HF43:** An automatic fire detection and alarm system meeting the requirements of CFC 907, CBC and NFPA 72 shall be installed. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC; CBC; NFPA**

45. **HF46: SMOKE DETECTORS**, hard wired in series with battery back-up, shall be installed in all sleeping areas and in all hallways and areas/rooms leading to sleeping areas. Smoke detectors shall be installed at the top of all stairways. At least one smoke detector shall be installed on the first floor level. **CARBON MONOXIDE DETECTORS** shall be installed per manufacturer's instructions minimum one per floor where fuel fired appliances and/or an attached garage is present. Units also to be hard wired in series with corresponding smoke detectors **CFC; CBC**

46. **HF60:** California Fire Code, **FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION**, shall apply to this project. it is the responsibility of the project manager to meet with the fire marshal to discuss requirements specific to this project.

47. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

48. **HF63**: Submit to fire marshal's office: **one copy** of building and/or structure plans for fire department review.

Craig Sanchez, Fire Marshal
City of Highland Fire Prevention
(909) 864-8732 x 248

City of Highland

Engineering Department
Conditions of Approval
DRA 23-002 Halcyon Apartments
Helios Holdings, LLC – 7536 Sterling Avenue

B - Required Prior to Building Permit/Construction
C - Required Prior to Building Occupancy
D - Ongoing
E - Required Prior to Grading Permit
* - Non Standard Conditions

SOILS/ GRADING/ DRAINAGE

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.

E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, gravel bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping.

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration system and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the soils engineer and grading engineer, to the City Engineer.

STREET IMPROVEMENT

E* 14. Submit engineering plans for the **Sterling Avenue** and **Elm Street** frontages, including street improvements and signing, striping and pavement markings to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

C* 15. Construct new street improvements along **Sterling Avenue** project frontage including, but not limited to:

a) Construct frontage landscape improvements at back of sidewalk.
b) (1) northerly commercial drive approach (per City Std. 212) at existing westerly curb face per the proposed site plan. Install on-site signing to permit right-out and left-out vehicle movements only. Minimum driveway width for vehicle parking ingress/egress is 26 feet.
c) (1) southerly commercial drive approach (per City Std. 213) at existing westerly curb face per the proposed site plan for full access vehicle movements. Minimum driveway width for vehicle parking ingress/egress is 30 feet.
d) Remove existing improvements along west side of Sterling Avenue including (6) drive approaches, join existing where to be maintained, and reconstruct full-height 8" curb and gutter located 36 feet west of street centerline per City Std. 203.
e) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-d above and as approved by the City Engineer.

C* 16. Construct new street improvements along **Elm Street** project frontage per the Preliminary Grading Plan including, but not limited to:

a) Construct landscape improvements on the east side of street as approved by the Community Development Director.
b) 5-foot wide sidewalk per City Std 208, Type A.
c) 6-inch curb and gutter per City Std. 202 and 101 18 feet east and west of street centerline.
d) Construct new asphalt concrete pavement with class II aggregate base improvements (TI=5) for full width of the street.

e) Proposed emergency and utility access gate shall be located outside of public right-of-way. If a swing gate is proposed, the gate shall swing such that it does not block public pedestrian path of travel.
f) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-e above and as approved by the City Engineer.

C 17. Design and construct public improvements including sidewalk, access road entrances, and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 18. Install new LS3 metered street light system along the project frontages of **Elm Street** and **Sterling Avenue**. The new street lights, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire on a marbelite pole with types and at the location specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months of occupancy.

C 19. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 20. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for residential development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

C* 21. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 22. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 23. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."

C* 24. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with

the approved Final Water Quality Management Plan and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system to fronting streets as necessary.

B 25. At the underground infiltration system proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed underground infiltration system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 26. Register the underground chambers with EPA as a Class V Injection Well.

E 27. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.

C 28. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

E 29. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown on the street and storm drain improvement checklist.

DEDICATION/ ANNEXATION

C* 30. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of parkway and frontage landscaping along **Sterling Avenue**. The City will maintain parkway and frontage landscaping utilizing LMD revenue only if the City determines that adequate maintenance is not being provided by the property owner. The potential future amount of assessment will include the estimated on-going maintenance cost and one-time construction cost to convert the privately maintained system to the City-maintained system.

B* 31. Dedicate an irrevocable offer of dedication via separate instruments:

a) (1) 10-foot wide minimum landscape easement across the Sterling Avenue frontage for City to access and maintain landscape in the event the private landscape maintenance system becomes a City-maintained system.
b) 30-foot right-of-way street half-width east of Elm Street centerline across project frontage per Preliminary Grading Plan.
c) 52-foot right-of-way street half-width west of Sterling Avenue centerline across project frontage.
d) (1) temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

B* 32. Obtain City approval of a Lot Line Adjustment and adjust the existing property lines in accordance with the following:

a) Submit grant deeds conveying the adjusted lots to the current property owners by the current property owners. Include legal descriptions and plats prepared by a Professional Engineer or Land Surveyor. The grant deeds shall include the following statement:

"This document is being recorded pursuant to Lot Line Adjustment No. LLA 23-003, as evidenced by Certificate of Compliance No. COC _____, recorded _____, as Document No. _____, Official Records of said County."

b) Certificates of Compliance (COC) will be prepared and recorded by the City. The COC number is pending and will be determined closer to approval. Submit an original legal description and plat for each adjusted lot which will be made part of and recorded with the Certificates of Compliance. The legal descriptions and plats must be identical to those to be recorded with the grant deeds.

B 33. At the time of Lot Line Adjustment submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing original land division, tie notes and bench marks referenced, and a current title report (less than 3 months old). Inverse calculations will not be accepted for plan check. Upon approval, the City will record the lot line adjustment documents and forward copies to the applicant.

D* 34. The Project will be required to grant a reciprocal private easement in favor of the parcels defined by the Lot Line Adjustments for pedestrian, parking, and vehicular access, including emergency access.

D* 35. If the site is ever subdivided in the future, record a reciprocal private easement for drainage, and utilities.

FEES/ PERMITS/ BONDING

C* 36. Pay in-lieu fee or underground existing overhead utilities located within the public right-of-way along the west side of Sterling Avenue frontage as determined by the City Engineer and per Ordinance 315.

E 37. Pay development impact fees and engineering fees for district annexation, plan check, WQMP review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS plan update, microfilming and storage of plans, and other required fees.

D 38. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

E 39. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

UTILITIES/ CONSTRUCTION

*E 40. Obtain written permission from adjoining property owners prior to start of any grading, removal or construction work located within the affected private properties.

B 41. Coordinate temporary fencing and construction with the adjacent property owners. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 42. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after

removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C* 43. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 44. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 45. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 46. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 47. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

B 48. Remove all existing on-site utility poles per Ordinance 315, excluding the poles located along the Project's westerly property line. Coordinate relocation of electrical drop for affected offsite properties.

D 49. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 50. Design and construct trash enclosures per City Standard 700 or trash facilities per the approved Waste Management Plan, as approved by the Public Works Director.

C 51. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 52. Submit a Composite Utility Plan for the purposes of coordinating, maintaining and improving landscaping in City right-of-way. Indicate the location of all above ground and flush mount water, electric, cable TV, internet, street lights, traffic signal, and telephone utility structures prior to City issuance of utility permits.

Building and Safety Division Conditions of Approval

Date:	May 31, 2023
Project:	221-Unit, 4-Story Apartment Complex
Applicant:	Helios Holdings, LLC
Site Location:	West side of Sterling Ave, 250 feet north of 9th St
Project Numbers:	**DRA:** 23-002
APN(s):	0278-131-45, 0278-131-46, 0278-131-47

1. Please provide the following number of construction plans and documents listed below for the first review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive an application number at the time plans are submitted for Building & Safety's plan review. This number is needed to obtain information regarding your project.

   (3) Architectural Plans
   (3) Structural Plans
   (3) Plot/Site Plans
   (3) Electrical Plans
   (3) Electrical Load Calculations
   (3) Exiting Plans
   (3) Plumbing Plans/Isometrics
   (3) Mechanical Plans
   (3) HVAC Duct Layout Plans
   (2) Roof and Floor Truss Plans
   (2) Title 24 Energy Calculations
   (2) Soils Report
   (3) Precise Grading Plans
   *Grading, Photometric, or Landscape Plans: Please mark "FOR REFERENCE ONLY"
   (3) Site Disabled Access Plans
   (3) Fire access and water supply Plans "FOR REFERENCE ONLY"
   (1) Fire Flow Test - with hydrant location dimensioned on the site plan
   (3) Temporary Construction Fence Plans
   (3) Project Condition of Approval from all departments:
   To be included in Architectural plan set at plan submittal
   (2) Structural Calculations
   (1) Approved Health Department Plans (as applicable)

2. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes), including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-16), and Energy Climate Zone 10.

3. All new utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. All construction projects shall comply with the NPDES Stormwater Best Management Program. Prior to building permit issuance submit copy of the Water Quality Management Program Report. (WQMP)

5. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.

6. Plans should include a Map Directory for Building addressing and signage for reference. HMC 15.06.100 - A lighted directory site map shall be installed and maintained at each driveway entrance to multiple unit residential projects where the total number of units in the project exceeds fifteen (15).

7. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel. The accessible route(s) of travel shall be the most practical direct route from each site arrival point.

8. All dead and removed trees and foliage is to be properly removed from the site.

9. The building is to be connected to the public sewer system, when provided.

    a. When the public system is not available, an onsite septic system is to be installed. Please provide Building Staff with a will-not/sewer not available letter from EVWD and an approved septic system design from the Santa ana Regional Water Quality Control Board (please contact Susan Beeson at (951) 782-4902). An approved design with percolation test will be required to be submitted to Building & Safety for separate review and permitting prior to issuance of a building Permit.

10. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements; therefore, it is the building owner's responsibility to be aware of those differences and comply accordingly.

    1. All common areas, which includes fire pits, BBQ areas shall be accessible. CBC sec. 1110A.1(2), sec. 1110A.3.

    2. Play area ground surfaces shall comply with ASTM standards. CBC sec. 11B-1008.2.6

11. All construction materials, which are not used, shall be recycled pursuant to the requirements set forth by Ordinance No. 269. Receipts from the recycle company responsible for picking up the materials shall be kept in the construction office. After the construction is complete and before final occupancy, the trash receipts shall be forwarded to the City Public Services division.

    a. Prior to building/demolition Permit issuance – The permit holder shall register a project Construction & Demolition Debris Program application for self-haul or contract services through the City's Franchise hauler.

12. Prior to the issuance of Building Permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.

13. No flammable materials will be allowed on the site until the fire hydrants are established and approved. On site fire hydrants shall be approved by the Fire Department. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project. Fire flow tests shall be obtained by East Valley Water District.

14. Prior to the issuance of Building Permits, construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.

15. Prior to the issuance of Building Permits of Certificate of Occupancy as determined by the School District, provide a receipt from the appropriate Unified School District stating that all school fees have been paid.
    (San Bernardino City Unified School District)

16. Construction projects, requiring temporary electrical power, shall obtain an electrical permit from Building and Safety. No temporary electrical power will be granted to a project unless the following item is in place and approved by Building and Safety and the Planning Division.

    a. Installation of a construction trailer through the "Temporary Occupancy Permit", alternatively, a security fenced area where the electrical power will be located. Installation of construction/sales trailers must be located on private property. No trailers can be located in the street unless a permit from the Engineering Department is obtained.

17. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians. All development projects shall submit a construction fencing plan with the construction design plans.

Construction projects that have phased occupancy shall be completely separated by a construction fence that is screened and show the adjusted fence locations at each phase.

18. On site toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3 and on site per NPDES stormwater requirements.

19. Construction activities shall not commence prior to 7:00 a.m. and shall terminate no later than 7:00 p.m. Monday through Saturday with no construction activities performed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.

20. During construction activities for all phases of the projects will require: Permanent water supply and paved access with a minimum of Two (2) access points.

21. Building and Safety inspection requests must be made by 4:00 pm. on the previous City working day to receive a next business day inspection. Please contact (909) 864-2136, Ext 228.

22. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or applicable agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.

23. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

24. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Commercial and industrial projects, see Policy 295.

25. The Developer/Owner is responsible for the coordination of releasing any Deferral of Development Impact Fees or Bonds after such fees have been paid. The Developer/Owner should be aware, once the deferral notice is sent to the San Bernardino County Recorder's Office; the release process takes two to three weeks. This process will delay final Certificates of Occupancy.

EXHIBIT 3

Mitigation Monitoring and Reporting Program

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1	If vegetation removal must be conducted during the nesting bird season. February 1 to August 31, a qualified biologist should first conduct a survey to determine whether any native birds are nesting in the area. If an active nest is found (i.e., a complete nest with at least one egg), the nest and an appropriate buffer, to be determined by the biologist, should be avoided until after all young have fledged from the nest. Alternatively, work may be monitored by a biologist to ensure against disruption of nesting.	Prior to Commencement of Demolition, Grading, or Construction Activities	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CULTURAL AND TRIBAL CULTURAL RESOURCES						
CUL-1	In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction Activities)	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
TCR-1	The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in YSMN CUL-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.	Activities)	Department			
TCR-2	Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-2	If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-3	If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION						
MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure		**Monitoring Timing/Frequency**	**Monitoring Agency**	**Verification of Compliance**		
				Initials	**Date**	**Remarks**
GEOLOGY AND SOILS						
GEO-1	Prior to the issuance of grading and/or building permits, the recommendations in Geotechnical Exploration Section 2.0 – Findings and Section 3.0 - Conclusions and Recommendations shall be confirmed or modified by a geotechnical engineer to ensure compliance with the California Building Code. The recommendations of the geotechnical engineer shall be implemented during site grading and construction, and project operations.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-2	Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the *Geotechnical Exploration* and other applicable Code requirements.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-3	Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during project construction, all work in the area of the find shall cease and a qualified paleontologist shall be retained by the City to investigate the find and to make recommendations on its disposition.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1	Prior to the issuance of grading permits, a determination shall be made by the City that the soil sample collected from a small soils pile on the southern site edge (eastern portion of site) as shown in Technical Appendix E, Photo 19 - Appendix B will either:	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	1) remove this soil from the site, or 2) use this soil in a location that is buried beneath a future structure.		Department			
HAZ-2	Prior to the issuance of grading permits, the Applicant shall coordinate with the San Bernardino County Environmental Health Services to officially abandon and destroy the on-site unused water supply well observed in the northeastern portion of the site in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
NOISE						
NOI-1	The project applicant shall prepare a Construction Noise Reduction Plan that outlines and identifies noise complaint measures, best management practices, and equipment noise reduction measures. The Construction Noise Reduction Plan specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions: 1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 am and 6:00 pm. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment. 2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and	Prior to Construction During Construction Periodic Site Inspections During Grading and Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION						
MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	maintained mufflers, consistent with manufacturer standards. 3. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. 4. Equipment shall be shut off and not left to idle when not in use. 5. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest school during all project construction activities. 6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction. 7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. 8. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors. 9. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the project site with the contact phone number.						
NOI-2	The project applicant shall require in contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which	Prior to Construction During Construction Periodic Site				

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION					
MITIGATION MONITORING AND REPORTING PROGRAM					
Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
			Initials	Date	Remarks
shall be reviewed by the City prior to issuance of a grading permit. ▪ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition. ▪ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. ▪ Schedule high noise-producing activities between the daylight hours of 7:00 AM and 6:00 PM on any day except Sunday or a City-recognized holiday to minimize disruption on sensitive uses. ▪ Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible. ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.	Inspections During Grading and Construction				

EXHIBIT B

Project Plans

DESIGN REVIEW APPLICATION

HALCYON
7536 STERLING AVE
HIGHLAND, CALIFORNIA 92410

HELIOS HOLDINGS, LLC.



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A4.1 PERSPECTIVE
A4.2 PERSPECTIVE
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PROJECT TEAM

OWNER and APPLICANT:
Helios Holdings, LLC
18952 MacArthur Blvd Suite 210
Irvine, CA 92612
Project Contact:
Jonathan Webb
Ph. 310.428.1982
jwebb077@gmail.com

ARCHITECT:
Danielian Associates
60 Corporate Park,
Irvine, CA 92606
Project Contact:
Daniel Gehman, AIA
Ph. 949.430.1563
dgehman@danielian.com

CIVIL ENGINEER:
DRC Engineering, Inc
160 S. Old Springs Rd., Suite 210
Anaheim Hills, CA 92808
Project Contact:
Rene Vargs, P.E.
Ph. 714.685.6860
rvargs@drc-eng.com

LANDSCAPE ARCHITECT
Mark Beall + Associates
7033 W Sunset Blvd, Suite 216
Los Angeles, CA 90028
Project Contact:
Mark Beall
Ph. 323.465.1450
info@mbeall.com

LEGAL DESCRIPTION

A.P.N.: 0275-131-46 (4.25 ACRES)
A.P.N.: 0275-131-46 (5.71 ACRES)
A.P.N.: 0275-131-47 (1.81 ACRES)

DENSITY BONUS

THE RESIDENTIAL UNITS CONSIST OF A MIX OF STUDIO, ONE-BEDROOM, TWO BEDROOM AND THREE BEDROOM UNITS AS FOLLOWS:

(203) BASE DENSITY UNITS (92%)
(17) DENSITY BONUS UNITS (8%)
TOTAL: (220) UNITS

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF ARCHITECTURAL AND SITE IMPROVEMENTS TO THREE CONTIGUOUS LOTS COMPRISING A TOTAL OF 8.77 ACRES.

THE PROJECT CONSISTS OF TWO FOUR-STORY RESIDENTIAL BUILDINGS. BOTH BUILDINGS WILL CONSIST OF THREE STORIES OF A 196 STACKED FLAT RESIDENTIAL UNITS ON A PODIUM STRUCTURE OVER 91 PRIVATE ENCLOSED PARKING GARAGES ALONG WITH 34 GROUND FLOOR RESIDENTIAL UNITS

AN AMENITY BUILDING CONNECTS TO THE NORTH BUILDING (BUILDING A) AND CONSISTS OF A CLUBHOUSE, FITNESS CENTER AND LEASING CENTER. A LANDSCAPED COURTYARD INCLUDES A SWIMMING POOL, SPA, TOT LOT AND OUTDOOR LOUNGE AREAS.

THE BALANCE OF THE SITE IMPROVEMENTS INCLUDE 327 SURFACE PARKING SPACES, AND LANDSCAPING.

PROJECT DATA		
PROPOSED SITE AREA:		294,901 SF (6.77 AC)
EXISTING ZONING:		R-4
DENSITY:		MIN. 20 / MAX 30 (DU / ACRE)
LOT COVERAGE:		27.45% (32.5 DU/ACRE)
	BUILDING A (RESIDENTIAL/GARAGES)	32,108 SF
	BUILDING B (RESIDENTIAL/GARAGES)	44,443 SF
	CLUBHOUSE BUILDING	4,650 SF
	SURFACE PARKING	136,559 SF
	OPEN SPACE	77,141 SF

ZONING	REQUIRED:	PROVIDED:
SETBACKS	FRONT: 25 FT	FRONT: 31 FT
	INTERIOR SIDE YARD: 15 FT	INTERIOR SIDE YARD: 62 FT
	STREET SIDE YARD: 15 FT	STREET SIDE YARD: 57 FT
	REAR YARD: 15 FT	REAR YARD: 55 FT
MAXIMUM HEIGHT	55 FT / 4 STORIES	53 FT / 4 STORIES
MINIMUM DWELLING UNIT SIZE (SF)	STUDIO: 425 SF 1 BEDROOM: 650 SF 2 BEDROOM: 800 SF 3 BEDROOM: 800 SF	STUDIO: 445 SF 1 BEDROOM: 705 SF 2 BEDROOM: 975 SF 3 BEDROOM: 1109 SF
STORAGE	200 CF PER UNIT (MIN)	200 CF PER UNIT (MIN)
PRIVATE OPEN SPACE	150 SF (GROUND FLOOR) 100 SF (UPPER FLOORS) PER UNIT	150 SF (GROUND FLOOR) 60 SF (UPPER FLOORS) * PER UNIT
PUBLIC OPEN SPACE	30% OF SITE AREA	9% OF SITE AREA *

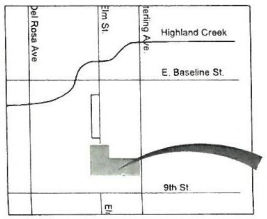
* PRIVATE AND PUBLIC OPEN SPACE PER DENSITY BONUS INCENTIVE

BUILDING DATA	
CONSTRUCTION DATA	
CONSTRUCTION TYPE:	TYPE V-A
BUILDING HEIGHT:	53' +/-
NO. OF STORIES:	4
TOTAL BUILDING FLOOR AREA:	274,951 SF
BUILDING A:	117,576 SF
BUILDING B:	152,726 SF
CLUBHOUSE BUILDING	4,649 SF

APARTMENTS UNIT DATA					
RESIDENTIAL UNITS		BUILDING A	BUILDING B	TOTAL	MIX
UNIT ST	STUDIO	6	8	14	6%
UNIT 1BR	1 BEDROOM	28	42	70	32%
UNIT 2BR	2 BEDROOM	49	54	103	47%
UNIT 3BR	3 BEDROOM	7	26	33	15%
	TOTAL	90	130	220	100%

PARKING CALCULATIONS (REQUIRED - Per AB-2345)				
UNIT	TYPE	PARKING SPACES REQ'D PER UNIT	NO. OF UNITS	NO. OF SPACES REQUIRED
ST	STUDIO	1.0 PER UNIT	14	14
1BR	1 BEDROOM	1.0 PER UNIT	70	70
2BR	2 BEDROOM	1.5 PER UNIT	103	154.5
3BR	3 BEDROOM	1.5 PER UNIT	33	49.5
TOTAL RESIDENTIAL SPACES REQUIRED		-		288

PARKING CALCULATIONS (PROVIDED)	
Surface (On Site)	327
Private Parking Garages	91
TOTAL RESIDENTIAL PARKING PROVIDED	418



VICINITY PLAN
NOT TO SCALE

TITLE SHEET

ARCHITECTURAL ENTITLEMENT SET

HALCYON
HELIOS HOLDINGS LLC
HIGHLAND, CA

22111.00 2023-8-04 A0.0

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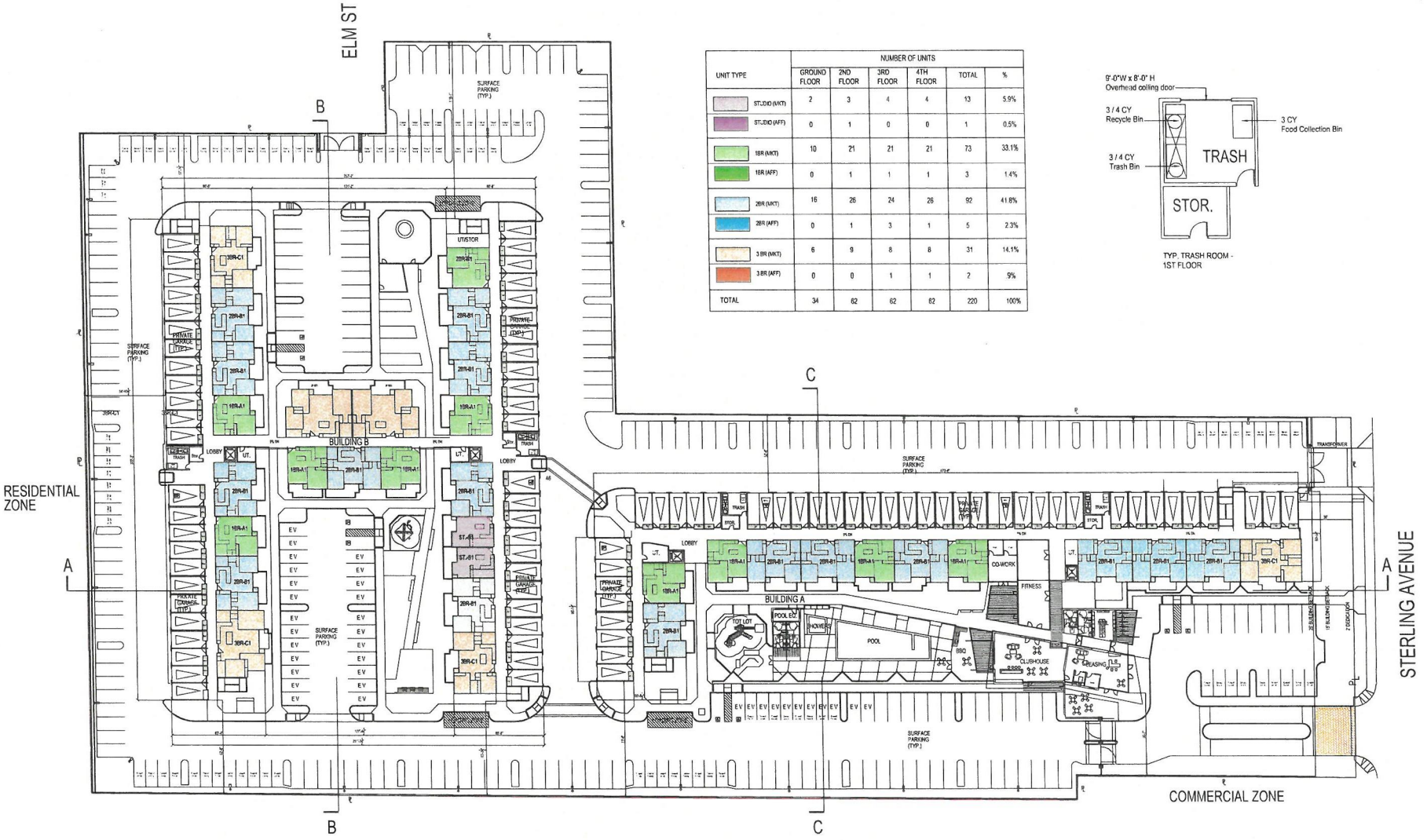

UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	9%
TOTAL	34	62	62	62	220	100%

TYP. TRASH ROOM - 1ST FLOOR

0 30 60 120 FEET

SCALE: 1"=30'-0"

GROUND FLOOR BUILDING PLAN
ARCHITECTURAL ENTITLEMENT SET

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UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	9%
TOTAL	34	62	62	62	220	100%

2nd FLOOR BUILDING PLAN

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

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UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	9%
TOTAL	34	62	62	62	220	100%

3rd FLOOR BUILDING PLAN

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

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UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	9%
TOTAL	34	62	62	62	220	100%



4th FLOOR BUILDING PLAN

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

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KEYNOTES

01 PAINTED STUCCO : SW 7104 Cotton White
02 PAINTED STUCCO : SW 7044 Amazing Grey
03 PAINTED STUCCO: SW 9104 Woven Wicker
04 PAINTED STUCCO: SW 6990 Caviar
05 PAINTED STUCCO: SW 7074 Software
06 PAINTED STUCCO: SW 7027 Well-Bred Brown
07 PAINTED STUCCO: SW 6171 Chatroom
08 MANUF. STONE VENEER : WHISPER WHITE
09 COMPOSITE PANELS: WOOD FINISH
10 WHITE VINYL WINDOW FRAMES
11 WALL TILE
12 METAL GARAGE DOOR
13 ANODIZED STOREFRONT SYSTEM : BLACK
14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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22111.00 2023.08.04 A2.1

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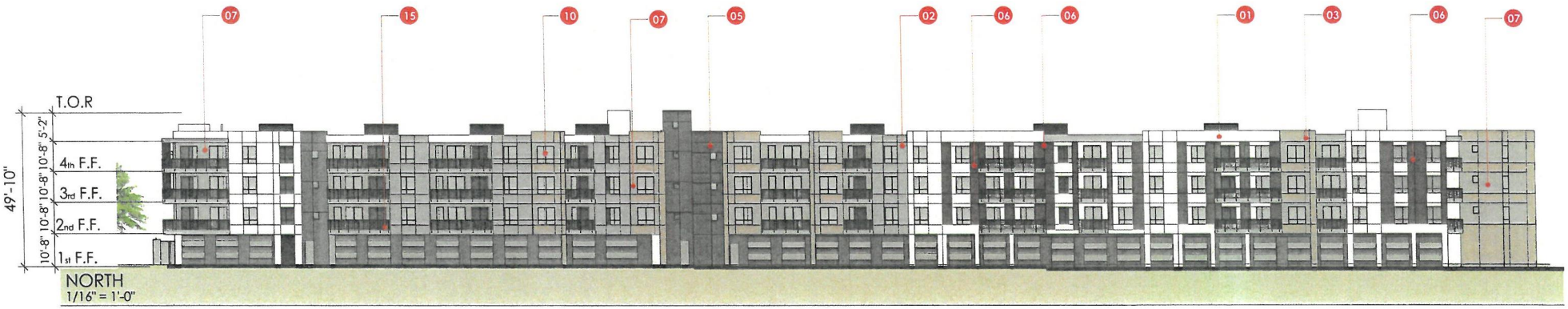



KEYNOTES

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13	ANODIZED STOREFRONT SYSTEM : BLACK
14	PAINTED METAL TRELLIS
15	METAL GUARDRAILS
16	COMPOSITE PANELS: METAL FINISH

BUILDING TYPE A ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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2211.1.00 2023_08-04 A2.2

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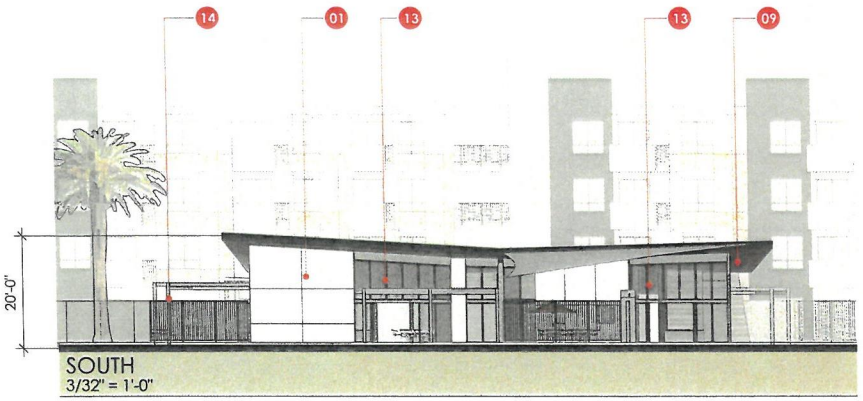
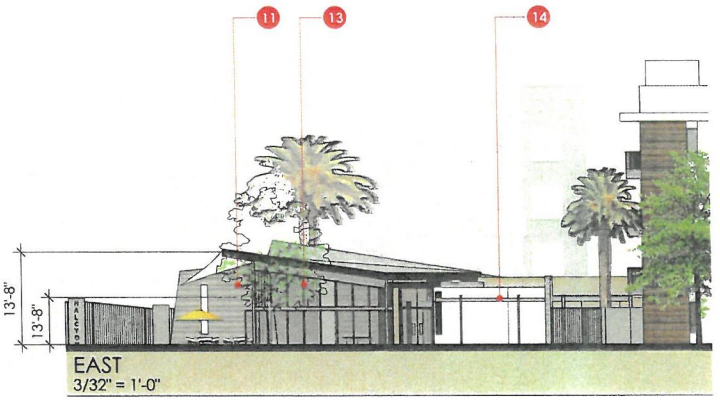
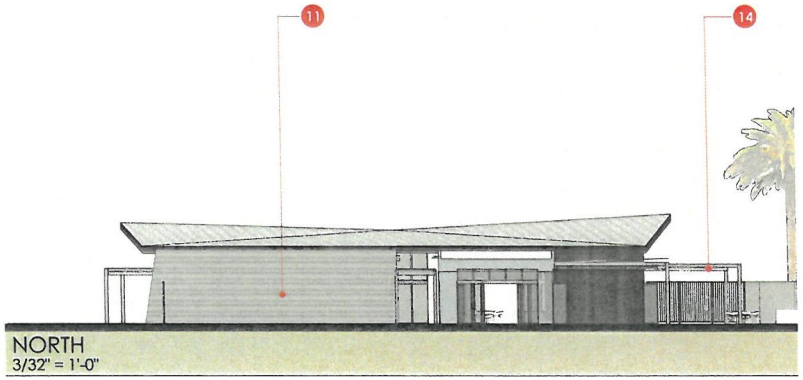


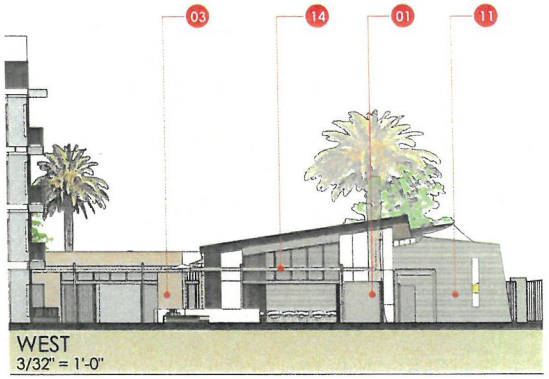
SOUTH
3/32" = 1'-0"



EAST
3/32" = 1'-0"



NORTH
3/32" = 1'-0"



WEST
3/32" = 1'-0"

KEYNOTES

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- 11 WALL TILE
- 12 METAL GARAGE DOOR
- 13 ANODIZED STOREFRONT SYSTEM : BLACK
- 14 PAINTED METAL TRELLIS
- 15 METAL GUARDRAILS
- 16 COMPOSITE PANELS: METAL FINISH

CLUBHOUSE ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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KEYNOTES

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14 PAINTED METAL TRELLIS
15 METAL GUARDRAILS
16 COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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HIGHLAND, CA

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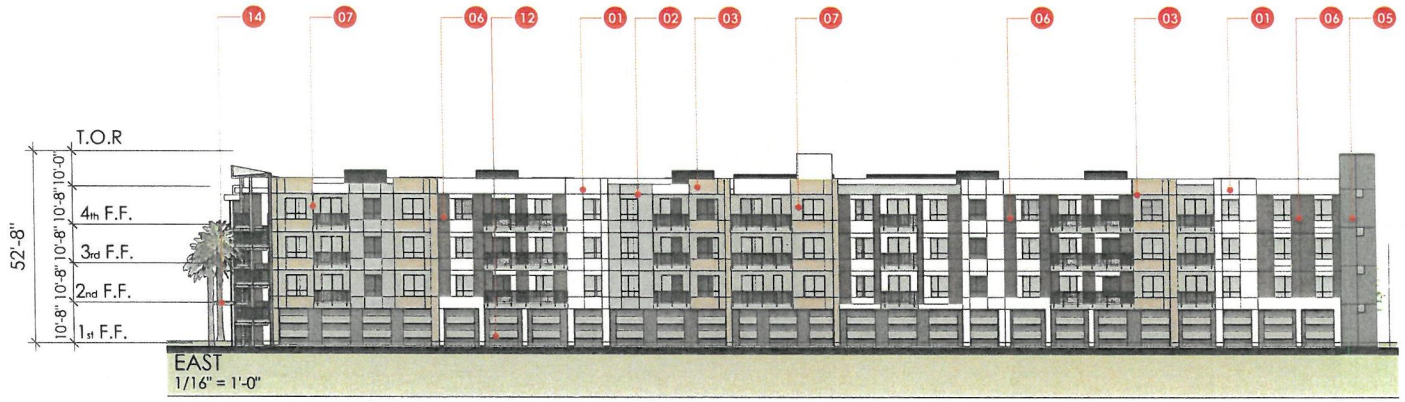

KEYNOTES

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BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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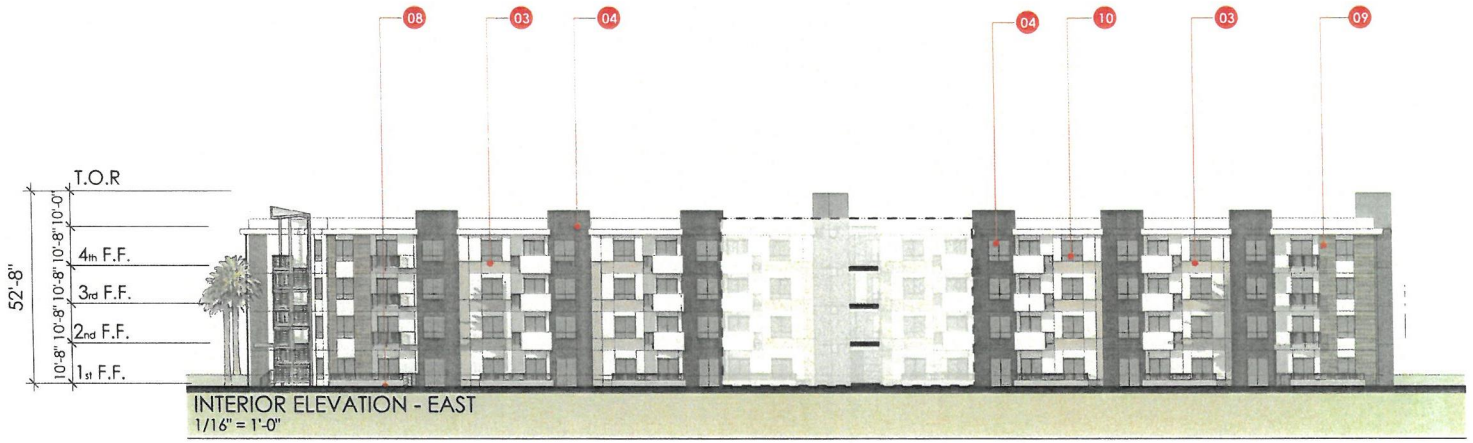
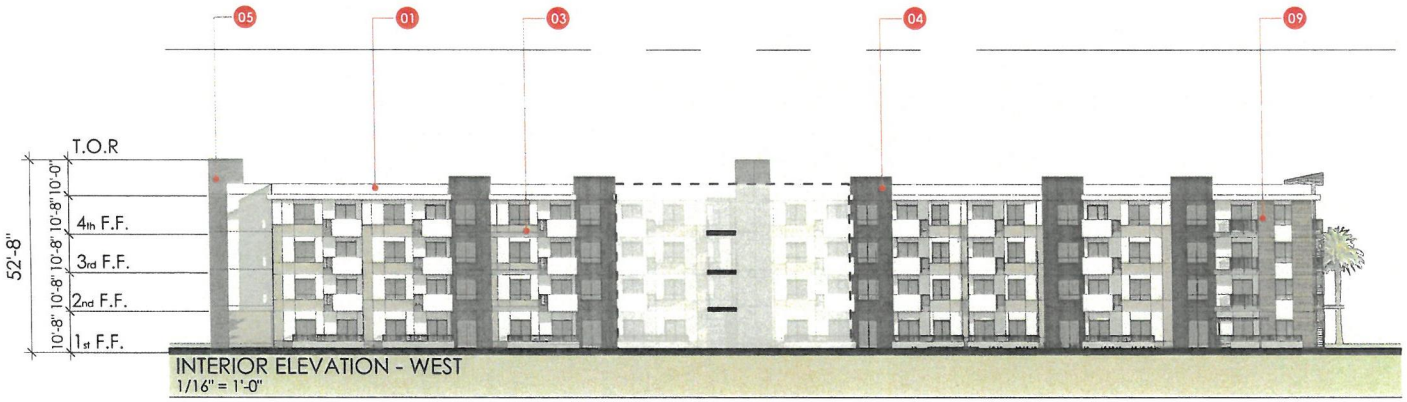


INTERIOR ELEVATION - EAST
1/16" = 1'-0"



INTERIOR ELEVATION - WEST
1/16" = 1'-0"

KEYNOTES

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16	COMPOSITE PANELS: METAL FINISH

BUILDING TYPE B ELEVATIONS
ARCHITECTURE ENTITLEMENT SET

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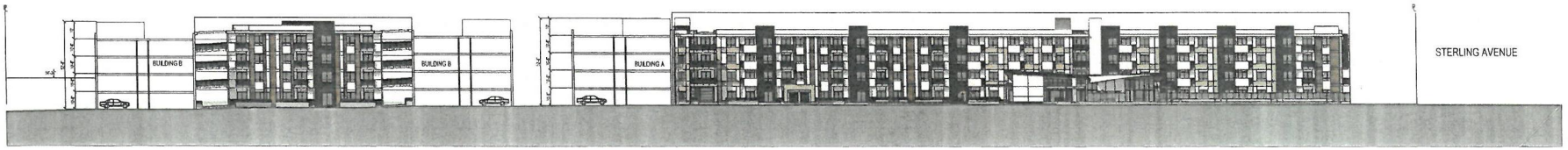
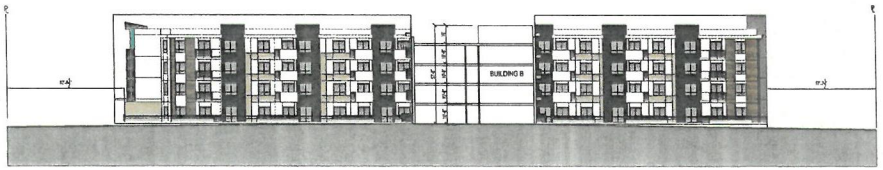
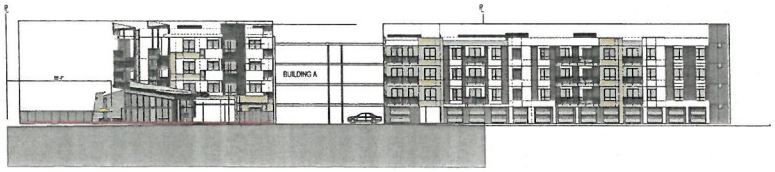


SITE SECTION A-A



SITE SECTION B-B



SITE SECTION C-C

SITE SECTIONS

0 30 60 120 FEET

SCALE: 1"=30'-0"

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HIGHLAND, CA

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PERSPECTIVE VIEW 1
ARCHITECTURE ENTITLEMENT SET

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PERSPECTIVE VIEW 2
ARCHITECTURE ENTITLEMENT SET

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HIGHLAND, CA

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PERSPECTIVE VIEW 3
ARCHITECTURE ENTITLEMENT SET

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HIGHLAND, CA

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IRRIGATION AND LANDSCAPE DESIGN NOTES

1. LANDSCAPE SHALL ADHERE TO THE CITY OF HIGHLAND MUNICIPAL CODE 16.40.
2. FINAL STREET TREE SELECTION WILL BE COORDINATED WITH THE CITY LANDSCAPE ARCHITECT.
3. IRRIGATION SHALL BE WATER CONSERVING AND CONFORM TO THE STATE OF CALIFORNIA AB1881 MWELO REQUIREMENTS. PLAN CHECK SUBMITTAL WILL INCLUDE MAWA, ETWU, AND MWELO CALCULATIONS AS WELL AS WATER SCHEDULES.
4. PLANTS SHALL BE GROUPED INTO HYDROZONES UTILIZING THE 'WUCOLS (WATER USE CLASSIFICATION OF LANDSCAPE SPECIES) AND A HYDROZONE PLAN WILL BE PART OF THE PLAN CHECK SUBMITTAL.
5. ALL LANDSCAPE AREAS SHALL BE EITHER A 1" MINIMUM LAYER OF DECOMPOSED GRANITE OR DECORATIVE COBBLE IN SPECIALCED AREAS. 80% OF THE SITE SHALL BE HEAVILY MULCHED WITH A 3" MINIMUM DEPTH OF A SHREDDED WOOD MULCH AT THE END OF CONSTRUCTION.
6. INSTALL HIGH EFFICIENCY IRRIGATION SYSTEM WITH SMART CLOCK CONTROLS.
7. TURF AREAS ARE EXCLUDED FROM THIS SITE (0%) IN FAVOR OF DROUGHT TOLERANT PLANTINGS. ALL GROUND MOUNTED ELECTRICAL/MECHANICAL/WATER EQUIPMENT SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING.
8. TREES WITHIN 6FT OF HARDSCAPE SHALL BE INSTALLED WITH AN APPROVED LINEAR ROOT CONTROL BARRIER ALONG THE EDGE OF THE HARDSCAPE (16 FEET TOTAL MIN. LENGTH FOR EACH TREE).
9. NO INVASIVE SPECIES SHALL BE PLANTED ON SITE. INVASIVE SPECIES ARE THOSE DEFINED BY THE CALIFORNIA INVASIVE PLANT COUNCIL (CAL-IPC) AND FOUND AT: HTTP://WWW.CAL-IPC.ORG/IP/INVENTORY/WEEDLIST.PHP

SCHEMATIC PLANT PALETTE - TREES

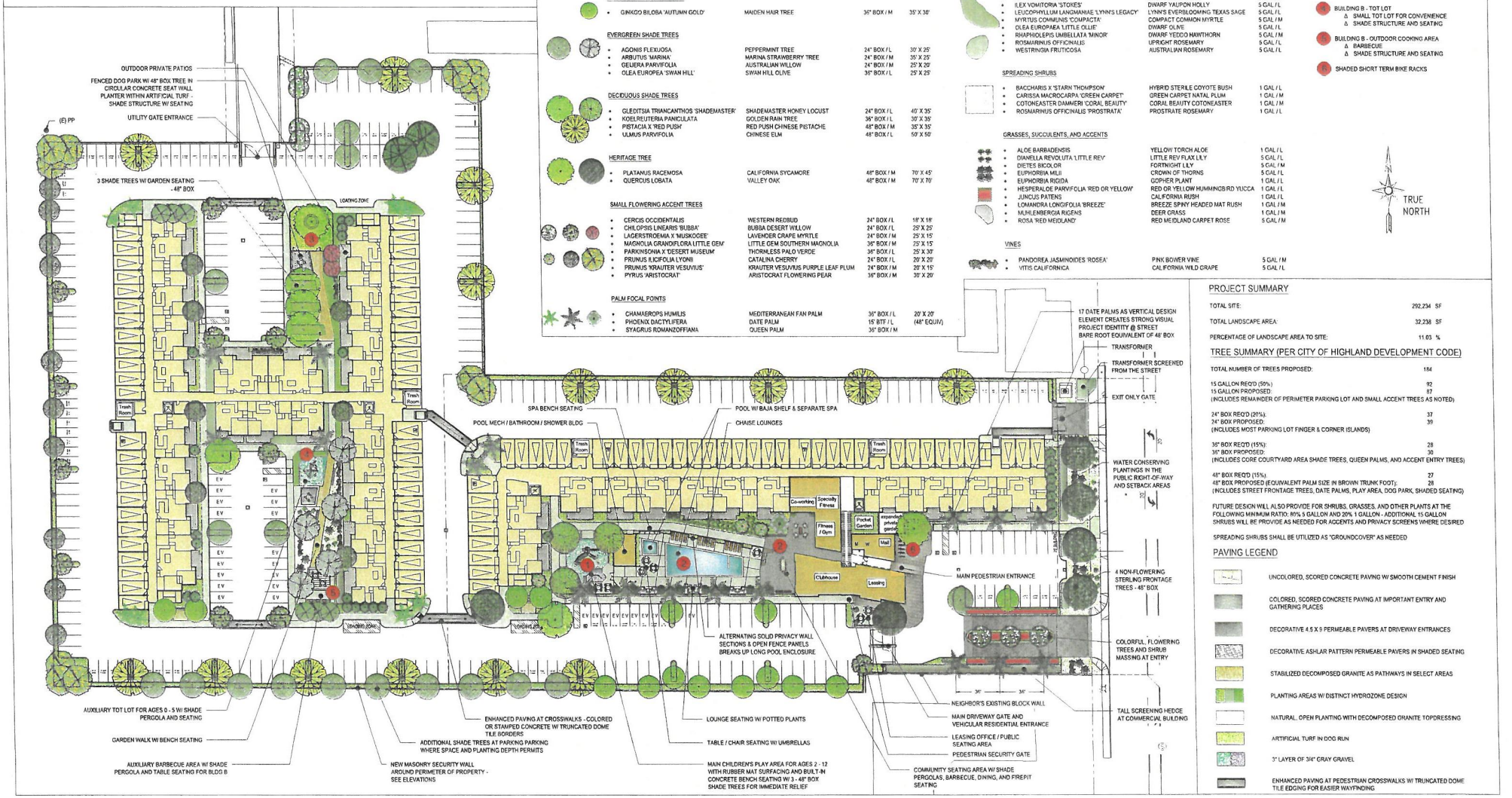
BOTANICAL NAME	COMMON NAME	SIZE / H2O	HT X WD
EVERGREEN CONIFER TREES			
• CEDRUS DEODARA	DEODAR CEDAR	24" BOX / M	70' X 40'
• PINUS CANARIENSIS	PINUS CANARIENSIS	24" BOX / M	70' X 35'
• PINUS ELDARICA	MONDELL PINE	24" BOX / L	70' X 25'
VERTICAL EVERGREEN TREES			
• JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER COLUMN	15 GAL / M	15' X 5'
• BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX / L	40' X 25'
DECIDUOUS VERTICAL TREES			
• GINKGO BILOBA 'AUTUMN GOLD'	MAIDEN HAIR TREE	36" BOX / M	35' X 30'
EVERGREEN SHADE TREES			
• AGONIS FLEXUOSA	PEPPERMINT TREE	24" BOX / L	30' X 25'
• ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX / M	35' X 25'
• GELIERA PARVIFOLIA	AUSTRALIAN WILLOW	24" BOX / M	25' X 20'
• OLEA EUROPEA 'SWAN HILL'	SWAN HILL OLIVE	36" BOX / L	25' X 25'
DECIDUOUS SHADE TREES			
• GLEDITSIA TRIANCANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	24" BOX / L	40' X 35'
• KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	36" BOX / L	30' X 35'
• PISTACIA X 'RED PUSH'	RED PUSH CHINESE PISTACHE	48" BOX / M	35' X 35'
• ULMUS PARVIFOLIA	CHINESE ELM	48" BOX / L	50' X 50'
HERITAGE TREE			
• PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX / M	70' X 45'
• QUERCUS LOBATA	VALLEY OAK	48" BOX / M	70' X 70'
SMALL FLOWERING ACCENT TREES			
• CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX / L	18' X 18'
• CHILOPSIS LINEARIS 'BUBBA'	BUBBA DESERT WILLOW	24" BOX / L	25' X 25'
• LAGERSTROEMIA X 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	24" BOX / M	25' X 15'
• MAGNOLIA GRANDIFLORA LITTLE GEM'	LITTLE GEM SOUTHERN MAGNOLIA	36" BOX / M	25' X 15'
• PARKINSONIA X 'DESERT MUSEUM'	THORNLESS PALO VERDE	36" BOX / L	25' X 30'
• PRUNUS ILICIFOLIA LYONII	CATALINA CHERRY	24" BOX / L	20' X 20'
• PRUNUS 'KRAUTER VESUVIUS'	KRAUTER VESUVIUS PURPLE LEAF PLUM	24" BOX / M	20' X 15'
• PYRUS 'ARISTOCRAT'	ARISTOCRAT FLOWERING PEAR	36" BOX / M	30' X 20'
PALM FOCAL POINTS			
• CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	36" BOX / L	20' X 20'
• PHOENIX DACTYLIFERA	DATE PALM	15' BTF / L	(48" EQUIV)
• SYAGRUS ROMANZOFFIANA	QUEEN PALM	36" BOX / M	

SCHEMATIC PLANT PALETTE - SHRUBS, VINES, AND GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	SIZE / H2O
LARGE / SCREENING SHRUBS		
• ELAEAGNUS PUNGENS 'FRUITLANDII'	FRUITLAND SILVERBERRY	5 GAL / L
• LAURUS NOBILIS	BAY LAUREL	15 GAL / L
• LEUCOPHYLLUM FRUTESCENS	TEXAS RANGER	5 GAL / L
• PRUNUS ILICIFOLIA LYONII	CATALINA CHERRY	15 GAL / L
• RHAPIOLEPIS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY INDIAN HAWTHORN	15 GAL / M
• TEUCRIUM FRUTICANS	AZURE BUSH GERMANDER	5 GAL / L
• XYLOSMA CONGESTUM	SHINY XYLOSMA	5 GAL / M
MEDIUM SHRUB MASSES		
• CISTUS PURPUREUS	ORCHID ROCKROSE	5 GAL / L
• ILEX VOMITORIA 'STOKES'	DWARF YAUPON HOLLY	5 GAL / L
• LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY'	LYNN'S EVERSLOOMING TEXAS SAGE	5 GAL / L
• MYRTUS COMMUNIS 'COMPACTA'	COMPACT COMMON MYRTLE	5 GAL / M
• OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	5 GAL / L
• RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL / M
• ROSMARINUS OFFICINALIS	UPRIGHT ROSEMARY	5 GAL / L
• WESTRINGIA FRUTICOSA	AUSTRALIAN ROSEMARY	5 GAL / L
SPREADING SHRUBS		
• BACCHARIS X 'STARN THOMPSON'	HYBRID STERILE COYOTE BUSH	1 GAL / L
• CARISSA MACROCARPA 'CREEN CARPET'	GREEN CARPET NATAL PLUM	1 GAL / M
• COTONEASTER DAMMERI 'CORAL BEAUTY'	CORAL BEAUTY COTONEASTER	1 GAL / M
• ROSMARINUS OFFICINALIS 'PROSTRATA'	PROSTRATE ROSEMARY	1 GAL / L
GRASSES, SUCCULENTS, AND ACCENTS		
• ALOE BARBADENSIS	YELLOW TORCH ALOE	1 GAL / L
• DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	5 GAL / L
• DIETES BICOLOR	FORTNIGHT LILY	5 GAL / M
• EUPHORBIA MILII	CROWN OF THORNS	5 GAL / L
• EUPHORBIA RIGIDA	GOPHER PLANT	1 GAL / L
• HESPERALOE PARVIFOLIA 'RED OR YELLOW'	RED OR YELLOW HUMMINGBIRD YUCCA	1 GAL / L
• JUNCUS PATENS	CALIFORNIA RUSH	1 GAL / L
• LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE SPINY HEADED MAT RUSH	1 GAL / M
• MUHLENBERGIA RIGENS	DEER GRASS	1 GAL / M
• ROSA 'RED MEIDLAND'	RED MEIDLAND CARPET ROSE	5 GAL / M
VINES		
• PANDOREA JASMINOIDES 'ROSEA'	PINK BOWER VINE	5 GAL / M
• VITIS CALIFORNICA	CALIFORNIA WILD GRAPE	5 GAL / L

LANDSCAPE AMENITIES KEY:

1. PRIMARY CHILDREN'S PLAY AREA
   - Δ 0 - 5 AGE TOT LOT
   - Δ 5 - 12 AGE PLAY EQUIPMENT
   - Δ RUBBER MAT SURFACING
2. PRIMARY COMMUNITY SPACE
   - Δ DINING TABLE & CHAIRS W/ SHADE STRUCTURE
   - Δ FIREPIT AND LOUNGE SEATING
   - Δ BARBECUE
   - Δ POOL / SPA WITH CHAISES, TABLES, & LOUNGE SEATING
3. BUILDING B - DOG PARK
   - Δ FENCED
   - Δ ARTIFICIAL TURF
   - Δ SHADE STRUCTURE AND SEATING
4. BUILDING B - TOT LOT
   - Δ SMALL TOT LOT FOR CONVENIENCE
   - Δ SHADE STRUCTURE AND SEATING
5. BUILDING B - OUTDOOR COOKING AREA
   - Δ BARBECUE
   - Δ SHADE STRUCTURE AND SEATING
6. SHADED SHORT TERM BIKE RACKS



PROJECT SUMMARY

TOTAL SITE:	292,234 SF
TOTAL LANDSCAPE AREA:	32,238 SF
PERCENTAGE OF LANDSCAPE AREA TO SITE:	11.03 %

TREE SUMMARY (PER CITY OF HIGHLAND DEVELOPMENT CODE)

TOTAL NUMBER OF TREES PROPOSED:	184
15 GALLON REQ'D (50%)	92
15 GALLON PROPOSED: (INCLUDES REMAINDER OF PERIMETER PARKING LOT AND SMALL ACCENT TREES AS NOTED)	87
24" BOX REQ'D (20%):	37
24" BOX PROPOSED: (INCLUDES MOST PARKING LOT FINGER & CORNER ISLANDS)	39
36" BOX REQ'D (15%):	28
36" BOX PROPOSED: (INCLUDES CORE COURTYARD AREA SHADE TREES, QUEEN PALMS, AND ACCENT ENTRY TREES)	30
48" BOX REQ'D (15%):	27
48" BOX PROPOSED (EQUIVALENT PALM SIZE IN BROWN TRUNK FOOT): (INCLUDES STREET FRONTAGE TREES, DATE PALMS, PLAY AREA, DOG PARK, SHADED SEATING)	28

FUTURE DESIGN WILL ALSO PROVIDE FOR SHRUBS, GRASSES, AND OTHER PLANTS AT THE FOLLOWING MINIMUM RATIO: 80% 5 GALLON AND 20% 1 GALLON - ADDITIONAL 15 GALLON SHRUBS WILL BE PROVIDE AS NEEDED FOR ACCENTS AND PRIVACY SCREENS WHERE DESIRED

SPREADING SHRUBS SHALL BE UTILIZED AS "GROUNDCOVER" AS NEEDED

PAVING LEGEND

- UNCOLORED, SCORED CONCRETE PAVING W/ SMOOTH CEMENT FINISH
- COLORED, SCORED CONCRETE PAVING AT IMPORTANT ENTRY AND GATHERING PLACES
- DECORATIVE 4.5 X 9 PERMEABLE PAVERS AT DRIVEWAY ENTRANCES
- DECORATIVE ASHLAR PATTERN PERMEABLE PAVERS IN SHADED SEATING
- STABILIZED DECOMPOSED GRANITE AS PATHWAYS IN SELECT AREAS
- PLANTING AREAS W/ DISTINCT HYDROZONE DESIGN
- NATURAL, OPEN PLANTING WITH DECOMPOSED GRANITE TOPDRESSING
- ARTIFICIAL TURF IN DOG RUN
- 3" LAYER OF 3/4" GRAY GRAVEL
- ENHANCED PAVING AT PEDESTRIAN CROSSWALKS W/ TRUNCATED DOME TILE EDGING FOR EASIER WAYFINDING

Mark Beall Associates
7033 W. Sunset Blvd. Suite 210, Los Angeles, CA 90028-7525 Telephone: 323-463-1430 E-mail: info@markbeall.com

PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT

MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

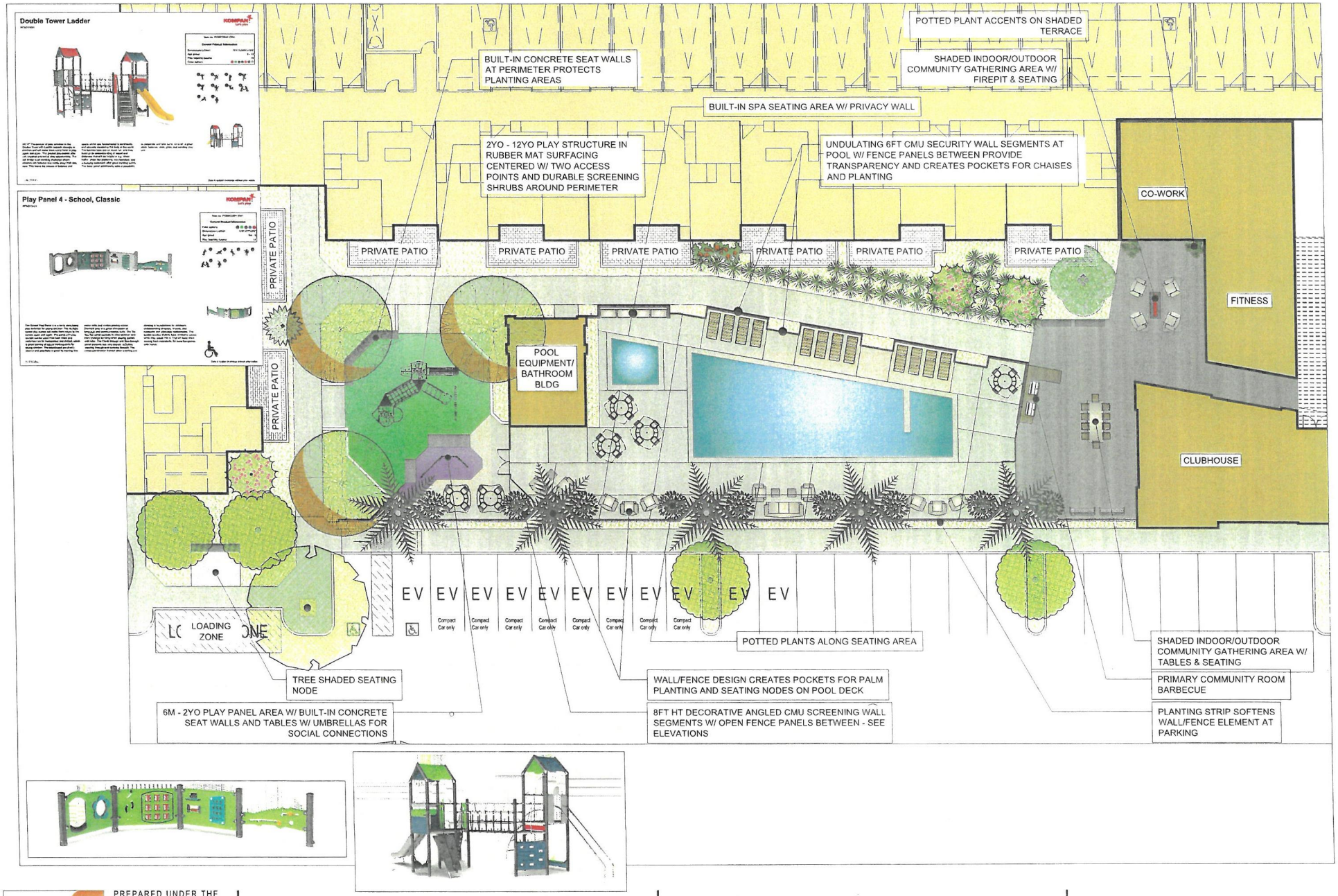
LANDSCAPE CONCEPT

08/04/2023

0' 15' 30' 60' 120'

SCALE: 1" = 30'

PL-1



Mark Beall associates
PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

HALCYON APARTMENTS

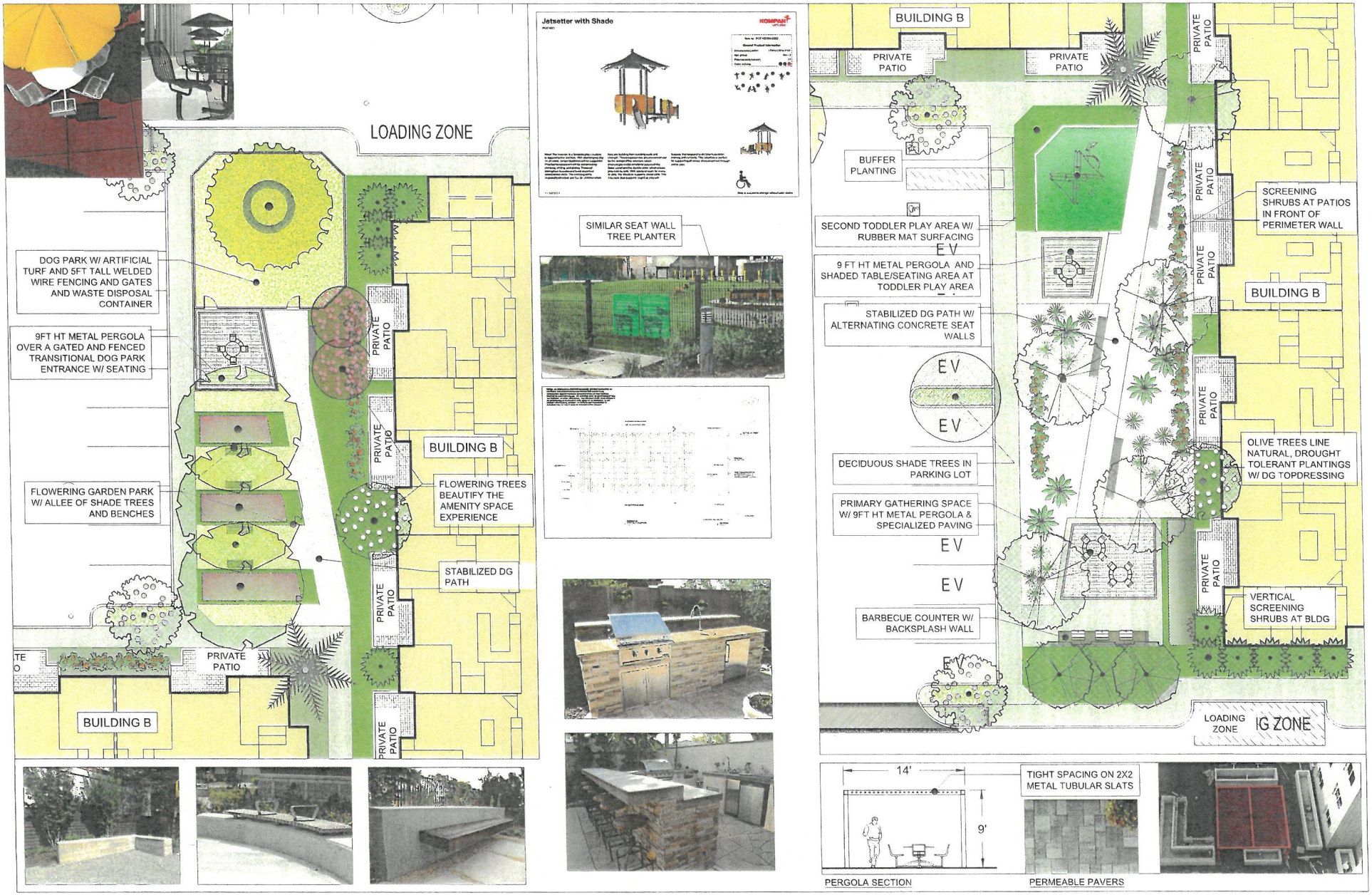
CITY OF HIGHLAND, CALIFORNIA

ENLARGED POOL/PLAY AREAS

08/04/2023

SCALE: 1/8" = 1'-0"

PL-2



Mark Beall associates
PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

HALCYON APARTMENTS

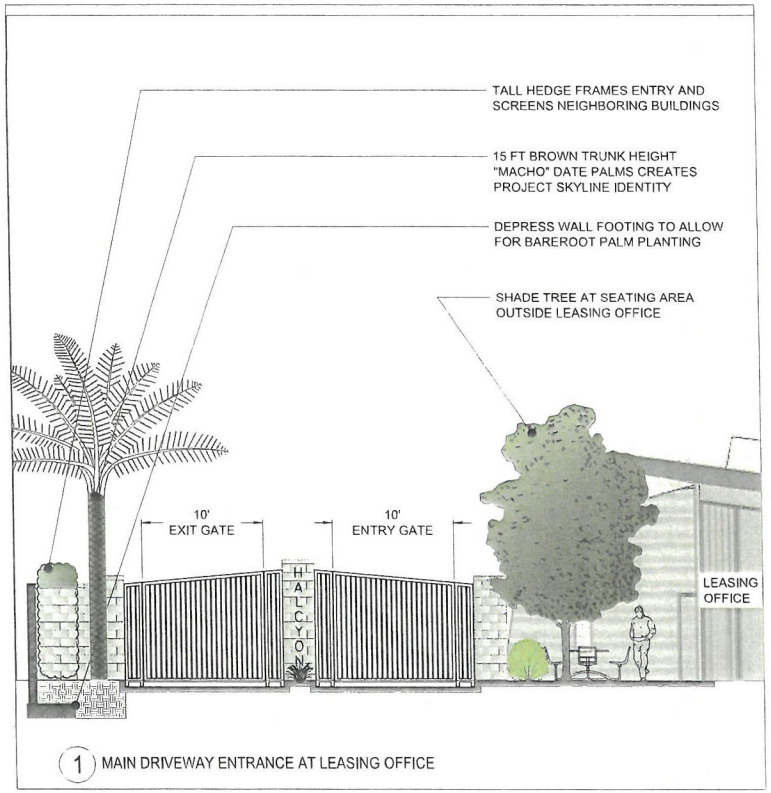
CITY OF HIGHLAND, CALIFORNIA

ENLARGED AMENITY AREAS

08/04/2023

SCALE: 1/8" = 1'-0"

PL-3

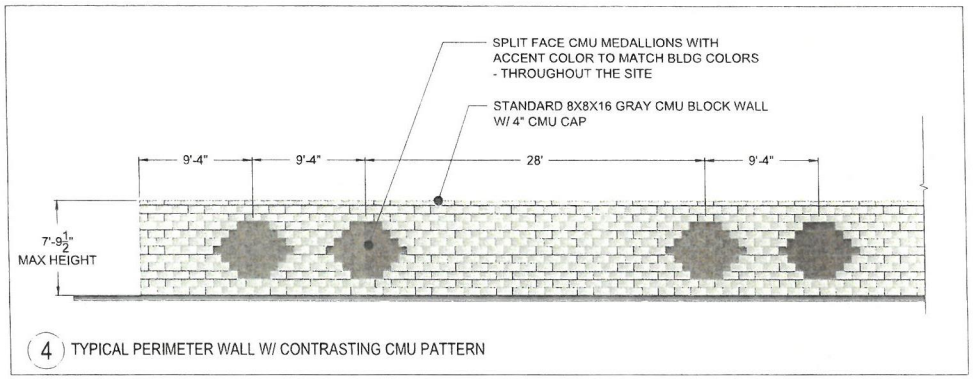


1 MAIN DRIVEWAY ENTRANCE AT LEASING OFFICE

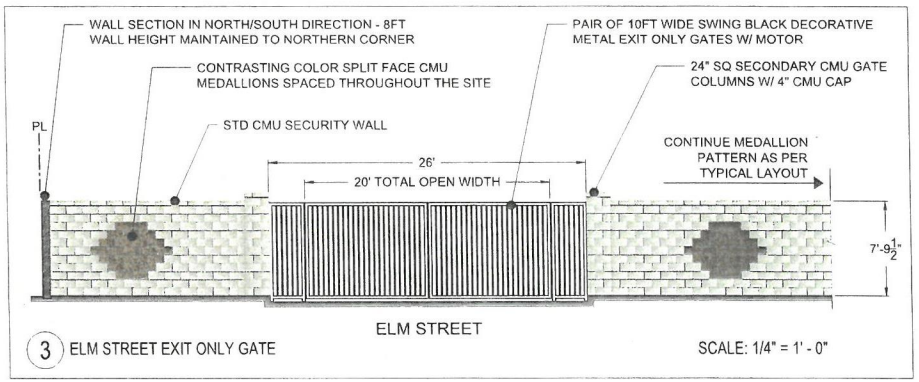


2 NORTH EXIT ONLY GATE AT STERLING

SCALE: 1/4" = 1' - 0"



4 TYPICAL PERIMETER WALL W/ CONTRASTING CMU PATTERN



3 ELM STREET EXIT ONLY GATE

SCALE: 1/4" = 1' - 0"

Mark Beall
PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

WALLS, GATES, AND FENCES

08/04/2023

PL-4



1 POOL SECURITY FENCE AT PARKING

SCALE: 3/16" = 1' - 0"



2 SECTION AT STERLING / GUEST PARKING

SCALE: 1/4" = 1' - 0"

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PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

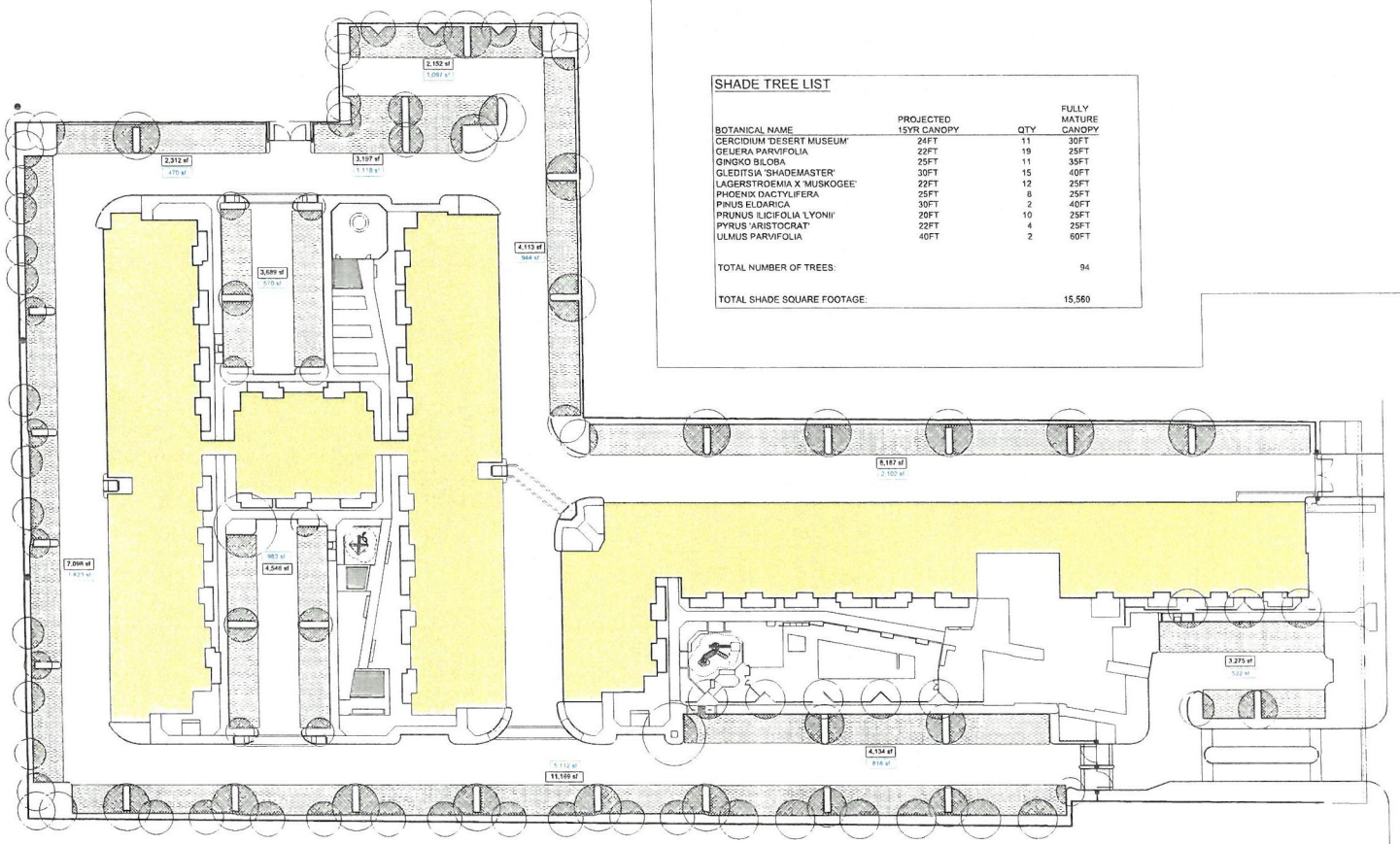
HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

WALLS, GATES, AND FENCES

08/04/2023

PL-5



SHADE TREE LIST

BOTANICAL NAME	PROJECTED 15YR CANOPY	QTY	FULLY MATURE CANOPY
CERCIDIUM 'DESERT MUSEUM'	24FT	11	30FT
GEIJERA PARVIFOLIA	22FT	19	25FT
GINGKO BILOBA	25FT	11	35FT
GLEDITSIA 'SHADEMASTER'	30FT	15	40FT
LAGERSTROEMIA X 'MUSKOGEE'	22FT	12	25FT
PHOENIX DACTYLIFERA	25FT	8	25FT
PINUS ELDARICA	30FT	2	40FT
PRUNUS ILICIFOLIA 'LYONII'	20FT	10	25FT
PYRUS 'ARISTOCRAT'	22FT	4	25FT
ULMUS PARVIFOLIA	40FT	2	60FT
TOTAL NUMBER OF TREES:			94
TOTAL SHADE SQUARE FOOTAGE:			15,560

AREA CALCULATIONS

TOTAL PARKING SPACE AREA (AREA DOES NOT INCLUDE PLANTING AREAS)	52,872
TOTAL SHADE AREA OVER PARKING SPACES	15,560
PERCENTAGE OF SHADE AREA TO PARKING SPACE AREA:	29.4%

SUMMARY

	PARKING AREA	SHADE AREA	PERCENTAGE
	2,152	1,097	
	3,197	1,118	
	2,312	470	
	3,689	570	
	7,098	1,823	
	4,546	983	
	11,169	5,112	
	4,134	818	
	3,275	522	
	8,187	2,102	
	4,113	944	
TOTAL	52,872	15,560	29.4%

TRUE NORTH

PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT

MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

SHADE STUDY

08/04/2023

0' 15' 30' 60' 120'

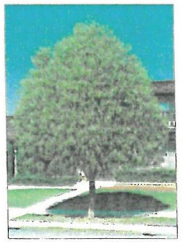
SCALE: 1" = 30'

PL-6

EVERGREEN SHADE TREES



AGONIS FLEXUOSA (PEPPERMINT TREE)



GEIJERA PARVIFOLIA (AUSTRALIAN WILLOW)

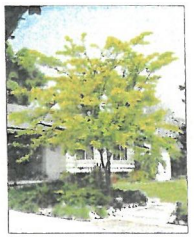


ARBUTUS 'MARINA' (MARINA STRAWBERRY TREE)



OLEA EUROPAEA 'SWAN HILL' (SWAN HILL FRUITLESS OLIVE)

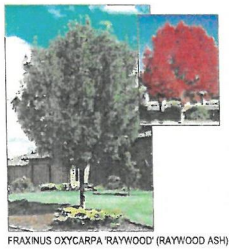
DECIDUOUS SHADE TREES



GLEDITSIA TRIANCANTHOS 'SHADEMASTER' (SHADEMASTER HONEYLOCUST)



PISTACIA X 'RED PUSH' (RED PUSH PISTACHE)



FRAXINUS OXYCARPA 'RAYWOOD' (RAYWOOD ASH)

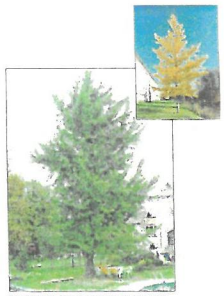


KOELREUTERIA PANICULATA (GOLDEN RAIN TREE)

VERTICAL TREES



JUNIPERUS CHINENSIS 'SPARTAN' (SPARTAN COLUMN JUNIPER)



GINKGO BILOBA (MAIDENHAIR TREE)



BRACHYCHITON POPULNEUS (BOTTLE TREE)



MAGNOLIA GRANDIFLORA 'LITTLE GEM' (LITTLE GEM MAGNOLIA)

PALMS



PHOENIX DACTYLIFERA (DATE PALM)

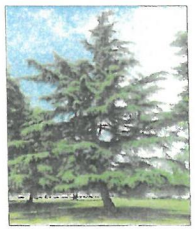


CHAMAEROPS HUMILIS (MEDITERRANEAN FAN PALM)



SYAGRUS ROMANZOFFIANA (QUEEN PALM)

PINES



CEDRUS DEODARA (DEODAR CEDAR)

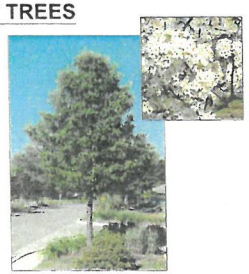


PINUS CANARIENSIS (CANARY ISLAND PINE)



PINUS ELDARICA (MONDELL PINE)

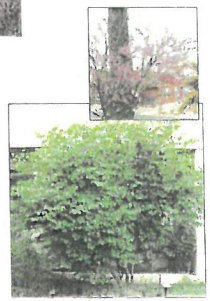
SMALL FLOWERING ACCENT TREES



PYRUS CALLERYANA 'ARISTOCRAT' (ARISTOCRAT FLOWERING PEAR)



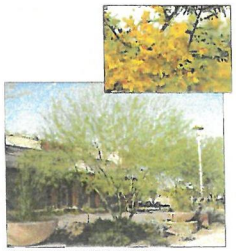
PRUNUS 'KRAUTER VESUVIUS' (KRAUTER VESUVIUS PURPLE LEAF PLUM)



CERCIS OCCIDENTALIS (WESTERN REDBUD)



CHILOPSIS LINEARIS 'BUBBA' (BUBBA DESERT WILLOW)

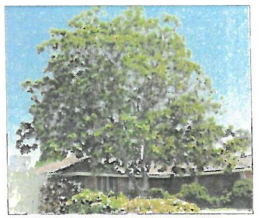


PARKINSONIA X 'DESERT MUSEUM' (THORNLESS PALO VERDE)

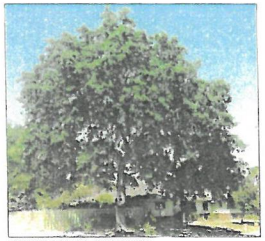


LAGERSTROEMIA HYBRID 'MUSKOGEE' (LAVENDER CRAPE MYRTLE)

HERITAGE TREES



PLATANUS RACEMOSA (CALIFORNIA SYCAMORE)



QUERCUS LOBATA (VALLEY OAK)

Mark Beall associates
PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT
MARK BEALL RLA #3640

HALCYON APARTMENTS

CITY OF HIGHLAND, CALIFORNIA

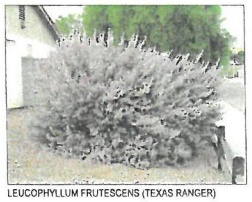
PLANT PALETTE

08/04/2023

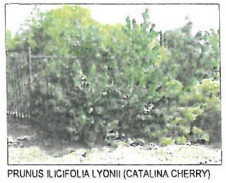
PL-7

LARGE SHRUBS


LAURUS NOBILIS (BAY LAUREL)


LEUCOPHYLLUM FRUTESCENS (TEXAS RANGER)


ELAEAGNUS 'FRUITLANDII' (FRUITLAND SILVERBERRY)


PRUNUS ILICIFOLIA LYONII (CATALINA CHERRY)


TEUCRIUM FRUTICANS (GERMANDER)


RHAPHIOLEPIS 'MAJESTIC BEAUTY' (MAJESTIC BEAUTY INDIAN HAWTHORN)


XYLOSMA CONGESTUM (SHINY XYLOSMA)

MEDIUM SHRUBS


OLEA EUROPAEA 'COMPACTA' (DWARF OLIVE)


ILEX VOMITORIA 'STOKES' (DWARF STOKES HOLLY)


WESTRINGIA FRUTICOSA (AUSTRALIAN ROSEMARY)


RHAPHIOLEPIS UMBELLATA 'MINOR' (YEDDO HAWTHORN)


LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY' (LYNN'S EVERBLOOMING TEXAS SAGE)


CISTUS PURPUREUS (ORCHID ROCKROSE)


MYRTUS COMMUNIS (COMPACTA' (DWARF MYRTLE)


ROSMARINUS OFFICINALIS (UPRIGHT ROSEMARY)

VINES


VITIS CALIFORNICA (CALIFORNIA WILD GRAPE)

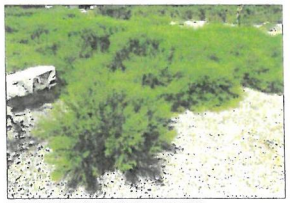

PANDOREA JASMINOIDES 'ROSEA' (PINK BOWER VINE)


MUHLENBERGIA RIGENS (DEER GRASS)


JUNCUS PATENS (CALIFORNIA GREY RUSH)


DIETES BICOLOR (FORTNIGHT LILY)

SPREADING SHRUBS

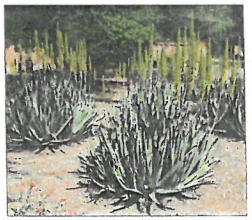

BACCHARIS 'STARN' (STERILE COYOTE BUSH)

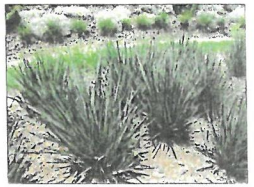

CARISSA MACRO. 'GREEN CARPET' (GREEN CARPET NATAL PLUM)


ROSMARINUS 'HUNTINGTON CARPET' (PROSTRATE ROSEMARY)


COTONEASTER 'CORAL BEAUTY' (CORAL BEAUTY BEARBERRY)

GRASSES, SUCCULENTS, AND ACCENTS

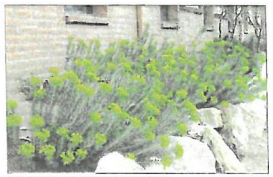

ALOE BARBADENSIS (YELLOW TORCH ALOE)


DIANELLA REVOLUTA 'LITTLE REV' (LITTLE REV FLAX LILY)


ROSA 'RED FLOWER CARPET' (RED FLOWER CARPET ROSE)


HESPERALOE PARVIFOLIA (RED OR YELLOW YUCCA)


EUPHORBIA MILII (CROWN OF THORNS)


EUPHORBIA RIGIDA (GOPHER PLANT)


LOMANDRA LONGIFOLIA (BREEZE' (BREEZE MAT RUSH)

Mark Beall Associates

PREPARED UNDER THE DIRECTION OF LICENSED LANDSCAPE ARCHITECT

MARK BEALL RLA #3640

HALCYON APARTMENTS

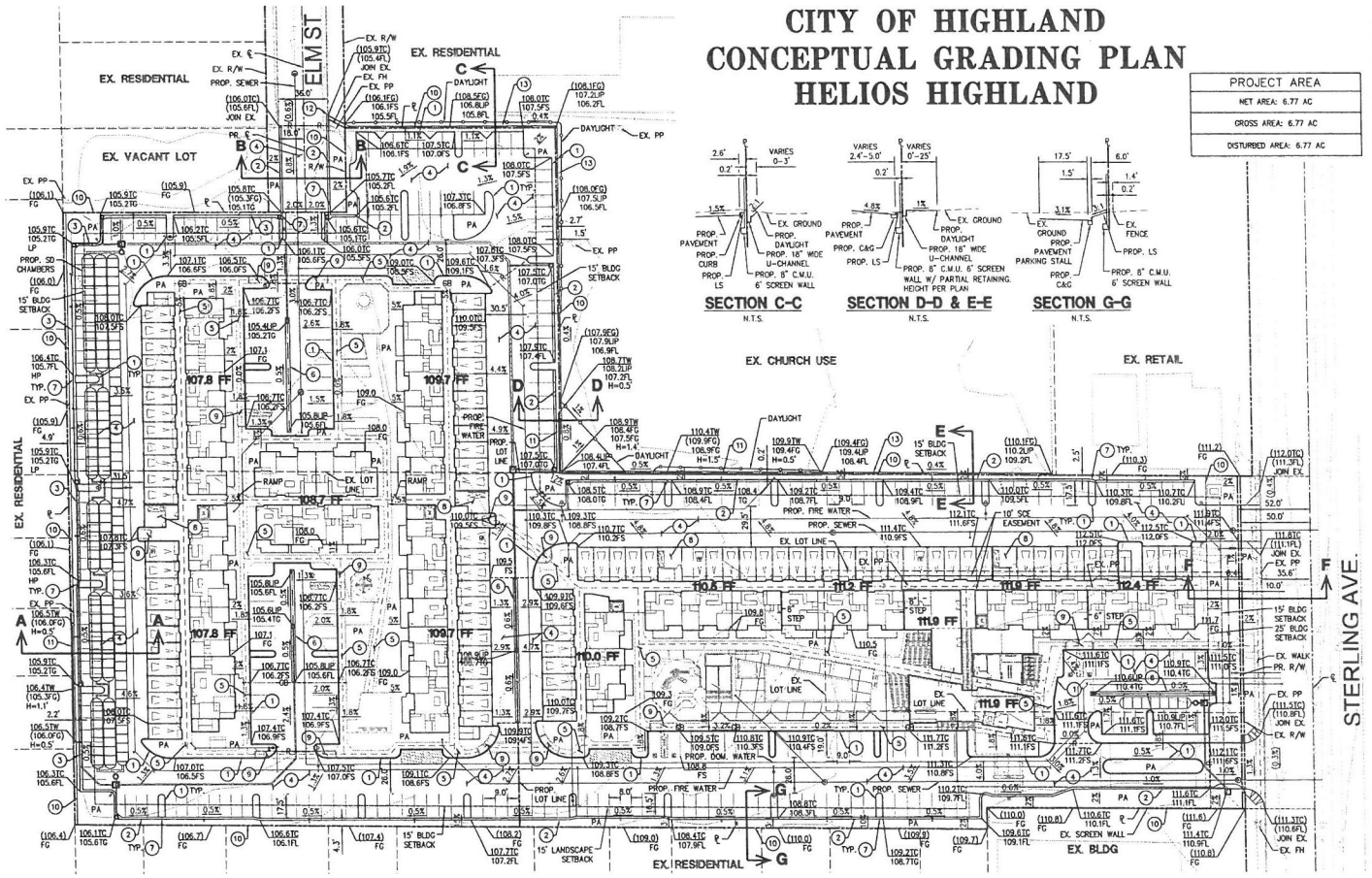
CITY OF HIGHLAND, CALIFORNIA

PLANT PALETTE

08/04/2023

PL-8

CITY OF HIGHLAND
CONCEPTUAL GRADING PLAN
HELIOS HIGHLAND



PROJECT AREA
NET AREA: 6.77 AC
GROSS AREA: 6.77 AC
DISTURBED AREA: 6.77 AC

OWNER/APPLICANT
JONATHON WEBB
HELIOS HOLDINGS LLC
840 ARDMORE
HERMOSA BEACH, CA 90254
(310) 428-1982

CIVIL ENGINEER
DRC ENGINEERING, INC.
160 S. OLD SPRINGS RD, SUITE 210
ANAHEIM HILLS, CA 92808
CONTACT: RENE VARGA
(714) 685-6860 X337

SOIL ENGINEER
LEIGHTON AND ASSOCIATES, INC.
10532 ACACIA STREET, SUITE B-6
RANCHO CUCAMONGA, CA 91730
CONTACT: JASON D. HERTZBERG, GE 2711
(909) 484-2205
REPORT DATE: OCT 14, 2022
REPORT NO.: 13685.001
LIQUEFACTION NOT LIKELY

TOPOGRAPHY
CONTOURS AND ELEVATIONS PROVIDED FROM TOPOGRAPHIC SURVEY IN CONFORMANCE WITH THE U.S. MAP ACCURACY STANDARD WAS SUPPLIED BY TDC & ASSOCIATES CORPORATION, 322 W ORANGE SHOW LANE, SAN BERNARDINO, CA 92408
PHONE: (909) 388-7200, DATED: 2-19-19

ASSESSORS PARCEL NUMBER
0278-131-45; -46; -47

PROJECT DESCRIPTION
PROPOSED RESIDENTIAL BUILDINGS WITH LANDSCAPING AREAS, PARKING STALLS, AND ASSOCIATED GARAGE SPACES

FLOOD ZONE
THE LAND SHOWN ON THIS SURVEY LIES WITHIN FLOOD ZONE "X" (SHADED) BEING DESCRIBED AS "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE WITH AVERAGE DEPTHS OD LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND WITHIN FLOOD ZONE "X" (NO SCREEN) AREA OF MINIMAL FLOOD HAZARD PER FLOOD INSURANCE RATE MAP (FIRM) – COMMUNITY PANEL NO. 06071C8701J, DATED SEPTEMBER 2, 2016.

ZONING
R4 – MULTI-FAMILY RESIDENTIAL

BASIS OF BEARINGS
THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BASE LINE ST AS SHOWN ON PM NO. 2930, BEING NORTH 90°00'00".

UTILITIES:

WATER & SEWER
EAST VALLEY WATER DISTRICT
31111 GREENSPOT RD.
HIGHLAND, CA 92346
(909) 888-8986

ELECTRIC
SOUTHERN CALIFORNIA EDISON
298 KANSAS ST.
REDLANDS, CA 92373
(951) 249-8301

GAS
SO CAL GAS COMPANY
1136 N. MT. VERNON AVE.,
#305
SAN BERNARDINO, CA 92411
(800) 427-2200

CABLE TV
TIME WARNER CABLE
7337 CENTRAL AVE.
RIVERSIDE, CA 92504
(833) 267-6097

TELEPHONE
FRONTIER COMMUNICATIONS
9 S. 4TH ST.
REDLANDS, CA 92373
(855) 295-7926

SCHOOL DISTRICT
SAN BERNARDINO CITY UNIFIED
777 N F ST.
SAN BERNARDINO, CA 92410
(909) 381-1100



SYMBOL LEGEND:
- EXISTING CONTOUR
- VERTICAL RETAINING WALL
- GB/R GRADE BREAK/RIDGE LINE
- PROPERTY LINE
- RIGHT OF WAY LINE
- ADA PATH OF TRAVEL

ABBREVIATIONS

APN	= ASSESSORS PARCEL NUMBER
BLDG	= BUILDING
C&G	= CURB & GUTTER
C.M.U.	= CONCRETE MASONRY UNIT
EX	= EXISTING
FL	= FLOW LINE
FG	= FINISHED GRADE
FS	= FINISHED SURFACE
FW	= FIRE WATER
G	= GAS
GB	= GRADE BREAK
HDPE	= HIGH DENSITY POLYETHYLENE
H	= HEIGHT
INV	= INVERT
JS	= JUNCTION STRUCTURE
LIP	= LIP OF GUTTER
LS	= LANDSCAPE
MB	= MAP BOOK
N.T.S.	= NOT TO SCALE
PA	= PLANTER AREA
P	= PROPERTY LINE
PM	= PARCEL MAP
PMB	= PARCEL MAP BOOK
PP	= POWER POLE
PR	= PROPOSED
R/W	= RIGHT-OF-WAY
SW	= SEWER
SD	= STORM DRAIN
TC	= TOP OF CURB
TG	= TOP OF GRATE
TW	= TOP OF WALL
TYP	= TYPICAL
W	= WATER

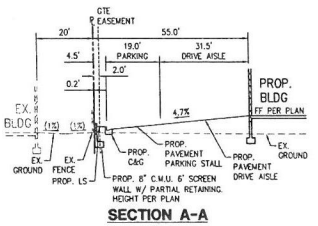
EARTHWORK QUANTITIES	
CUT: 4,300 CY	FILL: 9,600 CY
TOTAL EARTHWORK: 5,300 CY IMPORT	

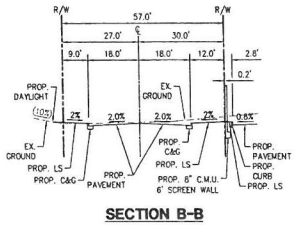
LEGAL DESCRIPTION
THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

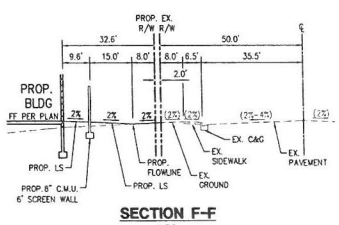
PARCEL A:
PARCEL 1 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-45-0-000

PARCEL B:
PARCEL 2 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-46-0-000

PARCEL C:
PARCEL 1 OF PARCEL MAP 6940, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 74 OF PARCEL MAPS, PAGES 95 AND 96, RECORDS OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER: 0278-131-47-0-000







GRADING CONSTRUCTION NOTES:
1. CONSTRUCT 6" CURB
2. CONSTRUCT 6" CURB & GUTTER
3. CONSTRUCT 8" CURB & GUTTER
4. CONSTRUCT 4"AC/4.5"AB PAVEMENT SECTION
5. CONSTRUCT 4" PCC SIDEWALK
6. CONSTRUCT 3' RIBBON GUTTER
7. CONSTRUCT 18" WIDE U-CHANNEL
8. CONSTRUCT TRASH ENCLOSURE PER ARCH PLANS
9. CONSTRUCT ADA RAMP W/ TRUNCATED DOMES
10. CONSTRUCT SCREEN WALL
11. CONSTRUCT RETAINING WALL
12. CONSTRUCT PARKWAY DRAIN
13. CONSTRUCT 18" WIDE, 12" DEEP OFFSITE MODIFIED U-CHANNEL

N

GRAPHIC SCALE: 1"=40'

NOT FOR CONSTRUCTION

DIG ALERT
CALL BEFORE YOU DIG
811

BENCHMARK
THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM NO.: EV9088
ELEV.: 1101.18' (CITY OF HIGHLAND BENCHMARK)
VERT. DATUM: NAVD88

SEAL

PLANS PREPARED BY:
DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

CITY SEAL

REVISIONS

MARK	DESCRIPTION	APPR.	DATE

CITY OF HIGHLAND

RECOMMENDED BY
DATE
MATTHEW S. BENNETT R.C.E. 65100
Assistant Public Works Director

APPROVED BY
DATE
CARLOS ZAMANO R.C.E. 65153
Public Works Director/City Engineer

CONCEPTUAL GRADING PLAN

DRAWER NO.
DATE: 7/26/23
SHEET CG-1 OF 1

ATTACHMENT 4

Resolution Density Bonus & Inclusionary Housing Agreement
Exhibit A: Agreement

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE HIGHLAND CITY COUNCIL APPROVING THE CONDITIONS, COVENANTS, AND RESTRICTIONS---DENSITY BONUS AND INCLUSTIONARY HOUSING AGREEMENT RELATED TO DESIGN REVIEW APPLICATION (DRA 23-002) FOR THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX, UTILIZING A FIVE (5) PERCENT "DENSITY BONUS" FOR ELEVEN (11) AFFORDABLE UNITS UNDER SECTION 16.40.090 OF THE HIGHLAND MUNICIPAL CODE, ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, Helios Holdings, LLC (the "Applicant") submitted (1) Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit multi-family apartment complex, (2) an application for a "density bonus" under Section 16.40.090 of the City Municipal Code related to Design Review Application (DRA 23-002), (3) an application for Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of the 220-unit multi-family apartment complex, and (4) an application for a Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75 feet in association with DRA 23-002 and LLA23-003 (referred to collectively as "Project").

2. The Project is located on a 6.77 acre site comprised of thee (3) parcels located on the west side of Sterling Avenue, 250 feet north of 9th Street, zoned Multifamily Residential (R-4) with a General Plan Designation of Residential High Density Special Overlay.

3. On September 19, 2023, the Planning Commission of the City of Highland conducted a duly noticed public hearing on the Project, concluded the hearing on this date, and adopted Resolution No. 23-045, recommending the City Council approve the Project.

4. On September 28, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the Project site, and was published in the San Bernardino Sun newspaper on September 29, 2023.

5. A duly noticed public hearing was held by the City Council on October 10, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the City Council took testimony, both written and oral, from various parties, including the Applicant.

6. All legal prerequisites to the adoption of this Resolution have occurred.

7. The Project was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resources Code 21000, et seq. and the California Environmental Quality Act Guidelines, 14 Cal. Code Regs 15000 et seq. (collectively referred to as "CEQA"). Pursuant to CEQA, an Initial Study was prepared for the Project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. A Mitigated Negative Declaration was prepared in accordance with CEQA Section 21080(c) and Section 15070 of the State CEQA Guidelines. The Mitigated Negative Declaration includes Project specific mitigation measures that reduce said impacts to below a level of significance and the list of mitigation measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Initial Study, the Mitigated Negative Declaration, and the MMPR, the Project will not have a significant impact upon the environment.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Highland City Council as follows:

1. The Highland City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The Highland City Council after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the City Council dated October 10, 2023, and which is incorporated herein by this reference, does find and determine the following facts:

    a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Findings of Fact. The city shall approve the density bonus and regulatory concessions and/or incentives only if the following findings can be made (HMC 16.40.090. C.2.b.i.E.ii)

a. The proposed project is consistent with the goals, policies and strategies of the general plan; and

Response: The General Plan designation for the site is Residential High Density Special Overlay, which supports residential housing developments of 20-30 dwelling units per acre. The City's Certified Housing Element identifies the Project area as "Sites 3, 4 and 5", vacant with the potential to accommodate 134 residential units. It is labeled as "Lower Income Site" whose development density is consistent with State standards for low and very low-income families. The Project exceeds the expectations for the number of units to be developed at this location.

The Project also specifically meets Housing Element, Goal 2 to provide "a diverse range and adequate supply of housing types that align with the needs of all current and future Highland households", and more specifically Policy 2.1 to "bolster the City's affordable housing supply the regulatory tools that encourage the development of and funding for quality lower- and moderate-income housing preservation and development".

b. The Applicant has demonstrated that the waiver or modification of development standards is necessary to ensure the economic feasibility of the project; and

Response: Government Code section 65915(b)(1) provides that a city shall grant one density bonus, and one incentive or concession if an applicant for a housing development seeks and agrees to construct a housing development with five (5) percent of the total units of a housing development restricted for rental or sale to very low-income households, as defined in Section 50105 of the Health and Safety Code. The Applicant seeks an incentive that would allow for a reduction in the minimum private open space requirement of 100 square feet on the second, third, and fourth floors. The Applicant is proposing a reduction to 60 square foot balconies on these levels. Pursuant to Government Code section 65915(b)(1) the Applicant is allowed this incentive by right.

Government Code section 65915(q) provides that upon the request of the developer, a city shall not require a vehicular parking ratio, inclusive or parking for person with a disability and guests, that exceeds the following ratios: (1) for zero to one bedroom units, one parking space, and (2) for two to three bedroom units one and a half parking spaces. The standard parking requirements per Section 16.52.030 of the Highland Municipal Code require 1.5 spaces for studio and one bedroom units, 1.9 spaces for two-bedroom units, 2.1 spaces for three-bedroom units, and 0.3 spaces per unit dedicated to guest parking, for a total of 458 parking spaces for this development. Based on the modified standards set forth in Government Code section 65915(q), a total of 288 parking spaces are required for development of this

size. The Applicant has provided a total of 418 total parking spaces, including 91 parking garages, as part of this development.

c. The target units will be within the income level for those individuals for which the units are proposed to be developed.

Response: The Project restricts 11 of the 220 units (5% of the units) as follows: one studio, 3 one-bedroom, 5 two-bedroom units, and 2 three-bedroom units which are restricted to households who earn no more than 50% of the area median income (i.e., very low income households).

4. Based on the Findings of Fact set forth above, the Highland City Council approves the Conditions, Covenants, and Restrictions---Density Bonus and Inclusionary Housing Agreement and directs the Mayor to execute the Agreement.

Exhibit A attached includes the Conditions, Covenants, and Restrictions---Density Bonus and Inclusionary Housing Agreement.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 10th day of October, 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

EXHIBIT A

Agreement

RECORDING REQUESTED BY,
AND WHEN RECORDED MAIL TO:

City of Highland
27215 Base Line
Highland, CA 92346
Attn: Joseph Hughes

With a copy to:

Ho Properties, LLC
c/o Helios Holdings LLC
840 Ardmore Ave
Hermosa Beach, CA 92054
Attn: Jonathan Webb

APNs: 0278-131-45-0-000; 0278-131-46-0-000; 0278-131-47-0-000

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Exempt from Recording Fees Pursuant to Government Code Section 27383.

CONDITIONS, COVENANTS AND RESTRICTIONS---DENSITY BONUS AND INCLUSIONARY HOUSING AGREEMENT
(MULTIFAMILY RENTAL/MIXED USE PROJECT)

THESE CONDITIONS, COVENANTS AND RESTRICTIONS---DENSITY BONUS AND INCLUSIONARY HOUSING AGREEMENT ("Agreement") is dated as of October 10, 2023 and is entered into by and between HO PROPERTIES, LLC, a California Limited Liability Company (the "Developer"), and the CITY OF HIGHLAND, a California municipal corporation (the "City").

RECITALS

A. Developer applied for a "density bonus" under Section 16.40.090 of the City Municipal Code ("Code") for its proposed 220 unit multifamily residential rental project ("Project") on the site described in Exhibit "A" ("Site").

B. California Government Code Section 65915(b)(1) provides that a city shall give a density bonus as described in Government Code Section 65915(f), upon application by a developer if the developer agrees to construct a housing development in which certain percentages of housing units are restricted to very low income households at an affordable rent, and that all cities shall adopt an ordinance that specifies how Section 65915 will be implemented.

C. The City adopted Resolution No. 2023 - ___ on October 10, 2023 granting a density bonus, development incentives and concessions, and land use waivers requested by

Developer in such application in exchange for the restrictions in this Agreement, which restricts 11 of the 220 units (5% of the units) as follows: one studio, 3 one-bedroom units, 5 two-bedroom units, and 2 three-bedroom unit are restricted to households who make no more than 50% of area median income (i.e., very low income households).

D. This Agreement is a density bonus housing agreement within the meaning of Title 16, Chapter 16.40, Section 16.40.090 of the City Code. This Agreement shall be recorded in the Official Records of San Bernardino County, California as senior, non-subordinate covenants and restrictions. In no event shall these restrictions be made junior or subordinate to any deed of trust or other documents providing financing for the construction or operation of the Project or any other lien or encumbrance for the period that Agreement remains in effect.

E. It is the desire of City to encourage the development of affordable housing, and in furtherance of that desire, the City is hereby willing to grant incentives, concessions and waivers to Developer as provided by the terms of this Agreement.

ARTICLE I
DEFINITIONS

NOW, THEREFORE, the parties hereto agree as follows:

1. Definitions. In this Agreement, the following terms shall have the following meaning:

a. "Affordable Rent" means the maximum rent for an applicable household income level described herein determined under California Health and Safety Code Section 50053(b) and any related regulations, it being understood that rent may be less than such maximum.

b. "Area" means the San Bernardino Primary Metropolitan Statistical Area, as periodically defined by HUD.

c. "Base Period" means a period of 55 years commencing as of the date that the Project is fully constructed.

d. "Certificate" or "Certification" is defined in Article II, Section 4.

e. "City" means and refers to the City of Highland, a municipal corporation.

f. "City Code" means and refers to the City of Highland Municipal Code as revised from time to time.

g. "Gross Income" means all payments from all sources received by a person (together with the gross income of all persons of the age of 18 years or older who intend to reside with such person in one residential unit) whether in cash or in kind as calculated pursuant to the Department of Housing and Community Development Regulations.

h. "Improvements" means the improvements on the Site.

i. "Median Income for the Area" means the median income for the Site most recently determined by the Secretary of Housing and Urban Development and published by the HCD under the California Health and Safety Code.

j. "Prescribed Income Levels" means that one studio, 3 one-bedroom units, 5 two-bedroom units, and 2 three-bedroom unit are restricted to households who make no more than 50% of area median income (i.e., Very Low Income Households).

k. "Project" means the 220 unit multi-family rental housing project on the Site that is required to be constructed and operated in conformity with this Agreement throughout the Required Covenant Period.

l. "Required Affordable Units" means the 11 units in the Project that are restricted by this Agreement and shall include one studio, 3 one-bedroom units, 5 two-bedroom units, and 2 three-bedroom units.

m. "Required Covenant Period" means the period commencing on the date this Agreement is recorded and ending at the end of the Base Period.

n. "Site" means all of the real property and appurtenances as described in the Recitals above, including all structures and other improvements thereon, and those hereafter constructed.

o. "Unit" means a dwelling unit on the Site.

p. "Very Low Income Households" means households earning not greater than fifty percent (50%) of the Median Income for the Area pursuant to Health and Safety Code Section 50105.

q. "Very Low Income Unit" means a Unit restricted to a Very Low Income Household.

ARTICLE II
PERMITTED USES; DENSITY BONUS CONCESSIONS AND WAIVERS

1. Permitted Uses

a. *Uses.* The Developer shall develop the Project on the Site; thereafter, the Site shall be operated as in compliance with Agreement. None of the units in the Project shall at any time be utilized on a transient basis nor shall the Project or any portion thereof ever be used as a hotel, motel, dormitory, fraternity or sorority house, rooming house, hospital, nursing home, sanitarium, rest home or trailer court or park.

2. Density Bonus, Incentives, and Waivers.

a. *One Density Bonus.* In compliance with Government Code section 65915(f), by constructing a Project where 5 percent of the units will be restricted to Very Low

Income Households, the Developer is entitled to a 20% density bonus. As such, the Developer shall be entitled to one density bonus in the amount of 17 units.

b. *One Incentive*. The Developer shall be entitled to the following incentive: Private Open Space. City Code Section 16.16.040.E.3.d requires that each dwelling unit shall have a minimum private open space of 150 square feet with a minimum dimension of 10 feet. For units designed above the ground units, one or two balconies, with a combined minimum area of 100 square feet, shall be provided. The Developer may construct and operate the Project by providing 150 square feet for the ground floor and 60 square feet for upper floors.

c. *One Waiver:* The Developer shall be entitled to the following waiver of development standards: Public Open Space. City Code Section 16.16.040.E.3.c provides that outdoor open space shall comprise not less than 40 percent of the net acreage. The Developer may construct and operate the Project by providing open space comprising not less than 9 percent of the net acreage.

d. Parking Concession: Table 16.52.030 of the City Code requires that multi-family projects located in the R-4 Zoning District provide 1.5 parking spaces for every studio and one-bedroom unit, 1.9 parking spaces for every 2 bedroom unit, 2.1 parking spaces for every 3 bedroom unit, and 0.3 parking spaces per unit for guest parking. The Project is proposing 14 studios, 70 one-bedroom units, 103 two-bedroom units and 33 three-bedroom units. Based on the 220 units that will be constructed, the Project is required to provide 458 parking spaces (126 parking spaces for the studios and one-bedroom units, 196 parking spaces for the two-bedroom units, 70 parking spaces for the three-bedroom units, and 66 guest parking spaces).

Government Code section 65915(p)(2) provides that upon the request of a developer, a city shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, that exceeds the following ratios: (1) for zero to one bedroom units, one parking space, and (2) for two to three bedroom units, one and one-half parking spaces. Therefore, in compliance with Government Code Section 65915(p)(2), the Developer is only required to provide 84 parking spaces for the studios and one-bedroom units, and 204 spaces for the two and three bedroom units, and no spaces for guest parking, for a total of 288 parking spaces. The Developer is proposing to and shall construct 418 parking spaces.

3. Affordable Housing Restrictions.

In exchange for the foregoing incentives, concessions, and waivers, the parties agree as follows:

a. *Number of Units.* During the Base Period, the Required Affordable Units shall be rented to households at the Prescribed Income Levels at Affordable Rent.

At such time as a tenant ceases to qualify as a Very Low Income Household, the Developer shall hold the next available unit of the same unit size as a unit available only to a Very Low Income Household.

Except to the extent prohibited by federal law or other regulatory agreements applicable to the property, in the event a household's income initially complies with the corresponding income restriction for a Very Low Income Household, but the income of such household increases, such increase shall not be deemed to result in a violation of the restrictions of this Agreement concerning limitations upon income of occupants, but Developer must comply with the previous paragraph.

b. *Duration of Housing Restrictions.* The Required Affordable Units shall be available to and occupied by Very Low Income Households at Affordable Rent throughout the Required Covenant Period. All tenants residing in any Unit for which rents are limited by virtue of this Agreement, during the last two (2) Years of the Required Covenant Period shall be given notice by the Developer at least once every six (6) months prior to the expiration date of this requirement, that the rent payable on such Unit may be raised to a market rate rent at the end of the Required Covenant Period.

c. *Selection of Tenants.* As specified below, the Developer shall demonstrate to the City that the proposed tenants of each of the Required Affordable Units constitutes a Very Low Income Household. Prior to the rental or lease of a Required Affordable Unit, the Developer shall require the tenant to execute a written lease and to complete an Income Verification certifying that the tenant(s) occupying the Required Affordable Unit is/are a Very Low Income Household, and meet(s) the eligibility requirements established for the Required Affordable Unit. The Developer shall verify the income of the tenant(s).

d. *Determination of Affordable Rent for the Affordable Units.* The Required Affordable Units shall be rented or leased at no greater than the Affordable Rent. The maximum monthly rental for the Required Affordable Unit shall be adjusted annually as permitted by Section 50053 of the California Health and Safety Code based on the annual adjustment to the Median Income for the Area established pursuant to Section 50093 of the California Health and Safety Code.

4. Developer Reporting and Records; Tenant Verification.

a. *Income Verification and Certification.* The Developer will obtain and maintain on file an income verification from each tenant for every Required Affordable Unit on the Site dated immediately prior to the initial occupancy of such tenant in the Project.

On that June 15th which first follows commencement of the occupancy of any Required Affordable Unit, and annually thereafter, the Developer shall file with City or its designee a Certificate, containing all information required pursuant to Health and Safety Code Section 33418, in a form prescribed by the City. Each Certificate shall cover the immediately preceding fiscal year.

The Developer shall maintain on file throughout the Required Covenant Period each tenant's executed lease and income verification and rental records for the Required Affordable Units. The Developer shall maintain complete and accurate records and will permit any duly authorized representative of the City to inspect the books and records of the Developer pertaining to the Required Affordable Units. The Developer shall prepare and submit to the City annually commencing June 15 first following the recording of this Agreement, a Certificate of

Continuing Program Compliance. Such documentation shall state for each Affordable Rental Unit the number of bedrooms, the rental amount, the number of occupants, and the income of the occupants and any other information which may be used to determined compliance with the terms of this Agreement.

As part of its annual report, at the City's request, but not less frequently than prior to each initial and subsequent rental of each Required Affordable Unit to a new tenant household (but not lease renewals) and annually thereafter, the Developer shall also provide to the City completed income computation, asset evaluation, and certification forms, for any such tenant or tenants, in substantially the form provided by the City from time to time. The Developer shall obtain an annual certification from each household of each Unit demonstrating that such household is a Very Low Income Household, and meets the eligibility requirements established for each such Required Affordable Unit.

The Developer shall submit to the City any and all tenant income and occupancy certifications and supporting documentation required to be submitted to assist the City's evaluation of the Developer's compliance with this Agreement, if determined to be necessary in the reasonable discretion of the City Manager, specifically including (without limitation) any documentation or additional certifications that may be necessary to verify compliance with all requirements from all funding sources, and each tenant's status as to each Required Affordable Unit as a lawful senior household. The City election to monitor some, but not all, of the Affordable Housing Units shall not constitute a waiver of the City's right to monitor and enforce compliance with respect to all Affordable Housing Units in the future.

b. *Verification of Income of New and Continuing Tenants*. Gross income calculations for prospective (and continuing) tenants shall be determined in accordance with 25 Cal. Code Regs. Section 6914. The Developer shall verify the income and information provided in the income certification of the proposed tenant as set forth below.

(1) The Developer shall verify the income of each proposed tenant of a Required Affordable Unit by at least one of the following methods as appropriate to the proposed tenant:

(i) Two (2) paycheck stubs from the person's two (2) most recent pay periods;

(ii) A true copy of an income tax return from the person for the most recent tax year in which a return was filed;

(iii) An income verification certification from the employer of the person;

(iv) An income verification certification from the Social Security Administration and/or the California Department of Social Services if the person receives assistance from such agencies; and

(v) An alternate form of income verification reasonably requested by the City, if none of the above forms of verification is available to the Developer.

c. *Verification Regarding Eligibility of New Tenants*. The Developer shall retain documentation regarding the eligibility of each new tenant household.

5. Nondiscrimination.

The Developer shall refrain from restricting the rental, sale or lease of the Site, or any portion thereof, on the basis of race, color, creed, religion, sex, marital status, national origin or ancestry of any person. All such deeds, leases or contracts shall contain or be subject to substantially the following nondiscrimination or nonsegregation clauses:

a. In deeds: "The grantee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

b. In leases: "The lessee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through him or her, and this lease is made and accepted upon and subject to the following conditions: "That there shall be no discrimination against or segregation of any person or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the leasing, subleasing, transferring, use, occupancy, tenure, or enjoyment of the premises herein leased nor shall the lessee himself or herself, or any person claiming under or through him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, sublessees, subtenants, or vendees in the premises herein leased."

c. In contracts: "There shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises which are the subject of this Agreement, nor shall the grantee or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

The covenants established in this Agreement and the deeds, if any, for conveyance for the Site shall, without regard to technical classification and designation, be binding for the benefit and in favor of City. The covenants against discrimination as set forth in this Section 5 shall remain in effect in perpetuity.

ARTICLE III

PROJECT PHASING

The Developer will be phasing the Project in two separate phases as set forth below.

1. Phase 1 Unit Construction. During Phase 1, the Developer shall construct the following units:

a. 5 market rate studios and 1 studio that shall be restricted as a Very Low Income Unit.

b. 27 market rate one-bedroom units and 1 one-bedroom unit that shall be restricted as a Very Low Income Unit.

c. 47 market rate two-bedroom units and 2 two-bedroom units that shall be restricted as a Very Low Income Unit.

d. 6 market rate three-bedroom units and 1 three-bedroom unit that shall be restricted as a Very Low Income Unit.

2. Phase 2 Unit Construction. During Phase 2, the Developer shall construct the following units:

a. 8 market rate studios.

b. 40 market rate one-bedroom units and 2 one-bedroom units that shall be restricted as a Very Low Income Unit.

c. 51 market rate two-bedroom units and 3 two-bedroom units that shall be restricted as a Very Low Income Unit.

d. 25 market rate three-bedroom units and 1 three-bedroom units that shall be restricted as a Very Low Income Unit.

3. Phase 1 Parking Construction. During Phase 1, the Developer shall construct the following parking: 126 uncovered resident parking spaces, 27 guest parking spaces, and 41 garage parking spaces.

4. Phase 2 Parking Construction. During Phase 2, the Developer shall construct the following parking: 174 uncovered resident parking spaces, 0 guest parking spaces, and 50 garage parking spaces.

ARTICLE IV

ENFORCEMENT

1. Remedies. Breach of the covenants contained in this Agreement may be enjoined, abated or remedied by appropriate legal proceeding by the City. This Agreement does not in any

way infringe on the right or duties of the City to enforce any of the provisions of the City Code including, but not limited to, the abatement of dangerous buildings.

2. Nuisance. The result of every act or omission whereby any of the covenants contained in this Agreement are violated in whole or in part is hereby declared to be and constitutes a nuisance, and every remedy allowable at law or equity, against a nuisance, either public or private, shall be applicable against every such result and may be exercised by any owner or its successors in interest, without derogation of the City's rights under law.

3. Right of Entry. In addition to the above general rights of enforcement, the City shall have the right through its agents and employees, to enter upon any part of the Project for the purpose of enforcing the California Vehicle Code, and the ordinances and other regulations of the City, and for maintenance and/or repair of any or all publicly owned utilities. In addition, the City has the right of entry at reasonable hours and upon and after reasonable attempts to contact the Developer, on any lot to effect emergency repairs or maintenance which the Developer has failed to perform on any of the Required Affordable Units.

4. Costs of Repair. The costs borne by the City for repairs or maintenance of units, emergency and/or non-emergency, shall become a charge for which the Developer shall be responsible.

5. Cumulative Remedies. The remedies herein provided for breach of the covenants contained in this Declaration shall be deemed cumulative, and none of such remedies shall be deemed exclusive.

6. Failure to Enforce. The failure to enforce any of the covenants contained in this Agreement shall not constitute a waiver of the right to enforce the same thereafter.

7. Enforcement and Nonliability. The City may from time to time make such efforts, if any, as it shall deem appropriate enforce and/or assist in enforcing this Agreement. However, the City will not be subject to any liability for failure to affirmatively enforce any provision of this Agreement.

ARTICLE V
SATISFACTION OF INCLUSIONARY HOUSING REQUIREMENT

1. City Code Section 16.50.040(A) requires that fifteen percent of all newly constructed dwelling units in residential developments projects be developed, offered to and sold or rented to very low, low and moderate income households, at affordable housing costs, as follows: If the residential development consists of rental units, a minimum of 10 percent of all units shall be rented to very low income households; the remaining five percent shall be rented to low or moderate income households. Here, the Developer is only proposing to restrict 5 percent of the units to Very Low Income Households.

2. In lieu of meeting this requirement, City Code Section 16.50.050 allows a developer to pay an in lieu fee in an amount established by City Council resolution. Pursuant to Resolution No. 2006-020 the in lieu fee amount that shall be paid by the Developer to the City shall be $490,365 , which is based on the fee schedule applicable on 11/15/2022, the date of the SB330 preliminary application. This amount shall be paid in compliance with Resolution No. 2006-020.

3. City Code Section 16.50.080 mandates that the Developer and City enter into an inclusionary housing agreement.

4. The Required Affordable Units must be dispersed throughout the Project and shall be comparable in construction quality and exterior design to the market-rate units. The Required Affordable Units shall have access to all on-site amenities.

5. The Required Affordable Units shall be the same size as the market rate units. The unit sizes are as follows: studios (445 square feet), one-bedroom units (705 square feet), two-bedroom units (975 square feet), and three-bedroom units (1109 square feet). The location of the Required Affordable Units is shown on Exhibit "B".

ARTICLE VI
GENERAL PROVISIONS

1. Severability. Invalidation of any one of these covenants or restrictions by judgment or court order shall in no way affect any other provisions which shall remain in all force and effect.

2. Term. This Agreement shall run with and bind the interest of Developer in the Site, and shall bind the owner(s) of all or any portion of or interests in said interest, and shall be enforceable by City, for a term of 55 years from the time the Project is fully constructed, provided; however, that the covenants regarding nondiscrimination set forth in Section 4 of Article II of this Agreement shall remain in effect for perpetuity.

3. Construction. The provisions of this Agreement shall be liberally construed to effectuate its purpose of creating a uniform plan for the development and operation of rental housing available at Affordable Rent for Very Low Income Households.

4. Amendments. This Agreement may be amended only by the written agreement of the Developer and the City.

5. Notices. Any notice permitted or required to be delivered as provided herein to the Developer shall be in writing and may be delivered by certified mail or reputable overnight delivery service and shall be addressed as follows:

City:

City of Highland
27215 Base Line
Highland, CA 92346
Attn: City Manager

Developer:

Ho Properties, LLC
c/o Helios Holdings LLC
840 Ardmore Ave
Hermosa Beach, CA 92054

Attn: Jonathan Webb

Notices by overnight delivery shall be deemed delivered on the next business day after delivery to the messenger service; notices by certified mail shall be delivered on the date of delivery or inability to deliver/refusal to accept shown on the return receipt. Such addresses may be changed from time to time by notice in writing.

6. Indemnification. The Developer shall defend, indemnify and hold the City and its elected officials, officers, agents and employees harmless from claims, liabilities, losses, damages and costs and expenses arising from or relating to personal injuries, including death, and property damage which may arise from the activities of the Developer or those of its contractor, subcontractor, agent, employee or other person acting on its behalf which relate to the Project. Notwithstanding the foregoing, this provision shall not apply to any such claims which arise out of, or by reason of, the sole negligence or willful misconduct of the City.

7. Events of Default. The Developer is in default under this Agreement upon the happening of one or more of the following events or conditions:

a. If a warranty, representation or statement made or furnished by the Developer to the City and is inaccurate in any material respect when it was made;

b. A breach by the Developer of any of the provisions or terms of this Agreement, after notice and opportunity to cure as provided in Section 5 above.

8. Enforcement; Remedies. In the event of a default under the provisions of this Agreement by the Developer that is not corrected within thirty (30) days after written notice of such default is given, then the City may, without further notice, exercise any and all remedies at law, in equity or permitted under or for a violation of the City Code applicable to this Agreement. The City may at any time apply to any court, state or federal, for injunctive relief against any violation by the Developer of any provision of this Agreement.

9. Developer Representation Re: Priority. The Developer represents and warrants that this Agreement, when recorded, is senior and prior to all deeds of trust and other liens, except for liens for property taxes and assessments not yet due.

10. No Waiver of Remedies. Any waiver by the City must be express and in writing and approved by the Highland City Council in order to be effective. No waiver by the City of any breach or default under this Agreement shall be deemed to be a waiver of any other subsequent breach thereof or default hereunder.

11. Cure Rights of Lenders; Notice. Should the Developer place or cause to be placed any encumbrance or lien on the Project, or any part thereof, the beneficiary ("Lender") of said encumbrance or lien, including, but not limited to, deeds of trust, shall have the right at any time during the term of this Agreement and the existence of said encumbrance or lien to do any act or thing required of the Developer under this Agreement, and any such act or thing done or performed by Lender shall be as effective as if done by the Developer itself. If the Developer shall have provided the City in writing with the name of the Lender and a copy of its recorded deed of trust showing its address for notices, then the City shall give written notice of any default

or breach under this Agreement by the Developer to such Lender and if the default can be cured by the payment of money, the City shall give Lender the opportunity after service of the notice to cure the breach or default within sixty (60) days after delivery of said notice.

12. Attorneys' Fees. In any proceedings arising from the enforcement of this Agreement or because of an alleged breach or default hereunder, the prevailing party shall be entitled to recover its costs and its reasonable attorneys' fees incurred during the proceeding as may be fixed within the discretion of the court.

13. Applicable Law. This Agreement shall be construed in accordance with and governed by the laws of the State of California.

14. Partial Invalidity. If any provisions of this Agreement shall be deemed to be invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

15. Recordation. This Agreement shall be recorded in the Official Records of the County Recorder of the County of San Bernardino, on all parcels, prior to the issuance of any building permit(s) for the Project.

16. Time of Essence. Time is of the essence of every provision hereof in which time is a factor.

IN WITNESS WHEREOF, this Agreement has been executed by the parties as of the date first set forth above.

DEVELOPER:

HO PROPERTIES, LLC,
a California Limited Liability Company

By: _____
Print Name: _____
Title: _____

[NEED LLC-1 FILED W/CA SECRETARY OF STATE, AND COPY OF LLC OPERATING AGREEMENT SHOWING OWNERSHIP/AUTHORITY]

CITY:

CITY OF HIGHLAND,
a municipal corporation

By: _____
Joseph Hughes, City Manager

ATTEST:

_____
Betty Hughes, City Clerk

APPROVED AS TO FORM:

By: _____
Maricela Marroquin, City Attorney

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of _____)

On _____, before me, _____,
(insert name and title of the officer)

Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____ (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)

COUNTY OF _____)

On _____, before me, _____,
(insert name and title of the officer)

Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXHIBIT "A"

LEGAL DESCRIPTION OF THE SITE

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF

CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

PARCEL 1 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 0278-131-45-0-000

PARCEL B:

PARCEL 2 OF PARCEL MAP NO. 3281, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF PARCEL MAPS, PAGE 30, RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 0278-131-46-0-000

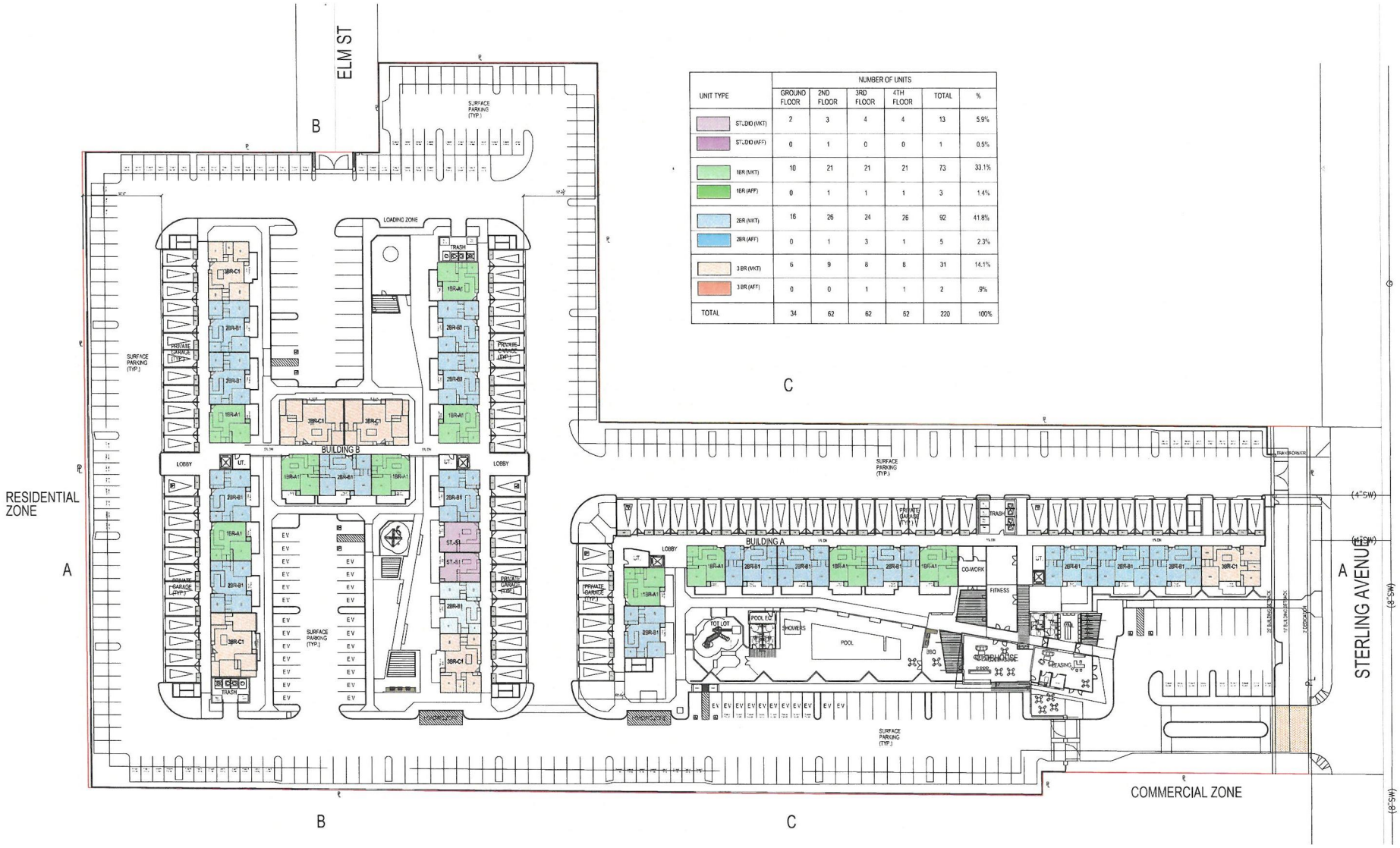
PARCEL C:

PARCEL 1 OF PARCEL MAP 6940, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 74 OF PARCEL MAPS, PAGES 95 AND 96, RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 0278-131-47-0-000

EXHIBIT "B"

DESCRIPTION/LOCATIONS OF RESTRICTED UNITS



UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
ST.-DIO (MKT)	2	3	4	4	13	5.9%
ST.-DIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	.9%
TOTAL	34	62	62	52	220	100%

SITE PLAN/GROUND FLOOR BUILDING PLAN - UNIT MIX

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

22111.00 2023_3-31 A1.0

DANIELIAN ASSOCIATES

architects + planners

UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	9%
TOTAL	34	62	62	62	220	100%



2nd FLOOR BUILDING PLAN -UNIT MIX

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

22111.00 2023.3-31 A1.1

DANIELIAN ASSOCIATES

architects + planners



UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	9%
TOTAL	34	62	62	62	220	100%

3rd FLOOR BUILDING PLAN -UNIT MIX

ARCHITECTURAL ENTITLEMENT SET

0 30 60 120 FEET

SCALE: 1"=30'-0"

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

22111.00 2023_3-31 A1.1

DANIELIAN ASSOCIATES

architects + planners



UNIT TYPE	NUMBER OF UNITS					
	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	TOTAL	%
STUDIO (MKT)	2	3	4	4	13	5.9%
STUDIO (AFF)	0	1	0	0	1	0.5%
1BR (MKT)	10	21	21	21	73	33.1%
1BR (AFF)	0	1	1	1	3	1.4%
2BR (MKT)	16	26	24	26	92	41.8%
2BR (AFF)	0	1	3	1	5	2.3%
3 BR (MKT)	6	9	8	8	31	14.1%
3 BR (AFF)	0	0	1	1	2	9%
TOTAL	34	62	62	62	220	100%

4th FLOOR BUILDING PLAN -UNIT MIX

ARCHITECTURAL ENTITLEMENT SET

HALCYON

HELIOS HOLDINGS LLC

HIGHLAND, CA

0 30 60 120 FEET

SCALE: 1"=30'-0"

22111.00 2023.3-31 A1.1

DANIELIAN ASSOCIATES architects + planners

Base Density

204

11 5% VLI 10.2

	Phase 1				Phase 2				Total			
Units	Market Rate	Affordable	SubTotal	% of Total	Market Rate	Affordable	SubTotal	% of Total	Market Rate	Affordable	Grand Total	% of Total
Studio	5	1	6	7%	8		8	6%	13	1	14	6%
1 Bedroom	27	1	28	31%	40	2	42	32%	67	3	70	32%
2 Bedroom	47	2	49	54%	51	3	54	42%	98	5	103	47%
3 Bedroom	6	1	7	8%	25	1	26	20%	31	2	33	15%
Total	85	5	90	100%	124	6	130	100%	209	11	220	100%
			41%				59%					

Parking Prov	Phase 1	Phase 2	Total
Resident	126	174	300
Guest	27	0	27
Garage	41	50	91
Total	194	224	418

ATTACHMENT 5

Resolution for Variance (VAR 23-003)

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE HIGHLAND CITY COUNCIL APPROVING VARIANCE (VAR 23-003) TO ALLOW AN INCREASE IN THE MAXIMUM HEIGHT FOR A PERIMETER FENCE/WALL FROM 6-FEET TO 7.75-FEET IN ASSOCIATION WITH DESIGN REVIEW APPLICATION (DRA 23-002) AND LOT LINE ADJUSTMENT (LLA 23-003) TO CONSTRUCT A MULTI-PHASE, 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, Helios Holdings, LLC (the "Applicant") submitted (1) Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit multi-family apartment complex, (2) an application for a "density bonus" under Section 16.40.090 of the City Municipal Code related to Design Review Application (DRA 23-002), (3) an application for Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of the 220-unit multi-family apartment complex, and (4) an application for a Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75 feet in association with DRA 23-002 and LLA23-003 (referred to collectively as "Project").

2. The Project is located on a 6.77 acre site comprised of thee (3) parcels located on the west side of Sterling Avenue, 250 feet north of 9th Street, zoned Multifamily Residential (R-4) with a General Plan Designation of Residential High Density Special Overlay.

3. On September 19, 2023, the Planning Commission of the City of Highland conducted a duly noticed public hearing on the Project, concluded the hearing on this date, and adopted Resolution No. 23-045, recommending the City Council approve the Project.

4. On September 28, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the Project site, and was published in the San Bernardino Sun newspaper on September 29, 2023.

5. A duly noticed public hearing was held by the City Council on October 10, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public

hearing, the City Council took testimony, both written and oral, from various parties, including the Applicant.

6. All legal prerequisites to the adoption of this Resolution have occurred.

7. The Project was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resources Code 21000, et seq. and the California Environmental Quality Act Guidelines, 14 Cal. Code Regs 15000 et seq. (collectively referred to as "CEQA"). Pursuant to CEQA, an Initial Study was prepared for the Project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. A Mitigated Negative Declaration was prepared in accordance with CEQA Section 21080(c) and Section 15070 of the State CEQA Guidelines. The Mitigated Negative Declaration includes Project specific mitigation measures that reduce said impacts to below a level of significance and the list of mitigation measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Initial Study, the Mitigated Negative Declaration, and the MMPR, the Project will not have a significant impact upon the environment.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Highland City Council as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The Highland City Council, after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the City Council dated October 10, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

    a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

4. Findings of Fact for Variance (VAR 22-004):

    a. That a strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

    Response: The regulation for which a variance is requested is Section 16.40.100 of the Highland Municipal Code for Fences and Walls. The maximum allowable wall and fence height within the "R-4" residential district is 6-feet.

The Applicant conveyed to Staff that due to the overall size of the development, slightly taller perimeter fencing would be suitable. The Applicant has proposed a 7.75-foot tall CMU block wall around the entire perimeter of the site. The access gates at the two (2) Sterling Avenue entrance/exits as well as the emergency exit onto Elm Street will be constructed of 7.75-foot tall tubular steel. The security fencing along the pool area within Building A will be a combination of the 7.75-foot tall CMU block wall and black tubular steel.

A strict interpretation of the 6-foot maximum height would result in a hardship to the Project in that it could not properly be secured. The site will house 220 families, valuable amenities, and personal property. The Project is in a high-traffic area susceptible to crimes of convenience. The additional fence height is necessary for the security of the residents and property.

b. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

Response: The residential development is physically large, 4 stories, approximately 53 feet tall. It will house 220 families within 6.77 acres, a density in excess of 30 dwelling units per acre. The size and density of the Project are unique to the vicinity. The Applicant conveyed to Staff that given the logistics of securing a multi-family residential complex along a primary thoroughfare like Sterling Avenue, slightly taller perimeter fencing would be suitable. The Applicant has proposed a 7.75-foot tall CMU block wall around the entire perimeter of the site.

c. That the strict interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

Response: The Applicant would be deprived of constructing a perimeter fence/wall that would significantly aid in improving the security of a site that is located in an area with a higher number of calls for service from local law enforcement.

d. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

Response: The granting of the variance is permitted by the Municipal Code, Section 16.08.070 *Variances*. The Community Development Director has the authority to grant a Minor Variance including, 16.08.070.C.7 "*Up to 30 percent of height limitations, except that any height deviation not exceed two feet shall also be considered a minor variance.*" Per the Municipal Code,

the Director could authorize a maximum fence/wall height of 8 feet, however, because the related Project entitlements require City Council approval, the Variance too must be considered by the City Council with respect to the totality of the Project. Approval of the variance will not constitute a grant of special privilege as it is necessary due to the site-specific nature of the project as well as the Project's density and design.

e. That a granting of the variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

Response: The granting of a variance for an additional 1.75 feet of fence/wall height will not be detrimental to the public health, safety or welfare, or materially injurious to the property itself or any of the adjacent properties. Instead, the increased wall/fence height will improve the safety of the residents in this apartment complex. The site design is still compliant with the setbacks required for the "R-4" Multi-Family residential zone. Noise, sound, vibration, lighting and traffic issues were all analyzed in the Project's Initial Study. Mitigation Measures were established as appropriate to respond to any potential impact to properties and improvements in the area. Said Mitigation Measures will be adopted with the Project's Conditions of Approval.

f. That the granting of the variance is consistent with the objectives and policies of the general plan and the intent of this title.

Response: This development utilizes Government Code Section 65915 as well as Highland Municipal Code section 16.40.090 to obtain a five (5) percent "density bonus" for eleven (11) total affordable units. In doing so, the developer is granted a deviation from the conventional "R-4" standards pertaining to parking and open space. The Project satisfies all other "R-4" development criteria pertaining to setbacks, lot coverage, and building height.

7. Based on the Findings and Conclusions set forth above, the Highland City Council approves Variance (VAR 23-003).

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 10th day of October, 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

ATTACHMENT 6

Resolution for Lot Line Adjustment (LLA 23-003)
Exhibit A: Lot Line Adjustment
Exhibit B: Conditions of Approval

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE HIGHLAND CITY COUNCIL APPROVING LOT LINE ADJUSTMENT (LLA 23-003) TO RELOCATE THE EXISTING PARCEL BOUNDARIES TO CREATE SEPARATE PARCELS FOR THE MULTI-PHASE DEVELOPMENT OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, Helios Holdings, LLC (the "Applicant") submitted (1) Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit multi-family apartment complex, (2) an application for a "density bonus" under Section 16.40.090 of the City Municipal Code related to Design Review Application (DRA 23-002), (3) an application for Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of the 220-unit multi-family apartment complex, and (4) an application for a Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75 feet in association with DRA 23-002 and LLA23-003 (referred to collectively as "Project").

2. The Project is located on a 6.77 acre site comprised of thee (3) parcels located on the west side of Sterling Avenue, 250 feet north of 9th Street, zoned Multifamily Residential (R-4) with a General Plan Designation of Residential High Density Special Overlay.

3. On September 19, 2023, the Planning Commission of the City of Highland conducted a duly noticed public hearing on the Project, concluded the hearing on this date, and adopted Resolution No. 23-045, recommending the City Council approve the Project.

4. On September 28, 2023, the notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the Project site, and was published in the San Bernardino Sun newspaper on September 29, 2023.

5. A duly noticed public hearing was held by the City Council on October 10, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of

the aforesaid hearing was given as required by applicable law. At the public hearing, the City Council took testimony, both written and oral, from various parties, including the Applicant.

6. All legal prerequisites to the adoption of this Resolution have occurred.

7. The Project was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resources Code 21000, et seq. and the California Environmental Quality Act Guidelines, 14 Cal. Code Regs 15000 et seq. (collectively referred to as "CEQA"). Pursuant to CEQA, an Initial Study was prepared for the Project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. A Mitigated Negative Declaration was prepared in accordance with CEQA Section 21080(c) and Section 15070 of the State CEQA Guidelines. The Mitigated Negative Declaration includes Project specific mitigation measures that reduce said impacts to below a level of significance and the list of mitigation measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Initial Study, the Mitigated Negative Declaration, and the MMPR, the Project will not have a significant impact upon the environment.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Highland City Council as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The Highland City Council after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the City Council dated October 10, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Lot Line Adjustment (LLA 23-003) proposes to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of a 220-unit, 4-story apartment complex on a 6.77 acre site located on the west side of Sterling Avenue, 250 feet north of 9th Street.

4. Lot Line Adjustment (LLA 23-003) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.

5. Lot Line Adjustment (LLA 23-003) complies with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.

8. Findings of Fact for Lot Line Adjustment (LLA 23-002):

a. The subdivision is consistent with applicable General and specific plans.

Response: The proposed Lot Line Adjustment will reposition the existing parcel boundaries to effectuate a phased project and is conditioned to merge the two lots prior to occupancy of the second phase to ensure effective property management and property maintenance. This Lot Line Adjustment and Lot Merger is consistent with the City's General Plan Community Design Element Chapter 10, Goal 10.7, Policy 9 which requires lot consolidation for lots under same ownership, wherever practical, to encourage more flexible design solutions and viable parcel sizes. The sites associated with the subject Lot Line Adjustment is not within a Specific Plan.

b. That the design or improvement of the proposed subdivision is consistent with applicable General and Specific Plans.

Response: The proposed Lot Line Adjustment will reposition the existing parcel boundaries to effectuate a phased project and is conditioned to merge the two lots prior to occupancy of the second phase to ensure effective property management and property maintenance. This Lot Line Adjustment and Lot Merger is consistent with the City's General Plan Community Design Element Chapter 10, Goal 10.7, Policy 9 which requires lot consolidation for lots under same ownership, wherever practical, to encourage more flexible design solutions and viable parcel sizes. The sites associated with the subject Lot Line Adjustment is not within a Specific Plan.

c. That the site is physically suitable for the type of development.

Response: The site is generally flat without any unusual features and is located within an urbanized area with existing services and infrastructure available to the Site. The proposed Lot Line Adjustment will reposition the three (3) existing parcel boundaries so that Building A will be on its own parcel, Building B will be on its own parcel, and the guest parking area near the Elm Street emergency access will be on its own parcel to allow for the flexibility of a phased development. The site is vacant and is physically suitable for the development of a multi-unit apartment complex.

d. The site is physically suitable for the proposed density of development.

Response: The site is relatively flat and vacant, and there are no physical constraints noticeable to impact the development of the site as a multi-family residential use. The Lot Line and conditioned lot merger will help achieve the minimum density of 20 dwelling units per acre and a maximum density of 30 dwelling units per acre.

e. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Response: An Initial Study was prepared for the Project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. A Mitigated Negative Declaration was prepared and Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of mitigation measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Findings of the Initial Study, the Mitigated Negative Declaration, and the MMRP, the Project will not have a significant impact upon the environment.

f. That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.

Response: The Project has been reviewed and conditioned by the City's Engineering, Building and Safety, Planning Divisions and Fire Department so that the design of the Lot Line Adjustment or the types of improvements will meet all local, state and federal codes as they relate to residential uses. It is in an urbanized area and will improve onsite conditions by developing this vacant site and no public health problems are expected.

g. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Response: The proposed Lot Line Adjustment will reposition the existing parcel boundaries so that Building A will be on its own parcel, Building B will be on its own parcel, and the guest parking area near the Elm Street emergency access will be on its own parcel. There are no known easements on or adjacent to the property that the proposed Lot Line Adjustment would conflict with.

9. This Project is not within a high fire severity zone. Findings required by Government Code section 66474.02 are not applicable.

10. The Project is not subject to the Williamson Act. Findings required by Government Code section 66474.4 are not applicable.

11. Based on the Findings and Conclusions set forth above, the Highland City Council approves Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development, subject to the attached conditions of approval.

Exhibit A includes Lot Line Adjustment Plans

Exhibit B includes the Conditions of Approval for Lot Line Adjustment

PASSED, **APPROVED,** and **ADOPTED** this 10th day of October, 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

EXHIBIT A

Lot Line Adjustment Plans

EXHIBIT "A"

LEGAL DESCRIPTION
LOT LINE ADJUSTMENT NO.

LOT 1

IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING PARCEL 2 AND THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3281, AS PER MAP FILED IN BOOK 29, PAGE 30, OF PARCEL MAPS, RECORDS OF SAID COUNTY, SAID PORTION LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL 1;

THENCE ALONG THE SOUTH LINE OF SAID PARCEL 1, SOUTH 89°37'15" EAST, 324.55 FEET TO THE **TRUE POINT OF BEGINNING.**;

THENCE LEAVING SAID LINE, NORTH 00°00'01" WEST, 256.71 FEET TO THE NORTH LINE OF SAID PARCEL 1;

THE ABOVE DESCRIBED PARCEL CONTAINS 3.041 ACRES, MORE OR LESS.

EXHIBIT "A" – LEGAL DESCRIPTION
LOT LINE ADJUSTMENT NO.
CITY OF HIGHLAND, CALIFORNIA

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
(714) 685-6860

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EXHIBIT "A"

LEGAL DESCRIPTION
LOT LINE ADJUSTMENT NO.

LOT 2

IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING PARCEL 1 OF PARCEL MAP NO. 6940 TOGETHER WITH THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3281, SAID PORTION LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL 1 OF PARCEL MAP NO. 3281;

THENCE ALONG THE SOUTH LINE OF SAID PARCEL 1 OF PARCEL MAP NO. 3281, SOUTH 89°37'15" EAST, 324.55 FEET TO THE **TRUE POINT OF BEGINNING;**

THENCE LEAVING SAID LINE, NORTH 00°00'01" WEST, 256.71 FEET TO THE NORTH LINE OF SAID PARCEL 1 OF PARCEL MAP NO. 3281.

THE ABOVE DESCRIBED PARCEL CONTAINS 3.670 ACRES, MORE OR LESS.

ALL AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS ACT.

Jake W. Lappert

06/21/2023
JAKE W. LAPPERT DATE
PLS 9303



SHEET 2 OF 2

EXHIBIT "A" – LEGAL DESCRIPTION LOT LINE ADJUSTMENT NO. CITY OF HIGHLAND, CALIFORNIA	DRC Engineering, Inc. Civil Engineering/Land Surveying/Land Planning	160 S. Old Springs Road Suite 210 Anaheim Hills, CA 92808 (714) 685-6860

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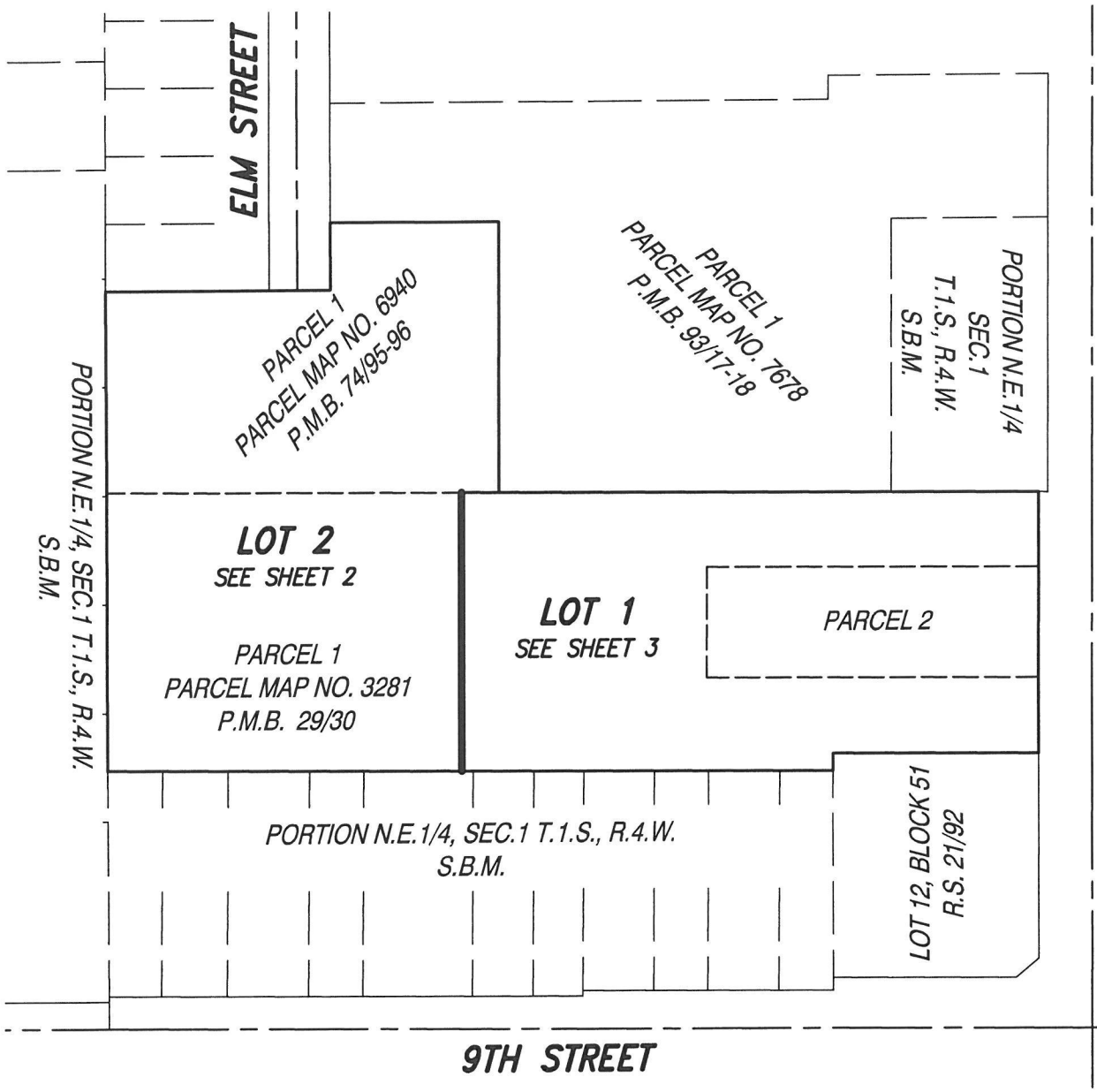
EXHIBIT "B"

MAP
LOT LINE ADJUSTMENT **NO.**



LEGEND

- PROJECT LIMITS
- NEW LOT LINE
- CENTER LINE
- EXISTING LOT LINE TO REMAIN
- EXISTING LOT LINE TO BE REMOVED
- UNDERLYING LOT LINE

AREAS

PARCEL 1 PM. NO. 6940 – 1.757 AC
PARCEL 1 PM. NO. 3281 – 4.244 AC
PARCEL 2 PM. NO. 3281 – 0.710 AC
TOTAL – 6.711 AC

PROPOSED LOT 1 – 3.041 AC
PROPOSED LOT 2 – 3.670 AC
TOTAL – 6.711 AC

N

SCALE: 1"=150'
SHEET 1 OF 3

EXHIBIT "B – PLAT
LOT LINE ADJUSTMENT **NO.**
CITY OF HIGHLAND, CALIFORNIA

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
(714) 685-6860

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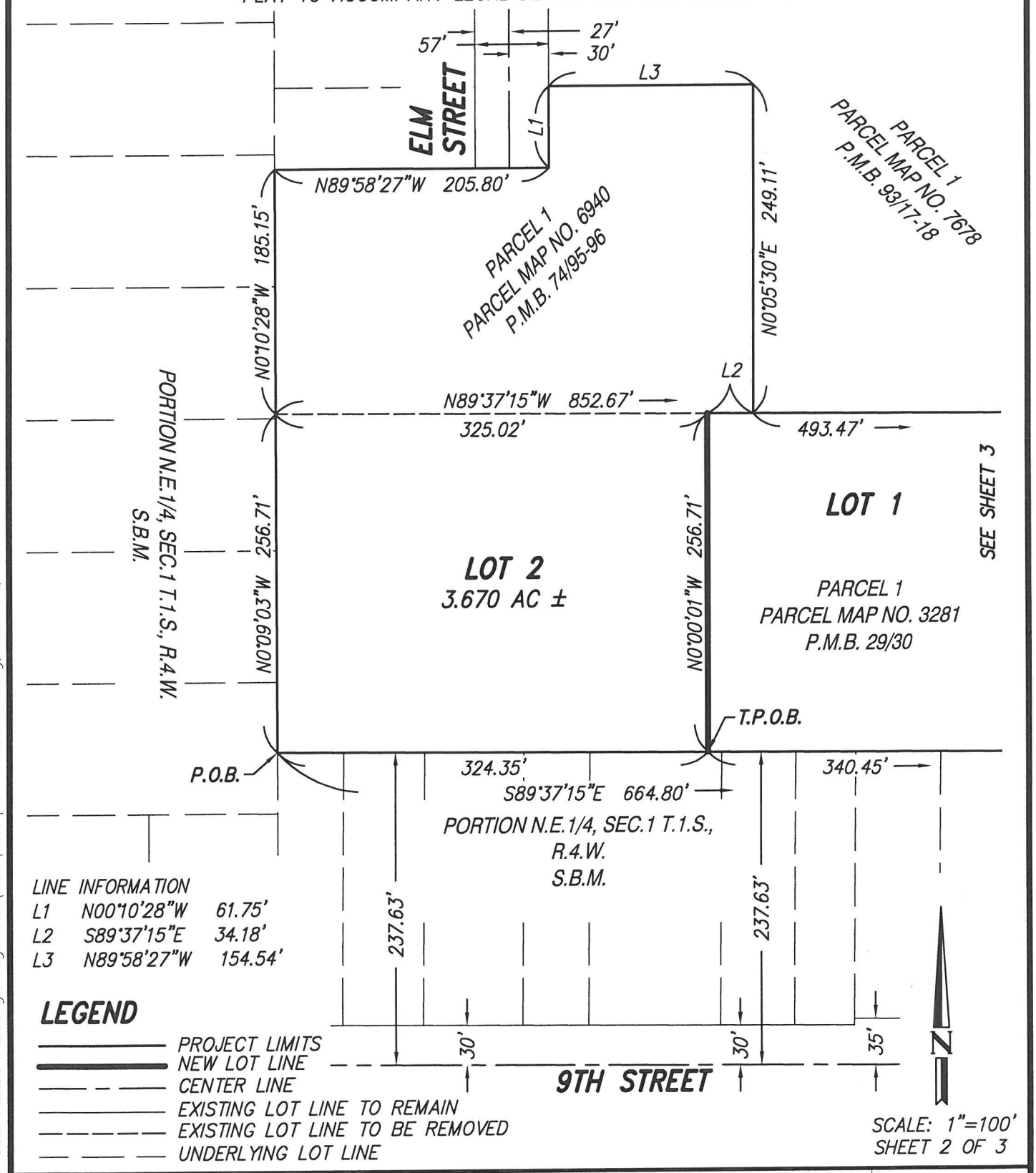
EXHIBIT "B"

PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR EXHIBIT "A"



LINE INFORMATION

L1	N00°10'28"W	61.75'
L2	S89°37'15"E	34.18'
L3	N89°58'27"W	154.54'

LEGEND

- PROJECT LIMITS
- NEW LOT LINE
- CENTER LINE
- EXISTING LOT LINE TO REMAIN
- EXISTING LOT LINE TO BE REMOVED
- UNDERLYING LOT LINE

SCALE: 1"=100'

SHEET 2 OF 3

EXHIBIT "B – PLAT
LOT LINE ADJUSTMENT **NO.**
CITY OF HIGHLAND, CALIFORNIA

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
(714) 685-6860

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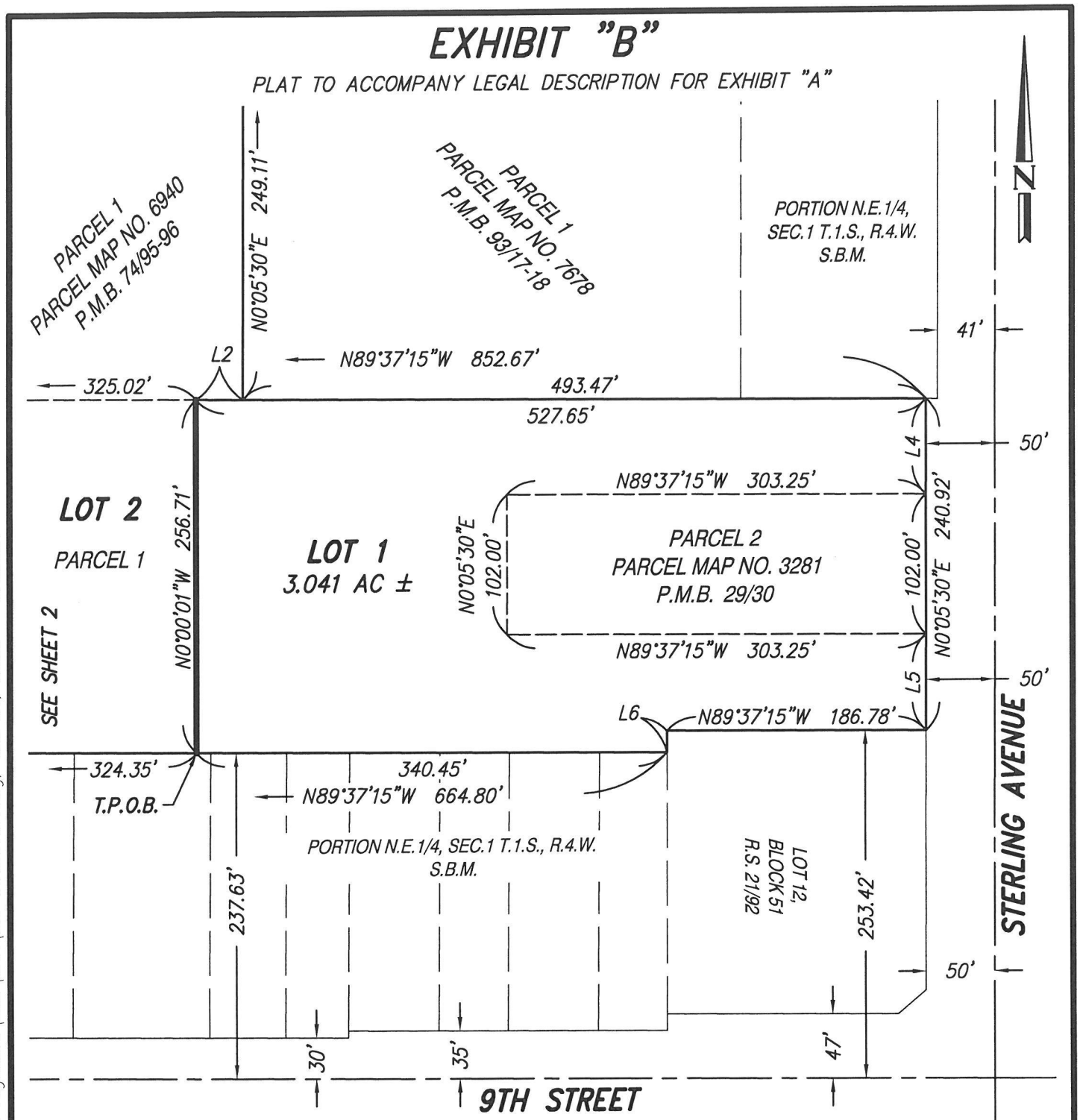
EXHIBIT "B"

PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR EXHIBIT "A"



LEGEND

- PROJECT LIMITS
- NEW LOT LINE
- CENTER LINE
- EXISTING LOT LINE TO REMAIN
- EXISTING LOT LINE TO BE REMOVED
- UNDERLYING LOT LINE

LINE INFORMATION

L2	S89°37'15"E	34.18'
L4	N00°05'30"E	68.92'
L5	N00°05'30"E	70.00'
L6	S00°05'30"W	15.79'

SCALE: 1"=100'
SHEET 3 OF 3

EXHIBIT "B – PLAT
LOT LINE ADJUSTMENT **NO.**
CITY OF HIGHLAND, CALIFORNIA

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
(714) 685-6860

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EXHIBIT B

Conditions of Approval

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	October 10, 2023
Applicant:	Helios Holdings, LLC
File/Index:	Lot Line Adjustment (LLA 23-003)
Proposal:	Relocation of the existing parcel boundaries to create separate parcels for a multi-phase, 220-unit multi-family residential development.
Location:	Three (3) vacant parcels, totaling 6.77 acres in area, located on the west side of Sterling Avenue, 250 feet north of 9th Street. Assessor's Parcel Numbers: 0278-131-45, -46, & -47
Related Entitlements:	Design Review Application (DRA 23-002) & Variance (VAR 23-003)

PLANNING CONDITIONS OF APPROVAL

Note: These Conditions represent Planning Division Conditions only and are meant to be only one part of the Project's overall Conditions that include Engineering, Fire Department and Building and Safety Conditions of Approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

This Lot Line Adjustment (LLA 23-003) is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any/all Conditions at any time shall result in initiating revocation of the subject permit.

1) This Lot Line Adjustment (LLA 23-003) shall become null and void:

   a. Unless all Conditions have been complied with and the occupancy or use of the land or existing structures authorized by such Conditional Use Permit has taken place within thirty-six (36) months after the approval of said Lot Line Adjustment.

   b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time every subsequent twelve (12) months, not to exceed thirty-six (36) months in total. Applications for such extensions of time must be set forth, in writing, by reasons for this extension and shall be filed together with a fee as established by the City Council, with the Planning Department sixty (60) calendar days before the expiration of the Lot Line Adjustment.

2) The subject property shall be developed in accordance with plans and materials approved by the Planning Commission on September 5, 2023, on file with the City

of Highland Planning Division, and shall be in compliance with all conditions of approval contained herein.

3) Revisions, modifications, and/or deletions to the approved plans shall be submitted to the Planning Division for review and approval. Revisions, modifications and/or deletions may require additional review by the Planning Commission.

4) In compliance with the Highland Municipal Code, the Applicant/Owner shall, at his/her sole cost and expense and through counsel of the City's choosing, protect, defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants (collectively, "City indemnitees"), from all liability and monetary damages, and all claims, actions, or proceedings brought against the City indemnitees, arising from the issuance of the permit or approval, or the denial thereof, or arising from any action by any person seeking to have a permit or approval held void by a court of law. Owner/Applicant shall make a deposit of City's reasonably anticipated costs and attorneys' fees in advance, and shall promptly reimburse the City for any fees, costs, or damages City actually incurs in excess of the deposit.

5) No expansion of the project beyond the scope and nature described in the application (LLA 23-003), which would tend to increase the projected scale of the project, shall be permitted except upon application for, and approval of, modification of this application in compliance with all procedures and requirements therefore.

6) The Applicant and recorded owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

7) Prior to issuance of permits, all proposed construction work shall be subject to plan check and approval with the Planning Division, Engineering Division, Building Division and Fire Department. The plans shall demonstrate compliance with the currently adopted California Building, Plumbing, Mechanical, Electrical, Fire, Energy, and Green Codes, Highland Municipal Code, Engineering Directives and Standards, and all conditions contained herein.

8) All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.

9) Prior to the issuance of a Certificate of Occupancy within Phase II (i.e., Lot 2 of the Lot line Adjustment), a Parcel Merger must be completed to combine all associated parcels into one (1) parcel.

ATTACHMENT 7

Resolution adopting Mitigated Negative Declaration (ENV 23-005)
Exhibit A: Initial Study/Mitigated Negative Declaration
Exhibit B: Mitigation Monitoring and Reporting Program (MMRP)

RESOLUTION NO. 2023 - ____

A RESOLUTION OF THE HIGHLAND CITY COUNCIL ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (ENV 23-005) FOR THE DEVELOPMENT OF A OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 23-002), LOT LINE ADJUSTMENT (LLA 23-003), AND VARIANCE (VAR 23-003).

ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

APPLICANT: HELIOS HOLDINGS, LLC

A. RECITALS

1. On April 19, 2023, Helios Holdings, LLC (the "Applicant") submitted (1) Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit multi-family apartment complex, (2) an application for a "density bonus" under Section 16.40.090 of the City Municipal Code related to Design Review Application (DRA 23-002), (3) an application for Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for the multi-phase development of the 220-unit multi-family apartment complex, and (4) an application for a Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75 feet in association with DRA 23-002 and LLA23-003 (referred to collectively as "Project").

2. The Project was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resources Code 21000, et seq. and the California Environmental Quality Act Guidelines, 14 Cal. Code Regs 15000 et seq. (collectively referred to as "CEQA").

3. Pursuant to CEQA and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project.

4. An Initial Study prepared for the Project was made available for public review from August 1, 2023 to August 30, 2023.

5. The Initial Study finds that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral

Resources, Noise, Population/Housing, Public Services, and Recreation, Transportation and Traffic, Wildfire, and Utilities and Services Systems.

6. The Initial Study also finds that the potential impacts to air quality, biological resources, cultural resources, as well as geology and soils require the implementation of mitigation measures to reduce impacts to a less than significant level. Based on the information contained in the Initial Study, it was determined that the Project could have a significant effect on the environment, but that mitigation measures could be implemented to reduce such impacts to a less than significant level. Based upon this determination, a Draft Mitigated Negative Declaration ("Draft MND") was prepared in accordance with CEQA Section 21080(c) and Section 15070 of the State CEQA Guidelines.

7. The City circulated a Notice of Intent to Adopt the Draft MND, along with the Draft MND and its Appendices, to the public and other interested parties for a 30-day comment period from August 1, 2023 through August 31, 2023. The City published a Notice of Intent to Adopt for the Draft MND in the San Bernardino Sun, a newspaper of general circulation within the City, mailed to property owners within 300 feet as well as interested parties. The Notice was also posted on the City's website, at City Hall, the Sam J. Racadio Library and Environmental Learning Center, and Fire Station No. 1. Copies of the related documents were made available for public review and inspection at the offices of the Department of Community Development, located at City Hall, 27215 Baseline Street, Highland, California during regular business hours.

8. During the comment period, the City received no written comments on the Draft MND.

9. On September 19, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the Project, at which time the Planning Commission heard and considered information presented by City staff on the Project and its environmental review. In addition, all interested persons had an opportunity to and did testify regarding this matter. At the conclusion of the hearing, the Planning Commission adopted Resolution No. 2023-045, recommending the City Council adopt the Initial Study/Mitigated Negative Declaration and adopt the Mitigation Monitoring and Reporting Program.

10. Public Resources Code Section 21081.6 requires the City to prepare and adopt a Mitigation Monitoring and Reporting Program for any project for which mitigation measures have been imposed to assure compliance with the adopted mitigation measures. The Mitigation Monitoring and Reporting Program is attached hereto, and is incorporated herein by reference.

11. On October 10, 2023, the Highland City Council conducted a duly noticed Public Hearing on the Project and concluded the Hearing on that date.

12. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Highland City Council as follows:

Section 1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

Section 2. Based upon substantial evidence presented to the City Council during the October 10, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the City Council finds as follows:

a. All necessary Public Meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

Section 3 After due consideration of the Final MND and the Project and in the exercise of its independent judgment, the City Council hereby finds and resolves that:

a. Agencies and interested members of the public have been afforded ample notice and opportunity to comment on the Draft MND, the Final MND, and on the Project. The Project has been environmentally reviewed pursuant to the provisions of CEQA and the State CEQA Guidelines.
b. The City Council has independently considered the administrative record before it, which is hereby incorporated by reference and which includes the Final MND, the written and oral comments on the Draft MND, the Draft MND and its Appendices, staff reports and presentations, and all oral and written testimony.
c. The City Council has reviewed the Final MND and all comments received regarding the Final MND prior to and at the October 10, 2023 public hearing, and based on the whole record before it finds that: (1) the Final MND was prepared in compliance with CEQA; (2) there is no substantial evidence that the Project will have a significant effect on the environment; and (3) the Final MND reflects the independent judgment and analysis of the City Council.

Section 4. Based on the findings set forth in the Resolution, the Highland City Council adopts the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (ENV 23-005), both of which are attached hereto and incorporated herein by reference, and the City Council imposes as a condition on the Project each mitigation measure identified in the Mitigation Monitoring and Reporting Program and directs City staff to implement and to monitor the mitigation measures.

Exhibit A includes the Final Initial Study/Mitigated Negative Declaration

Exhibit B includes the Mitigation Monitoring and Reporting Program

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify to the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED,** and **ADOPTED** this 10th day of October, 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

Exhibit A includes the Final Initial Study/Mitigated Negative Declaration

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENUE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION



Lead Agency:

Prepared by:
Morse Planning Group

DRAFT | JULY 2023

Draft
Initial Study/Mitigated Negative Declaration

Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue

LEAD AGENCY:

City of Highland
27215 Base Line
Highland, CA 92346
Contact: Mr. Ash Syed, Associate Planner

PREPARED BY:

Morse Planning Group

July 31, 2023

This document has been produced for double-sided printing to conserve natural resources.

MITIGATED NEGATIVE DECLARATION

Title of Project:	Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue
Project Location:	The project site is generally located approximately 0.05 mile north of the 9th Avenue/Sterling Avenue intersection and approximately 0.30 mile south of the Baseline Road/Sterling Avenue intersection.
Project Proponent:	Helios Holdings, LLC 840 Ardmore Avenue Hermosa Beach, CA 92054
Brief Description of Project:	The Applicant proposes to construct 220 multi-family residential units on the 6.77 gross acre project site. Five percent of the base units (11 units) are designated for the very low income affordability category. Two four-story buildings will be constructed providing 220 residential units, totaling 274,951 square feet inclusive of non-residential building space . Building A will include 90 units and Building B will include 130 units. Additional details regarding the proposed project are provided in Section 2.4, Project Characteristics. The permits and approvals from lead, responsible, and trustee agencies that would be necessary include: ▪ City of Highland Design Review approval ▪ City of Highland Lot Line Adjustment approval ▪ City of Highland Minor Variance approval for increased height of perimeter walls ▪ City of Highland issuance of Grading, Building, Landscape & Irrigation, Electric, Mechanical, and Plumbing Permits ▪ City of Highland Fire Department approval of proposed site improvement ▪ East Valley Water District - Water and Sewer Connection Permit
Cortese List:	The proposed project is not on a site located on the Cortese list.
Project Impacts:	The Initial Study/Mitigated Negative Declaration found that the environmental impacts from the project would be less than significant with the incorporation of mitigation measures.
Mitigation Measures:	Mitigation measures or regulatory measures have been included for Biological Resources, Cultural and Tribal Cultural Resources; Geology and Soils; Hazards & Hazardous Materials; and Noise.

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1.0 INTRODUCTION

The Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue Project (herein referenced as the "project" or "proposed project") involves the development of 220 multi-family residential units. Following a preliminary review of the proposed project, the City of Highland has determined that the proposed project is subject to the guidelines and regulations of the *California Environmental Quality Act* (*CEQA*). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1. STATUTORY AUTHORITY AND REQUIREMENTS

This environmental document has been prepared in conformance with *CEQA* (*California Public Resources Code* [*PRC*] Section 21000 et seq.); *CEQA Guidelines* (*California Code of Regulations* [*CCR*], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of *CEQA*, as adopted by the City of Highland.

In accordance with the *CEQA Guidelines* Sections 15051 and 15367, the City of Highland (City) is identified as the Lead Agency for the proposed project. Under *CEQA* (*Public Resource Code* Sections 21000-21177) and pursuant to *CEQA Guidelines* Section 15063, the City is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (*Public Resources Code* Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with *CEQA*, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions relevant to the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis are subject to a public review period. During this review, agency and public comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the City.

1.2. PURPOSE

The purposes of an Initial Study are to:

1. Identify environmental impacts;
2. Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or a negative declaration;
3. Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is required to be prepared;
4. Facilitate environmental assessment early in the design of the project;
5. Document the factual basis of the finding in a negative declaration that a project would not have a significant environmental effect;
6. Eliminate needless EIRs;
7. Determine whether a previously prepared EIR could be used for the project; and
8. Assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project
- Identification of the environmental setting
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries
- Discussion of ways to mitigate significant effects identified, if any
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study

1.3. RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term*

"responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)

"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Wildlife, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)

For this project, the City of Highland is the Lead Agency and has the principal responsibility of processing and approving the project.

Responsible Agencies and other entities that may use this Initial Study in their decision-making process or for informational purposes include, but may not be limited to, the following:

- Santa Ana Regional Water Quality Control Board
- South Coast Air Quality Management District

1.4. CONSULTATION

As soon as the Lead Agency has determined that an Initial Study would be required for a project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under *CEQA* and its implementing guidelines.

The City also complied with Tribal Cultural Resources consultation requirements under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal notification was sent to the list of three tribes that requested to be on the City's notification list per Public Resources Code Section 21010.3(b)(1). The City received one request for consultation.

1.5. INCORPORATION BY REFERENCE

Pertinent documents relating to this Initial Study have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and length of environmental reports. The following documents are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for this Initial Study. These documents are available for review at the City of Highland Planning Department, located at the City of Highland, 27215 Base Line, Highland, California 92346.

The City of Highland General Plan (General Plan), **March 2006, January 2012, August 2012, January 2022**

The City of Highland General Plan is a long-range planning document that provides the City a framework for action and the direction in which to focus that action.

The Highland General Plan assesses and plans future uses for all property within the planning area, as well as establishes what the residents and businesses of Highland want to preserve and achieve. The Plan includes the following chapters:

1. Introduction
2. Land Use Element
3. Circulation Element
4. Public Services & Facilities Element
5. Conservation & Open Space Element
6. Public Health, Safety, and Environmental Justice Element
7. Noise Element
8. 6th Cycle Housing Element (2021-2029)
9. Economic Development Element
10. Community Design Element
11. Airport Element

2012 General Plan Implementation Report

Based on the City's Regional Housing Needs Assessment (RHNA) target for the 2021-2029 Housing Element, it is estimated that approximately 2,508 new houses, condominiums, or apartments will be necessary in the next eight years to keep up with the City's growing population and housing needs. In the 2021-2029 Housing Element, the City identified potentially developable land zoned for residential use to meet the City's new RHNA target and provided goals, objectives, policies, and programs to meet the housing needs of the City's citizens.

The Public Health and Safety Element was renamed in 2022 to the Public Health, Safety, and Environmental Justice Element and policies were added to address equity and safety throughout the City.

General Plan | Highland, CA (cityofhighland.org)

2012-General-Plan-Implementation-Report-PDF (cityofhighland.org)

6th Cycle Housing Element Update | Highland, CA (cityofhighland.org)

Public Health, Safety and Environmental Justice Element

***The City of Highland General Plan Final Environmental Impact Report* (EIR), Certified March 2006**

The City of Highland General Plan EIR analyzed potential environmental impacts associated with buildout of the City in accordance with *The City of Highland General Plan*.

Providing a blueprint for the future development of Highland is one of the primary purposes of the General Plan. The Land Use Plan, which includes areas within Highland's sphere of influence, identifies 6,395 acres of residential land uses, including Planned Development; 58 acres of mixed-use land uses; 754 acres of employment-generating land uses, not including commercial uses allowed in Planned Development areas; and 3,570 acres of open space and park uses.

The General Plan EIR reviewed the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Cultural Resources
- Cumulative Effects
- Drainage/Absorption
- Flood Plain/Flooding
- Geology/Soils
- Growth Inducement
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Schools/Universities
- Septic System
- Sewer Capacity
- Solid Waste
- Transportation
- Vegetation
- Wetland/Riparian
- Wildfire
- Wildlife

The Notice of Determination (NOD), dated March 14, 2006 concluded: 1) The project will have a significant impact on the environment, 2) An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA, 3) Mitigated measures were made a condition of the approval of the project, 4) A Statement of Overriding Considerations was adopted for this project, and 5) Findings were made pursuant to the provisions of CEQA.

The City of Highland General Plan EIR concluded that not all the project-related impacts could be feasibly mitigated and would result in significant unavoidable impacts or less than significant impacts with mitigation incorporated associated with implementation of the City of Highland General Plan for the following topics: Agricultural Resources, Air Quality, Cultural Resources, Mineral Resources, Noise, and Utilities and Services Systems.

***Highland Municipal Code* (A Codification of the General Ordinances of the City of Highland, California through Ordinance 459, passed January 10, 2023)**

The *Highland Municipal Code* consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies.

The *Health and Safety Code* (Title 8 of the *Highland Municipal Code*) specifies regulations relative to integrated waste management, mandatory organic waste disposal requirements, nuisances, heritage trees, mobile source emission reduction program, and noise control.

The *Vehicles and Traffic Code* (Title 10 of the *Highland Municipal Code*) specifies regulations relative to truck routes, handicapped parking, and local transportation control measures for new development.

The *Buildings and Construction Code* (Title 15 of the *Highland Municipal Code*) specifies rules and regulations for construction, alteration, and building for uses of human habitation.

The *Land Use and Development Code* (Title 16 of the *Highland Municipal Code*) identifies land uses permitted and prohibited according to the zoning category of particular parcels and establishes the development standards and regulations for each zone.

Highland Municipal Code (codepublishing.com)

2.0 PROJECT DESCRIPTION

2.1. PROJECT LOCATION

Regionally, the project site is located in the City of Highland, California. The City of Highland is located in the southwestern portion of San Bernardino County, and is bordered by the City of San Bernardino to the north, south, and west, the Cities of Redlands and Loma Linda to the south, and the San Bernardino National Forest to the north. Refer to *Exhibit 2-1, Regional Vicinity Map*.

Regional access to the City is provided via the following west-east freeways - State Route 210 (SR-210) and Interstate 10 (I-10), and via the following north-south freeways - I-215 and SR-330. Local access to the City is provided by various arterial streets within the City, including Baseline Street, 5th Street, East Highland Avenue, and North Del Rosa Street, among others.

Locally, the project site is generally located approximately 0.05 mile north of the 9th Avenue/Sterling Avenue intersection and approximately 0.30 mile south of the Base Line Road/Sterling Avenue intersection; refer to *Exhibit 2-2, Local Vicinity Map*.

2.2. ENVIRONMENTAL SETTING

2.2.1 EXISTING LAND USES

The project site is located on the west side of Sterling Avenue, north of 9th Avenue, and south of the terminus of Elm Street. The project site encompasses three parcels (Assessor Parcel Nos. 027813145, 027813146, 027813147) of vacant and undeveloped land totaling 6.77 acres:

- APN 027813145 – 4.25 acres
- APN 027813146 – 0.71 acres
- APN 027813147 – 1.81 acres

2.2.2 SURROUNDING LAND USES

The project site is surrounded by the following uses:

North: Immediately north of the project site is the Isdaofie Church, Sterling Christian School, and single-family residences. Single-family and multi-family residences are located north of the aforementioned uses.

West: West of the project site is a residential area with a mix of single-family and multi-family residences.

South: Immediately south of the project site are single-family residences and a commercial center. These uses are located to the north of 9th Avenue, which is classified as a Primary Arterial. An auto repair business, a church, tire shop, and single-family residences are located to the south of 9th Avenue, west of Sterling Avenue, which is classified as a Major Highway.

East: East of the project site is the Warm Springs Elementary School and single-family residences on Sterling Avenue, which is classified as a Major Highway.

2.3. EXISTING GENERAL PLAN AND ZONING

PROJECT SITE

General Plan: The project site has a General Plan land use designation of Planned Community (PC) with Residential High Density Special Overlay, which permits up to 30 units per gross acre.

Zoning: The project site has a Zoning designation of R-4 Multi-Family Residential (MF), which permits up to 30 units per gross acre. The primary purpose of the R-4 District is to provide for the development, by right, of multi-family attached residential dwelling units with enhanced amenities (common open space and recreation areas. Both the 2014-2021 Housing Element and the 2021-2029 Housing Element include the proposed project's three parcels and identify them as lower income sites. In addition, the project site is located within Airport Compatibility Zone E - Airport Influence Zone - Negligible Risk.

SURROUNDING USES

General Plan: The General Plan Land Use Plan designates the following uses:

- West of the site as Low Density Residential (2.1 to 6.0 dwelling units per acre)
- North of the site as Planned Community (PC) with Residential High Density Special Overlay, Medium Density Residential (6.1 to 12.0 dwelling units per acre), and General Commercial
- South of the site as Planned Commercial, Neighborhood Commercial, Low Density Residential, Medium Density Residential, and Public Institutional
- East of the site as Public Institutional, Neighborhood Commercial, General Commercial, Low Density Residential, and Medium Density Residential

Zoning: The Highland Zoning Map designates the following zoning districts:

- West of the site as R-1 (Single-Family Residential)
- North of the site as R-1 (Single-Family Residential), R-2 (Multi-Family Residential), and GC (General Commercial)
- South of the site as R-1 (Single-Family Residential), R-2 (Multi-Family Residential), PC (Planned Commercial), and NC (Neighborhood Commercial)
- East of the site as P/Q (Public/Quasi Public), NC (Neighborhood Commercial), GC (General Commercial), R-1 (Single-Family Residential), and R-2 (Multi-Family Residential)

All of the areas identified above are also located within Airport Compatibility Zone E - Airport Influence Zone - Negligible Risk.

2.4. PROJECT CHARACTERISTICS

2.4.1 DESCRIPTION OF PROJECT

The Applicant proposes to construct 220 multi-family residential units on the 6.77 gross acre project site. Refer to *Exhibit 2-3, Site Plan* and *Table 2-1, Proposed Uses*. Five percent of the base units (11 units) are designated for the very low income affordability category.

TABLE 2-1 PROPOSED USES

Proposed Use	Dwelling Units	Acres
Multi-Family Residential	220	6.77
Proposed Total	**220**	**6.77**

As shown in *Exhibit 2-3, Site Plan – Ground Floor* and *Exhibit 2-4, Site Plan – Floors Two to Four*, two four-story buildings will be constructed providing 220 residential units, totaling 274,951 square feet inclusive of non-residential building space. Building A will include 90 units (117,576 square feet) and Building B will include 130 units (152,726 square feet). The clubhouse building will be 4,649 square feet.

Table 2-2, Building Unit Mix provides a summary of the unit type, unit size, and quantity for Buildings A and B. The residential units range in size from approximately 445 to 1,109 square feet in size:

- Studio – 445 square feet
- One Bedroom – 705 square feet
- Two Bedroom- 975 square feet
- Three Bedroom – 1,109 square feet

TABLE 2-2 BUILDING UNIT MIX

Building	Unit Type				Total
	Studio	1 Bedroom	2 Bedroom	3 Bedroom	
Building A	6	28	49	7	90
Building B	8	42	54	26	130
Total	***14***	***70***	***103***	***33***	***220***
Unit Mix	6%	32%	47%	15%	100%
Unit Size (Square Feet)	544	704	975	1,110	
Source: Danielian Associates (December 2022)					

Each unit will have a private balcony. Studio units will have a 55 square foot balcony. One bedroom units will have a 71.5 square foot balcony. Two bedroom units will have a 71.5 square foot balcony. Three bedroom units will have a 82 square foot balcony.

The project will also include a leasing office (1,354 sf), lobby restrooms (292 sf), mailboxes, package room, and on-site amenities including a clubhouse (1,043 sf), pool, spa, showers, outdoor fireplace, and tot lot. In addition, the project includes co-working space (530 sf), fitness/gym (660 sf), and specialty fitness (590 sf).

DENSITY BONUS AND PROJECT PHASING

The Applicant is seeking an Affordable Housing/Inclusionary Housing Agreement with the City. The Agreement will be consistent with California Density Bonus Law. The project's base density is 204 units and 11 units are very low income units, representing a total of five percent (5%)

Table 2-3 below summarizes the quantity and types of units by project phase.

TABLE 2-3 UNIT TYPES BY PHASE

UNIT TYPES	PHASE 1				PHASE 2				TOTAL			
	Market Rate	Affordable	Sub-Total	% of Unit Total	Market Rate	Affordable	Sub-Total	% of Unit Total	Market Rate	Affordable	Sub-Total	% of Unit Total
Studio	5	1	6	7%	8		8	6%	13	1	14	6%
1 Bedroom	27	1	28	31%	39	3	42	32%	66	4	70	32%
2 Bedroom	47	4	49	54%	51	3	54	42%	98	5	103	47%
3 Bedroom	7		7	8%	25	1	26	20%	32	1	33	15%
TOTAL	***86***	***4***	***90***	***100%***	***123***	***7***		***100%***	***209***	***11***	***220***	***100%***

SITE ACCESS

Access to the project site will be from two gated driveway entries on Sterling Avenue. The southern driveway will be the main site driveway with full movement in and out of the site (left-in/left-out and right-in/right-out). The northern driveway will be a secondary driveway with movement only out of the site (left-out and right-out). An emergency access gate will be provided on the northern boundary of the site at the southern terminus of Elm Street.

PARKING

A total of 419 parking spaces will be provided for the multi-family residential development. This includes 43 designated spaces for Building A, 50 designated spaces for Building B, and 326 open spaces throughout the site. Six of the 419 parking spaces will be handicap spaces. Compact car spaces and electric vehicle (EV) charging areas will be provided throughout the site.

LANDSCAPING

Exhibit 2-5, Landscape Plan illustrates the various types of drought-tolerant trees, shrubs, succulents, grasses, and accents that will be installed throughout the site for the following areas, uses, and amenities:

- Entry Island, Keypad, and Monument Sign
- Gated Entries
- Pedestrian Security Gate
- Trash Enclosures
- Children Play Areas
- Community Spaces and Outdoor Cooking Area
- Dog Park
- Short-Term Bike Racks

The children's play areas includes a tot lot (0 to 5 age) and play equipment with rubber mat surface (age 5 to 12). The tot lot will include a shade structure and seating.

Community space areas include a dining table and chair with a shade structure, fire pit and lounge seating, barbeque, and a pool/spa with chaises, tables, and lounge seating.

The dog park will be fenced with artificial turf, shade structure, and seating.

All parking lot areas visible from adjoining properties and public rights-of- way (off-site) shall be effectively screened with landscaping. Screening shall include trees, dense evergreen shrubs, security walls, earth berms, or any combination thereof. In addition, all ground mounted electrical/mechanical/water equipment shall be effectively screened with landscaping.

WALLS AND FENCES

A variety of walls, fences, and gates will be provided throughout the site, as noted below.

Main Entry: A southern gated entrance (enter and exit) to/from Sterling Avenue.

Secondary Entry: A northern gated entrance (enter and exit) to/from Sterling Avenue.

Emergency/Utility Entry: An emergency/utility gated entrance to/from Elm Street.

Perimeter Wall: A 6-foot masonry wall along all project boundaries.

Pedestrian Security Gate: A gated pedestrian entrance into Building A and amenities.

OPEN SPACE

The project includes public open space areas totaling nine percent of the project site per the density bonus incentive for private and public open space, which will be located throughout the site (refer to *Exhibit 2-5*). In addition, the project includes private open space areas of 150 square feet for ground floor units, and 60 square feet for upper floor units.

SITE GRADING

The site requires grading to support the development and the import of earthwork. The earthwork quantities for the project include 4,300 cubic yard (cy) of cut and 9,600 cy of fill. In total, the project requires import of 5,300 cy of earthwork. The site grading and development construction is expected to start in February 2024 and will take place over 24 months.

INFRASTRUCTURE

Off-site utility easements include Southern California Edison (SCE) poles and overhead power lines in the public right-of-way (sidewalk) immediately east of the site and adjacent to Sterling Avenue. On-site utility easements encompass several SCE poles in the southeastern portion of the site.

The project will install the on-site water, wastewater, storm drain, street, electricity, and natural gas infrastructure to serve the proposed on-site residential uses. Proposed improvements include private streets and on-site water and sewer systems.

TRASH PICKUP

Specific locations have been designated for multi-bin trash enclosures for trash, recycling, and wet food compost. Building A will have one trash enclosure area and Building B will have two trash enclosure areas.

Green waste would disposed of by the management company's landscape contractor.

PROJECT PHASING AND CONSTRUCTION

The project will be constructed in two phases. Phase 1 will include demolition, mass grading, construction of perimeter walls, installation of Water Quality Management Plan Best Management Practices (BMPs) for the entire site, and the construction of the Building A and central amenities. Phase 2 will include the construction of Building B and associated landscaping and hardscape.

The site grading and development construction is expected to start in February 2024 and will take place over 24 months. The project is expected to be operational in 2026.

PERMITS AND APPPROVALS

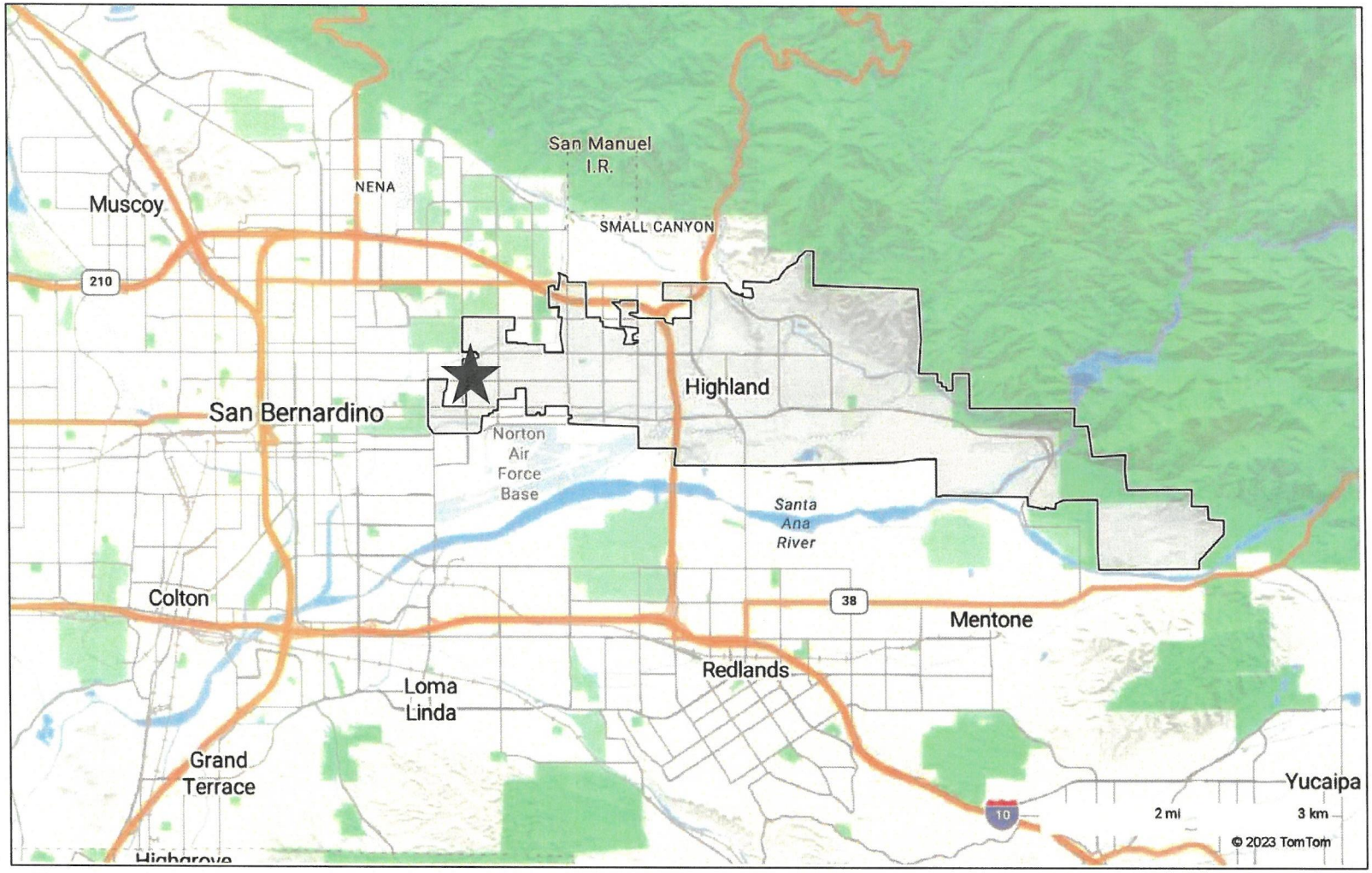
The City of Highland (lead agency under CEQA) will use this IS/MND in making decisions with regard to the approval of the 220-Unit Multi-Family Residential Development and the subsequent construction and development of the project.

Various permits, approvals, and actions by the City of Highland, San Bernardino County, and other agencies may be required in order to execute and implement the proposed project. The implementation of the proposed improvements would require the issuance of permits from various public agencies.

The permits and approvals from lead, responsible, and/or trustee agencies that are necessary include:

- City of Highland Design Review approval
- City of Highland Lot Line Adjustment approval
- City of Highland Minor Variance approval for increased height of perimeter walls
- City of Highland issuance of Grading, Building, Landscape & Irrigation, Electric, Mechanical, and Plumbing Permits
- City of Highland Fire Department approval of proposed site improvement
- East Valley Water District – Water and Sewer Connection Permits

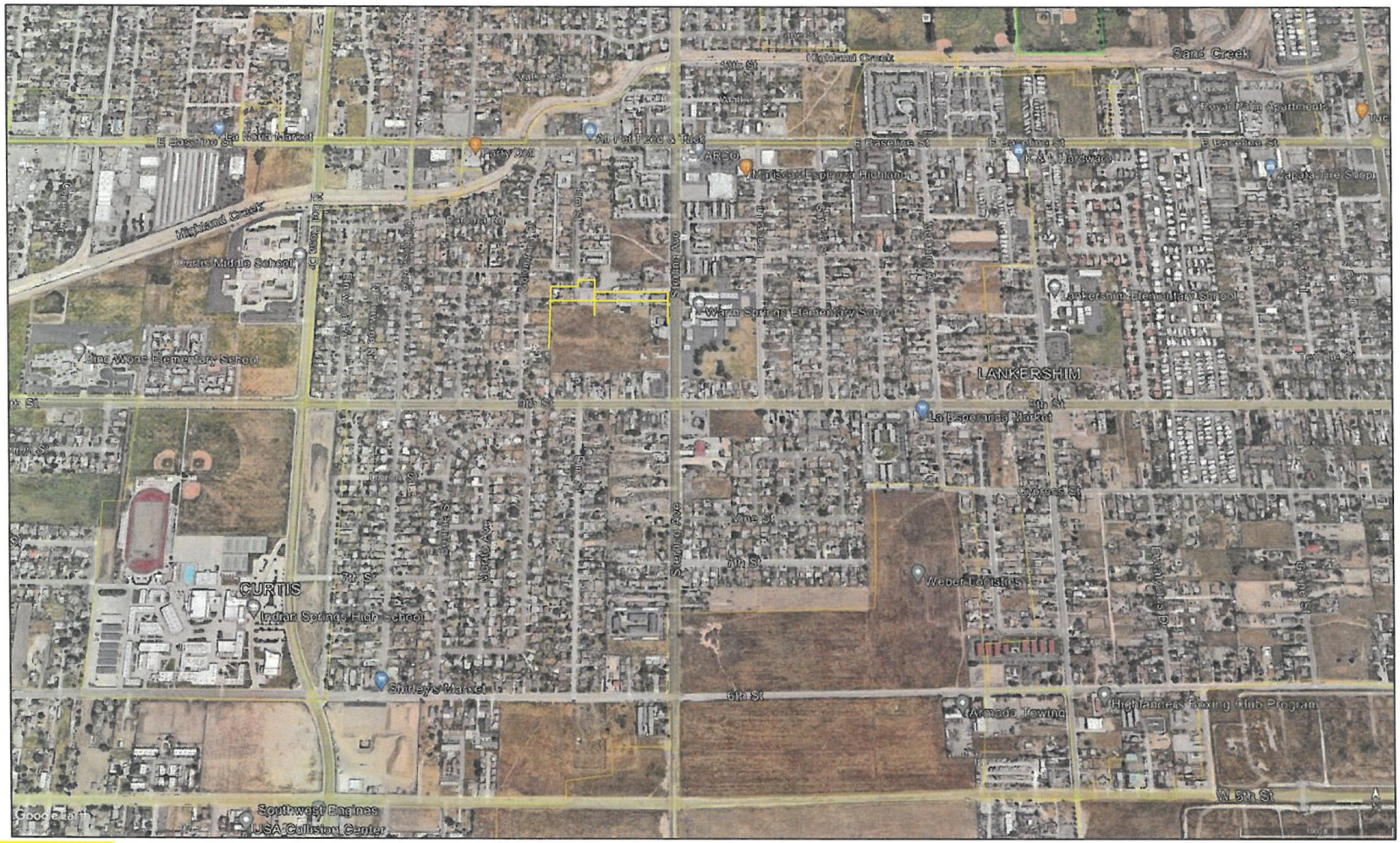
EXHIBIT 2-1 REGIONAL LOCATION



★ Project Site

Source: Bing Maps (June 2023)

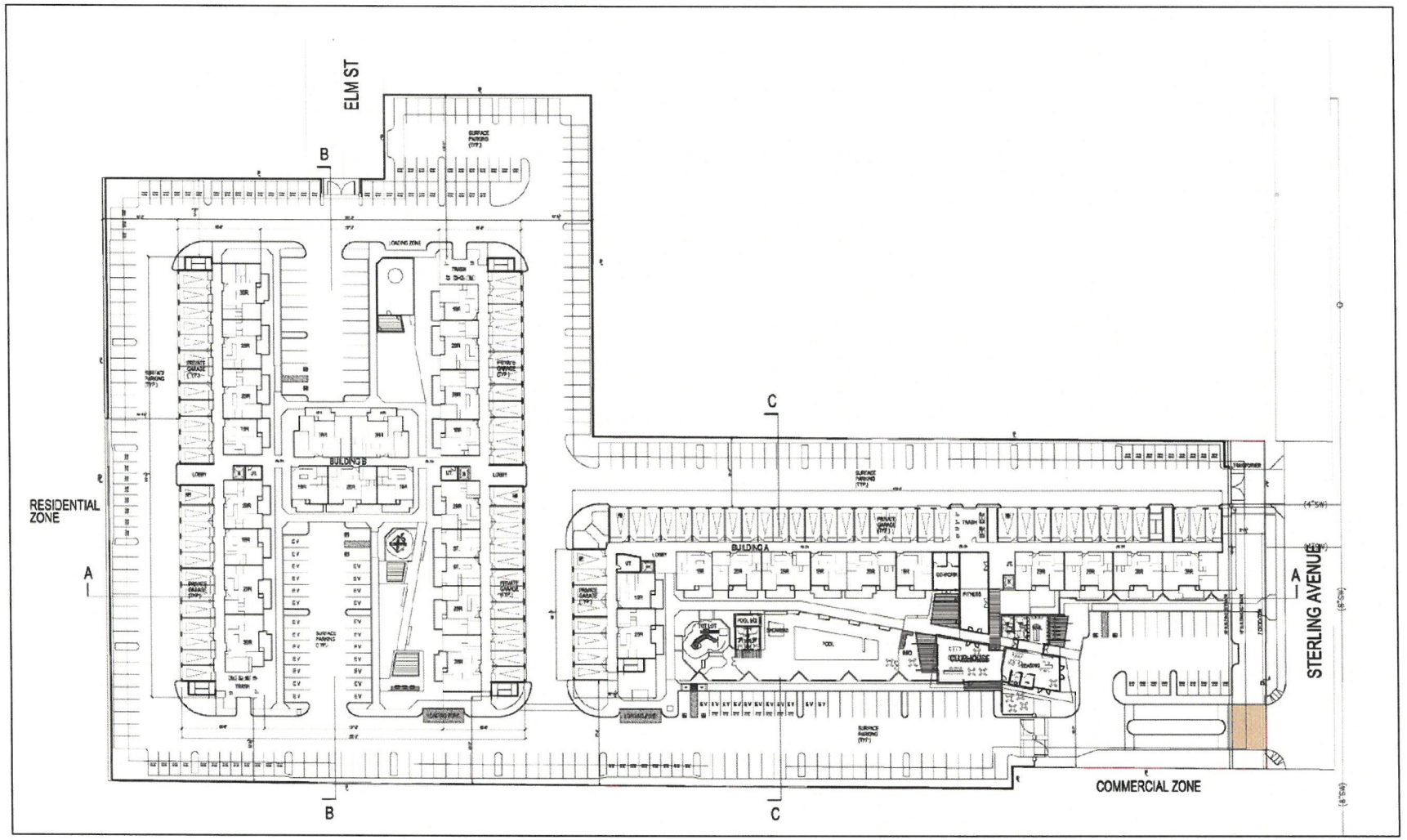
EXHIBIT 2-2 LOCAL VICINITY



Project Site

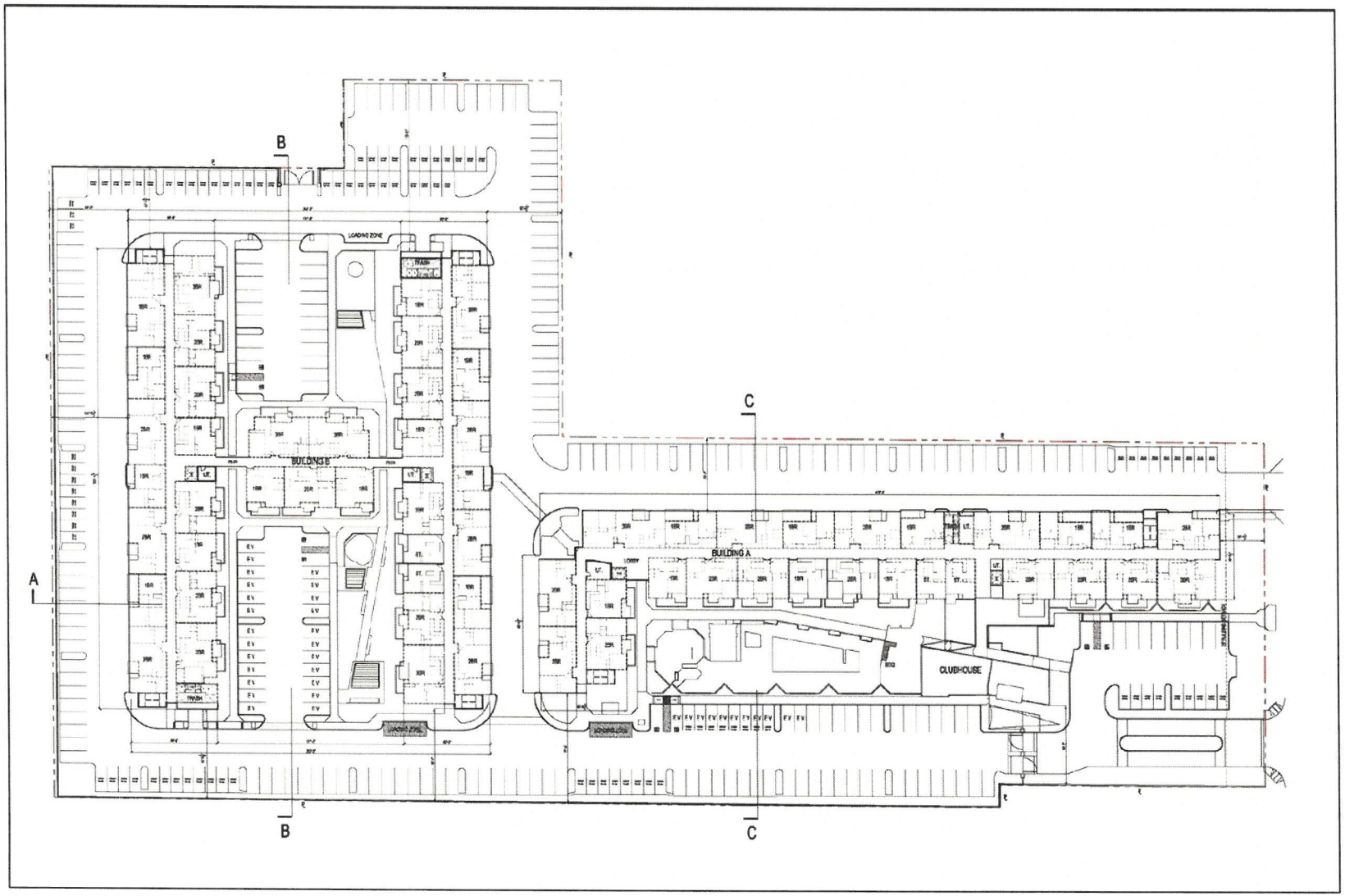
Source: Google Earth (2023)

EXHIBIT 2-3 SITE PLAN – GROUND FLOOR



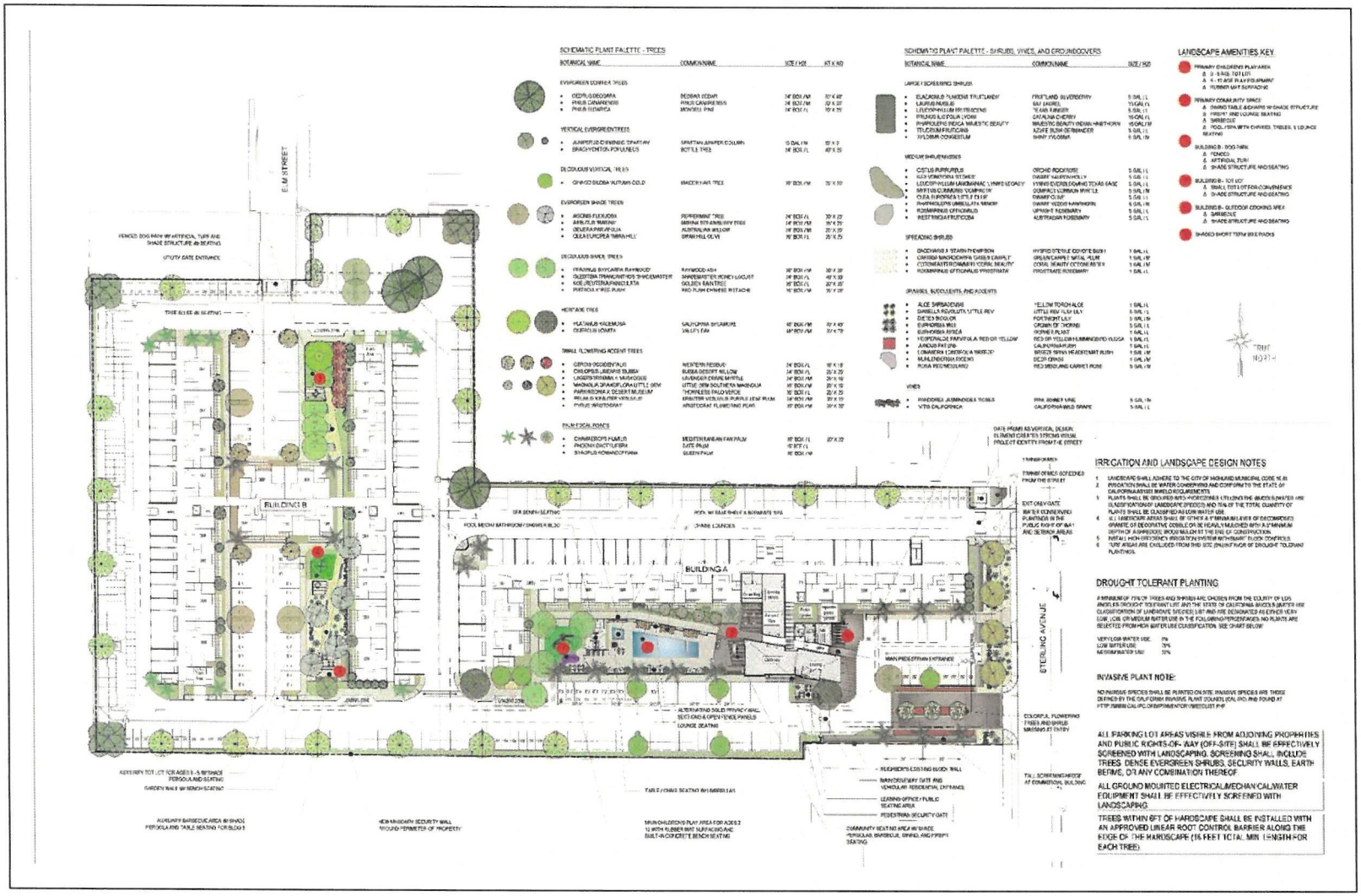
Source: Danielian Associates (March 2023)

EXHIBIT 2-4 SITE PLAN/BUILDING PLAN – FLOORS TWO TO FOUR



Source: Danielian Associates (March 2023)

EXHIBIT 2-5 LANDSCAPE PLAN



Source: March Beall Associates (April 2023)

3.0 INITIAL STUDY CHECKLIST

3.1. BACKGROUND

1.	**Project Title:** Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue
2.	**Lead Agency Name and Address:** City of Highland 27215 Base Line Highland, CA 92346
3.	**Contact Person and Phone Number:** Ash Syed, Associate Planner 909-864-6861 ext. 210
4.	**Project Location:** The project site is located at 7536 Sterling Avenue.
5.	**Project Sponsor's Name and Address:** Helios Holdings, LLC 18952 MacArthur Blvd Suite 210 Irvine, CA 92612
6.	**General Plan Designation:** Planned Community (PC) with Residential High Density Special Overlay
7.	**Zoning:** R-4 Multi-Family Residential (MF)
8.	**Description of the Project:** The Applicant proposes to construct 220 multi-family residential units (townhomes) on the 6.77 acre project site. Additional details regarding the proposed project are provided in Section 2.4, Project Characteristics.
9.	**Surrounding Land Uses and Setting:** Single-family residential is located to the west. Single-family residential, multi-family residential, and general commercial uses are located to north. Single-family residential, multi-family residential, planned commercial, and neighborhood commercial are located to the south. Public/quasi-public, neighborhood commercial, general commercial, single-family residential, and multi-family residential uses are located to the east. For additional details refer to Section 2.2.2, Surrounding Land Uses.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** Refer to Section 2.5, Permits and Approvals.
11.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality?** The City has complied with Tribal Cultural Resources consultation requirements under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal notification was sent to the list of three tribes that requested to be on the City's notification list per Public Resources Code Section 21010.3(b)(1). The City received one request for consultation.

3.2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant Impact with Mitigation Incorporated," as indicated by the Initial Study Checklist questions in Section 4.1 through Section 4.20.

	Aesthetics		Land Use and Planning
	Agriculture and Forestry Resources		Mineral Resources
	Air Quality	✓	Noise
✓	Biological Resources		Population and Housing
✓	Cultural and Tribal Cultural Resources		Public Services
	Energy		Recreation
✓	Geology and Soils		Transportation
✓	Greenhouse Gas Emissions		Utilities and Service Systems
✓	Hazards and Hazardous Materials		Wildfire
	Hydrology and Water Quality	✓	Mandatory Findings of Significance

3.3. EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- ❑ Aesthetics
- ❑ Agriculture and Forestry Resources
- ❑ Air Quality
- ❑ Biological Resources
- ❑ Cultural and Tribal Cultural Resources
- ❑ Energy
- ❑ Geology and Soils
- ❑ Greenhouse Gas Emissions
- ❑ Hazards and Hazardous Materials
- ❑ Hydrology and Water Quality
- ❑ Land Use and Planning
- ❑ Mineral Resources
- ❑ Noise
- ❑ Population and Housing
- ❑ Public Services
- ❑ Recreation
- ❑ Transportation
- ❑ Wildfire
- ❑ Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines* and used by the City of Highland (City) in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact**. The development will have impacts, which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures would be required, so that impacts may be avoided or reduced to a less than significant level.

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4.0 ENVIRONMENTAL ANALYSIS

The following sections include a discussion of potential project impacts as identified in the Initial Study Checklist. Explanations are provided for each item. At the beginning of each section is a "Sources Cited," which identifies the sources utilized in that particular section.

4.1. AESTHETICS

Would the project except as provided in Public Resources Code Section (§) 21099:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	
Note: Certain projects within transit priority area need not evaluate aesthetics (Public Resources Code § 21099).				

Sources Cited in Section 4.1

City of Highland, *The City of Highland General Plan*, March 2006

California Department of Transportation, Scenic Highways; accessed June 14, 2023

S Y Lee Associates, Inc., Site Lighting Plan, June 2023

S Y Lee Associates, Inc., Site Photometric Plan, June 2023

A. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

LESS THAN SIGNIFICANT IMPACT

Highland enjoys a beautiful and dramatic setting at the base of the San Bernardino Mountains. The views and vistas that this area affords are among Highland's most treasured assets and contribute greatly to its rural, natural character.

Per Caltrans State Scenic Highway Map, the project site is not located adjacent to or near an officially designated state scenic highway; nor an eligible state scenic highway.[1]

The western portion of the City is relatively flat. Existing buildings and adjacent roadways are the dominant visual elements in this portion of the City. Views from this location in the City include views to the north and east of the San Bernardino Mountains.

The project site is located in the western portion of the City and is surrounded by urban development on all sides. Existing views from the project site of adjacent urbanized uses include an elementary school to

[1] California Department of Transportation, Scenic Highways, Scenic Highways | Caltrans; accessed June 14, 2023.

the east, commercial uses and single-family residences to the south; church, school, and single- and multi-family residences to the north; and single-family and commercial uses to the east.

Given the project site's location on Sterling Avenue and the surrounding development, the site does have long distance views of the San Bernardino Mountains.

The proposed project involves the development of 220 multi-family residential units in an urbanized area of the City. The proposed project includes two four-story buildings with a height of 52 feet-8-inchesc(top of roof), which is taller than existing surrounding uses. While there is the limited potential to impede existing scenic views from adjacent uses north of the project site, the views of the San Bernardino Mountains would not be impeded on Sterling Avenue or 9th Street. Thus, less than significant would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

NO IMPACT

There are currently no officially designated State Scenic Highways that traverse the City of Highland; however, SR-210 is an eligible state scenic highway (Caltrans 2019). In addition, the project site contains no trees, rock outcroppings, or historic building within a state scenic highway.

The *Highland General Plan* Circulation Element discusses scenic roadways and the importance of scenic resources within the City as viewed from city roadways. The Circulation Element identified the need for improvements along Boulder Avenue, Base Line and Palm Avenue for these proposed scenic routes, as well as considering local roadways as potential scenic routes that can be viewed from Greenspot Road and Base Line (from Boulder Avenue to Weaver Street).

Given there are no state scenic resources on-site, the development of 220 multi-family residential units would not damage any scenic resources within a state scenic highway. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. IN NONURBANIZED AREAS, WOULD THE PROJECT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS? (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM PUBLICLY ACCESSIBLE VANTAGE POINT). IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

LESS THAN SIGNIFICANT IMPACT

The project site is located in the western portion of the City and is surrounded by urban development on all sides. Existing views from the project site of adjacent urbanized uses include an elementary school to the east, commercial uses and single-family residences to the south; church, school, and single- and multi-family residences to the north; and single-family and commercial uses to the east.

The proposed project involves the development of 220 multi-family residential units in an urbanized area of the City. As such, it is not anticipated that the proposed project would degrade the existing visual character or quality of public views of the project site and its surroundings. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

LESS THAN SIGNIFICANT IMPACT

The project site is located in an urbanized area with existing sources of lighting. The project site is vacant and undeveloped with no on-site lighting sources. Additional lighting in the area includes vehicle headlights, traffic signals, illuminated signage, and lighting associated with residential, school, church, and commercial uses. Street lighting is currently provided on Sterling Avenue with street lights on the west and east sides of the road.

The proposed project would construct 220 multi-family residential units. Lighting sources for the proposed project would include exterior, interior, security lighting, and parking lot lighting. Project lighting would include light sources typically used in multi-family residential developments including outdoor lighting for security and wayfinding. The recreational, open space, and landscaped areas of the site would have lighting to allow for nighttime use of the amenity areas, lighting for security, and landscape accent lighting. All on-site lighting would be shielded and directed downward to minimize lighting impacts to adjacent residences.

Reflected light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Materials known to cause glare, such as mirrored/reflective glass would not be used by the proposed project. Thus, the proposed project is not anticipated to generate noticeable glare.

The area surrounding the project site is currently urbanized and contains various forms of on- and off-site lighting typical of residential, school, and commercial development. The proposed 220 multi-family residential units would increase the amount of light and glare as shown on the Site Lighting Plan and the Site Photometrics Plan, which have been designed in compliance with *Municipal Code* Section 16.40.160, Lighting, and Section 16.40.350, Street Lighting and Tree Planting. As such, the proposed project's light and glare would be consistent with adjacent development in the City. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

When evaluating cumulative aesthetic impacts, a number of factors must be considered. The cumulative study area for aesthetic impacts is the viewshed that includes the project site and surrounding areas. The context in which a project is being viewed will also influence the significance of the aesthetic impact. The contrast a project has with its surrounding environment may actually be reduced by the presence of other cumulative projects. For example, if most of an area becomes urbanized, the contrast of a project

with the natural surroundings may be less since it would not stand out in contrast as much. In order for a cumulative aesthetic impact to occur, the proposed elements of the cumulative projects would need to be seen together or in proximity to each other. If the projects are not near each other, the viewer would not perceive them in the same scene.

The project site is located adjacent to Sterling Avenue. There is existing development to the north, south, east, and west. However, there is no undeveloped property adjacent to or in the immediate vicinity or viewshed of the project site. Other potential future projects in the viewshed are anticipated to be primarily renovations or rehabilitations because the project site is bound on all sides by existing development. Although the proposed project – combined with past, present, and reasonably foreseeable future projects – has changed the visual character of the area, the proposed project is consistent with surrounding uses and maintains scenic views of the San Bernardino Mountains from Sterling Avenue. Thus, less than significant cumulative visual impacts would occur.

4.2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

Sources Cited in Section 4.2

City of Highland, *Highland Zoning Map*, September 8, 2022

City of Highland, *The City of Highland General Plan*, March 2006, January 2012, August 2012, January 2022

State of California, California Natural Resources Agency, Department of Conservation, California Important Farmland Finder, DLRP Important Farmland Finder (ca.gov), accessed June 5, 2023

A. WOULD THE PROJECT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

NO IMPACT

The project site does not contain any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the California Important Farmland Finder (CIFF) and San Bernardino County Important Farmland Maps published by the State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.

The CIFF designates the project site as Urban and Built-Up Land. This farmland category defines Urban and Built-Up Land as land developed at a density of at least 1 dwelling unit (du) per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include but are not limited to residential, industrial, office/commercial, institutional, and public administration. As such, the proposed project

would not result in the conversion of important farmland to non-agricultural uses. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

NO IMPACT

The project site and surrounding area are developed and urbanized. No agricultural land exists within the site vicinity, and the project site does not include any land under a Williamson contract. The project site is currently zoned R-4 Multi-Family (MF) Residential and the proposed project is consistent with the zoning. As such, the proposed project would not affect any land zoned for agricultural uses and would not conflict with a Williamson Act Contract. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?

NO IMPACT

Forestry operations do not occur on or within the vicinity of the project site. Also, the project site does not support any trees that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Asu such, the proposed project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

NO IMPACT

Refer to Response 4.2.C.

MITIGATION MEASURES

No mitigation measures are required.

E. WOULD THE PROJECT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT, WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

NO IMPACT

The project site does not contain any forest land, nor is the site zoned for agriculture. The proposed project would not result in changes to the environment that would result in the conversion of farmland to a non-agricultural use or forest land to a non-forest use. As such, there would be no potential for the conversion of these resources. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The *Highland General Plan* does identify agricultural resources but no forestry resources within the City. The proposed project would have no impact on agricultural and forestry resources. Therefore, no cumulative impacts would occur.

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4.3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c. Expose sensitive receptors to substantial pollutant concentrations?			✓	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Sources Cited in Section 4.3

MAT Engineering, Inc., *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis,* City of Highland, June 28, 2023 (refer to Technical Appendix A)

South Coast Air Quality Management District, *2022 Air Quality Management Plan,* December 2, 2022

South Coast Air Quality Management District, *CEQA Air Quality Handbook,* revised November 1993

Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy,* May 7, 2020

State of California, *California Code of Regulations,* Title 13

State of California, Office of Environmental Health Hazard Assessment, *Air Tox Hot Spots Program Risk Assessment Guidelines and Guidance Manual in the Preparation of Health Risk Assessment,* February 2015

A. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

LESS THAN SIGNIFICANT IMPACT

REGULATORY SETTING

The South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet Federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (*AQMP*). The most recent of these was adopted by the Governing Board of the SCAQMD on December 2, 2022. This AQMP, referred to as the *2022 AQMP*, was prepared to comply with the Federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the South Coast Air Basin (SCAB or Basin) , to meet Federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The *2022 AQMP* identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous

AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the *2022 AQMP* are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the *Regional Transportation Plan/Sustainable Communities Strategy* (*RTP/SCS*), which was adopted December 2, 2022. The *2022 AQMP* also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections utilized in the formulation of the *2022 AQMP*. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP.

IMPACT ANALYSIS

The project is located within the South Coast Air Basin, which is governed by the SCAQMD. On December 2, 2022, the SCAQMD Governing Board adopted the *2022 AQMP*. The *2022 AQMP* incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the *2022 AQMP* utilized information and data from SCAG and its *2020-2045 RTP/SCS*. According to the SCAQMD's CEQA Air Quality Handbook, projects are reviewed for consistency with two main criteria, as discussed below.

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations associated with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) is used as the basis for evaluating project consistency.

As discussed in Responses 4.3.B and 4.3.C, the proposed project's short-term construction emissions, long-term operational emissions, and localized concentrations of Carbon Monoxide (CO), NO_X, Particulate Matter 10 (PM_{10}), and Particulate Matter 2.5 ($PM_{2.5}$) would be less than significant. Due to the role Volatile Organic Compounds (VOC) plays in Ozone (O_3) formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. As such, the proposed project would not cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMP.

b) Would the project cause or contribute to new air quality violations?

As discussed in Responses 4.3.B and 4.3.C, construction and operation of the proposed project would result in emissions that would be below the SCAQMD construction and operational thresholds. Therefore, the proposed project would not cause or contribute to a violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As discussed in Responses 4.3.B and 4.3.C, the proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the proposed project would not delay the timely attainment of air quality standards or *2022 AQMP* emissions reductions.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the *2022 AQMP*. Determining whether or not a project exceeds the assumptions reflected in the *2022 AQMP* involves the evaluation of the following criterion.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the *2022 AQMP* in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the *2022 AQMP*. In the case of the *2022 AQMP*, three sources of data form the basis for the projections of air pollutant emissions: *The City of Highland General Plan (Highland General Plan)*, SCAG's regional growth forecast, and the SCAG *2020-2045 RTP/SCS*. The *2020-2045 RTP/SCS* also provides socioeconomic forecast projections of regional population growth.

The project site is located within City of Highland and encompasses three parcels: the project site is designated as Residential High Density in the General Plan Land Use Map and zoned as Multifamily Residential (R-4). The proposed project consists of 220 multi-family residential units. The proposed project land use would be consistent with the City of Highland Municipal Code Zoning and General Plan land use designations. As such, the development associated with the proposed project is consistent with the growth projections in the *Highland General Plan*, and therefore is considered to be consistent with the *AQMP*.

The proposed project would not substantially induce population growth due to the increase in on-site employees, as the proposed project is a multi-family residential development that would result in the population increase of 770-persons. Therefore, the proposed project would not cause the *Highland General Plan* buildout population or employment forecast to be exceeded. Therefore, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity and would be considered consistent with the *Highland General Plan*. Further, the population and housing projections, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to

the City. As the SCAQMD has incorporated these same projections into the *2022 AQMP*, the proposed project would be consistent with the *2022 AQMP*.

b) Would the project implement all feasible air quality mitigation measures?

The proposed project would result in less than significant air quality impacts; refer to Responses 4.3.B and 4.3.C. In addition, the proposed project would comply with all applicable SCAQMD rules and regulations, including Rule 403 and Rule 403.1 that requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures, and Rule 1113 that regulates the Reactive Organic Gas (ROG) content of paint. Thus, the proposed project meets this AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the *2022 AQMP* are primarily based on the *2020-2045 RTP/SCS*. The project site is located less than 0.25-mile from a bus stop located at 9th Street and Sterling Avenue operated by Omnitrans. Thus, the proposed project would be consistent with the actions and strategies of the *2020-2045 RTP/SCS*.

Impact Conclusion

In conclusion, the determination of *2022 AQMP* consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality. Also, the proposed project would be consistent with the goals and policies of the *2022 AQMP* for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and therefore is considered consistent with the *2022 AQMP*. Thus, impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?

LESS THAN SIGNIFICANT IMPACT

Regulatory Setting

A significant impact may occur if a project adds a considerable cumulative contribution to a Federal or State non-attainment pollutant. Measurements of ambient concentrations of the criteria pollutants are used by the United States Environmental Protection Agency (US EPA) and the California Air Resources Board (CARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with National and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The *South Coast Air Quality Management Plan (AQMP)*[2] demonstrates attainment of the Federal *National Ambient Air Quality Standards*. Currently the region is not in attainment of the ozone and two of the $PM_{2.5}$ standards, but the *AQMP* provides the latest control strategies to achieve attainment as expeditiously as practicable.

Attainment status of the South Coast Air Basin with regard to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are shown in *Table 4.3-1, Attainment Status for South Coast Air Basin*. As shown in *Table 4.3-1*, the Basin is in nonattainment for ozone (1 hour and 8 hour), PM_{10} and $PM_{2.5}$.

TABLE 4.3-1 ATTAINMENT STATUS FOR SOUTH COAST AIR BASIN

CRITERIA POLLUTANT	ATTAINMENT STATUS	
	NAAQS	CAAQS
Ozone (1-Hour and 8-Hour)	Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide	Attainment (Maintenance)	Attainment
Nitrogen Dioxide	Attainment (Maintenance)	Attainment
Sulfur Dioxide	Unclassifiable/Attainment	N/A (Attained)
PM_{10} (24-Hour)	Attainment (Maintenance)	Non-Attainment
$PM_{2.5}$ (24-Hour)	Non-Attainment (Serious)	Non-Attainment
Lead	Non-Attainment (Partial)	Attainment
Hydrogen Sulfide	---	Attainment
Sulfates	---	Attainment
Vinyl Chloride	---	Attainment

Source:
California Air Resources Board, naaqs-caaqs-feb2016.pdf (aqmd.gov), accessed June 29, 2023

Impact Analysis

Because the South Coast Air Basin is currently in nonattainment for ozone, PM_{10}, and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of a project's contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less than significant construction or operational emissions impacts, then

[2] South Coast AQMD Air Quality Management Plan; accessed June 29, 2023.

the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[3]

As discussed in Response 4.3.C, the proposed project would not exceed any of the SCAQMD's recommended mass daily thresholds of significance for construction or operation. Also, as discussed in Response 4.3.C, localized emissions generated by the proposed project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the proposed project would not contribute to a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the proposed project would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

LESS THAN SIGNIFICANT IMPACT

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools.

Several sensitive land uses are located surrounding the project site. The closest existing sensitive receptors to the site area are residential uses located immediately to the northwest, east, west and south of the project site, and the Sterling Christian School located immediately to the north and Warm Springs Elementary School located approximately 85 feet to the east of the project site.

A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

Significance Thresholds and Standards

Air Quality Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per *CEQA Guidelines* Section 15002(g). By complying with the thresholds of significance, the project would be in compliance

[3] South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A*, August 2003.

with the SCAQMD Air Quality Management Plan (AQMP) and the Federal and State air quality standards.

Table 4.3-2 lists the air quality significance thresholds for the air pollutants analyzed in this report.

TABLE 4.3-2 SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS

POLLUTANT	CONSTRUCTION (POUNDS/DAY)	OPERATION (POUNDS/DAY)
Nitrous Oxides (NOx)	100	55
Volatile Organic Compounds (VOC)	75	55
Particulate Matter <10 µg (PM10)	150	150
Particulate Matter <2.5 µg (PM2.5)	55	55
Sulfur Oxides (SOx)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3
Sources: MAT Engineering, Inc. (June 2023) CalEEMod 2022.1 and SCAQMD's Mass Rate Look-up Tables for 2.5 acres in SRA 34 at 25 meters.		

Air Quality Localized Significance Thresholds

Table 4.3-3 lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

TABLE 4.3-3 SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS

CRITERIA POLLUTANT	CONSTRUCTION (POUNDS/DAY)
NO_X	179.8
CO	1,083.8
PM_{10}	7.9
$PM_{2.5}$	4.8
Sources: MAT Engineering, Inc. (June 2023) CalEEMod 2022.1 and SCAQMD's Mass Rate Look-up Tables for 2.5 acres in SRA 34 at 25 meters.	

Air quality emissions were analyzed using the CALEEMod 2022.1 and SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-Up Tables.

The nearest existing sensitive receptors are located along the property lines surrounding the project site, less than 25 meters from potential areas of on-site construction and operational activity. Although receptors are located closer than 25 meters to the site, SCAQMD LST methodology states that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

The daily disturbance area is calculated to be 2.5 acres, however LST thresholds are only based on 1, 2 and 5-acre sites. Therefore, a linear trend line was used to estimate the threshold for a 2.5-acre site based on the established LST thresholds.

Microscale Carbon Monoxide Concentration Standards

The significance of localized Carbon Monoxide (CO) impacts depends on whether ambient CO levels in the vicinity of a project are above or below Federal or State standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of the AAQS. If ambient levels already exceed Federal or State standards, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more.

Current CO levels in the SCAB are in attainment of both Federal and State standards, and local air quality monitoring data indicates there have not been any localized exceedances of CO over the past three years. Therefore, a project must not contribute to an exceedance of a Federal or State ambient air quality standard.

Short Term Air Quality Impacts - Construction

Regional Emissions - Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the proposed project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance. Refer to *Table 4.3-4, Regional Significance – Construction Emissions*.

TABLE 4.3-4 REGIONAL SIGNIFICANCE - CONSTRUCTION EMISSIONS

MAXIMUM DAILY EMISSIONS (POUNDS/DAY)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Project Maximum Regional Daily Emissions[1]	30.1	36.1	37.0	0.05	6.94	4.15
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Sources: MAT Engineering, Inc. (June 2023) CalEEMod 2022.1. Refer to Technical Appendix A, Appendix A.						
Notes: 1. Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.						

The proposed project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, including but not limited to Rule 402 and Rule 403. *Table 4.3-4* shows that the proposed project's daily construction emissions would be below the applicable SCAQMD regional air

quality standards and thresholds of significance. As a result, the proposed project would not contribute substantially to an existing or projected air quality violation.

Furthermore, by complying with the SCAQMD standards, the proposed project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors.

In conclusion, the regional construction emissions for the proposed project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in *Table 4.3-4*. Thus, impacts would be less than significant.

Localized Emissions - Construction

Table 4.3-5 illustrates the construction-related localized emissions and compares the results to SCAQMD LST thresholds.

TABLE 4.3-5 LOCALIZED SIGNIFICANCE - CONSTRUCTION EMISSIONS

MAXIMUM DAILY EMISSIONS (POUNDS/DAY)[1]				
Criteria Pollutants	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum On-Site Emissions	36.0	32.9	6.71	4.1
SCAQMD Construction Threshold	179.8	1,083.8	7.9	4.8
Exceeds Threshold?	**No**	**No**	**No**	**No**
Source: MAT Engineering, Inc. (June 2023) Source: CalEEMod 2022.1 and SCAQMD's Mass Rate Look-up Tables for 2.5 acres in SRA 34 at 25 meters. Source: CalEEMod 2022.1. See Technical Appendix A, Appendix A.				
Notes: 1. Maximum daily summer or winter on-site emissions.				

As shown in *Table 4.3-5*, the emissions would be below the SCAQMD thresholds of significance for localized construction emissions at the nearest sensitive receptors. The proposed project must follow all standard SCAQMD rules and requirements, including but not limited to Rule 402 and Rule 403, with regards to fugitive dust control. Thus, the proposed project's short-term construction impact on localized air resources would be less than significant.

Construction – Toxic Air Contaminants

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the *Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments* (February 2015) to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, 8-hour,

and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the short-term construction schedule, the proposed project's construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. It should be noted that a quantified health risk assessment was not prepared for the proposed project, as it is not required by *CEQA*.

In order to ensure the level of Diesel Particular Matter (DPM) exposure is reduced as much as possible, the proposed project would implement the best available pollution control strategies to minimize potential health risks. The follow DPM control measures include:

- Utilize low emission "clean diesel" equipment with new or modified engines (Tier 4 or better) that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.
- Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible,
- Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

Thus, the proposed project's short-term construction impact from toxic air contaminants would be less than significant.

Long Term Air Quality Impacts - Operation

Regional Emissions - Operation

Long-term operational air pollutant impacts associated with the proposed project are shown in *Table 4.3-6*. CalEEMod daily emissions outputs are provided in Technical Appendix A, Appendix A.

The proposed project's daily operational emissions would be below the applicable SCAQMD regional air quality standards and thresholds of significance, and as such, would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the proposed project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors. Thus, the proposed project's regional operational emissions impacts would be less than significant.

Localized Emissions - Operation

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (i.e., heavy-duty trucks) that may spend long periods queuing and idling at a site, such as industrial warehouse/transfer facilities.

The proposed project consists of a 220-unit multi-family residential development and does not include such uses identified in the previous paragraph. Due to the lack of such emissions, no long-term localized significance thresholds analysis is necessary. Thus, operational LST impacts would be less than significant.

TABLE 4.3-6 REGIONAL OPERATIONAL EMISSIONS

MAXIMUM DAILY EMISSIONS (POUNDS/DAY)[1]						
Activity	**VOC**	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
SUMMER						
Mobile Sources[1]	3.67	2.91	27.20	0.06	5.61	1.46
Energy Sources[2]	6.19	3.22	12.80	0.02	0.26	0.26
Area Sources[3]	0.04	0.61	0.26	<0.01	0.05	0.05
Summer Total Emissions	***9.89***	***6.75***	***41.20***	***0.09***	***5.92***	***1.76***
WINTER						
Mobile Sources[1]	3.40	3.12	23.20	0.06	5.61	1.46
Energy Sources[2]	5.08	3.10	1.32	0.02	0.25	0.25
Area Sources[3]	0,04	0.61	0.26	<0.01	0.05	0.05
Winter Total Emissions	***8.52***	***6.84***	***24.80***	***0.08***	***5.91***	***1.76***
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**	**Summer -No Winter – No**

Sources:
MAT Engineering, Inc. (June 2023)
CalEEMod 2022.1

Notes:
1. Mobile sources consist of emissions from vehicles and road dust.
2. Energy usage consists of emissions from on-site natural gas usage.
3. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

Toxic Air Contaminants – Operations

Given that the proposed project consists of multi-family residential uses, the proposed project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from project implementation. This type of project does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. As such, toxic air contaminant operational impacts would not result in significant health impacts to sensitive receptors. Thus, impacts would be less than significant.

CO Hot Spot Emissions

Carbon Monoxide (CO) is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality

impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the Federal and State CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to the US EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere else. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts would also be below the thresholds.

The *1992 Federal Attainment Plan for Carbon Monoxide* (*1992 CO Plan*) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard.

According to the project *Traffic Study*, the proposed project would generate a total of 999 daily vehicle trips. The volume of traffic at project buildout with cumulative projects would be well below 100,000 vehicles, and as such would not result in a violation of the CO standard. As such, no CO "hot spot" modeling was conducted for the proposed project. Thus, CO Hot Spot impacts would be less than significant.

Air Quality Health Effects

The following discussion is for informational purposes only. Health effects were addressed previously in Section 4.3.C. As such, a qualified health risk assessment was not prepared for the proposed project, as it is not required by CEQA.

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NOx affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the proposed project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes.

SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NOX and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NOX or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations.

Impact Conclusion

The *Highland General Plan EIR* analyzed construction, operational, and cumulative emissions impacts associated with buildout of the *Highland General Plan*, which were concluded to be significant and unavoidable. In March 2006, the City Council certified The *Highland General Plan EIR*, adopting a Statement of Facts and Findings, adopting a Statement of Overriding Considerations for significant and unavoidable agricultural resources, air quality, mineral resources, and noise impacts, and adopted a Mitigation Monitoring and Reporting Program.

The *Highland General Plan EIR* accounted for additional residential growth in the City. Thus, the proposed project would not result in the emissions beyond those analyzed in the *Highland General Plan EIR*.

To ensure that all short-term and long-term quality impacts remain at or can be mitigated to less than significant levels, the proposed project would be required to implement applicable SCAQMD rules. Thus, proposed project short-term and long-term quality impacts are concluded to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

LESS THAN SIGNIFICANT IMPACT

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project involves the construction and operation of residential uses, which are not typically associated with odor complaints.

The proposed project does not include any uses identified by the SCAQMD as being associated with odors. However, certain odors may emanate from construction operations if diesel-powered construction equipment is used during the construction period for the proposed project. These odors would be limited to the City's specified construction period and would disperse quickly.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon completion of the proposed project.

In addition, the proposed project would be required to comply with the *California Code of Regulations*, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The proposed project would also comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating.

On-site trash receptacles would have the potential to create adverse odors; however, trash receptacles would be located and maintained in a manner that would promote odor control to reduce potential odor impacts and would be removed from the site at least once per week.

In conclusion, odor impacts to existing adjacent land uses from proposed project construction and operation would be required to comply with applicable State and SCAQMD regulations. Thus, impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

A project that has a significant impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NOx, SO_2, VOC, and/or ROGs as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of thresholds, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. With regard to past and present projects, the background ambient air quality includes the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data. As discussed above, the proposed project emissions would be below the significance thresholds during both construction and operations. Thus, the proposed project's contribution is not considered cumulatively considerable.

4.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

Sources Cited in Section 4.4

City of Highland, *The Highland General Plan Final Environmental Impact Report* (*Highland General Plan EIR, Highland GP EIR*), March 2006

Hamilton Biological, Inc., *Biological Resources Analysis, Halcyon Project, 7536 Sterling Avenue, APN Nos: 0278-131-45, 0278-131-46, 0278-131-47, Highland, California,* March 27, 2023 (Refer to Technical Appendix B)

BIOLOGICAL RESOURCES METHODOLOGY

On March 2, 2023, Hamilton Biological accessed the Consortium of California Herbaria web page (https://ucjeps.berkeley.edu/consortium/georef_search.php) and California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Plants (www.rareplants.cnps.org) and searched for sensitive plant species known from the Highland area.

On March 2, 2023 Hamilton Biological accessed the California Natural Diversity Data Base (2023a, 2023b, 2023c) for information on special-status plant and wildlife taxa recorded on the Redlands and Harrison Mountain 7.5′ USGS topographic quadrangles.

On March 3, 2023, Robert Hamilton conducted a field visit from 9:50 am to 10:50 am. The temperature was 51–54 degrees F; wind was 1–3 miles per hour; and skies were clear. Mr. Hamilton recorded all plant species and all vertebrate wildlife species detected on the project site and within the study area, and examined the project site and study area for tracks, scat, and other sign. He also characterized the

ecological communities on the project site and in the study area, and evaluated the potential for wildlife to move through the project site and study area.

SITE BIOLOGICAL SETTING

In the following discussions, scientific names are provided only for plant species, and for wildlife species not recorded during the surveys. The attached species lists provide the scientific names of all species recorded during the surveys.

Topography and Surrounding Land Uses

The project site is nearly flat, ranging in elevation between approximately 1,100 and 1,110 feet, and lacks any creeks or other drainage features. The site lies within an existing residential neighborhood characterized by low- and medium-density housing. In addition to the surrounding housing, the project vicinity includes an elementary school to the east, a church to the north, and a small commercial/retail center to the south.

Soils

According to Soilweb (https://casoilresource.lawr.ucdavis.edu/gmap/), soils on the project site consist of Hanford coarse sandy loam, 2 to 9 percent slopes. The Hanford series consists of very deep, well drained soils that formed in moderately coarse textured alluvium dominantly from granite. Hanford soils are on stream bottoms, floodplains and alluvial fans and have slopes of 0 to 15 percent. The soils are well drained, with negligible to low runoff and moderately rapid permeability. The on-site soils are considered prime farmland.

Ecological Community

The approximately seven-acre project site consists of disturbed rangeland, with remnants of old building foundations and landscaping in the eastern part. The ecological community across the entire site is characterized as "ruderal/disturbed" (refer to Technical Appendix B, Figure 3, Photos 1–5). The term "ruderal" refers to weedy vegetation growing in areas where the natural vegetational cover has been disturbed by human actions. The entire site had been disked for weed control within approximately one week prior to the field visit, and review of historical aerial photos shows that the site has been disked regularly to at least as far back as 1994. A relatively small number of widespread, disturbance-adapted herbaceous plant species were recorded on the site, with the most abundant species being Common Fiddleneck (*Amsinckia intermedia*), Cheeseweed (*Malva parviflora*), Ripgut Brome (*Bromus diandrus*), Storksbill (*Erodium cicutarium*), Wild Radish (*Raphanus sativus*), Nettle-leaved Goosefoot (*Chenopodium murale*), and Indian Hedge Mustard (*Sisymbrium orientale*).

In the northeastern corner of the site, near Sterling Avenue, is California Sycamore (*Platanus racemosa*) that stands approximately 50 feet tall with a trunk of diameter approximately 25 inches at 4.5 feet above ground level. This lone tree does not comprise an ecological community; it may have been planted there long ago as part of landscaping of the residence that once existed in this part of the site. The only other native woody plant observed on the site is an 18-foot-tall Blue Elderberry (*Sambucus nigra* ssp. *caerulea*) growing along the eastern project boundary. Refer to Technical Appendix B, Figure 3.

Wildlife

Reptiles and Amphibians

No reptiles or amphibians were observed during the field surveys. The widespread Side-blotched Lizard (*Uta stansburiana*) and Western Fence Lizard (*Sceloperus occidentalis*) may occur there. A small number of snakes could also occur, such as the Pacific Gophersnake (*Pituophis catenifer catenifer*) and California Kingsnake (*Lampropeltis californiae*). Amphibians that may have potential to occur are limited to common and widespread species, such as the Western Toad (*Anaxyrus boreas*) and Baja California Treefrog (*Pseudacris hypochondriaca*). No special-status reptiles or amphibians are likely to occur on the site due to its disturbed condition and surrounding development.

Birds

Fifteen native bird species were recorded in and adjacent to the study area: Rock Pigeon, Eurasian Collared-Dove, Anna's Hummingbird, Turkey Vulture, Cassin's Kingbird, Common Raven, Bushtit, European Starling, Northern Mockingbird, Cedar Waxwing, House Sparrow, House Finch, Lesser Goldfinch, White-crowned Sparrow, and Yellow-rumped Warbler. No special-status bird species are likely to occur the site except occasionally during migration.

Mammals

The diggings of Botta's Pocket Gopher (*Thomomys botta*) were observed throughout the site. Other common species likely to occur on the site include the Coyote (*Canis latrans*), Raccoon (*Procyon lotor*), Virginia Opossum (*Didelphis virginiana*), and California Ground Squirrel (*Otospermophilus beecheyi*). No special-status mammals are likely to occur on the site due to its disturbed condition and surrounding development.

IMPACT ANALYSIS

A. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

NO IMPACT

The project site is located within an urbanized area. The project site is currently undeveloped and vacant.

No special-status plants were observed on the site during the site visit, and no such plants are expected to occur there. In addition, no special-status wildlife species were observed on the site during the site visit, although birds may occasionally fly over the site or land there during migration or winter.

Because the project site has little conservation value for any special-status species, implementation of the proposed project would have no impacts to any special-status species. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

NO IMPACT

Riparian habitats, within woodlands and forest communities, occur in the foothill and mountain portions of the City. The Biological Assessment did not identify that the project site is located within a riparian habitat or the presence other sensitive natural community.

Because the project site is undeveloped and vacant, and is surrounded urban development, implementation of the proposed project would have no impacts to any riparian habitat or sensitive communities. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

NO IMPACT

There are no Federally protected wetlands present within or adjacent to the project site. The project site has been previously disturbed and is void of water features, including wetlands. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

The project site consists of approximately seven acres of vacant land surrounded by existing urban land uses. The lack of adjacent open spaces means that the project vicinity lacks source habitat areas for wildlife to move out of, or destination habitat areas for wildlife to move into. As such, no impacts would occur.

However, there is the potential for impacts on nesting birds. If vegetation removal takes place between February 1 to August 31, which is the typical nesting season for birds in the local area, there is the potential to disrupt nesting birds in potential violation of State and/or Federal laws. Implementation of Mitigation Measure BIO-1 ensures that impacts to nesting birds are mitigated. Thus, impacts would be less than significant with mitigation incorporated with mitigation incorporated.

MITIGATION MEASURES

BIO-1 If vegetation removal must be conducted during the nesting bird season. February 1 to August 31, a qualified biologist should first conduct a survey to determine whether any native birds are nesting in the area. If an active nest is found (i.e., a complete nest with at least one egg), the nest and an appropriate buffer, to be determined by the biologist, should be avoided until after all young have fledged from the nest. Alternatively, work may be monitored by a biologist to ensure against disruption of nesting.

E. WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

LESS THAN SIGNIFICANT IMPACT

Highland Municipal Code Chapter 8.36 applies to all heritage trees on all private property within the City, except as set forth in this chapter. As defined in Section 8.36.020, Definitions:

"Heritage tree" means any live tree, shrub or plant which meets at least one of the following criteria:

A. All woody plants in excess of 15 feet in height and having a single trunk circumference of 24 inches or more, as measured four and one-half feet above ground level; or

B. Multitrunk tree(s) having a total circumference of 30 inches or more, measured four and one-half feet from ground level; or

C. A stand of trees, the nature of which makes each dependent upon the others for survival; or

D. Any other tree as may be deemed historically or culturally significant by the community development director or designee because of size, condition, location, or aesthetic qualities.

There is one large California Sycamore in the eastern part of the site that may qualify as a Heritage Tree, as defined in *Highland Municipal Code* Chapter 8.36. Although removal of this tree would represent a less than significant impact to biological resources, removal of this tree may require a permit from the City as described in *Highland Municipal Code* Section 8.36.040, Requirements for Permit, and Section 8.36.100, Tree Replacement Policy.

Compliance with the requirements stipulated in *Highland Municipal Code* Chapter 8.36 ensures impacts to heritage trees would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

F. WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

NO IMPACT

The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.[4,5] Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Past, present, and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with Federal, State, and local regulations to avoid adverse effects to existing biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. The proposed project would not cause a significant impact to biological resources. Therefore, the proposed project would not contribute to a cumulatively considerable impact.

[4] California Department of Fish and Wildlife, California Natural Community Conservation Plans, NCCP Plan Summaries, July 2019, NCCP Plan Summaries (ca.gov); accessed June 6, 2023
[5] California Department of Fish and Wildlife, California Natural Community Conservation Plans Map, April 2019, FileHandler.ashx (ca.gov); accessed June 6, 2023

4.5. CULTURAL AND TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section15064.5?		✓		
c. Disturb any human remains, including those interred outside of formal cemeteries?				✓
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		✓		
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

Sources Cited in Section 4.5

City of Highland, *The City of Highland General Plan*, March 2006, January 2012, August 2012, January 2022

Duke Cultural Resources Management (DUKE CRM), *Cultural Resources Research for the Halcyon Multifamily Residential Development, City of Highland, County of San Bernardino, California*, April 2023 (Included as Technical Appendix C)

A. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN CEQA GUIDELINES SECTION 15064.5?

NO IMPACT

The Highland Historic District is generally bound by Nona Avenue to the north, Main Street to the south, Orange Street to the west, and Church Avenue to the east. The Highland Historic District includes a mix of early 1900s architecture, including Craftsman Bungalows, Victoria-influenced design, Gothic Revival, and early commercial styles. The Highland Historic District is a designated historic district on the National Register of Historic Sites (01000333 NRIS), which depicts the old town area of the Highland townsite as a fine example of an early citrus town in southern California. The Highland Historic District covers approximately 290 acres with 99 contributing buildings.[6,7]

[6] Highland California Historic District Page | Highland Area Historical Society (highlandhistory.org) , accessed June 7, 2023
[7] www.HighlandHistory.org, accessed June 7, 2023

Review of the *Highland General Plan* Land Use Element Figure 2-2, General Plan Land Use, shows that the project site is not located within the Historic Village District (HVD). The project site is currently undeveloped and vacant, but surrounded by urban development. Thus, due to the lack of historic resources on the project site or surrounding area, the proposed project would have no impact on historic resources.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Duke Cultural Resources Management, LLC (DUKE CRM) conducted a cultural resources records search and research for the Halcyon Multifamily Residential Development (proposed project), located at 7536 Sterling Avenue in the City of Highland, San Bernardino County, California. The City of Highland (City) is the lead agency for the *California Environmental Quality Act* (*CEQA*). The purpose of the DUKE CRM report is to document efforts to comply with *CEQA* and to assess whether any cultural resources have been recorded within or near the project site boundary.

The proposed project is located within Section 1, Township 1 South, Range 4 West, as depicted on the *Redlands, Calif.* USGS 7.5-minute quadrangle (see Technical Appendix C, Attachment A, Map 2: Project Location). It is located along the west side of Sterling Avenue just north of 9th Street (see Technical Appendix C, Attachment A, Map 3: Project Aerial) within APNs 1278-131-45, -46, and -47. The proposed project is 6.77 acres in size, and it will involve construction of 220 residential units with a total residential space of 270,302 square feet. The proposed project will also include construction of 4,649 square feet of amenities including a pool and clubhouse, and a total of 419 parking units.

Research

On March 13, 2023, DUKE CRM conducted a records search at the South Central Coastal Information Center (SCCIC). The SCCIC is part of the California Historical Resources Information System (CHRIS) and is located at California State University, Fullerton. The records search included a review of all recorded cultural resources and reports within a ½-mile radius of the project site. Review of the SCCIC data indicates that no cultural resources have been previously identified within the project site. Six cultural resources have been recorded within the ½-mile search radius (refer to *Table 4.5-1*).

TABLE 4.5-1 CULTURAL RESOURCES WITHIN ½-MILE OF THE PROJECT SITE

Resource No.	Site Type	Description	NRHP/CRHR Eligibility	Distance
P-36-012850	Historical site	Historic trash scatter	Not evaluated	0.35-mile W
P-36-012870	Historical site	Historic isolated artifact	Not evaluated	0.5-mile W
P-36-029559	Historical structure	Historic single-family residence	6Y – Not Eligible	0.45-mile SW
P-36-029560	Historical structure	Historic multi-family residence	6Y – Not Eligible	0.45-mile SW
P-36-029561	Historical structure	Historic commercial building	6Y – Not Eligible	0.5-mile SW
P-36-029562	Historical structure	Historic single-family residence	6Y – Not Eligible	0.45-mile SW

Source:
DUKE CRM (April 2023)

SCCIC data indicates that eight cultural resource reports cover areas within ½-mile of the project site (*Table 4.5-2*). None of these reports covered the proposed project site or documented any cultural resources within the project site.

In addition, the California Built Environment Resources Directory (BERD) was examined. The BERD includes the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), and California Points of Historic Interest (CPHI). The BERD did not identify any cultural resources within the project site.

DUKE CRM also conducted a review of historical aerial photographs and historical topographic maps using the University of California, Santa Barbara's online *FrameFinder* program and the USGS Historical Topographic Map Explorer. A historical aerial image from 1930 depicts dirt roads in the approximate current alignments of 5th Street and Del Rosa Avenue, but it shows no other development; the majority of the surrounding area appears to be either undeveloped or being used for agriculture, and the project site appears undeveloped.

A historical aerial image from 1952 shows a great deal more development in the vicinity of the project site. By this time, Sterling Avenue and 9th Street have both been constructed in their current alignments. The southwest corner of the project site appears to be in use as an agricultural field, and several small buildings are depicted in the southeast corner of the project site. The 1954 *Redlands* 1:24,000 historical topographic map appears to show the buildings in the southeast corner of the project area. A historical aerial image from 1968 shows that the southwestern corner of the project site is no longer being used for agriculture by this time, and the buildings in the southeast corner are still extant. The 1967 *Redlands* 1:24,000 historical topographic map depicts the same buildings in the southeast corner of the project site, but no other development. The 1996 *Redlands* 1:24,000 historical topographic map does not depict any change in development within the project site.

TABLE 4.5-2 CULTURAL RESOURCE REPORTS WITHIN ½ MILE OF THE PROJECT SITE

Report No.	Year	Report Title	Authors	Sites within the Project area
SB- 01111	1981	Cultural Resources Assessment of the Proposed Patton Farms Residential Housing Project, San Bernardino.	Smith, Gerald A. and Michael K. Lerch	None
SB-01465	1984	Cultural Resources Assessment: Construction of Del Rosa Drive (From 6th Street to Baseline Street).	Smith, Gerald A.	None
SB-04045	2002	Identification and Evaluation of Historic Properties: East Valley Water District – Arroyo Verde Mutual Water Company Water System Improvement Project in the City of Highland, San Bernardino County, California.	Dahdul, Miriam	None
SB-04333	2002	Cultural Resources Assessment: New High School, San Bernardino, California.	Goodwin, Riordan and Robert E. Reynolds	None
SB-04830	2006	Cultural Resource Records Search Results and Site Visit for T-Mobile USA Facility Candidate IE04843G (Scotty's), 1679 East Baseline Street, San Bernardino, San Bernardino County, California.	Bonner, Wayne H. and Marnie Aislin-Kay	None
SB-05647	2006	Results of Cultural Resource Monitoring for the New Curtis Middle School and Elementary School No. 48, City of San Bernardino, California.	Fulton, Barowoj	None
SB-06194	2005	Historical/Archaeological Resources Survey Report: East Valley Water District's Perchlorate Treatment and Water Distribution Facilities in and near the Cities of San Bernardino and Highland, San Bernardino County, California.	Encarnacion, Deirdre	None
SB-07309	2011	Historic Property Survey Report: Tiger 5th Street Improvement Project, Cities of Highland and San Bernardino, San Bernardino County, California.	Tang, Bai "Tom" and Michael Hogan	None

Source:
DUKE CRM (April 2023)

A request for a Sacred Lands File (SLF) search was submitted to the Native American Heritage Commission (NAHC) on April 14, 2023 to ascertain the presence of known sacred sites, Native American cultural resources, and/or human remains within the boundaries of the project site.

The NAHC responded on May 24, 2023, and indicated that the results of the SLF search were positive. The NAHC recommended that DUKE CRM contact the Yuhaaviatam of San Manuel Nation (YSMN) for information regarding potential sacred sites within the project site. DUKE CRM contacted the YSMN via email on May 24, 2023 to request information. Ryan Nordness of the YSMN responded via email on May 30, 2023 stating that *"the proposed project is located near the known route of relocation following the battles against Serrano people in the 1870s. The area is of concern to the YSMN and the department is interested to consult whenever this project moves into AB52/CEQA territory."* The AB 52 tribal consultation process is

discussed later in this section.
Finally, DUKE CRM consulted its internal archives for ethnographic information relevant to the project area. The project site is located in an area that was shared between several Native American groups at the time of European contact. Groups that traditionally used the area included the Serrano, Cahuilla, and Gabrieleno:

- The nearest ethnographically known Serrano villages to the project site are *Amutskupiabit, Guapiabit,* and *Tameobit,* all located approximately 16 miles northeast.
- The nearest ethnographically known Gabrieleno villages to the project site are *Homhoa,* located approximately 3.8 miles southwest, and *Wa'Aachnga,* located approximately 4.2 miles southeast.
- The nearest ethnographically known Cahuilla village is *Saxhatpa,* located approximately 12 miles southeast of the project site.

Impact Conclusion

DUKE CRM conducted research to assess whether any cultural resources have been recorded within or near the Project boundary. The six cultural resources recorded within ½-mile of the project site are all historic in age. Four are historic structures that were previously evaluated as not eligible for the NRHP. Two are small historic refuse scatters or historic isolates.

No cultural resources are recorded within the project site. However, no previous cultural resource studies have been conducted within or adjacent to the project site, and the project site has consequently never been surveyed. DUKE CRM therefore recommends a field survey of the project site by a qualified archaeologist to assess the level of previous disturbance within the project site and to evaluate the project site for previously unidentified cultural resources. If previously unidentified cultural resources are unearthed during construction, work shall be halted in that area until the qualified archaeologist can assess the significance of the find.

Given that the project site has never been surveyed for cultural resources, these impacts are considered potentially significant. In order to reduce the potentially significant impacts, Mitigation Measure CUL-1 includes archaeological monitoring during ground disturbance. Thus, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

CUL-1 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

C. WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

NO IMPACT

There are no formal cemeteries in the City of Highland. Also, no formal cemeteries occur or known human remains have been discovered on-site.

Due to the level of past disturbance, it is not anticipated that human remains exist within these areas. In the event human remains are encountered during earth removal or disturbance activities, all activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. California *Health and Safety Code* Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to *Public Resources Code* Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner would notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with the above protocols per *Health and Safety Code* and *Public Resources Code* ensure no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:

1. LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN THE LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECCTION 5020.1(K)?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Tribal Consultation

Chapter 532, Statutes of 2014 (AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

Also per AB 52 (specifically *Public Resources Code* [*PRC*] Section 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

On May 23, 2023, the City of Highland sent a project notification letter via email to the following California Native American tribes, which had previously submitted a general consultation request letter pursuant to *Public Resources Code* 21080.3.1(d):

- Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) [YSMN]
- Gabrielino Band of Mission Indians
- Soboba Band of Luiseno Indians

All three tribes were provided a brief description of the project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation.

At the conclusion of the 30-day period to request AB 52 consultation, the City received one request for consultation: Yuhaaviatam of San Manuel Nation (YSMN).

Human Remains

Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of associated cultural resources (Funerary objects) with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

The Native American Graves Protection and Repatriation Act (NAGPRA) provides guidance that agencies shall consult with organizations on whose aboriginal lands the remains and cultural items might be discovered, who are reasonably known to have a cultural relationship to the human remains and other cultural items.

Impact Analysis

Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits, often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

On June 23, 2023, the YSMN responded to the notification letter via an email. The response stated that the YSSN concurs with the findings in the Cultural Resources Report prepared by DUKE Cultural Resources Management. The response also included the tribe's suggested cultural resource and tribal cultural resource mitigation measures for unanticipated discoveries. The City approved the suggested mitigation measures without changes. Tribal consultation was formally concluded with the YSMN via the previously referenced email on June 23, 2023.

Given the long-standing history of the YSSN in and around Highland, and that the project site lies within the ancestral territories of the YSSN, there is the potential for construction of the proposed project to impact tribal cultural resources. Thus, ground-disturbing activities, such as grading or excavation, could disturb previously unidentified subsurface resources.

Implementation of Mitigation Measures TCR-1, TCR-2, CUL-2, and CUL-3 would reduce any potentially significant impacts to previously undiscovered tribal cultural resources to a less than significant level. Thus, impacts related to unknown buried tribal cultural resources would be less than significant with mitigation incorporated.

MITIGATION MEASURES

TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in YSMN CUL-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

CUL-2 If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-3 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.

2. A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1? IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE §5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Refer to Response 4.5.D.1.

MITIGATION MEASURES

Refer to Mitigation Measures TCR-1, TCR-2, CUL-2, and CUL-3. No additional mitigation measures are required.

CUMULATIVE IMPACTS

Potential cumulative impacts could occur if the proposed project, when combined with other past, present, and reasonably foreseeable future projects, would cause significant impacts based on the thresholds of significance set forth in this Initial Study. The project site does not contain any historic resources and is not expected to impact any archaeological or paleontological resources; measures have been identified to mitigate potential impacts to a less than significant level. As with the proposed project, other past projects, other current projects, and probable future projects would be required to comply with standard conditions of approval and mitigation measures. Despite the site-specific nature of resources, mitigation required for the identification and protection of unknown or undocumented resources would reduce the potential for cumulative impacts. On a cumulative level, data recovered from sites in the region allow for the examination and evaluation of the diversity of human activities in the region. The proposed project would not contribute to a cumulatively considerable impact on cultural resources.

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4.6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

Sources Cited in Section 4.6

City of Highland, *Municipal Code,* Title 15, Buildings and Construction

MAT Engineering, Inc., *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis,* City of Highland, June 28, 2023 (refer to Technical Appendix A)

California Department of General Services, Building Standards Commission Building Standards Commission (ca.gov), accessed June 28, 2023

California Department of General Services, *2022 California Building Standards Code (California Code Regulations, Title 24)*

A. WOULD THE PROJECT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

LESS THAN SIGNIFICANT IMPACT

The *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis* provides an estimate of energy consumption for the proposed project. As indicated in *Table 4.8-2, Project Operations Greenhouse Gas Emissions*, the proposed project is estimated to annually consume approximately 301.0 $MTCO_2e$[8] of electricity and natural gas, which is an increase over existing conditions as the project site is currently vacant and undeveloped.

The proposed project would include energy-efficient fixtures and appliances. The proposed project would be constructed in accordance with the *Highland Municipal Code* Title 15, Buildings and Construction and the 2022 *California Building Standards Code* requirements. Thus, impacts would be less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

[8] $MMTCO_2e$ = Million Metric Tons of Carbon Dioxide Equivalent

B. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

LESS THAN SIGNIFICANT IMPACT

The *California Green Building Standards Code*, also known as *CALGreen*, is Part 11 of Title 24 of the *California Code of Regulations*. It is the first-in-the-nation green building standards code and its history is significant. On January 12, 2010, the State Building Standards Commission adopted updates to the *California Green Building Standards Code*, which became effective on January 1, 2011. The *California Code of Regulations* (*CCR*) *Title 24, Part 11: California Green Building Standards* became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning (which is to ensure that the building's energy efficient fixtures meet or exceed their performance and energy savings) to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The most current code version is the *2022 CALGreen Code*, which became effective as of January 1, 2023.

The proposed project includes 220 multi-family residential units. A majority of the energy that would be consumed by daily operations would be related to lighting, cooling, and ventilation. Adherence to the requirements identified in the *2022 CALGreen Code* or most current version of the CALGreen Code would further ensure conformance with the State's goal of promoting energy and lighting efficiency. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Past, present, and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with Federal, State, and local regulations to avoid adverse effects related to energy consumption, and mitigate, where necessary, for significant impacts to energy resources. The proposed project would not cause a significant impact to energy resources. Thus, the proposed project would not contribute to a cumulatively considerable impact.

4.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Sources Cited in Section 4.7

Leighton and Associates, Inc. (Leighton), *Geotechnical Exploration, Proposed 6.77-Acre Multi-Family Residential Project, 7536 Sterling Avenue, City of San Bernardino, California,* October 14, 2022 (refer to Technical Appendix D)

City of Highland, *The City of Highland General Plan,* March 2006

City of Highland Municipal Code, *Title 15, Buildings and Construction*

Existing Conditions

The 6.77-acre project is situated on a relatively flat irregularly shaped parcel. It is bounded by Sterling Avenue and residential structures to the east, west, and south, and commercial structures to the north.

Review of historical aerial imagery indicates the site had been open and used for agricultural purposes from at least 1938. Sometime between 1938 and 1959, agriculture ceased onsite and a residential structure was constructed in the eastern edge of the site on Sterling Avenue. The residential structure was demolished sometime between 1984 and 1994 where remnants of the home's foundation and hardscape remains today.

Based upon Leighton's review of existing geotechnical literature (*References*) and subsurface exploration (refer to Field Investigation subheading below and Technical Appendix D, Appendix A), on-site soils consist of Undocumented Artificial Fill (Afu) composed of either disturbed native deposits or fill soils

placed from previous agricultural activities, which are underlain by Quaternary Young Alluvial Valley Deposits (Qya).

Field Investigation

The field exploration consisted of drilling six hollow stem auger borings. Prior to the field exploration, the area of the borings were marked and Dig Alert (811) was notified for utility clearance.

Three borings (B-1 through B-3) were drilled at various locations within the project site to depths reaching approximately 26½ to 51½ feet below ground surface (bgs) to evaluate the general subsurface conditions beneath the project site.

Additionally, three borings (IT-1 through IT-3) were drilled to depths of approximately 15 to 30 feet bgs and converted into temporary percolation wells. These wells were installed in the northwest and southwest corners of the site and used for infiltration testing.

During excavation of the borings, ring samples and standard penetration test (SPT) samples were obtained for geotechnical laboratory testing. Bulk samples were collected at selected boring locations and depths for geotechnical laboratory testing. Each boring was logged in the field by staff geologist under supervision of a State licensed Certified Engineering Geologist. Collected soil samples were reviewed in the field and described in accordance with the Unified Soil Classification System (USCS).

Logs of the borings and infiltration testing are included in Technical Appendix D. Locations of boring and percolation wells explorations are depicted on Technical Appendix D Figure 2, Exploration Location Map.

A. WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

1. RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.

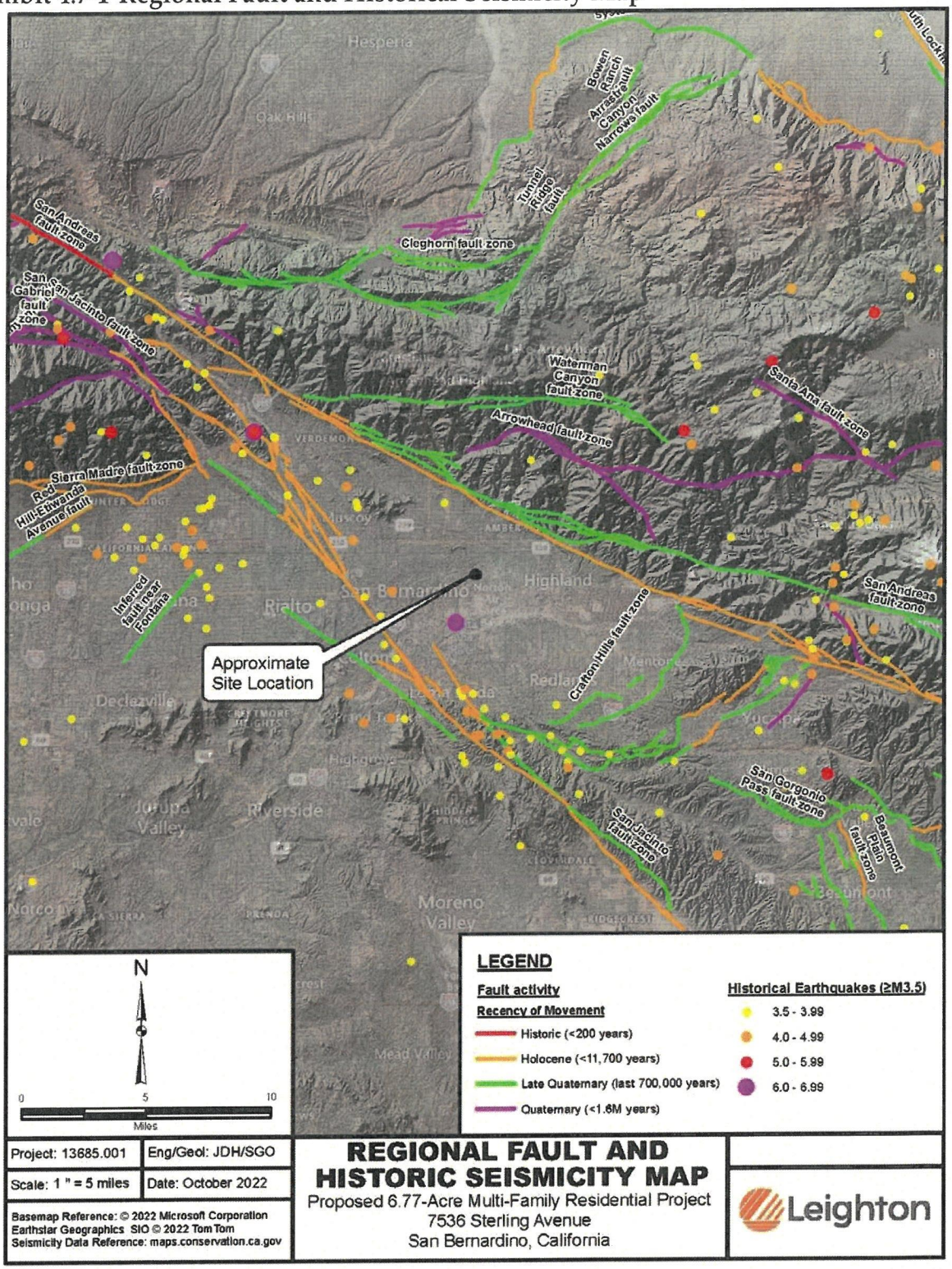
NO IMPACT

Southern California, including the City of Highland and the project site, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.

Alquist-Priolo Earthquake Fault zones exist within the City of Highland, in the northern and eastern portions of the City; refer to *Exhibit 4.7-1, Regional Fault and Historical Seismicity Map*.

Based on Leighton's site reconnaissance and review of available geologic literature and aerial photographs, Leighton finds no evidence that suggests active faults have been mapped across or towards the site, and the site is not located within a currently established Alquist-Priolo (AP) Earthquake Fault Zone (Bryant and Hart, 2007). In addition, the project site is not located within a current County Earthquake Fault Zone (County of San Bernardino, 2010).

Exhibit 4.7-1 Regional Fault and Historical Seismicity Map



Source: Leighton and Associates, Inc. (October 2022)

Therefore, according to Table 4 of Special Publication 42 and the earthquake fault zones map, the project site is not located within an Alquist-Priolo Special Studies Zone. Thus, no impacts would result from the potential for fault rupture of a known earthquake fault on the project site.

MITIGATION MEASURES

No mitigation measures are required.

2. STRONG SEISMIC GROUND SHAKING?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

The closest mapped active fault that could affect the project site through ground shaking is related to the San Andreas fault zone, located approximately 2.6 miles northeast of the project site. The San Andreas fault is capable of producing a maximum moment magnitude of Mw[9] = 6.8 to 8.0. Based on the absence of faults known or mapped across or trending towards the site, the potential for fault ground rupture at the site is considered low.

Major regional faults with surface expression in proximity to the site are shown on *Exhibit 4.7-1.* The project site would experience strong ground shaking after the proposed project is developed resulting from an earthquake occurring along one or more of the major active or potentially active faults in southern California.

Accordingly, the proposed project should be designed in accordance with all applicable current codes and standards utilizing the appropriate seismic design parameters to reduce seismic risk as defined by California Geological Survey (CGS) Chapter 2 of Special Publication 117a (CGS, 2008). The 2019 edition of the *California Building Code* (*CBC*) is the current edition of the code. Through compliance with these regulatory requirements and the utilization of appropriate seismic design parameters selected by the design professionals, potential effects relating to seismic shaking can be reduced.

During the life of the future residential uses, the project site would likely experience moderate to high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region. The proposed project would be required to incorporate necessary design and structural elements to resist strong ground motion in compliance with the *California Building Code.*

Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the *California Building Code* in order to protect against building collapse and major injury during a seismic event. The *California Building Code* includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake.

Technical Appendix D page 10 provides text and a table identifying the parameters that should be considered for design under the 2019 CBC. The project structural engineer should review the seismic parameters provided on Technical Appendix D page 10, and recommend a site-specific seismic ground motion analysis, if needed.

Adherence to the *California Building Code* requirements, as well as Mitigation Measures GEO-1 and GEO-2, would reduce impacts related to strong seismic shaking to less than significant. Thus, impacts would be less than significant with mitigation incorporated.

[9] Mw is an abbreviation for Moment Magnitude scale.

MITIGATION MEASURES

GEO-1 Prior to the issuance of grading and/or building permits, the recommendations in Geotechnical Exploration Section 2.0 – Findings and Section 3.0 - Conclusions and Recommendations shall be confirmed or modified by a geotechnical engineer to ensure compliance with the California Building Code. The recommendations of the geotechnical engineer shall be implemented during site grading and construction, and project operations.

GEO-2 Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the *Geotechnical Exploration* and other applicable Code requirements.

3. SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

LESS THAN SIGNIFICANT IMPACT

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine-to-medium grained, cohesionless soils. As the shaking action of an earthquake progresses, the soil grains are rearranged, and the soil densifies within a short period of time. Rapid densification of the soil results in a buildup of pore-water pressure. When the pore-water pressure approaches the total overburden pressure, the soil reduces greatly in strength and temporarily behaves similarly to a fluid. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below structural foundations.

The State of California has not evaluated the site for liquefaction hazards. However, the project site is located within a zone of High Generalized Liquefaction Susceptibility as mapped by the County of San Bernardino.

Regional groundwater maps and groundwater data indicate that regional groundwater shallower than 50 feet below ground surface (bgs) do not exist locally, and existing groundwater levels are not expected to rise significantly.

Groundwater was not encountered in any of the exploratory borings drilled to a maximum depth of approximately 51½ feet bgs. Based on Leighton's review of regional maps and groundwater data (CDWR, 2022, and Fife et al., 1974), groundwater is expected to be on the order of 100 feet or deeper below existing ground surface in the vicinity of the site. Therefore, due to the lack of shallow groundwater and dense underlying fill and alluvial soil, the potential for liquefaction to occur is considered very low on the project site.

The *Geotechnical Exploration* concluded the potential for liquefaction is unlikely at the site. Thus, the potential for on-site liquefaction impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

4. LANDSLIDES?

LESS THAN SIGNIFICANT IMPACT

The geologic and topographic characteristics of an area often determine its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential slope failure and landslide events.

The State of California has not evaluated the project site for seismically induced landslide hazards. The project site is located outside of any zones of Generalized Landslide Susceptibility as mapped by the County of San Bernardino. Additionally, the project site is relatively level and flat with no significant slopes. Given these considerations, the potential for seismically induced landslides to affect the site is low.

Due to the current site topography, seismically-induced landslides would not pose a danger to the project site. Thus, impacts as a result of seismic-related ground failure, including landslides would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

LESS THAN SIGNIFICANT IMPACT

On-site soils consist of Undocumented Artificial Fill (Afu) composed of either disturbed native deposits or fill soils placed from previous agricultural activities, which are underlain by Quaternary Young Alluvial Valley Deposits (Qya).

Currently, the project site is subject to mechanical erosion, runoff, and sedimentation due to the granular nature of the site soil and high winds experienced in the region throughout the year. The on-site grading and earthwork activities to create the proposed project would result in ground surface disruption that could create the potential for short-term erosion by wind and water to occur. However, proper erosion control measures and surface drainage improvements upon completion of the proposed project would reduce the loss of site materials due to erosion (water and wind), and the potential for mechanical erosion of the site would be considered low.

All demolition and construction activities on-site would be subject to compliance with the *California Building Code*. Further, the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities; refer to Response 4.9.A. The NPDES Storm Water General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan, which would identify specific erosion and sediment control Best Management Practices that would be implemented to protect storm water runoff during construction activities. Compliance with the *California Building Code* and NPDES would minimize effects from erosion and ensure consistency with the Los Angeles Regional Water Quality Control Board Water Quality Control Plan.

Once construction is complete, disturbed surfaces would be stabilized through vegetation or pavement. Therefore, substantial soil erosion or loss of topsoil is not expected to occur during long-term operations.

Following compliance with NPDES requirements, the proposed project would result in less than significant impacts regarding soil erosion.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN AN ON-SITE OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Stratigraphy

On-site soils consist of Undocumented Artificial Fill (Afu) composed of either disturbed native deposits or fill soils placed from previous agricultural activities, which are underlain by Quaternary Young Alluvial Valley Deposits (Qya).

Undocumented Artificial Fill (Afu)

Undocumented artificial fill, presumed to have been from previous agricultural activities, were observed in the borings to depths of approximately 3.5 to 5 feet below the current surface. The undocumented artificial fill encountered in the borings was characterized as relatively dry, medium dense, silty sand. During grading, dry and/ or loose undocumented fill within the subject site may be uncovered to be locally deeper or shallower than currently estimated.

Quaternary Young Alluvial Valley Deposits (Qya)

Quaternary-age young alluvial valley deposits have been mapped and were observed within our borings underlying undocumented artificial fill on-site. The alluvial deposits encountered below the project site generally consisted of silty sand and sand with silt, with minor amounts of gravel. Alluvial deposits observed were typically medium dense in the upper 25 feet, becoming denser with depth as encountered in the exploratory borings. On-site alluvial deposits were observed to generally be moist at depths of about 5 feet below the existing ground surface.

All site grading should be performed in accordance with the applicable local codes and in accordance with the project specifications that are prepared by the appropriate design professional. The *General Earthwork and Grading Recommendations* are included in Technical Appendix D, Appendix E. In case of conflict the following recommendations shall supersede those provided in Technical Appendix D, Appendix E.

In conclusion, the existing soils are not suitable for the support of structural fill or foundations for the proposed project. All such fill soils would be removed, cleaned of all trash and debris, and recompacted prior to placing any structural fill soils and beneath future proposed structures, including patios/porches, driveways, hardscape, and all associated footings. Any imported soils to be used for fill would be evaluated prior to placement on-site.

In order to ensure that the proposed project is not susceptible to damage as a result of on-site soils and geological conditions, the *Geotechnical Exploration* included specific recommendations to reduce this risk

to less than significant levels, which are to be reviewed and revised, as necessary, as part of Mitigation Measures GEO-1 and GEO-2. Thus, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.

D. WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Expansive soils can be a problem, as variation in moisture content will cause a volume change in the soil. Expansive soils heave when moisture is introduced and contract as they dry. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils will shrink (contraction). Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. This movement can also result in misalignment of doors and windows.

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of building foundations and slabs-on-grade could result.

Based on the presence of sandy soil observed in the borings and test pits and results of laboratory testing (refer to Technical Appendix D, Appendix B), the near-surface soils are expected to possess a very low potential for expansion (EI<21).

However, in order to ensure that the proposed project is not susceptible to damage as a result of on-site soils and geological conditions, the *Geotechnical Exploration* has included specific recommendations to reduce this risk to less than significant levels. The recommendations are to be reviewed and revised as necessary as part of Mitigation Measures GEO-1 and GEO-2. Impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.

E. WOULD THE PROJECT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?

NO IMPACT

Sewers are currently available for the on-site disposal of wastewater; therefore, it would not be necessary to install septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

F. WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

The project site is located in an urbanized area of the City and is currently vacant and undeveloped. The surrounding development has previously disturbed subsurface sediments. As such, the potential for the surrounding area and the project site to contain paleontological resources or unique geologic features are considered to be low.

Excavation during construction per the *Geotechnical Exploration* requires that all undocumented fill and dry or loose native alluvium should be removed, reworked, and replaced as engineered fill to a minimum depth of 5 feet from the existing ground surface within the foundation structural zone or 3 feet below structural footings, whichever is deeper. These overexcavations should extend a minimum five feet laterally beyond outside edges of exterior footings.

Excavation in sediments below the level of previous disturbance has the potential to encounter unknown paleontological resources. With the implementation of Mitigation Measure GEO-3, impacts from the unanticipated discovery of paleontological resources impacts would be less than significant. Thus, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

GEO-3 Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during project construction, all work in the area of the find shall cease and a qualified paleontologist shall be retained by the City to investigate the find and to make recommendations on its disposition.

CUMULATIVE IMPACTS

The proposed project would be constructed in compliance with all applicable codes and in accordance with the Mitigation Measures set forth in this Initial Study/Mitigated Negative Declaration, which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events. The potential cumulative impact related to earth and geology is typically site-specific. The analysis herein determined that the proposed project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides.

Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations, along with mitigation required for the proposed project, would render potentially adverse geological and soil effects less than significant. These existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in Highland and the greater San Bernardino County region.

Therefore, the proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

4.8. GREENHOUSE GASES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Sources Cited in Section 4.8

MAT Engineering, Inc., *Halcyon Residential Project Air Quality & Greenhouse Gas (GHG) Impact Analysis,* City of Highland, June 28, 2023 (refer to Technical Appendix A)

California Air Resources Board, *2022 Scoping Plan*, November 16, 2022

Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020

South Coast Air Quality Management District, *Interim CEQA Greenhouse Gas (GHG) Significance Thresholds,* December 2008

Global Climate Change Setting

Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the recent period of warming is occurring more rapidly than past geological events. The average global surface temperature has increased by approximately 1.4° Fahrenheit since the early 20th Century, which may seem like a small change. But, it is an unusual event in Earth's recent history, and as we are seeing, even small changes in temperature can cause enormous changes in the environment.

The planet's climate record, preserved in tree rings, ice cores, and coral reefs, shows that the global average temperature has been stable over long periods of time. For example, at the end of the last ice age, when the Northeast United States was covered by more than 3,000 feet of ice, average global temperatures were only 5° to 9° Fahrenheit cooler than today. The Intergovernmental Panel on Climate Change (IPCC), which includes more than 1,300 scientists from the United States and other countries, forecasts a temperature rise of 2.5° to 10° Fahrenheit over the next century. Therefore, significant changes to the environment are expected in the near future.

The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low lying areas from sea level rise.

The impacts of climate change are already visible in the Southwest United States. In California, the consequences of climate change include:

- A rise in sea levels resulting in the displacement of coastal businesses and residencies
- A reduction in the quality and supply of water from the Sierra snowpack
- Increased risk of large wildfires

- Exacerbation of air quality problems
- Reductions in the quality and quantity of agricultural products
- An increased temperature and extreme weather events
- A decrease in the health and productivity of California's forests

Greenhouse Gases

Most scientists agree the main cause of the current global warming trend is anthropogenic (human-induced) augmentation of the greenhouse effect. The greenhouse effect refers to the way gases in the earth's atmosphere trap and re-emits long wave infrared radiation, acting like a blanket insulating the earth. Activities such as fossil fuel combustion, industrial processes, agriculture, and waste decomposition have elevated the concentration of greenhouse gases in the atmosphere beyond the level of naturally occurring concentrations.

GHGs comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO_2), methane (CH_4), water vapor (H_2O), and nitrous oxide (N_2O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF_6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime."

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of CO_2. The larger the GWP, the more than a given gas warms the Earth compared to CO_2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Regulatory Setting

Technical Appendix A Section 4.0 details the regulatory setting. Air pollutants are regulated at the, National, State, and air basin level with each agency having a different level of regulatory responsibility. The United States Environmental Protection Agency (US EPA) regulates at the national level. The California Air Resources Board (CARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

A. WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT

SCAQMD GHG Thresholds

For quantifiable analysis purposes, a project's GHG emissions are compared to the South Coast Air Quality Management District (SCAQMD) *Interim CEQA Greenhouse Gas (GHG) Significance Thresholds*, December 2008. The purpose of the SCAQMD thresholds of significance is to assist local agencies with determining the impact of a project for CEQA. SCAQMD's objective in providing the GHG guidelines is to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of the California Global Warming Solutions Act (AB 32). The SCAQMD has held several GHG Significance Thresholds Stakeholder Working Group meetings where staff has presented updated recommendations that serve in addendum to the interim document.

The SCAQMD describes a five-tiered approach for determining GHG Significance Thresholds.

Tier 1 - If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

Tier 2 - If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment based on the following tiers.

Tier 3 - Consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. SCAQMD has presented two options that lead agencies could choose for screening values. Option #1 sets the thresholds for residential projects to 3,500 $MTCO_2e$/year, commercial projects to 1,400 $MTCO_2e$/year), and the mixed use to 3,000 $MTCO_2e$/year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$/year. The current staff recommendation is to use option #2, but allows lead agencies to choose option #1 if they prefer. Regardless of which option a lead agency chooses to follow, it is recommended that the same option is consistently used for all projects.

The table below shows the screening levels described in option #2, which have been used previously in the City of Highland.

SCAQMD Tier 3 Screening Levels	
Land Use	**Screening Value**
Industrial Projects	10,000 $MTCO_2e$/Yr
Residential/Commercial Projects	3,000 $MTCO_2e$/Yr

Tier 4 - includes three performance standard compliance options to demonstrate that a project is not significant for GHG emissions.

Compliance Option 1 consists of achieving a target percentage reduction in emission compared to the business as usual (BAU) methodology. The project proponent would need to incorporate design features into the project and/or implement GHG mitigation measures to demonstrate a 30 percent reduction in GHG emissions below BAU that is consistent with the current applicable goals of AB 32 in the State of the California.

Compliance Option 2 consists of early compliance with AB 32 through early implementation of CARB's Scoping Plan Measures. This option is intended for projects in sectors subject to the Scoping Plan Measures.

Compliance Option 3 consists of establishing efficiency-based performance standards at the plan level (program-level projects such as general plans) and project level. Efficiency standards are based on the amount of GHG emissions ($MTCO_2e$/year) per Service Population (SP). SP is defined as the sum of the residential and employment populations provided by a project.

SCAQMD Tier 4 Efficiency Thresholds		
Project Type	Efficiency Thresholds	
	Target Year 2020	Target Year 2035
Plan (Program) Level	6.6 $MTCO_2e$/yr/SP	4.1 $MTCO_2e$/yr/SP
Project Level	4.8 $MTCO_2e$/yr/SP	3.0 $MTCO_2e$/yr/SP

Tier 5 – involves implementing off-site mitigation or the purchasing of offsets to reduce GHG emissions to less than the proposed screening level. The project proponent would be required to provide offsets for the life of the project, which is defined as 30 years.

By complying with the SCAQMD GHG thresholds of significance, a project is considered to be in compliance with the applicable State GHG legislation.

Neither the SCAQMD nor the City of Highland has adopted any numerical GHG thresholds. For the purpose of this analysis, the SCAQMD interim screening level Tier 3 numerical screening threshold of 3,000 MT CO_2e/yr for residential development such as the proposed project. Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy *CEQA Guidelines* Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of a project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Impact Analysis

Greenhouse Gas Emissions - Construction

The CalEEMod assumes the proposed project to require approximately 24 months for construction. During proposed project construction, the CalEEMod 2022.1 computer model predicts that the construction activities would generate the annual CO_2e emissions identified in *Table 4.8-1, Project Construction Greenhouse Gas Emissions*. In addition, the SCAQMD GHG emissions policy for construction activities is to amortize emissions over a 30-year lifetime, which is also shown in *Table 4.8-1*.

TABLE 4.8-1 PROJECT CONSTRUCTION GREENHOUSE GAS EMISSIONS

Emission Conditions	Emissions ($MTCO_2e$[1])
Total Emissions Year 2024	530.0
Total Emissions Year 2025	506.0
Total Emissions Year 2026	5.4
Emissions Amortized Over 30 Years[2]	34.7
Source: MAT Engineering, Inc., June 2023	
Notes: CalEEMod Output contained in Technical Appendix A, Appendix A 1. $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon). 2. The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.	

Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from the proposed project are less than significant when compared to the thresholds recommended by SCAQMD. Thus, construction-related GHG impacts would be less than significant.

However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall operational emissions of the proposed project. In doing so, construction GHG emissions are included in the overall contribution of the proposed project, as discussed in the next section.

Greenhouse Gas Emissions - Operation

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in *Table 4.8-2, Project Operations Greenhouse Gas Emissions*. CalEEMod annual GHG output calculations are provided in Technical Appendix A, Appendix A.

As shown in *Table 4.8-2*, the proposed project GHG emissions are expected to be below the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 $MTCO_2e$ for residential projects. Thus, t less than significant long-term GHG impacts would occur.

TABLE 4.8-2 PROJECT OPERATIONS GREENHOUSE GAS EMISSIONS

Source Category	Emissions ($MTCO_2e$)
Area Sources	48.5
Energy Usage	301.0
Mobile Sources	1,056.0
Solid Waste	50.8
Water	22.4
Construction	34.7
Total Emissions	**1,513.4**
SCAQMD Tier 3 Threshold	3,000
Exceeds SCAQMD Tier 3 Threshold?	No
Source: MAT Engineering, Inc., June 2023	
Notes: CalEEMod 2022.1. See Appendix A. 1= Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. 2= Energy usage consist of GHG emissions from electricity and natural gas usage. 3= Mobile sources consist of GHG emissions from vehicles. 4= Solid waste includes the CO2 and CH4 emissions created from the solid waste placed in landfills. 5= Water includes GHG emissions from electricity used for transport of water and processing of wastewater. 6= Construction GHG emissions based on a 30-year amortization rate.	

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

LESS THAN SIGNIFICANT IMPACT

Consistency With CARB Scoping Plan

The *CARB 2022 Scoping Plan* identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector.

Table 4.8-3, Consistency with the CARB 2022 Scoping Plan provides an evaluation of applicable reduction actions/strategies by emissions source category to determine how the proposed project would be consistent with or exceed reduction actions/strategies.

TABLE 4.8-3 CONSISTENCY WITH CARB 2022 SCOPING PLAN

ACTIONS AND STRATEGIES	CONSISTENCY ANALYSIS
Smart Growth/Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	***Consistent.*** The proposed project would be required to provide Electric Vehicle (EV) charging station and bicycle parking space in accordance with the 2022 Title 24 standards and CALGreen Code, which would promote alternative mode of transportation to reduce VMT. As such, the proposed project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	***Consistent.*** The proposed project is expected to consist of natural gas heating and/or cooking on-site. The City of Highland has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the proposed project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. As such, the proposed project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	***Consistent.*** The City of Highland has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the proposed project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the proposed project would be consistent with this action.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	***Consistent.*** SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The proposed project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the proposed project would be consistent with this action.
Source: MAT Engineering, Inc., June 2023	

Consistency With SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the *2020-2045 RTP/SCS*. The *2020-2045 RTP/SCS* includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The *2020-2045 RTP/SCS* is forecast to help California

reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State.

Table 4.8-4, *Consistency with SCAG 2020-2045 RTP/SCS* shows the proposed project's consistency with these five strategies found within the *2020-2045 RTP/SCS*. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the *2020-2045 RTP/SCS*.

TABLE 4.8-4 CONSISTENCY WITH SCAG 2020-2045 RTP/SCS

REDUCTION STRATEGY	APPLICABLE LAND USE TOOLS	CONSISTENCY ANALYSIS
Focus Growth Near Destinations and Mobility Options		
▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets ▪ Plan for growth near transit investments and support implementation of first/last mile strategies ▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) ▪ Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	Center Focused Placemaking Priority Growth Areas (PGA) Job Centers High Quality Transit Areas (HQTAs) Transit Priority Areas (TPA) Neighborhood Mobility Areas (NMAs) Livable Corridors Spheres of Influence (SOIs) Green Region Urban Greening	**Consistent.** The project site is located within an area that is planned for residential uses, with uses to the north, west, and east presently developed with single- and multi-family residential and institutional uses. The project site is currently vacant, and the proposed project would develop underutilized land. Furthermore, the proposed project is located approximately 0.25 miles from the existing Omnitrans bus stops. Therefore, the proposed project would focus growth near destinations and mobility options.
Promote Diverse Housing Choices		
▪ Preserve and rehabilitate affordable housing and prevent displacement	PGA Job Centers HQTAs	**Consistent.** The proposed project would involve development of multi-family dwelling units near existing bus stops and commercial development to the north,

REDUCTION STRATEGY	APPLICABLE LAND USE TOOLS	CONSISTENCY ANALYSIS
▪ Identify funding opportunities for new workforce and affordable housing development ▪ Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply ▪ Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	NMA TPAs Livable Corridors Green Region Urban Greening	which increases housing supply and supports reduction of GHG emissions. Therefore, the proposed project would be consistent with this reduction strategy.
Leverage Technology Innovations		
▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments ▪ Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel	HQTA TPAs NMA Livable Corridors	**Consistent.** The proposed project would require new multi-family development to install listed raceways to accommodate dedicated branch circuits to support electric vehicle chargers in accordance with the 2022 Title 24 standards and CALGreen Code. Additionally, new multi-family dwelling units would be required to install solar photovoltaics panels. Therefore, the proposed project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The proposed project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
▪ Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions ▪ Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations ▪ Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities ▪ (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and	Center Focused Placemaking Priority Growth Areas (PGA) Job Centers High Quality Transit Areas (HQTAs) Transit Priority Areas (TPA) Neighborhood Mobility Areas (NMAs) Livable Corridors Spheres of Influence (SOIs) Green Region Urban Greening	**Consistent. T**he proposed project would be located close to bus stops, which would promote alternative modes of transportation. Additionally, new single- and multi-family residential development would be required to install listed raceways to accommodate dedicated branch circuits to support electric vehicle chargers. The proposed project would include private outdoor areas with landscaped planters, trees, and seating. Further, the proposed project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Thus, the proposed project would be consistent with this reduction strategy.

REDUCTION STRATEGY	APPLICABLE LAND USE TOOLS	CONSISTENCY ANALYSIS
development projects, including parks and open space ▪ Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies ▪ Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region ▪ Continue to support long range planning efforts by local jurisdictions ▪ Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy		
Promote a Green Region		
▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards ▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration ▪ Integrate local food production into the regional landscape ▪ Promote more resource efficient development focused on conservation, recycling and reclamation ▪ Preserve, enhance and restore regional wildlife connectivity ▪ Reduce consumption of resource areas, including agricultural land ▪ Identify ways to improve access to public park space	Green Region Urban Greening Greenbelts and Community Separators	**Consistent.** The proposed project involves development of a residential community on a disturbed vacant lot and would therefore not interfere with regional wildlife connectivity or concert agricultural land. The proposed project would be required to comply with CALGreen Code and 2022 Title 24 standards, which would help reduce energy consumption and reduce GHG emissions. Thus, the proposed project would support efficient development that reduces energy consumption and GHG emissions. The proposed project would be consistent with this reduction strategy.
Source: MAT Engineering, Inc., June 2023		

Impact Conclusion

The proposed project does not result in any potential conflicts with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Because of the global nature of the climate change problem, most projects would not generate GHG emissions that individually would cause a significant impact on global climate change. Therefore, the analysis of a project's GHG impacts is typically not considered individually, but is analyzed against the GHG emissions of existing and proposed projects within the region, State, and ultimately against global emissions and how the emissions can cumulatively affect global climate change. This concept is supported in the various Attorney General, State of California Office of Planning and Research, and SCAQMD publications. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions. Thus, the proposed project would not result in a cumulatively considerable impact associated with GHGs.

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4.9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	

Sources Cited in Section 4.9

City of Highland, *The City of Highland General Plan,* March 2006

Leighton and Associates, Inc. (Leighton), *Phase I and Limited Phase II Environmental Site Assessment, Proposed 6.77-Acre Multi-Family Residential Project, 7536 Sterling Avenue, City of San Bernardino, California 92410,* November 21, 2022 (refer to Technical Appendix E)

Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023

Existing Site Conditions

The project site is an approximate 6.77-acre lot that is mostly vacant undeveloped land; however, concrete remnants of former on-site structures include a well and a concrete paved driveway on the eastern most portion of the project site.

The general site vicinity is developed with single and multi-family residences, a church, an elementary school, and a retail shopping center.

Physical Setting

Leighton reviewed pertinent maps and readily available literature for information on the physiography and hydrogeology of the project site. A summary of this information is presented in Section 4.0, Records Review of the *Phase I and Limited Phase II Environmental Site Assessment*. The review included the following topics: Topography, Surface Water, Geology and Soils, Hydrogeology, Oil and Gas Fields, Wetlands and Floodplains, Radon.

Standard Environmental Record Sources

A search of selected government databases was conducted by Leighton using the EDR Radius Map™ Report with GeoCheck® environmental database report system. Details and descriptions of the database search are provided in the EDR database report (refer to Technical Appendix E, Appendix D).

The project site itself was not identified in the EDR database report.

The EDR database report did identify some off-site database listings that were identified due to the proximity to the project site and/or the nature of the listing (refer to *Phase I and Limited Phase II Environmental Site Assessment* Section 4.2.2, Offsite). The *Phase I and Limited Phase II Environmental Site Assessment* concluded the following for the notable listings: given information provided in the database report did not reveal a release of petroleum or other hazardous materials, it is Leighton's opinion these database listings are not likely evidence of a recognized environmental condition (REC) on the subject site.

Regulatory Agency Contacts

Leighton researched other reasonably ascertainable, local and regional regulatory agency records (refer to *Phase I and Limited Phase II Environmental Site Assessment* Section 4.2.3, Regulatory Agency Contacts). The results are summarized below.

Agency	Conclusion
San Bernardino County Fire Protection District – Hazardous Materials Division (SBCFPD)	The SBCFPD responded by indicating no records were found for the site.
State of California Department of Toxic Substances Control (DTSC)	The DTSC Cypress office responded by indicating no records were found for the site.
State of California Regional Water Quality Board, Santa Ana Region (SARWQCB)	SARWQCB responded by indicating no records were found for the site.
Envirostor	Given the distance from the site, and the potential soil only impacts of organochlorine pesticides (OCPs), Leighton concluded opinion that the offsite listing does not indicate a likely REC on the site.
Geotracker	An online review of the Geotracker database revealed no listings for the Site. Four facilities with a cased closed status are listed within a 0.5-mile radius of the site. Leighton concluded that the four off-site listing do no indicate a likely REC on the site.
National Pipeline Mapping Systems	No natural gas transmission pipelines, no hazardous liquid pipelines, and no reported accidents (gas or liquids) on the site or within 0.50-mile radius of the site.
South Coast Air Quality Management District	No records associated with the site or in the immediately adjoining properties.
City of San Bernardino	No records were found associated with the site.

Vapor Encroachment

Leighton reviewed the Vapor Encroachment Screen (VES) produced using EDR's Vapor Encroachment Worksheet application that gathers regulatory database information from the accompanying Radius Report and allows the user to integrate groundwater information, regional geology, and other information to evaluate the concern for potential vapor encroachment from on-site activities and from

adjacent properties. The VES application was designed by EDR to assist parties seeking to meet the search requirements of the ASTM Standard Practice for Assessment of Vapor Encroachment into Structures on Property Involved in Real Estate Transactions, also referred to as the Tier 1 VES, as defined by ASTM E2600-15.

Based on information provided in the EDR database report, and other information discussed in this report, no known Vapor Encroachment Condition (VEC) was identified for the site.

Historical Use of Property

From at least the early 1930s through the late 1980s, the site appeared to be largely used for agriculture and/or vacant land with rural residential use visible in the eastern portion of the site from at least the late 1930s through the late 1980s. By the early 1990s through at least the mid-2010s, the site was largely vacant land with only concrete remnants of the former residential structures visible on the eastern portion of the site.

From at least the early 1930s through the late 1930s, the surrounding properties were mostly developed for agricultural use. In addition, from at least the early 1930s through at least the late-1960s what appeared to be a school was developed on the western adjoining property which appeared to undergo redevelopment by at least the mid-1970s through the mid-2010s. Likely rural residences were visible on the north-northeastern adjoining properties by at least the late 1930s, however by at least the late 1940s through at least the mid-2010s were redeveloped with a larger structure (rural residence or commercial) and several smaller structures (likely rural residences). What appeared to be residential developments were visible on the western and southern adjoining properties by at least the late 1940s through the mid-2010s and by at least the late 1950s what is likely the present day church and related school were developed on the northern most adjoining property. Also by the late 1950s, the south-southeastern most adjoining property appeared to be cleared of residences and appeared to be redeveloped into the present day shopping center by at least the late 1980s through the mid-2010s.

Given the historical site usage for agriculture, and the potential for residual agricultural chemicals, additional Phase II ESA soil sampling was recommended in conjunction with this Phase I ESA for the site.

Copies of historical resources used to assess past site and adjoining property uses (i.e., topographic maps, aerial photos, city directories, etc.) are provided in Technical Appendix E, Appendix F.

IMPACT ANALYSIS

A. WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

LESS THAN SIGNIFICANT IMPACT

The project proposes to construct 220 multi-family residential units and would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The proposed project could involve the transport and use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The handling and transportation of all hazardous materials would be performed in accordance with applicable laws and regulations. Furthermore, the types and quantities of

materials to be used and stored on-site would not be of a significant quantity to create a reasonably foreseeable upset or accident.

Operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

Development plans for the proposed project would also be reviewed by the San Bernardino County Fire Protection District – Hazardous Materials Division (SBCFPD) for hazardous material use, safe handling, and storage, as appropriate. The SBCFPD could require that conditions of approval be applied for the project applicant to reduce hazardous material impacts, if applicable. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

A *Phase I and Limited Phase II Environmental Site Assessment* was conducted by Leighton and Associates, Inc. (Leighton, November 2022). The results are summarized below and presented in *Exhibit 4.9-1, Phase I ESA Site Detail Map*.

Phase I and Limited Phase II Environmental Site Assessment

Soil Sampling

On November 10, 2022, a Leighton representative collected shallow soil samples at seven locations on the Site. The seven sampling locations, designated HA1-HA6, and SP1 are shown on *Exhibit 4.9-1, Phase I ESA Site Detail Map*.

Soil samples were collected at each location at approximately 0.5 to 2.5 feet below ground surface (bgs) using a decontaminated stainless steel hand auger. The hand auger was advanced to the sampling depth, and the soil sample transferred from the tip of the hand auger to a new laboratory-supplied 4-ounce glass jar with Teflon-lined lids. In addition, one grab soil sample was collected from a soil pile along the southern edge of the site. Fresh soil was exposed just below the surface, and a sample was obtained directly from the soil pile with a new, nitrile gloved hand, and placed into a new laboratory-supplied 4-ounce glass jar with a Teflon-lined lid.

The soil samples were labeled with sample identification, date, time of collection, and placed in an ice-chilled cooler and transported under chain-of-custody procedures to Enviro-Chem, Inc. in Pomona, California for analyses.

Laboratory Analyses

All samples from the shallowest depth, (i.e., approx. 0.5 feet bgs) in HA1 through HA6 were analyzed for organochlorine pesticides (OCPs) by US EPA Method 8081A, as well as arsenic and copper by US EPA

Method 6010B. The soil pile sample, SP1, was analyzed for Title 22 Metals by US EPA method no. 6010B and 7471, and Total Petroleum Hydrocarbons (TPH). The deeper samples (i.e., approx. 2.5 feet bgs) from the hand auger borings were held pending analysis results of the shallower samples.

Analytical Results

Results of the soil analyses are provided in Technical Appendix E, Tables 1-3.

Concentrations of OCPs were not detected above minimum detection limits in any of the soil samples analyzed. Technical Appendix E, Table 1 summarizes the OCP sample results and the applicable soil screening levels.

All soil samples analyzed for arsenic, copper, and other Title 22 metals were reported to have metal concentrations below the US EPA and DTSC residential soil screening levels with the exception of detections of arsenic. Detections of arsenic were reported in all soil samples analyzed at concentrations between 0.618 mg/kg and 2.28 mg/kg, which exceed the USEPA and DTSC residential soil screening levels of 0.68 mg/kg and 0.11 mg/kg, respectively; however, none of them exceed the more appropriately applied DTSC Human Health Risk Assessment (HHRA) Note 11 Southern California Ambient Arsenic Screening Level of 12 mg/kg (DTSC, 2020b). Reported arsenic concentrations in the soil samples are not a concern for the future residential development (refer to Technical Appendix E, Table 2).

TPH in the gasoline range organics (C4-C10) was not detected above minimum detection levels in the single soil pile sample (SP1) analyzed. TPH in the diesel range organics (C10-C28) was detected in soil sample SP1 at a concentration of 42.3 mg/kg, which is below the USEPA and DTSC residential soil screening levels of 96 mg/kg and 97 mg/kg respectively. TPH in the oil range organics (C28-C35) was detected at a concentration of 194 mg/kg, which is below the USEPA and the DTSC residential screening level of 2400 mg/kg. Technical Appendix E, Table 3 summarizes the TPH sample results and the applicable soil screening levels.

While the results of the sample from this small soil pile (Photo 19 – Technical Appendix E, Appendix B) are acceptable relative to residential screening records, it may be prudent to either remove this soil from the site or use it a location which is buried beneath a future structure.

Phase I and Limited Phase II Limited ESA Conclusions and Recommendations

Leighton performed a Phase I and Limited Phase II ESA of the property located at 7536 Sterling Avenue, Highland, California.

On-Site Conclusions

Historically, from at least the early 1930s through the late 1980s, the site appeared to be largely used for agriculture and/or vacant land with rural residential use visible in the eastern portion of the site from at least the late 1930s through the late 1980s. By the early 1990s through at least the mid-2010s, the site was largely vacant land with only concrete remnants of the former residential structures visible on the eastern portion of the project site.

The project site consists mostly of a 6.77-acre lot that is currently vacant undeveloped land. The project site is proposed for a multi-family residential development.

The project site itself is not listed in the search of various environmental databases.

Leighton staff researched other reasonably ascertainable, local and regional environmental regulatory agency records using the site address of 7536 Sterling Avenue, a possible historic address of 7558 Sterling Avenue, and the site APNs of 0278131-45, -46, &-47 where applicable.

A review of Envirostor, CalGEM, SCAQMD FINDS, GeoTracker and NPMS (pipelines) databases revealed no records associated with the project site. The SBCFPD, the DTSC Cypress Office and the SARWQCB reported no records found related to the project site. An online search of the COSB database did not reveal any records associated with the project site.

No Vapor Encroachment Condition (VEC) was identified for the project site.

Based on preliminary information indicating historic agricultural use of the site, and the potential for residual pesticides on the project site, Leighton completed limited Phase II shallow soil sampling at the site in conjunction with this Phase I ESA. The sampling consisted of six hand auger borings, with soil samples collected from approximately 0.5 and 1.5 to 2.5 feet bgs. Samples collected from 0.5 feet bgs were analyzed for OCPs, arsenic and copper, and the deeper 2.5 feet bgs samples were held pending analyses results of the shallower samples. Additionally, the site reconnaissance revealed a soil pile that appeared to have been dumped along the southern edge of the site. A soil sample was obtained from near the surface of this soil pile and analyzed for Title 22 Metals and TPH in conjunction with the Limited Phase II ESA performed at the site.

The results of shallow soil sample analyses indicate no detected OCPs, and no TPH, arsenic, copper or other Title 22 metals exceeding USEPA or DTSC soil screening levels for a residential use scenario.

Off-Site Conclusions

Historically, from at least the early 1930s through the late 1930s, the surrounding properties were mostly developed for agricultural use. In addition, from at least the early 1930s through at least the late-1960s what appeared to be a school was developed on the western adjoining property which appeared to undergo redevelopment by at least the mid-1970s through the mid-2010s. Likely rural residences were visible on the north-northeastern adjoining properties by at least the late 1930s, however by at least the late 1940s through at least the mid-2010s were redeveloped with a larger structure (rural residence or commercial) and several smaller structures (likely rural residences). What appeared to be residential developments were visible on the western and southern adjoining properties by at least the late 1940s through the mid-2010s and by at least the late 1950s what is likely the present day church and related school were developed on the northern most adjoining property. Also by the late 1950s, the south-southeastern most adjoining property appeared to be cleared of residences and appeared to be redeveloped into the present day shopping center by at least the late 1980s through the mid-2010s.

Currently, the general site vicinity is developed for mixed use including single-family residences, a church, an elementary school, and a retail shopping center.

The environmental database search indicated no adjoining or nearby facilities likely to have created a REC on the project site. A review of the Envirostor, GeoTracker, SCAQMD FINDS, CalGEM, and NPMS (pipelines) databases revealed no nearby facilities likely to have created a REC on the project site.

The adjoining property reconnaissance revealed no obvious visual evidence indicating a likely REC on the project site from an off-site source.

Impact Conclusions

Based on the findings of this Phase I and Limited Phase II ESA, Leighton recommends no further assessment.

The following two issues are not considered RECs; however, Leighton recommends the following:

- The results of a soil sample collected from a small soils pile on the southern site edge (eastern portion of site) (Technical Appendix E, Photo 19 - Appendix B) are acceptable relative to residential screening records; however, it may be prudent to either remove this soil from the site or use it a location which is buried beneath a future structure.
- An unused water supply well was observed in the northeastern portion of the Site (Technical Appendix E, Photo 14 - Appendix B). Any water well that is no longer used is considered abandoned and should be destroyed in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services (SBCEHS). The SBCEHS issues well destruction permits, which must be obtained prior to doing such.

The Phase I and Limited Phase II Environmental Site Assessment concludes less than significant impacts relative to any on-site or off-site recognized environmental conditions (RECs).

However, to ensure that Leighton's recommendations regarding an on-site soil sample and an unused water supply well are implemented, Mitigation Measures HAZ-1 and HAZ-2 are included to reduce potentially significant impacts to less than significant with mitigation incorporated.

MITIGATION MEASURES

HAZ-1 Prior to the issuance of grading permits, a determination shall be made by the City that the soil sample collected from a small soils pile on the southern site edge (eastern portion of site) as shown in Technical Appendix E, Photo 19 - Appendix B will either: 1) remove this soil from the site, or 2) use this soil in a location that is buried beneath a future structure.

HAZ-2 Prior to the issuance of grading permits, the Applicant shall coordinate with the San Bernardino County Environmental Health Services to officially abandon and destroy the on-site unused water supply well observed in the northeastern portion of the site in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services.

C. WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

LESS THAN SIGNIFICANT IMPACT

The closest existing school sites are the Sterling Christian School located immediately north of the project site, and the Warm Springs Elementary School located on Sterling Avenue east of the project site. The proposed project does not include any uses that could potentially generate hazardous materials in significant quantities. As such, the proposed residential uses would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste; and as such, would not impact existing or proposed schools within one-quarter mile of the project site. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Refer to Response 4.9.B.

MITIGATION MEASURES

Refer to Mitigation Measures HAZ-1 and HAZ-2. No additional mitigation measures are required.

E. FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

LESS THAN SIGNIFICANT IMPACT

The San Bernardino International Airport (SBIA, SBD) is a single runway, multi-use airport. The SBIA covers 1,329 acres and has one runway that can accommodate the largest existing aircraft, including the Airbus A380 and the Boeing 747. The SBIA facility is a commercial, general aviation, and cargo airport. The project site is located approximately 0.67 mile north of SBIA. There are no private airstrips near the project site.

Highland General Plan

The Highland General Plan Airport Element includes goals, policies, and actions that address Noise, Safety, and Land Use Opportunities and Future Planning to its nearby airports, include SBIA. Relevant noise and safety actions pertinent to the proposed project are listed below.

Noise

1) Disseminate the latest information on noise mitigation through site planning review and construction techniques.

3) Work with the San Bernardino International Airport Authority to encourage restrictions on hours of operation to minimize noise impacts.

Safety

1) Establish occupancy requirements (i.e., noise mitigation and height restrictions) within established airport easement or overflight areas as a condition of approval for new development.

2) Require letters of advisement incorporating information in Conditions, Covenants and Restrictions (CCRs) or Real Estate Disclosures, which report where projects occur within established 65 Community Noise Equivalent (CNEL) and an established Airport Influence Area (AIA).

Impact Analysis

The proposed project includes the development of 220 multi-family residential units in two four-story buildings on the 6.77 gross acre project site. The new residential buildings and associated public infrastructure improvements would be available to existing and future City residents. Per Section 4.14, Population and Housing, the proposed project is estimated to provide housing for 770 persons.

San Bernardino International Airport

An airport often contains airport traffic pattern and airport influence zones that can extend outside of the actual airport boundary. The San Bernardino International Airport (SBIA) airport traffic safety zones are within the boundaries of the airport, while the airport influence area zones are shown on *Exhibit 4.9-2, SBIA AIA/Redlands Municipal Airport Compatibility Map.*

The project site is not within the Airport Traffic Pattern Zone, but is within the SBIA Airport Influence Area (AIA) Zone. The AIA is considered to be of low risk or negligible risk to the underlying existing and future population.

Separately, the project site is not located within the 65 CNEL noise contour for SBIA per the Federal Department of Transportation, National Transportation Noise Map; refer to *Exhibit 4.9-3, SBIA CNEL Noise Contour Map.*[10] However, as previously noted, the project site is located within the SBIA AIA.

Given that the proposed project is surrounded by existing development, it is not anticipated that development and operation of proposed project would negatively affect airport operations. As such, the proposed project would not result in a significant safety hazard for people residing or working in the project area. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

F. WOULD THE PROJECT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

LESS THAN SIGNIFICANT IMPACT

The proposed project includes 220 multi-family residential units on a currently undeveloped and vacant lot that is surrounded by residential, educational, and commercial uses. The project site is located along Sterling Avenue, north of the 9th Street intersection.

The City adopted the City of Highland Emergency Plan. In addition, the City participates in the Statewide Master Mutual Aid Agreement; Mutual Aid Agreements with the City of San Bernardino and the San Bernardino County Sheriff's Department; and automatic aid agreements with the cites of Redlands and Yucaipa, the California Department of Forestry and Fire Protection (CDF), and the United States Forest Service. The American Red Cross also provides a wide range of emergency response support services to Highland ranging from single residential fire to community-wide disaster relief.

Evacuation Routes

The *San Bernardino County General Plan* identifies potential evacuation routes in and around Highland. Major evacuation routes within the San Bernardino Valley include, but are not limited to, Interstate 10,

[10] Source: Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023.

15 and 215; State Highway 30, 31, 60, 66, and 71; and numerous major and secondary highways. Since earthquakes, floods, fires, or other disasters may render some or portions of these routes impassible, specific evacuation routes may need to be designated during an emergency depending on the nature and location of the particular disaster.

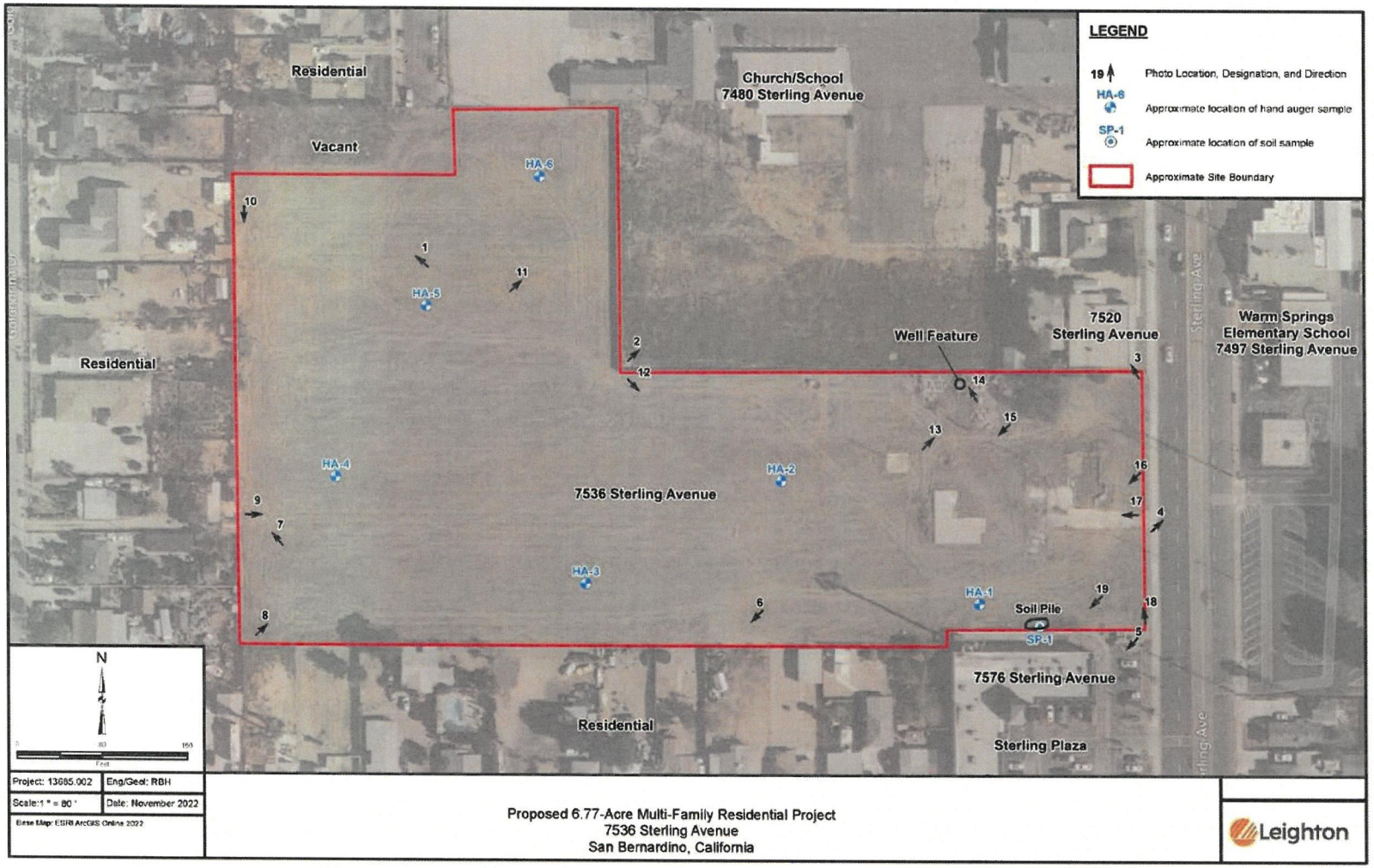
The City's arterial streets maintain minimum right-of-way widths, and would continue to ensure that various evacuation routes are accessible to residents. As such, the proposed project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan.

In conclusion, emergency vehicles would continue to have access to project-related and surrounding roadways during construction and upon completion of the proposed project. As such, the proposed project would not impact access to emergency response. Thus, less than significant impacts would occur.

CUMULATIVE IMPACTS

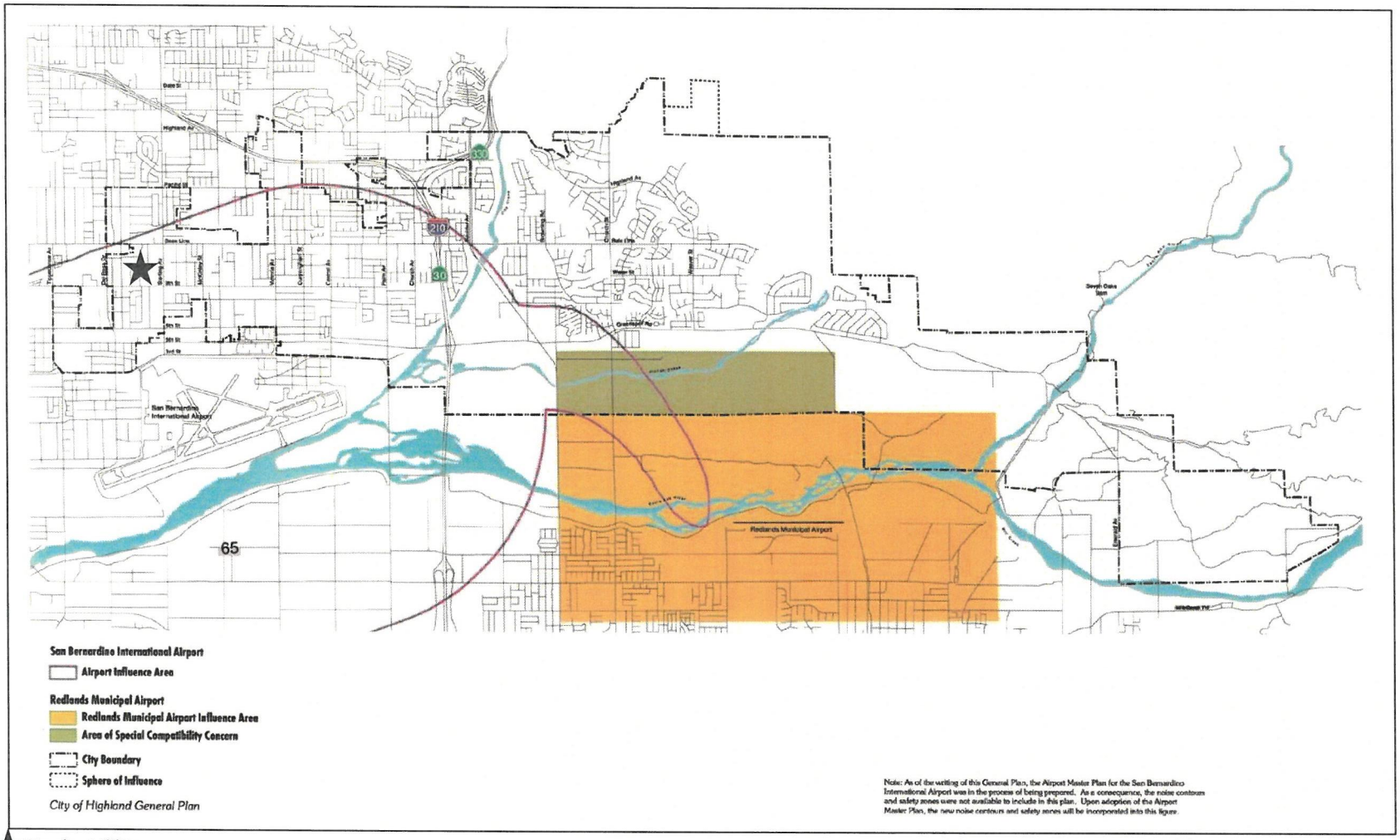
The incremental effects of the proposed project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

EXHIBIT 4.9-1PHASE I ESA SITE DETAIL MAP



Source: Leighton & Associates, Inc. (November 2022)

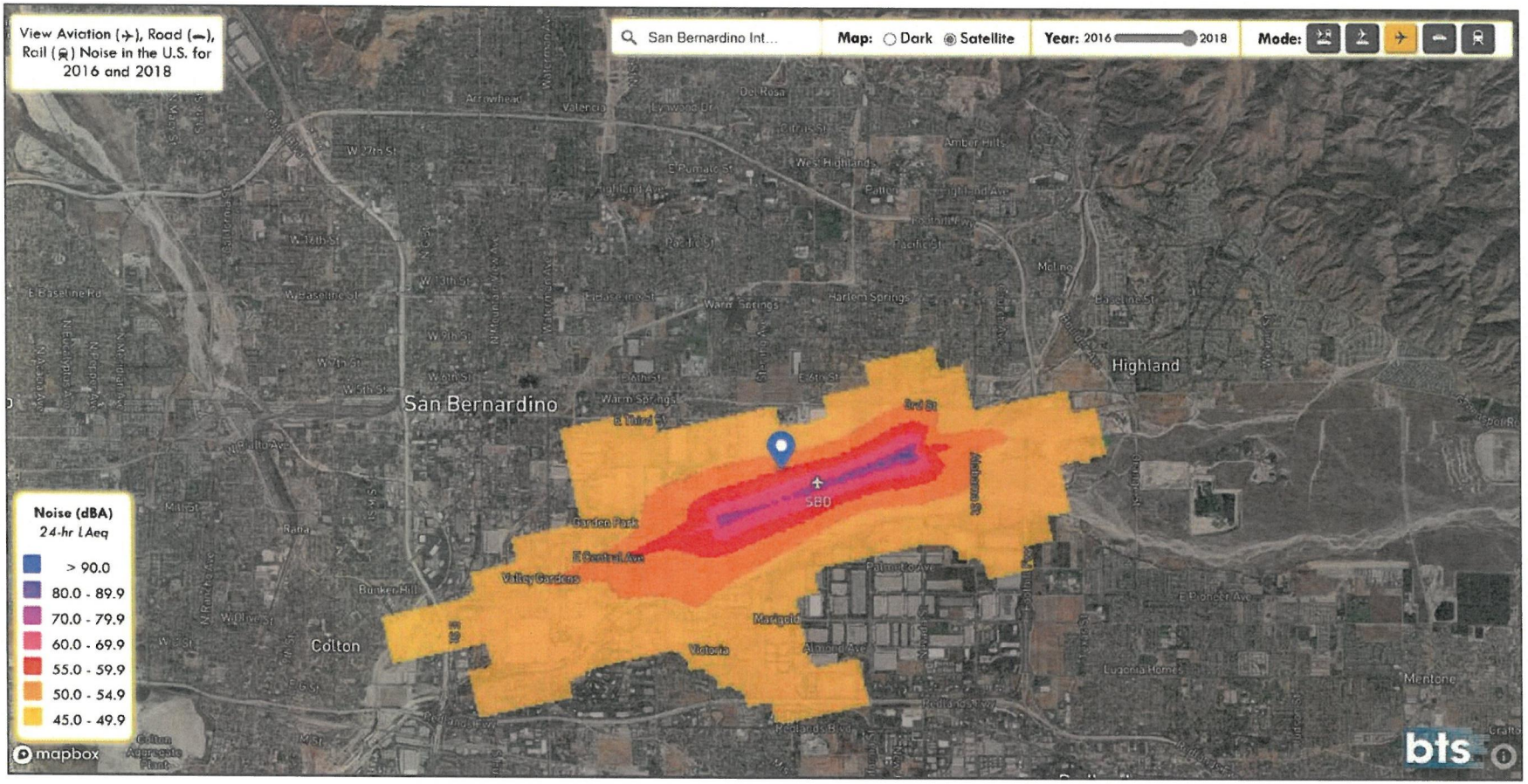
EXHIBIT 4.9-2 SBIA AIA/REDLANDS MUNICIPAL AIRPORT COMPATIBILITY MAP



★ Project Site

Source: The City of Highland General Plan (March 2006)

EXHIBIT 4.9-3 SBIA CNEL NOISE CONTOUR MAP



★ Project Site

Source: Department of Transportation (June 2023)

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4.10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in a substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
4) Impede or redirect flood flows?			✓	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

Sources Cited in Section 4.10

Adjudicated Basins Annual Reporting System for San Bernardino Basin, accessed June 17, 2023

Basin Plan | Santa Ana Regional Water Quality Control Board (ca.gov), accessed June 15, 2023

DRC Engineering, Inc., *Preliminary Drainage Report for Helios Highland, West Side of Sterling Ave. Between Baseline St & 9th St, Highland, CA*, April 2023 (refer to Appendix F1)

DRC Engineering, Inc., *Preliminary Water Quality Management Plan for Helios Highland, WQP 23-002*, April 2023 (refer to Appendix F2)

East Valley Water District, *2020 IRUWMP Part 2 Chapter 6*, June 30, 2021; 637614377451900000 (sbvmwd.com)

San Bernardino Valley Water Conservation District, *Upper Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP)*, June 15, 2021; Upper Santa Ana River Integrated Regional Water Management Plan - San Bernardino Valley Water Conservation District (sbvwcd.org)

San Bernardino Valley Water Conservation District, *San Bernardino Valley Regional Urban Water Management Plan (RUWMP)*, June 15, 2021; Upper Santa Ana River Integrated Regional Water Management Plan - San Bernardino Valley Water Conservation District (sbvwcd.org)

SGMA Groundwater Management (SGMA) Portal - Department of Water Resources (ca.gov), accessed June 17, 2023

A. WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?

LESS THAN SIGNIFICANT IMPACT

The project site is located in the City of Highland, which is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB).

The San Bernardino County MS4 Permit, Order No. R8-2010-0036, NPDES Permit No. CAS618036 is currently in effect. The previous orders, including Order No. R8-2002-0012, have been rescinded except for enforcement purposes for violations that occurred when they were in effect.

The Model Water Quality Management Plan (WQMP) and Technical Guidance Document (TGD) were developed by the Permittees according to section XI.E. of the current Order. These documents govern the development and implementation of post-construction pollution controls for certain new development and significant redevelopment as defined in the Order. The Order, WQMP, and TGD emphasize the use of controls that support Low Impact Development (LID). Both documents are subject to periodic updates and amendments, subject to the approval of the Executive Officer and after public review.

Santa Ana River Basin Plan

The Basin Plan for the Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Santa Ana Region covers parts of southwestern San Bernardino County, western Riverside County, and northwestern Orange County. The Basin Plan establishes water quality standards for the ground and surface waters of the region. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain the water quality standards.

Project Overview

The proposed development consists of the construction of two residential multi-family buildings, garages, and associated parking and hardscape. The remaining site includes residential landscaping.

All on-site Drainage Management Areas (DMA) would drain to hydrodynamic separation devices before draining to infiltration arch chambers with an overflow route to either Elm Street or Sterling Avenue.

Existing Conditions – Water Quality

The existing site is currently vacant and undeveloped land with 90 percent pervious coverage.

Watershed Description for Drainage Area

Following are existing conditions relative to receiving waters, 303(d) listed impairments, applicable total maximum daily loads (TMDL), and environmentally sensitive and special biological significant areas.

Receiving Waters

- Highland Creek
- Patton Basin

303(d) Listed Impairments

- Not listed on 303(d) list

Applicable TDMLs

- Alkalinity as CaCO3
- Benthic Community Effects
- Chloride Nitrate/Nitrate
- Nitrogen-Ammonia
- Oxygen-Dissolved
- pH Specificity Conductivity
- Sulfates
- Temperature-water

Environmentally Sensitive Areas

- Burrowing Owl

Unique Downstream Water Bodies

- None

Hydrologic Conditions of Concern

- No

Watershed-Based BMP Included in a RWQCB Approved WAP

- No

Expected Pollutants of Concern

- Pathogens (Bacterial / Virus): pavement runoff
- Nutrients – Phosphorous: primary sources of nutrients are fertilizers and eroded soils
- Nutrients – Nitrogen: primary sources of nutrients are fertilizers and eroded soils
- Noxious Aquatic Plants: landscaped areas
- Sediment: during construction and grading and at landscaped areas
- Oil and Grease: vehicular traffic
- Trash/Debris: public waste and general waste products on the landscape
- Pesticides/Herbicides: landscape activities areas
- Organic Compounds: landscape areas

Proposed Project – Water Quality

A *Preliminary Water Quality Management Plan* (*PWQMP*) was prepared for the proposed project, and complies with the requirements of the City of Highland and County of San Bernardino NPDES Stormwater Program requiring the preparation of a plan.

Currently, the project site is 90 percent pervious and 10 percent impervious. Implementation of the proposed project would alter the site characteristics to 15 percent pervious and 85 percent impervious, as shown in *Table 4.10-1, Pre- and Post-Project Conditions*.

TABLE 4.10-1 PRE- AND POST-PROJECT CONDITIONS

Project Area	Pervious		Impervious	
	Area	Percentage	Area	Percentage
Pre-Project Conditions	6.77 AC (262,648 SF)	90%	0 AC (29,574 SF)	10%
Post-Project Conditions	0.36 AC (15,697 SF)	15%	2.04 AC (88,951 SF)	85%
Source: DRC Engineering, Inc. (April 2023)				
Notes: AC = acres; SF = square feet Site Total SF – 292,222 SF				

PWQMP Sections 4 and 5 identify applicable best management practices (BMP) for the proposed project, as shown on the following PWQMP forms completed by DRC Engineering, Inc. (refer to Technical Appendix F2):

Form 4.1-1, Non-Structural Source Control BMPs

Form 4.1-2, Structural Source Control BMPs

Form 4.1-2, Preventative LID Site Design Practices Checklist

Form 4.2-1, LID BMP Performance Criteria for Design Capture Volume (DA 1 – DMA A)

Form 4.2-1, LID BMP Performance Criteria for Design Capture Volume (DA 2 – DMA B)

Form 4.2-2, Summary of HCOC Assessment (DA 1)

Form 4.2-3, HCOC Assessment for Runoff Volume (DA 1)

Form 4.2-4, HCOC Assessment for Time of Concentration (DA 1)

Form 4.2-5, HCOC Assessment for Peak Runoff (DA 1)

Form 4.3-1, Infiltration BMP Feasibility (DA 1)

Form 4.3-2, Site Design Hydrologic Source Control BMPs (DA 1)

Form 4.3-2, Infiltration LID BMP – Including Underground BMPs (DA 1)

Form 4.3-3, Infiltration LID BMP – Including Underground BMPs (DA 2)

Form 4.3-4, Harvest and Use BMPs (DA 1)

Form 4.3-5, Selection and Evaluation of Biotreatment BMP (DA 1)

Form 4.3-6, Volume Based Biotreatment (DA 1) – Bioretention and Planter Boxes with Underdrains

Form 4.3-7, Volume Based Biotreatment (DA 1) – Constructed Wetlands and Extended Detention

Form 4.3-8, Flow Based Biotreatment (DA 1)

Form 4.3-8, Flow Based Biotreatment (DA 2)

Form 4.3-9, Conformance Summary and Alternative Compliance Volume Estimate (DA 1)

Form 4.3-9, Conformance Summary and Alternative Compliance Volume Estimate (DA 2)

4.3-10, Hydromodification Control BMPs (DA 1)

5-1, BMP Inspection and Maintenance

Table 4.10-2 summaries the relative project information from the above forms.

TABLE 4.10-2 LID BMP PERFORMANCE CRITERIA FOR DESIGN CAPTURE VOLUME

Project Area (SF)	Imperviousness (%)	Runoff Coefficient (Rc)	P2yr-1hr (IN)	Mean 6-hr Precipitation (IN)	Drawdown Rate (HRS)	Design Capture Volume (SF)
DA-1 – DMA-A						
274,637 sf	87.4%	0.69	0.537 in	0.795 in	48 hrs	24,754 sf
DA-2 – DMA-B						
21,100 sf	74.8%	0.54	0.537 In	0.795	48 hrs	1,485 sf
Source: DRC Engineering, Inc. (April 2023)						
Notes: SF = Square Feet; % - Percent; IN = inches; HRS = hours; P2y-1r = 1-hour rainfall depth for a 2-year return period						

Table 4.10-3 summaries the proposed design conditions for the two on-site drainage areas.

TABLE 4.10-3 DRAINAGE AREA SUMMARY CONDITIONS

Drainage Area	Square Footage	Percent Impervious	Design Capture Volume (SF)	Proposed Design Volume (CF)
A	274,637	87.4	24,784	41,748
B	21,100	74.8	1,485	1,616
TOTAL	295,737	86.5	26,269	43,364
Source: DRC Engineering, Inc. (April 2023)				
Notes: SF = square feet; CF = cubic feet				

Impact Conclusion

All sources of potential pollutants from the proposed project are mitigated to less than significant through the use of identified BMPs per the requirements of Santa Ana Regional Water Quality Control Board as outlined in the *Preliminary WQWP*. Refer to *Exhibit 4.10-1, Preliminary WQMP Map*. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDED SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?

LESS THAN SIGNIFICANT IMPACT

Upper Santa River Watershed Region

The water management agencies within the Upper Santa Ana River (SAR) Watershed Region (Region) have a long history of collaboration to deliver regional water resource solutions. They collaborate to collect and manage water resource data and prepare multiple planning documents to meet regulatory requirements while guiding effective regional and local decision-making. Two of the Region's foundational documents are the Upper Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP) and the San Bernardino Valley Regional Urban Water Management Plan (RUWMP). Since both documents were due to be updated for the 2020 planning cycle and considering the overlap and interdependence of these two documents, Valley District and its regional partners envisioned a consolidated document that combines these two plans, merges the common elements, and creates a cohesive water resources planning framework for the future. The IRUWMP includes: Part 1, Regional Context; Part 2, Local Agency Urban Water Management Plans; Part 3, Regional Supporting Information; and Part 4, Urban Water Management Plan Agency Supporting Information. The IRWRP was adopted by the San Bernardino Valley Municipal Water District on June 15, 2021.

Water Sources and Uses in the Region

The Region's water sources include local groundwater, local surface water, imported surface water and recycled water. The local surface water is derived from the Santa Ana River and its tributaries and developed local supplies are either treated for domestic use or delivered for irrigation or groundwater recharge. Nearly all of the Region's groundwater is produced from seven distinct groundwater basins. Five basins provide the majority of the groundwater supply to the region: San Bernardino Basin (SBB), Rialto-Colton, Riverside-Arlington, Yucaipa and San Timoteo. Together, these five basins provide over 12 million acre-feet (AF) of available local storage for use in dry years. Recycled water is produced at several water resource recovery facilities in the region for irrigation, industrial use and groundwater recharge. A portion of the recycled water produced in the Region is discharged to the SAR and its tributaries to support habitat and meet downstream flow obligations. Imported water for most of the Region is provided by Valley District, who is a State Water Project (SWP) contractor. San Gorgonio Pass Water Agency, also a SWP contractor, and Western Municipal Water District, a member agency of Metropolitan Water District of Southern California, provide supplemental imported water to the portions of the Region within Riverside County.

The City of Highland relies on a combination of groundwater, surface water, and purchased or imported water to meet its water needs. Currently, the City relies on 82.5 percent groundwater, 5.4 percent surface water, and 12.2 percent purchased or imported water.

East Valley Water District

East Valley Water District (EVWD or District) is a California Special District, established in 1954, that provides water and wastewater services. EVWD encompasses 30.1 square miles along the foothills of the San Bernardino Mountains and serves the City of Highland, portions of the City and County of San Bernardino, along with the San Manuel Band of Mission Indians. EVWD is a retail public water supplier that meets the definition of an urban water supplier with over 21,600 municipal water service connections in 2020.

EVWD produces groundwater from the San Bernardino Basin (SBB). There are 22 wells within EVWD's water system, of which 15 wells are currently active and 7 are inactive. Per the Western-San Bernardino Judgement, EVWD is not limited in the amount of groundwater they can produce from SBB.

In 2018, EVWD and other local agencies voluntarily formed the SBB Groundwater Council to coordinate and implement groundwater management activities in the Bunker Hill Sub-Basin (part of SBB) and achieve groundwater sustainability throughout the basin. The monitoring and management programs in place today enable EVWD to sustainably manage the groundwater basin.

Proposed Project

The proposed project would substantially increase impervious surfaces when compared to the existing vacant and undeveloped site conditions on the approximately 6.77-acre site; however, the project site is an urbanized area of the City. This increase in impervious surfaces would not adversely impact sustainable groundwater basin management.

The proposed project would connect to the City's water lines and is not anticipated to deplete groundwater supplies through the consumption of the water. The proposed 220 multi-family residential units would not substantially decrease groundwater supplies within the City of Highland or within the East Valley Water District (EVWD), as additional residential growth was accounted for in *The City of Highland General Plan* and the *East Valley Water District 2020 IRUWMP*.

In conclusion, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impeded sustainable groundwater management of the basin. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF STREAM OR RIVER, IN A MANNER WHICH WOULD:

1. RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

2. SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?

3. CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?

LESS THAN SIGNIFICANT IMPACT

Hydrology - Existing Site Conditions

The existing site is approximately 6.79 acres of undeveloped land. The site is barren with only slight vegetation. The site is hydrologic soil class A and infiltrates at a high rate. Preliminary infiltration testing was performed by Leighton & Associates and presented in the geotechnical investigation attached in Technical Appendix F1, Appendix G. Due to the City of Highland's infiltration testing requirements,

these values are preliminary and require a minimum factor of safety of 10. To comply with California Stormwater Quality Association (CASQA) best performance recommendations of 2.4 inches/hour (maximum), a factor of safety of 13.3 was selected prior to final infiltration testing for the construction phase final hydrology report.

Presently, the site drains west to an on-site sump area before ponding on-site and releasing north to Elm Street at "Discharge 1." Refer to *Exhibit 4.10-2 Existing Storm Summary (Hydrology Map)* for an illustration of the existing drainage patterns. The peak flows and runoff volumes were determined from the Small Unit Area Hydrograph results. All calculations can be found in Technical Appendix F1, Appendices C-F. *Table 4.10-4, Existing Storm Summary* summarizes the data and results for the 10-year and 100-year storm event in the existing condition.

TABLE 4.10-4 EXISTING STORM SUMMARY

Drainage Area	Acreage (AC)	10-Year Flowrate (CFS)	100-Year Flowrate (CFS)
Discharge 1			
A	6.79	5.32	11.44
Off-Site	1.91	2.03	4.18
Total	8.70	7.35	15.62
Source: Leighton & Associates (April 2023)			
Notes: AC = Acres; CFS = Cubic Feet Per Second			

Hydrology - Proposed Site Conditions

The proposed development consists of the construction of two residential multi-family buildings. Accompanying the buildings is the development of paved parking areas, drive aisles, car ports, concrete hardscape, retaining/screen walls, and curbing. The remaining portion of the site would be residential landscaping.

There are two proposed underground infiltration areas. The majority of the site drains to the larger underground infiltration system on the west side of the site. The second underground infiltration area accepts the runoff from a small easterly portion of the site near Sterling Avenue.

Refer to *Exhibit 4.10-3 Proposed Hydrology Map* for an illustration of the existing drainage patterns.

Table 4.10-5, Proposed Storm Summary Pre-Detention summarizes the results for the 10-year and 100-year storm event in the proposed condition prior to mitigation.

TABLE 4.10-5 PROPOSED STORM SUMMARY PRE-DETENTION

Drainage Area	Acreage (AC)	10-Year Flowrate (CFS)	100-Year Flowrate (CFS)
Discharge 1			
A	6.31	9.20	15.77
Total	**6.31**	**9.20**	**15.77**
Discharge 2			
B	0.48	0.99	1.73
Total	**0.48**	**0.99**	**1.73**
Source: Leighton & Associates (April 2023)			
Notes: AC = Acres; CFS = Cubic Feet Per Second			

The proposed on-site storm drain system is designed to collect the runoff in the infiltration chambers and infiltrate the low flows and water quality design volume prior to utilizing a "bubble up" method to pond the high flows in the on-site gutters and low risk parking stall areas to an elevation above the existing street sections that would safely discharge the high flows to existing infrastructure. The infiltration chambers have been sized greater than the required water quality volume to further reduce the peak flows and necessary ponding for discharge of the 10-year and 100-year storm events.

For the specific drainage areas, runoff from Area A would drain to the west infiltration chambers and then pond to the surface and to the existing curb and gutter at Elm Street "Discharge 1." Runoff from Area B would drain to the southeast infiltration chambers and then pond to the curb inlet at the southeast corner of the site to discharge into the curb and gutter at Sterling Avenue "Discharge 2."

Table 4.10-6, Proposed Pond Summary provides the results for the 10-year and 100-year storm event in the proposed condition post-mitigation.

TABLE 4.10-6 PROPOSED PONDING SUMMARY

Drainage Area	Release Elevation	Maximum Ponding Elevation	Design Ponding Elevation	Discharge at Design Elevation (CFS)
A	105.50	105.90	105.84	3.50
B	110.80	111.10	111.03	1.18
Source: Leighton & Associates (April 2023)				
Notes: CFS = Cubic Feet Per Second				

Off-Site Area

Approximately 1.91 acres of off-site area drainage is tributary to the proposed project. This land remains mostly undisturbed from the existing on-site conditions of barren landscape and highly infiltrating class A soil.

The runoff from this off-site area surface flows to an off-site u-channel along the north property line and discharges through a parkway drain to Elm Street (Discharge #3). The peak flow and runoff volumes for the 10-year and 100-year storm events for the off-site area were determined from the Small Unit Area Hydrograph results. The capacity for the off-site u-channel to convey the 10-year and 100-year storm events and the capacity for a 4-inch opening parkway drain to discharge the storm events were analyzed using FlowMaster and included in Technical Appendix F1, Appendix F.

Table 4.10-7, Proposed Off-Site Summary summarizes the off-site discharge and ponding summary for the 10-year and 100-year storm events.

TABLE 4.10-7 PROPOSED OFF-SITE SUMMARY

Drainage Area	Maximum Ponding in U-Channel (FT)	Maximum Ponding in Parkway Drain (FT)	Discharge at Design Elevation (CFS)
Discharge 3			
Off-Site	0.85 (85%)	0.31 (94%)	4.18
Source: Leighton & Associates (April 2023)			
Notes: FT = Feet; CFS = Cubic Feet Per Second; % = Percent			

Impact Conclusion

The proposed underground detention/infiltration system is sized to reduce the proposed 10-year and 100-year storm flowrates to below existing 10-year and 100-year peak flowrates, as well as infiltrate the Water Quality Management Plan treatment volume.

Proposed flows would discharge through surface runoff to the existing curb and gutter improvements at a peak of 3.50 CFS in Elm Street and 1.18 CFS to Sterling Avenue. Off-site surface runoff tributary to the site in the existing condition would be routed directly to Elm Street using an appropriately sized u-channel and parkway drain.

Due to the proposed development reducing peak flows to below the existing condition and the aboveground ponding below existing and proposed curb height for the 10-year and 100-year events, the proposed development would not pose any flood dangers to any downstream or upstream drainage facilities and properties. Thus, less than significant hydrology impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

4. IMPEDE OR REDIRECT FLOOD FLOWS?

LESS THAN SIGNIFICANT IMPACT

The project site is currently vacant and undeveloped, but is surrounded by residential, commercial, church, and school uses to the north, south, east, and west. Existing storm water infrastructure supports these uses. Sterling Avenue, which is adjacent to the site's southern boundary, is paved with curbs and gutters.

Implementation of the proposed project includes 220 multi-family residential units and infrastructure to support the development, which would change the site's drainage characteristics. However, infrastructure exists off-site and the post-project, storm water runoff would continue to be conveyed and discharged off-site into the local stormwater infrastructure. Additionally, construction of the proposed project would be restricted to the site boundary. As such, implementation of the proposed project would not lead to on-site or off-site siltation or erosion impeding or redirecting flood flow. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

LESS THAN SIGNIFICANT IMPACT

Flood Hazards

Flood hazard areas identified on the Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). A SFHA is defined as the area that would be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

Per Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Community Panel No. 06071C8701J, dated September 2, 2016, the project site lies within Flood Zone X. Flood Zone X (shaded) is described as areas of 0.2 percent annual chance flood; areas of 1.0 percent annual chance with average depths of less than one foot or within drainage areas less than one square mile; and within Flood Zone X (no screen) area of minimal flooding hazard.

The project site could be subject to minimal site flooding, but site improvements would comply with all City and County requirements and would remove any flood hazard potential to future development associated with the proposed project. Thus, less than significant impacts would occur.

Dam Failure

There is one dam located outside of the City of the Highland (Seven Oaks Dam) that poses a risk should the dam fail.

Dam failure at full capacity is a potential hazard for most of Highland. *Exhibit 4.10-4 Flood Hazards* shows the limits of flooded areas with failure of the Seven Oaks Dam. In such a case, water could extend as far north as Pacific Street in some locations. All southern exits from Highland could be impassable during a major inundation event.

Seven Oaks Dam is a single purpose flood control project located just outside Highland's northeast boundary in an unincorporated area of San Bernardino County. The dam is a major feature of the Santa Ana River Mainstem Project designed to protect Orange, Riverside, and San Bernardino Counties from

flood. The dam is able to resist an earthquake measuring 8.0 on the Richter scale with any point able to sustain a displacement of four feet without causing any overall structural damage.

In the event of dam failure, the Big Bear Dam has the potential to flood eastern portions of Highland. The Big Bear Dam is a water conservation reservoir owned by the Big Bear Municipal Water District.

The Seven Oaks Dam is northeast of the project site. Per Figure 6.5, the project site is located with the Limit of Flooded Area with Dam Failure/500-Year Flood Boundary, but not within the Special Flood Hazard Areas Inundated by 100-Year Flood. Thus, the proposed project would not be subject to flooding due to dam inundation. Thus, less than significant impacts would occur.

Seiche

A seiche is a periodic oscillation of a body of water resulting from seismic shaking or other causes that can cause flooding. The *General Plan* Public Health and Safety Element states that an earthquake-induced seiche associated with dam failure at Seven Oaks Dam is considered a risk in the City of Highland. As noted in the dam failure section above, the proposed project would not be subject to flooding due to dam inundation. Thus, less than significant impacts would occur.

Tsunami

The project site is located inland approximately 75 miles east of the Pacific Ocean (Santa Monica Bay). Due to the City of Highland's inland location, the potential for a tsunami to impact the City is considered to be low. Thus, no impacts would occur.

Mudflow

Mudflows tend to flow in channels, but can spread out over a floodplain, and generally occur in places where they have occurred before. Debris flows could originate off-site and pass through the project site. The project site has not been subject to mudflows in the recent past, and the construction of residential uses on-site would not result in a change in the potential for mudflow impacts over existing conditions. Thus, less than significant impacts would occur.

Impact Conclusion

The impacts with regards to flooding, seiches, dam inundation, and mudflow would be less than significant, and no impacts with regard to tsunamis.

MITIGATION MEASURES

No mitigation measures are required.

E. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

LESS THAN SIGNIFICANT IMPACT

Refer to Response 4.10.B.

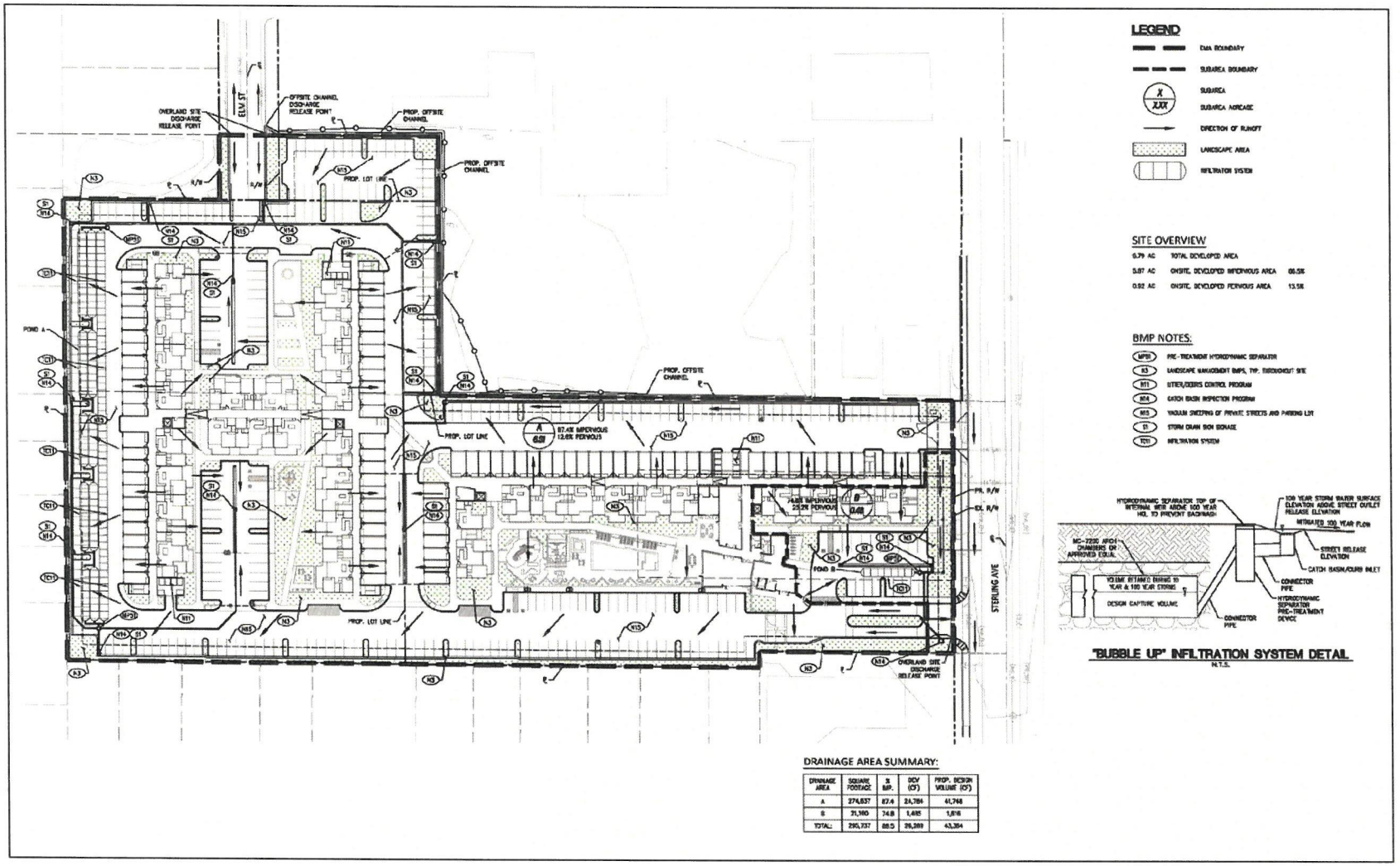
MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

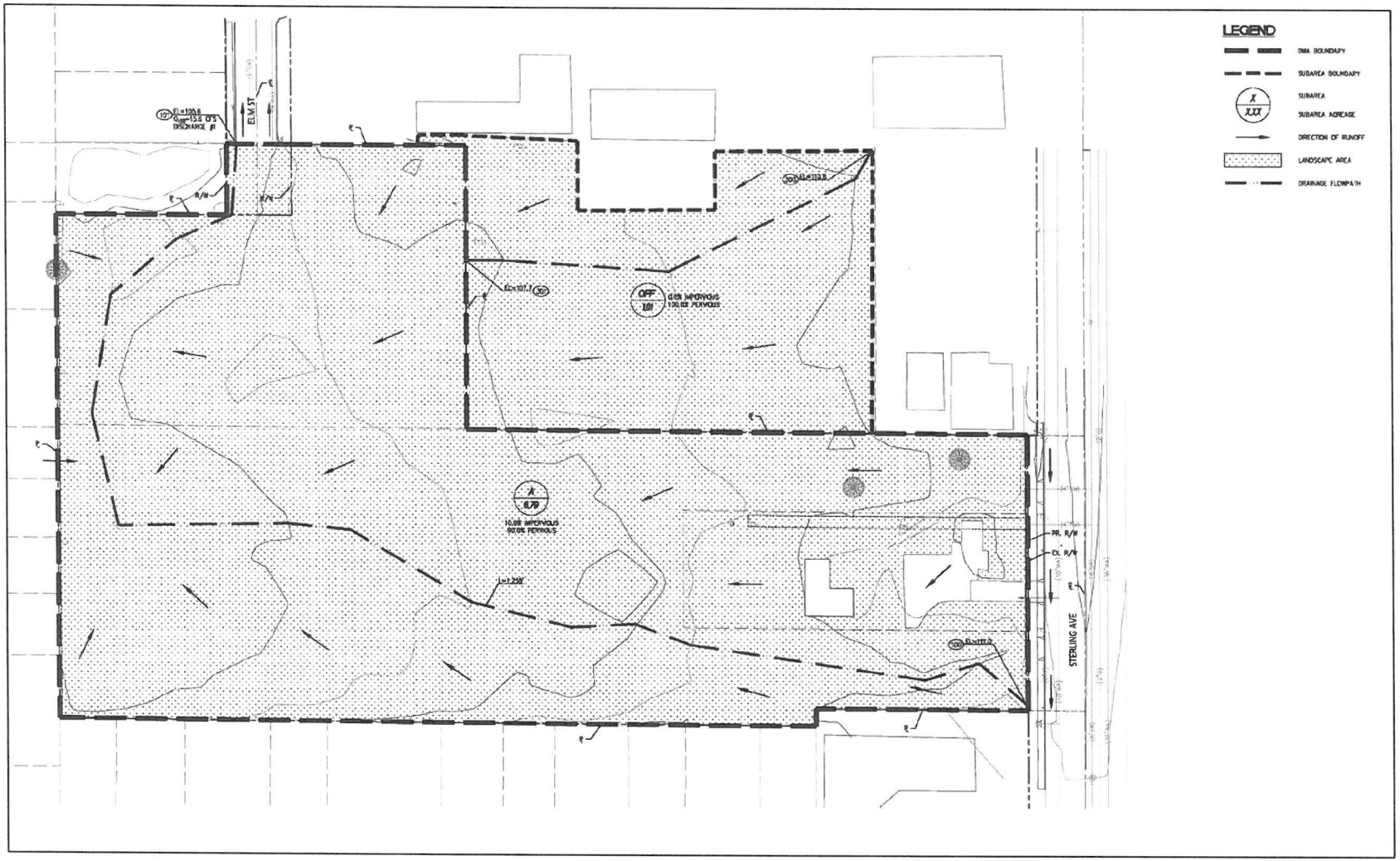
Buildout of the proposed project, in combination with present and reasonably foreseeable future development that would occur within the watershed, would involve construction activities, new development from which runoff would discharge into waterways, potential increased in storm water runoff from new impervious surfaces, and a potential reduction in groundwater recharge areas. Construction of new development within the watershed could result in the erosion of soil, thereby cumulatively impacting water quality within the watershed. In addition, the increase in impermeable surfaces and more intensive land uses within the watershed resulting from future development may also adversely affect water quality by increasing the amount of storm water runoff and common urban contaminants entering the storm drain system. However, new development would be required to comply with existing regulations regarding construction and operational practices that minimize risks of erosion and runoff. Compliance with requirements would minimize degradation of water quality at individual construction sites. Thus, less than significant cumulative impacts would occur.

EXHIBIT 4.10-1 PRELIMINARY WQMP MAP



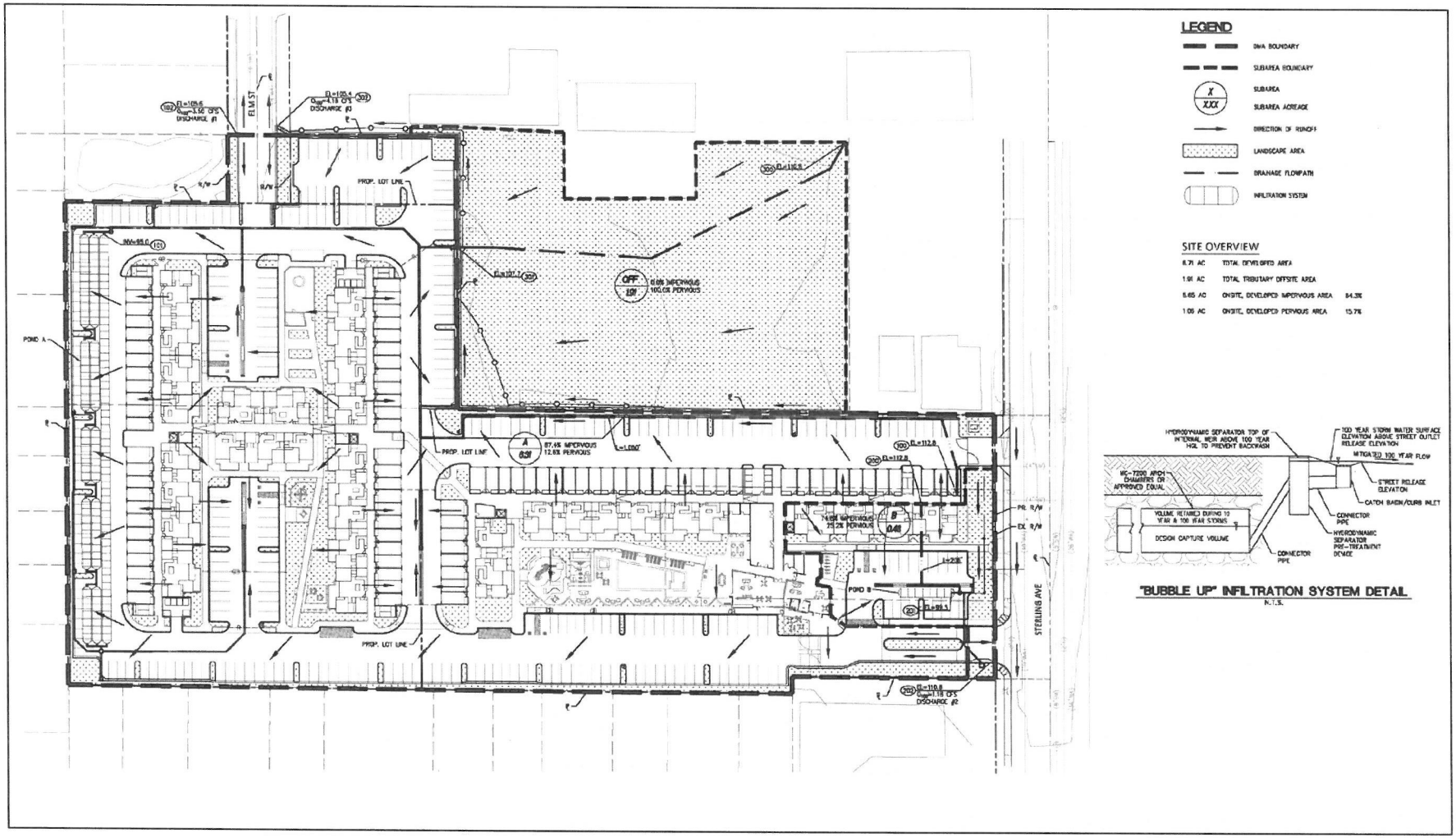
Source: DRC Engineering, Inc. (April 2023)

EXHIBIT 4.10-2 EXISTING HYDROLOGY MAP



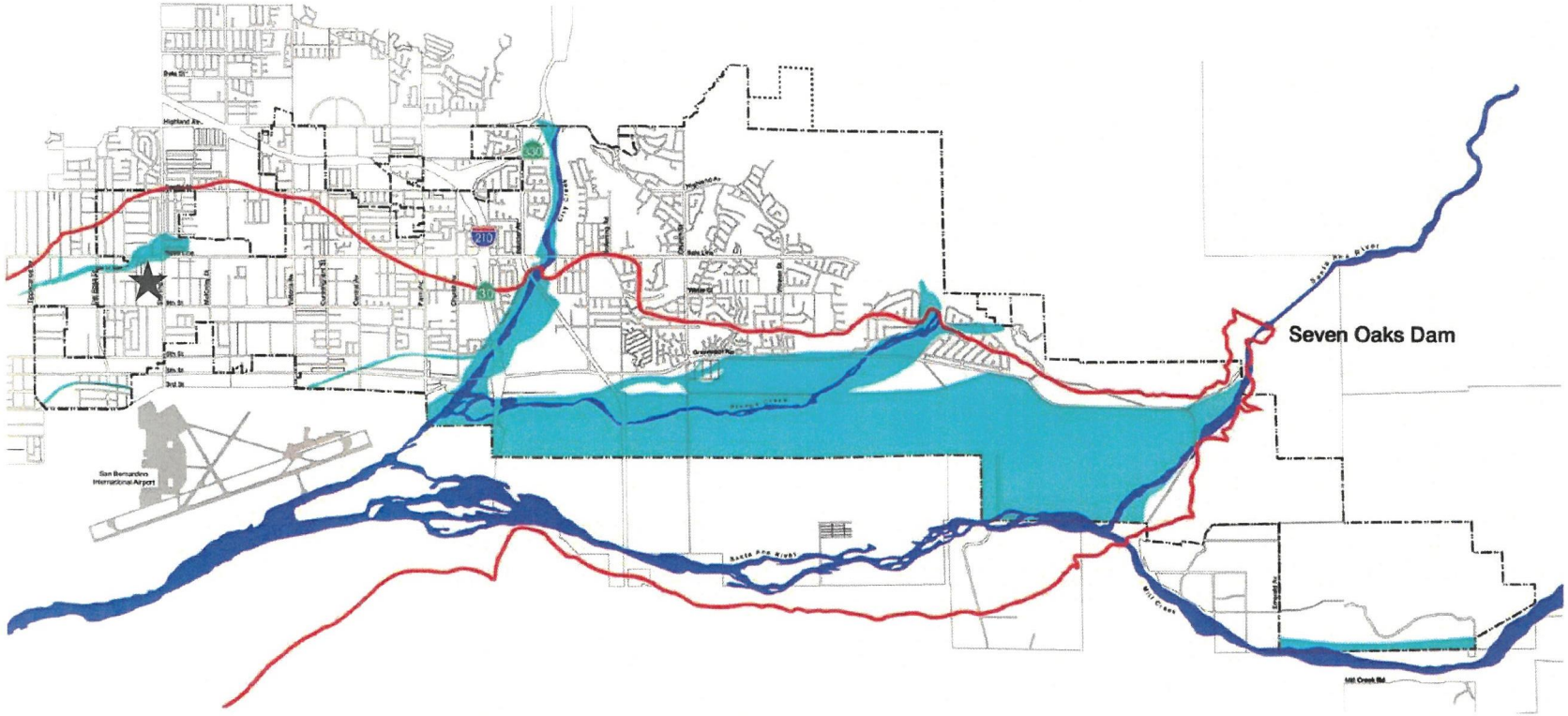
Source: DRC Engineering, Inc. (April 2023)

EXHIBIT 4.10-3 PROPOSED HYDROLOGY MAP



Source: DRC Engineering, Inc. (April 2023)

EXHIBIT 4.10-4 FLOOD HAZARDS



Source: The City of Highland General Plan (March 2006)

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4.11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

Sources Cited in Section 4.11

City of Highland, *The City of Highland General Plan*, March 2006

City of Highland, *Highland Municipal Code*, Code of Ordinances Codified through Ordinance No. 3274, August 2019 Supplement

A. WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

NO IMPACT

The 6.77 acre project site is vacant and undeveloped. Surrounding uses include single-family residential, multi-family residential, school, and commercial uses.

The project site is surrounded by the following uses:

North: Immediately north of the project site is the Isdaofie Church, Sterling Christian School, and single-family residences. Single-family and multi-family residences are located north of the aforementioned uses.

West: West of the project site is a residential area with a mix of single-family and multi-family residences.

South: Immediately south of the project site are single-family residences and a commercial center. These uses are located to the north of 9th Avenue, which is classified as a Primary Arterial. An auto repair business, a church, tire shop, and single-family residences are located to the south of 9th Avenue, west of Sterling Avenue, which is classified as a Major Highway.

East: East of the project site is the Warm Springs Elementary School and single-family residences on Sterling Avenue, which is classified as a Major Highway.

The proposed project would be located on a site in an urbanized area, consistent with the existing on-site and surrounding established land use patterns. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

LESS THAN SIGNIFICANT IMPACT

The proposed project involves the construction of 220 multi-family residential units on the 6.77-acre (approximately 274,951 square feet) project site. Access to the project site would be from two gated entries on Sterling Avenue. An emergency access gate will be provided on the northern boundary of the site at the southern terminus of Elm Street.

Density Bonus

The Applicant is seeking an Affordable Housing/Inclusionary Housing Agreement with the City. The Agreement will be consistent with California Density Bonus Law. The project's base density is 204 units and 11 units are very low income units, representing a total of five percent (5%).

City Review

The proposed project would be subject to the City design review, staff review, and tentative tract map review processes.

General Plan and Zoning

General Plan

The project site has a General Plan land use designation of Planned Community (PC) with Residential High Density Special Overlay, which permits up to 30 units per gross acre.

Zoning

The project site has a Zoning designation of R-4 Multi-Family Residential (MF), which permits up to 30 units per gross acre. The primary purpose of the R-4 District is to provide for the development, by right, of multi-family attached residential dwelling units with enhanced amenities (common open space and recreation areas. Both the 2014-2021 Housing Element and the 2021-2029 Housing Element include the proposed project's three parcels and identify them as lower income sites. In addition, the project site is located within Airport Compatibility Zone E - Airport Influence Zone - Negligible Risk.

Zoning Code

The proposed project is subject to *Highland Municipal Code* Title 16, Land Use and Development.

Title 16, Section 16.04.080, Zoning District. The City has been divided into districts in order to provide a uniform basis for regulating the use of land, buildings and structures, and to establish minimum site development regulations and performance standards applicable to sites within the City. The project site is located within Multiple-Family (R-4) District.

Municipal Code Chapter 16.16, Residential Districts, Section 16.16.020 Residential development districts defines the Multifamily (R-4) District below:

> *The primary purpose of the R-4 District is to provide for the development, by right, of multifamily attached residential dwelling units with enhanced amenities (common open space and recreation areas) at a minimum density of 20 DUs per gross acre and a maximum density of 30 DUs per gross acre.*

The site-specific development standards for the proposed project are shown in *Table 4.11-1, Development Standards*.

Impact Conclusion

As shown in *Table 4.11-1*, the proposed project complies with the applicable development standards.

In addition, the proposed 220 multi-family units are compatible with adjacent church, private school, and single-family residences to the north; single- and multi-family uses to the west; single-family and commercial uses to the south; and an elementary school and single-family residences to the east. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

Implementation of the proposed project is consistent with the objectives and anticipated growth of *The City of Highland General Plan*. The Initial Study finds that all potential environmental impacts of the proposed project would either be less than significant or can be mitigated to less than significant. City growth would be subject to review for consistency with adopted land use plans and policies by the City, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Therefore, less than significant cumulative impacts associated with plans and policies would occur.

TABLE 4.11-1 DEVELOPMENT STANDARDS

Development Regulation	Highland Municipal Code Citation	Standard	Proposed Project	Complies with Development Regulation
Street (Front) Setback	Table 16.16.040.B	0 feet for 2-story building	0 feet	Yes
Maximum Density (DUs per gross acre)	Table 16.16.040.B	Minimum 20 Maximum 30	32.5 DU/AC	Yes with Affordable Housing/Inclusionary Housing Agreement
Minimum Building Site (Net Area In SF)	Table 16.16.040.B	1 Acre	294,901 SF	Yes
Minimum Front Yard Setback	Table 16.16.040.B	25 Feet[g]	31 Feet	Yes
Minimum Interior Side Yard Setback[h]	Table 16.16.040.B	15 Feet	62 Feet	Yes
Minimum Street Side Yard Setback[h]	Table 16.16.040.B	15 Feet[g]	57 Feet	Yes
Minimum Rear Yard Setback[i]	Table 16.16.040.B	15 Feet	55 Feet	Yes
Maximum Lot Coverage	Table 16.16.040.B	None	27.45%	Yes
Maximum Height For Buildings And Structures	Table 16.16.040.B	55 Feet (4 stories and loft)	53 Feet (4 Stories)	Yes
Minimum Dwelling Unit Size In Square Feet[l]	Table 16.16.040.B	Studio: 425 SF 1 bedroom: 650 SF 2 or more bedroom: 800 SF	Studio: 445 SF 1 Bedroom: 705 SF 2 Bedroom: 975 SF 3 Bedroom: 1,109 SF	Yes
Storage	Section 16.16.040.C.3	200 CF per unit (minimum)	200 CF per unit	Yes
Private Open Space	Section 16.16.040.E.4.d	150 SF per unit (Ground Floor) 100 SF per unit (Upper Floors)	150 SF per unit (Ground Floor) 60 SF per unit (Upper Floors)*	Yes*
Public Open Space	Section 16.16.040.E.3.c.i	30% of Site Area	9% of Site Area*	Yes*

Source: *Highland Municipal Code* Chapter 16.16, Residential Districts, Section 16.16.020

Notes: *= Public Open Space per Density Bonus Incentive

Highland Municipal Code Table 16.16.040.B Notes

c. Width measurements for cul-de-sac or otherwise odd-shaped lots shall be determined on the basis of the average horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines.

h. Except for development in the Corridor Residential (R-2C) District and East Highland Village (EHV) District, a minimum 10-foot setback shall be maintained for all two-story or greater elements. Side yards must have a minimum flat area of five feet in width. Rear yard must be flat and usable. Wherever R-4 units abut properties designated R-1 District, a landscaped setback equal to the R-4 building height shall be required to a maximum of 25 feet or lesser amount as determined by the planning commission and shall be designed in a manner to reduce the mass of the buildings adjacent to property in the R-1 District. Refer to HMC 16.16.040(E) for additional provisions within the Multifamily (R-4) District.

i. A minimum of 15 feet of flat, usable area shall be provided. However, for development in the Corridor Residential (R-2C) District and East Highland Village (EHV) District, a minimum of 10 feet of flat, usable area shall be provided. Rear yards in excess of the minimum required may be sloping and shall comply with the provisions of the California Building Code and normally accepted grading practices.

l. One-bedroom units shall be a minimum of 800 square feet.
Two-bedroom units shall be a minimum of 1,000 square feet.
Three-bedroom units shall be a minimum of 1,200 square feet.
Four-bedroom units shall be a minimum of 1,400 square feet

4.12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Sources Cited in Section 4.12

City of Highland, *The City of Highland General Plan*, March 2006

A. WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?

NO IMPACT

The City of Highland, due to its large washes and stream channels, contains regionally significant construction aggregate and mineral resources. The primary minerals found in the area are iron, decorative rocks, clay, limestone, sand and gravel. From a planning perspective, the City overlies areas identified as Mineral Resource Zones (MRZs, Categories 1–3). Category 1 areas contain no significant aggregate deposits. Category 2 indicates that significant deposits are likely to be present. Category 3 represents areas whose significance cannot be evaluated from available data.

More than one-half of the City is underlain by MRZ-2 rated mineral resources, with most of the remaining categorized as MRZ-3. As identified in the *Highland General Plan* Conservation Element Table 5.1: Mineral Resources Zones, most of the MRZ zones exist in areas that have already been developed, and identified approximately 4,439 acres that had not been developed.

According to the *Highland General Plan* Conservation Element Figure 5-3, Mineral Resources Zones, the project site is located within an area designated a Mineral Resource Zone 2 (MRZ-2). However, the proposed project would be located in area with existing development to the north, east, west, and south.

As such, the proposed project would not preclude the mining of mineral resources located elsewhere within the City. Thus, no impact to the loss of availability of a known mineral resource would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND USE PLAN?

NO IMPACT

The *Highland General Plan* Conservation Element does not identify the project site as an important mineral resource recovery site. Thus, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The analysis of potential impacts indicated that no impacts would result from the proposed project. Thus, no cumulative impacts related to mineral resources would occur.

4.13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	

Sources Cited in Section 4.13

City of Highland, *The City of Highland General Plan* Noise Element, March 2006

City of Highland, *Highland Municipal Code*, Title 8, Health and Safety, Chapter 8.50, Noise Control

City of Highland, *Highland Municipal Code* Title 15, Buildings and Construction, Chapter 15.48, Hours of Operation for Construction Activities

Federal Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023

San Bernardino International Airport Authority, *Airport Layout Narrative Report*, September 22, 2010

MAT Engineering, Inc., *Halcyon Residential Project Noise Impact Analysis, City of Highland*, June 28, 2023 (refer to Technical Appendix G)

Regulatory Framework

The City of Highland outlines noise regulations and standards within the *Highland General Plan* Noise Element and *Highland Municipal Code* Chapter 8.50. For purposes of this analysis, the *Highland General Plan* Noise Element is used to evaluate the proposed project's noise/land use compatibility and ensure the proposed project is consistent with the established plans, policies and programs for noise control within the City. The *Highland Municipal Code* Chapter 8.50 identifies the stationary and construction noise regulations within the City, which are provided below.

Noise/Land Use Compatibility

Highland Municipal Code

The *Highland Municipal Code* sets forth the City's standards, guidelines and procedures concerning the regulation of noise use. Specifically, the Code includes Title 8, Health and Safety, which includes a chapter on noise control, and Title 16, Land Use and Development. Title 8 directly regulates noise while Title 16 lays out land use standards that indirectly regulate noise-generating and sensitive land uses. These regulations are intended to implement the goals, objectives and policies of the General Plan; protect property values and the health and general well-being of the public; and ensure that any negative effects of noise are minimized or completely avoided.

The *Highland General Plan* Noise Element establishes planning criteria for determining a development's noise/land use compatibility based on the community noise equivalent level (CNEL). CNEL is defined as the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five decibels to sound levels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels in the night from 10:00 pm. to 7:00 am.

CNEL noise levels are typically used to evaluate off-site noise impacts to a new development, such as mobile source impacts from roadways, airports, and rail lines. The City categorizes land uses into designated noise zones to assign appropriate interior and exterior noise standards. The interior and exterior noise standards are identified in *Table 4.13-1* and *Table 4.13-2*, respectively.

TABLE 4.13-1 CITY OF HIGHLAND INTERIOR NOISE STANDARDS

Type of Land Use	CNEL (dBA)
Residential	45
Educational/Churches, Other Institutional Uses	45
General Offices	50
Retail Stores, Restaurants	55
Manufacturing, Warehousing	65
Agricultural	55
Sand and Gravel Operations	75
Sources: The City of Highland General Plan Noise, Element Table 7.1, City of Highland Interior Noise Standards Highland Municipal Code Chapter 8.50, Noise Control	

TABLE 4.13-2 CITY OF HIGHLAND EXTERIOR NOISE STANDARDS

Type of Land Use	Time Interval	CNEL (dBA)
Residential	10:00 pm – 7:00 am	45
	7:00 am – 10:00 pm	60
Agricultural/Equestrian	10:00 pm – 7:00 am	60
	7:00 am – 10:00 pm	65
Commercial	10:00 pm – 7:00 am	65
	7:00 am – 10:00 pm	70
Manufacturing or Industrial	Any Time	75
Open Space	Any Time	75
Sources: The City of Highland General Plan Noise, Element Table 7.2, City of Highland Exterior Noise Standards Highland Municipal Code Chapter 8.50, Noise Control		

A significant impact may occur: 1) if a project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards (Leq) set forth in the *Highland Municipal Code* Chapter 8.50, Noise Control, or 2) a project is subjected to an existing ambient noise environment that exceed the noise level standards (CNEL) set for in the *Highland General Plan* Noise Element.

Construction Noise Regulation

Per *Highland Municipal Code* Title 8, Health and Safety, Chapter 8.50, Noise Control, Section 8.50.060 (Exemptions), noise associated with *"construction, repair, or excavation work performed pursuant to a valid written agreement with the city or any of its political subdivisions, which agreement provides for noise mitigation measures,"* is exempt. Because the proposed project does not include a Development Agreement or other agreement with the City or any of its political subdivisions, it is not exempt from performing a construction noise analysis and providing adequate mitigation measures.

Highland Municipal Code Chapter 8.50, Noise Control, Section 8.50.050, Controlled Hours of Operation exempts construction noise from the provisions provided it follows certain special provisions, as described below.

It shall be unlawful for any person to engage in the following activities at a time other than between the hours of 5:00 a.m. and 10:00 p.m. on any day in the industrial (I) zone, and between the hours of 7:00 a.m. and 10:00 p.m. on any day in all other zones:

A. *Operate or permit the use of powered model vehicles and planes.*

B. *Load or unload any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous or unnecessary noise within 1,000 feet of a residence.*

C. *Operate or permit the use of domestic power tools, machinery, or any other equipment or tool in any garage, workshop, house or any other structure.*

D. *Operate or permit the use of gasoline or electric-powered leaf blowers such as commonly used by gardeners and other persons for cleaning lawns, yards, driveways, gutters and other property.*

E. *Operate or permit the use of privately operated street/parking lot sweepers or vacuums, except that emergency work and/or work necessitated by unusual conditions may be performed with the written consent of the code enforcement officer.*

F. *Operate or permit the use of electrically operated compressor(s), fan(s) and other similar device(s).*

G. *Operate or permit the use of pile driver(s), steam or gasoline shovel(s), pneumatic hammer(s), steam or electric hoist(s) or other similar device(s).*

H. *Perform ground maintenance on golf course grounds and tennis courts contiguous to golf courses that creates a noise disturbance across a residential or commercial property line.*

I. *Operate or permit the use of any motor vehicle with a gross vehicle weight rating in excess of 10,000 pounds, or of any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than 15 minutes in any hour while the vehicle is stationary and on a public right-of-way or public space, except when movement of said vehicle is restricted by other traffic.*

J. *Repair, rebuild, reconstruct or dismantle any motor vehicle or other mechanical equipment or device(s) in a manner so as to be plainly audible across property lines.*

K. *Load, unload, open, close or otherwise handle garbage cans, recycling bins or other similar objects between the hours of 10:00 p.m. and 7:00 a.m. the following morning, except city-permitted trash collection.*

Highland Municipal Code Title 15, Buildings and Construction, Chapter 15.48, Hours of Operation for Construction Activities, Section 15.48.030 prohibits construction activities to commence any earlier than one-half hour before sunrise or to terminate no later than one-half hour after sunset Monday through Sunday.

A. WOULD THE PROJECT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Existing Noise Levels

To ascertain the existing noise at the project site, field monitoring was conducted on June 15, 2023. The field survey noted that noise within the proposed project area is generally characterized by traffic noise propagating from Sterling Avenue and 9th Street.

Measurement Locations

The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the vicinity of the project site and the surroundings to provide a baseline for the existing noise levels.

Noise Measurements

The noise measurements were taken at four locations surrounding the project site near the existing noise sensitive receptors; refer to Exhibit. The results of the noise level measurements are provided below in *Table 4.13-3, Noise Measurement Results*.

Meteorological conditions consisted of clear skies, mild temperatures, with light wind speeds (3 miles per hour), and low humidity. Measured daytime noise levels ranged from 51.0 to 65.5 dBA L_{eq}. The results of the field measurements are included in Technical Appendix G, Appendix A.

Noise Measurement Results

The results of the noise measurements are presented in *Table 4.13-3*. Noise measurement data indicates that the existing site and surrounding area experience daytime noise levels ranging from approximately 51.0 dBA Leq along the northern property line to approximately 60.4 to 65.5 dBA Leq in front of properties on Golondria Drive, 9th Street, and Sterling Avenue.

TABLE 4.13-3 NOISE MEASUREMENT RESULTS

Site Number	Location	Time	Leq (dBA)	Lmin (dBA)	Lmax (dBA)
1	On Elm Street, along the northwestern project boundary	11:12 AM	51.0	40.4	73.8
2	In front of 7543 Golondrina Drive residence	11:33 AM	60.4	50.8	88.2
3	In front of 25590 9th Street	11:47 AM	65.5	41.7	79.7
4	In front of 7520 Sterling Avenue	12:08 PM	63.9	42.0	79.0
Source: MAT Engineering, Inc. (June 2023)					
Notes: 1. Noise measurements conducted for 10 minute intervals.					

Construction Noise and Vibration

Temporary construction noise and vibration impacts have been assessed from the project site to the surrounding adjacent land uses. The degree of construction noise would vary depending on the type of construction activity taking place and the location of the activity relative to the surrounding properties.

The proposed project is required to comply with the *Highland Municipal Code* Section 15.90.050, which exempts construction noise from the provisions of the Noise Control Ordinance, provided it follows the special provisions described below:

> *"Noise sources associated with construction, repair, remodeling, or grading of any real property shall be exempt from the noise level standards specified by Municipal Code Noise Standards and Regulations, provided they take place between the hours of 7 a.m. and 8 p.m. on any day except Sunday or a City-recognized holiday."*

Although construction activity is exempt from the noise standards in the *Highland Municipal Code*, CEQA requires that potential noise impacts still be evaluated for significance. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria would be used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA Leq for an 8-hour period. In compliance with the *Highland Municipal Code*, it is assumed construction would not occur during the noise-sensitive nighttime hours.

Typical Construction Noise Levels

Typical construction noise levels are used to estimate potential project construction noise levels at the adjacent sensitive receptors. Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities for the proposed project would occur over approximately six months and would include the following phases: demolition, grading, building construction, paving, and architectural coating.

Ground-borne noise and other types of construction-related noise impacts typically occur during the initial demolition and grading phase. This phase of construction has the potential to create the highest levels of noise.

Typical noise levels generated by construction equipment are shown in *Table 4.13-4, Typical Maximum Construction Noise Levels*. It should be noted that the noise levels identified in *Table 4.13-4* are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period.

Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

TABLE 4.13-4 TYPICAL MAXIMUM CONSTRUCTION NOISE LEVELS

TYPE OF EQUIPMENT	ACOUSTICAL USE FACTOR[1]	LMAX AT 50 FEET (DBA)[2]	LMAX AT 10 FEET (DBA)	LMAX AT 85 FEET (DBA)
Backhoe	40	78	92	73
Compressor	40	78	92	68
Concrete Saw	20	90	104	85
Dozer	40	82	96	77
Dump Truck	40	76	90	71
Excavator	40	81	95	76
Flatbed Truck	40	74	88	69
Grader	40	85	99	80
Loader	40	79	93	74
Paver	50	77	91	72
Roller	20	80	94	75
Scraper	40	85	99	80
Tractor	40	84	98	79
Water Truck	40	80	89	70
Welder	40	74	88	69

Sources:
Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.
MAT Engineering, Inc. (June 2023)

Notes:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
2. These noise levels represent the A-weighted maximum sound level (L_{max}) measured at a distance of 50 feet from the construction equipment.

Project Construction Noise

Potential noise impacts were analyzed for all expected phases of construction, including; site preparation, grading, building construction, paving, and architectural coating. As shown in Table 4.13-4, the highest noise levels from construction are predicted to range from approximately 88 dBA Lmax to 104 dBA Lmax at the nearest receivers at 10 feet.

The nearest sensitive receptor, Warm Springs Elementary School, is located approximately 85 feet from the proposed project's eastern property line. The maximum noise levels associated with proposed project construction would range from approximately 69 dBA Lmax to 85 dBA Lmax at the school.

These maximum noise levels are considered to be a peak exposure, applicable to not more than 10 to 15 percent of the total construction period, only while the construction activity is taking place along the property boundary closest to the nearest off-site receivers.

The City does not have established numerical noise standards for construction noise if the construction activities occur within the allowable hours specified by the *Municipal Code*. However, the proposed project would be required to adhere to *The City of Highland General Plan* limitations on construction noise through restrictions on allowable construction hours (Noise Element Goal 7.3, Action 1):

> *"As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 6:00 p.m. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment."*

Construction Best Management Practices

In order to further reduce construction noise levels, prior to the issuance of grading permits, the project applicant or their designee would develop and submit to the City a Construction Noise Reduction Plan to minimize construction noise at nearby noise sensitive receptors. The Best Management Practices (BMPs) are included in Mitigation Measures N-1. Thus, with the implementation of N-1 and N-2, proposed project construction impacts would be less than significant with mitigation incorporated.

Construction Impact Conclusion

The proposed project would implement Mitigation Measures N-1 and N-2 to reduce construction noise impacts to the surrounding sensitive land uses. Thus, construction impacts would be less than significant with mitigation incorporated.

Operational Noise

The main source of operational noise from the proposed project that could impact adjacent residential uses includes noise from trash truck/delivery activity, parking lot and HVAC equipment.

Mechanical Equipment Noise

Implementation of the proposed project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including the use outdoor HVAC equipment. These sources may affect noise-sensitive land uses in the vicinity of the project site. As part of the proposed project, a minimum six-foot noise barrier wall would be constructed.

On-site operational noise is generally evaluated only for commercial and industrial projects. Quantitative analysis of on-site operational noise is typically not conducted for residential projects as

they usually do not include stationary noise sources that could result in substantial increases in ambient noise levels resulting in violation of established standards.

HVAC equipment typically result in noise levels that averages 66 dBA at 3 feet from the source.[11] The nearest HVAC unit would be located approximately 55 feet from the nearest noise sensitive receptor to the west. At this distance of 55 feet, HVAC noise would attenuate to 41 dBA. Therefore, HVAC noise levels would not exceed the City's exterior noise standards for residential uses during daytime (55 dBA) and nighttime standards(45 dBA). The proposed project would not impact the nearby sensitive receptors from HVAC units. Thus, less than significant HVAC equipment impacts would occur.

Parking Lot Noise

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with typical parking lot activities are presented in *Table 4.13-5, Typical Noise Levels Generated by Parking Lots*.

TABLE 4.13-5 TYPICAL NOISE LEVELS GENERATED BY PARKING LOTS

NOISE SOURCE	MAXIMUM NOISE LEVELS AT 50 FEET FROM SOURCE
Car Door Slamming	63 dBA Leq
Car Starting	60 dBA Leq
Car Idling	53 dBA Leq
Sources: MAT Engineering, Inc., (June 2023) Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991	

The proposed project provides 403 parking spaces throughout the project site. The nearest sensitive receptor would be located immediately adjacent to the proposed parking areas to the north, south, and west. As shown in *Table 4.13-5*, parking lot noise levels could range between 53 dBA and 63 dBA at 50 feet. However, the proposed project would construct a six foot noise barrier wall surrounding the project site, which would shield the parking lot noise from the adjacent sensitive land uses.

Parking lot noise would be consistent with the existing noise near the project site and would be partially masked by background noise from traffic along Sterling Avenue and 9th Street. As such, parking lot noise levels would not exceed the City's day-night average exterior sound level standard for residential use (65 dBA). Parking lot activities within the residential use during nighttime would be minimal and would not exceed the City's nighttime noise standards (45 dBA). Thus, less than significant noise impacts from parking lot activities would occur.

[11] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015.

Per *The City of Highland General Plan* Circulation Element Figure 3-2, Roadway Network, Sterling Avenue is classified as a Major Highway and 9th Street is classified as a Secondary Highway.

Per *The City of Highland General Plan* Noise Element Figure 7-2, Future Roadway Noise Contours, Sterling Avenue north of 9th Street would be within the 75 CNEL noise contour and 9th Street would be within the 70 CNEL noise contour.

Based on the *Traffic Study*, the proposed project would generate approximately 999 daily trips. The proposed project is expected to provide full access along Sterling Avenue.

Traffic volumes associated with the proposed project would represent a nominal increase (what %) in the daily traffic compared to the existing traffic conditions on the surrounding roadways studied. According to Caltrans, a doubling of Traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA).[12]

Proposed project-related increases in traffic volumes would be nominal compared to the existing traffic volumes along the surrounding roadways and would not significantly increase the existing traffic noise levels.

The proposed multi-family residential development would be setback 31 feet from Sterling Avenue, but the individual residential units, depending upon their site location, may experience noise levels that fall within the normally unacceptable range (70-75 CNEL). On-site residences would not be adversely impacted by existing ambient urban noise levels as the proposed project would be constructed to meet and exceed *Title 24* insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by *Title 24*, the proposed project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. Thus, operational traffic noise levels would be less than significant.

MITIGATION MEASURES

N-1 The project applicant shall prepare a Construction Noise Reduction Plan that outlines and identifies noise complaint measures, best management practices, and equipment noise reduction measures. The Construction Noise Reduction Plan specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

The Construction Noise Reduction Plan shall include, but is not limited to, the following actions:

1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 am and 6:00 pm. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.
2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
3. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
4. Equipment shall be shut off and not left to idle when not in use.

[12] California Department of Transportation, technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

5. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest school during all project construction activities.
6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.
8. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors.
9. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the project site with the contact phone number.

N-2 The project applicant shall require in contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Schedule high noise-producing activities between the daylight hours of 7:00 AM and 6:00 PM on any day except Sunday or a City-recognized holiday to minimize disruption on sensitive uses.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

B. WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

LESS THAN SIGNIFICANT IMPACT

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

Construction Vibration

Construction activities for the proposed project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the proposed project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s).

The *Caltrans Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at residential buildings of 0.2 inch-per-second (inch/second) PPV. The types of construction vibration impacts include human annoyance and building damage.

Project Construction Analysis

Construction of the proposed project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the proposed project would be the operation of equipment such as bulldozer activity during site preparation, and loading trucks during grading and excavation.

The construction vibration assessment utilizes the referenced vibration levels and methodology set-forth within the *Caltrans Transportation and Construction Induced Vibration Guidance Manual*. Table 4.13-6, *Project Construction Vibration Analysis* shows the proposed project's construction-related vibration analysis at the nearest structures to the proposed construction area. Construction impacts are assessed from the closest area on the project site to the nearest adjacent structure.

TABLE 4.13-6 PROJECT TYPICAL CONSTRUCTION VIBRATION LEVELS

Equipment	Peak Particle Velocity (PPV) (inches/second) at 20 feet[1]	Damage Potential Level	Annoyance Criteria Level
Large bulldozer	0.1138	No Impact	Distinctly Perceptible
Loaded trucks	0.0971	No Impact	Distinctly Perceptible
Small bulldozer	0.0038	No Impact	Barely Perceptible

Sources:
MAT Engineering, Inc., Halcyon Residential Project Noise Impact Analysis, City of Highland (June 2023)
Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual* (September 2018)

Notes:
1. Calculated using the following formula:
PPV equip = PPVref x (25/D)1.1
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec at 25 feet (inches/second)
D = the distance from the equipment to the receiver

Based on the vibration levels presented in *Table 4.13-6*, ground vibration generated by the heavy-duty equipment would range from approximately 0.0038 to 0.1138 in/sec PPV at 20 feet from the source of activity. As such, the nearest residential buildings located 20 feet west of the project site would not be exposed to vibration levels exceeding the Caltrans 0.2 in/sec PPV significance threshold for vibration.

Thus, project-related construction activity is not expected to cause any damage potential to the nearest structures. Additionally, groundborne vibration during construction would be a temporary impact and would cease completely when construction ends. Once operational, the proposed project would not be a source of groundborne vibration. Thus, less than significant groundborne vibration impacts would occur.

Project Operational Analysis

The proposed project involves the construction and operation of residential uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways. Thus, the proposed residential uses at the project site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the project site, these trips would typically occur several times a week and would not be any different than those presently occurring in the vicinity of the project site. Thus, less than significant project operational vibration impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

LESS THAN SIGNIFICANT IMPACT

The project site is located within an airport land use plan or within two miles of an airport or a private airstrip. The nearest airport is the San Bernardino International Airport (SBIA). The San Bernardino International Airport (SBIA, SBD) is a single runway, multi-use airport. The SBIA covers 1,329 acres and has one runway that can accommodate the largest existing aircraft, including the Airbus A380 and the Boeing 747. The SBIA facility is a commercial, general aviation, and cargo airport. The project site is located approximately 0.7 mile north of the SBIA northern boundary (3rd Street). There are no private airstrips within a 2-mile radius of the project site.

The project site is not located within the 65 CNEL noise contour for SBIA per the Federal Department of Transportation, National Transportation Noise Map; refer to *Exhibit 4.9-3, SBIA CNEL Noise Contour Map.*[13]This is also confirmed in the SBIA Airport Layout Narrative Report Exhibit 4H, Existing and Ultimate Noise Contours.[14] Thus, the project site falls well outside the SBIA 65 dBA noise contour, and as such, the SBIA is not considered as a source that contributes to the ambient noise levels on the project site.

Implementation of the proposed project would not expose people residing or working on the project site to excessive noise impacts from SBIA. Thus, less than significant impacts would occur.

MITIGATION MEASURES

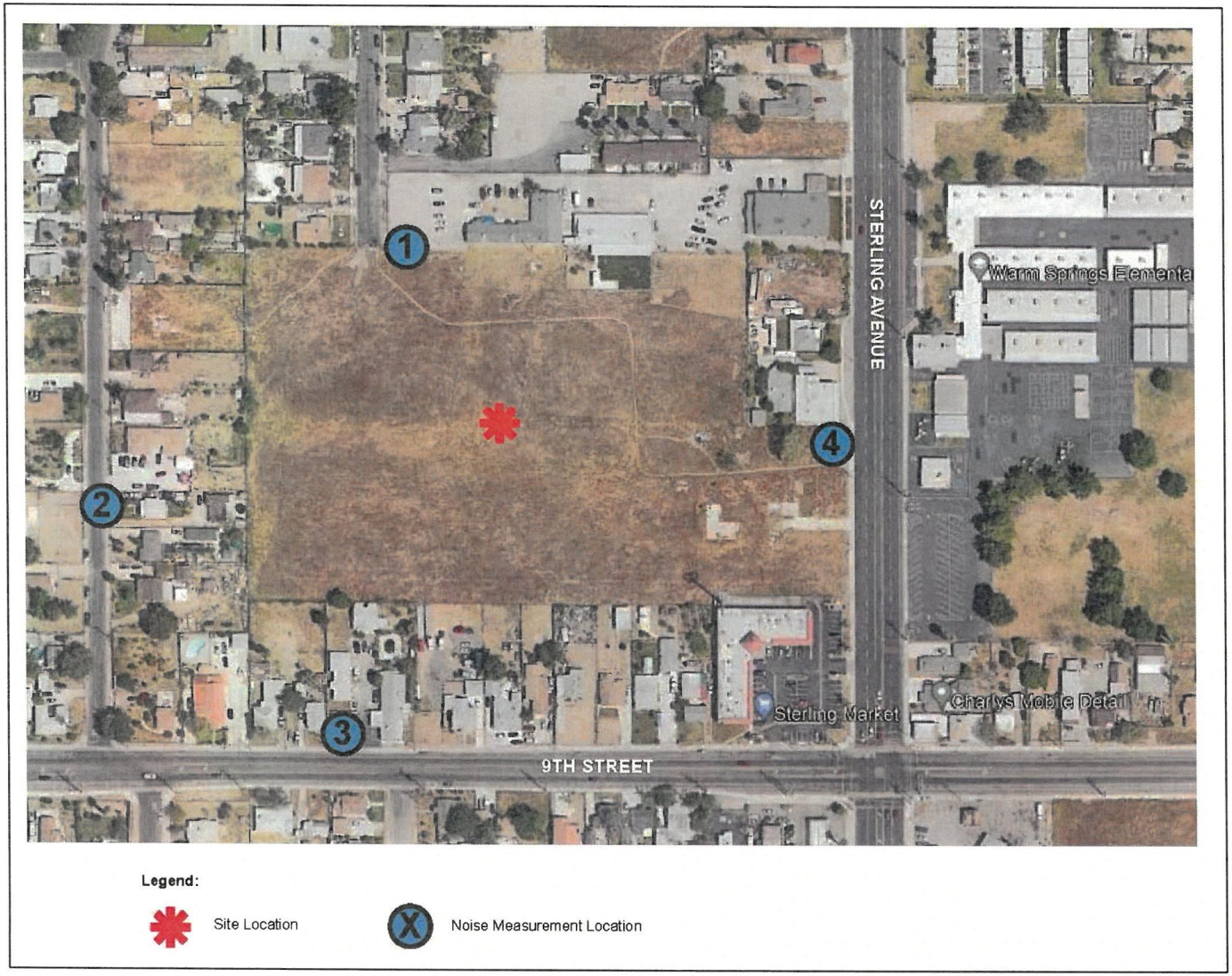
No mitigation measures are required.

CUMULATIVE IMPACTS

All construction and operational noise impacts can be mitigated to a less than significant level. Construction noise impacts are by nature localized. The distance of separation among the proposed project and other cumulative projects would be such that the temporary noise and vibration effects of the proposed project would not be compounded or increased by similar noise or vibration effects from other cumulative projects. As discussed, operational noise caused by the proposed project can be mitigated. The noise analysis performed for project operations incorporated cumulative noise levels from forecasted traffic volumes in the study area. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the project. Therefore, less than significant cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would occur.

[13] Source: Department of Transportation, National Transportation Noise Map (dot.gov), accessed June 12, 2023.
[14] San Bernardino International Airport Authority, Airport Layout Narrative Report, September 22, 2010.

EXHIBIT 4.13-1 SHORT-TERM NOISE MEASUREMENT LOCATIONS



Source: MAT Engineering, Inc. (June 2023)

4.14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

Sources Cited in Section 4.14

City of Highland, *The City of Highland General Plan*, March 2006

Southern California Association of Governments (SCAG), *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sus Sustainable Communities Strategy*, May 2020

Southern California Association of Governments, Profile of the City of Highland, 2019

A. WOULD THE PROJECT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

LESS THAN SIGNIFICANT IMPACT

The project proposes to construct 220 multi-family residential units on the project site, which would result in a direct growth of the City's permanent population of approximately 770 persons, based on an average of 3.5 people per household.[15]

This population forecast would represent approximately 1.014 percent growth over the City's 2018 population of approximately 54,761 persons.[16] SCAG is the responsible agency for developing and adopting regional housing and population forecasts for local San Bernardino County governments, among other counties, and provides population projection estimates in five-year increments up to 2040. SCAG projects that the City's population and households would be 66,900 persons and 20,600 households[17] in 2040. Thus, proposed project would not cause SCAG's 2040 population forecast for the City to be exceeded.

Additionally, the increase in residential units and population is consistent with the growth projections in the *Highland General Plan*, which forecasted the City's buildout population to be approximately 77,137 persons and 20,190 dwelling units.[18] Therefore, the proposed project would not cause the City's population forecast to be exceeded. Also, the increase in residential units and population is consistent with the City's adopted and certified *2021-2029 Housing Element*. As such, implementation of the

[15] Southern California Association of Governments, Profile of the City of Highland, 2019.

[16] Ibid.

[17] Southern California Association of Governments Southern California Association of Governments (SCAG), *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sus Sustainable Communities Strategy*, May 2020.

[18] City of Highland, *City of Highland General Plan* Land Use Element, Table 2.1: Residential Buildout Estimates.

proposed project would not induce substantial unplanned population growth within the City either directly or indirectly. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

NO IMPACT

The project site is currently vacant and undeveloped; thus, there are no homes or residents on-site. The project proposes to construct 220 multi-family residential units on the 6.77-acre project site. Given that there is no existing on-site housing and that no housing would be removed to accommodate the proposed project, no impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The proposed project is consistent with the anticipated growth of the *Highland General Plan* and SCAG growth projections. City growth would be subject to City review for consistency with the *Highland General Plan*, in accordance with the requirements of CEQA. Therefore, less than significant cumulative impacts associated with population and housing would occur.

4.15. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

Sources Cited in Section 4.15

City of Highland, *The City of Highland General Plan*, March 2006

City of Highland, *Highland Municipal Code* Chapter 15.04, California Building Code

City of Highland, *Highland Municipal Code* Chapter 15.06, California Fire Code

City of Highland, *Highland Municipal Code* Chapter 2.36, Fees and Service Charges

City of Highland, *Development Impact Fees*, Effective April 27, 2019

A. WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES:

1. FIRE PROTECTION?

LESS THAN SIGNIFICANT IMPACT

City of Highland Fire Department

The California Department of Forestry and Fire Protection (CalFire) provides fire protection and emergency medical services to the Highland community through a cooperative agreement that provides for Cal Fire employees to staff City-owned facilities and apparatus. The Highland Fire Department (HFD) has three fire stations:

- Station 541, 26974 Base Line
- Station 542, 29507 Base Line

- Station 543, 7469 Sterling Avenue

The closest station to the project site is Station 543, which is located approximately 0.10- mile southeast of the site.

The proposed project would be required to comply with all applicable *Highland Municipal Code* and *Fire Code* requirements for construction, access, water mains, fire flow, and hydrants. This ensures that the proposed project would not reduce the staffing, response times, or existing service levels within each City.

No road closures are anticipated during project construction. As such, fire protection service in the project vicinity would not be interrupted during project construction.

Although 220 multi-family residential units would be constructed and operated on the project site, the proposed project would be located in an urbanized area and would not result in a substantial increase in demand on fire protection services. It is not anticipated to increase response time to the project site or vicinity. The proposed project would not result in the need for new or physically altered fire protection facilities in the City. Thus, less than significant long-term impacts related to fire protection services would occur.

Implementation of the proposed project is forecast to increase the number of residents in the project area by approximately 770 persons. The incremental increase in residents within the City associated with the 220 multi-family residential units would require fire protection services, including response to fire service calls upon project occupancy. However, the incremental increase in residents within the City would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of service to the project area. Thus, no physical impacts associated with fire protection services and facilities would occur.

The proposed project would be required to comply with the *Highland Municipal Code* Chapter 15.04, California Building Code and Chapter 15.06, California Fire Code in order to prevent the creation of fire hazards in the City. In addition, the Applicant would be required to pay the City's current Development Impact Fee for fire suppression facilities, vehicles, and equipment.

Also, the proposed project has been reviewed by HFD and would be subject to HFD conditions of approval prior to construction to ensure that adequate water pressure and emergency vehicle access are provided. Thus, less than significant impacts to fire protection services would occur.

MITIGATION MEASURES

No mitigation measures are required.

2. POLICE PROTECTION?

LESS THAN SIGNIFICANT IMPACT

San Bernardino County Sheriff's Department

The San Bernardino County Sheriff's Department (SBCSD) provides police protection services to the Highland community. The SBCSD has one patrol station in the City of Highland, located at 26985 East Baseline, Highland.

According to the SBCSD's website accessed on June 20, 2023, The station is currently staffed with 34 sworn officers (which includes 1 Captain, 1 Lieutenant, 6 Sergeants, 3 Detectives and 23 patrol deputies), as well as 9 non-sworn civilian employees (which includes 1 secretary, 4 clerical personnel, and 4

Sheriff's Service Specialists). As part of the Sheriff's contract, the Highland station, its personnel, and the community have access to an impressive array of specialty resources offered by SBCSD including Narcotics, SWAT, Arson-Bomb, Crimes against Children, Homicide, Scientific Investigations/Crime Lab, Aviation, Volunteer Forces/Search and Rescue, Major Accident Investigation Team and more.

The Highland Station is one of the busiest stations within the SBCSD in terms of calls for service, arrests per deputy and reports per deputy. In addition, the Highland Station boasts its participation in many innovative Multiple Enforcement Team (MET) operations and Neighborhood Watch. The MET's deputies deal primarily with recurring problem locations within the community and work closely with Code Enforcement and other departments within the City.

Highland residents generally have a strong sense of community, as is evidenced by the number of residents who regularly volunteer their time, both to the City and to the Police/Sheriff's Station. Reserve Deputy Sheriff's benefit the Highland Station by volunteering their time working patrol and supplementing the patrol staff. Reserves also provide security and traffic control at all local community events and many other local functions. Citizen Volunteers also play an essential role, providing extra-patrol to local residents and businesses while assisting patrol personnel at the scenes of major traffic collisions, crime scene perimeters, and assisting at many local community events. The stations 27-member Citizen on Patrol contingent also plays an integral role in supporting the Neighborhood Watch Program. On average our citizen volunteers donate almost 10,000 hours of their time to the station and the citizens of Highland every year. The Station also has 6 Explorer Scouts that assist by riding with and assisting deputies on the street. They also assist by staffing security and traffic positions during city functions and events.

The City and SBCSD would review the proposed project to ensure that adequate building configuration and other requirements are met to ensure adequate access to police protection. In addition, The Applicant would be required to pay the City's current Development Impact Fee for law enforcement facilities, which would contribute to the funding of expanded facilities for SBCSD.

Although 220 multi-family residential units would be constructed and operated on the project site, the proposed project would be located in an urbanized area and would not result in a substantial increase in demand on police services. It is not anticipated to increase response time to the project site or vicinity. The proposed project would not result in the need for new or physically altered police protection facilities in the City. As such, less than significant long-term impacts related to police protection services would result from implementation of the proposed project.

The proposed project has been reviewed by SBCSD and would be subject to SBCSD conditions of approval prior to construction to ensure that adequate emergency vehicle access is provided. Thus, less than significant impacts to police protection services would occur.

MITIGATION MEASURES

No mitigation measures are required.

3. SCHOOLS?

LESS THAN SIGNIFICANT IMPACT

The project site is located within the boundaries of the San Bernardino City Unified School District (SBCHSD or District). The District serves over 50,000 students in grades TK[19]-12 and operates 50 elementary schools, 11 middle schools, six comprehensive high schools, one community day school, one alternative education school and numerous specialized schools.

The project site is within the attendance boundaries of the following schools:

- Warm Springs Elementary School (K-6): 7497 Sterling Avenue, Highland
  - Located immediately east of the project site
- Del Vallejo Middle School (6-8): 1885 East Lynwood Drive, San Bernardino
  - Located approximately 2.2 miles from the project site
- Indian Springs High School (9-12): 650 North Del Rosa Drive, San Bernardino
  - Located approximately 0.9 mile from the project site

TABLE 4.15-1 SCHOOL ENROLLMENT

School	Capacity[1]	Enrollment						
		2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
Warm Springs Elementary School	518	565	536	556	575	499	444	494
Del Vallejo Middle School	795	562	558	565	681	675	649	598
Indian Springs High School	1,901	1,760	1,819	1,861	1,888	1,943	1,993	1,901
Source: San Bernardino City Unified School District (May 2023)								
Note: 1. Capacity is subject to change with changes to loading standards or utilization of rooms.								

[19] TK = Transitional Kindergarten

TABLE 4.15-2 STUDENT GENERATION RATES

Student Generation Rates Grade Group	Students Per Residential Housing Unit	Proposed Project
TK - 6	0.388	85
7 - 8	0.108	24
9 - 12	0.168	37
Total	**0.664**	**145**

Source:
San Bernardino City Unified School District (May 2023)

With the development of 220 multi-family residential units, it is estimated that the proposed project would generate up to approximately 85 elementary school students, 24 middle school students, and 37 high school students, as shown in *Table 4.15-2, Student Generation Rates*.

In order to maintain adequate classroom seating and facilities standards, individual development projects are required to pay statutory fees to the school district in order to compensate for the potential impacts of development on school capacities.

Pursuant to SB 50, payment of fees to the school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. The City requires the Applicant to pay the current SDCUSD statutory fees. Thus, less than significant would occur.

MITIGATION MEASURES

No mitigation measures are required.

4. PARKS?

LESS THAN SIGNIFICANT IMPACT

The nearest public parks to the project site in Highland are the Cunningham Neighborhood Park (1.26 miles northeast) and the Highland Community Park (1.63 miles southeast). In addition, there are several public schools with recreational facilities open to the public near the project site: Warm Springs Elementary School and Lankershim Elementary School.

Development of the 220 multi-family residential units would result in a population increase of 770 persons. Thus, implementation of the proposed project would create additional demand on existing parks and recreation facilities within the City.

The open space ratio established within the *Highland General Plan* Conservation and Open Space Element is 2.5 acres per 1,000 residents, which includes a ratio of 2.0 acres of developed park acreage and 0.5 acre of undeveloped natural parkland. Based upon the City's parkland to population requirement of 2.5 acres of parkland per 1,000 persons, implementation of the proposed project would result in a need for approximately 1.93 acres of parkland. Given that the City's current parkland and joint-use facilities

agreement with San Bernardino City Unified School District, implementation of the proposed project would not create significant impacts regarding the need for additional parkland or recreational facilities.

The Applicant would be required to pay the City's current Development Impact Fee for parks. The fees are collected by the City and used for acquisition, development, and improvement of public parks and recreational facilities in the City, as proposed by the City's Capital Improvement Program. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

5. OTHER PUBLIC FACILITIES?

LESS THAN SIGNIFICANT IMPACT

The City of Highland has one public library, the Highland Sam J. Racadio Library & Environmental Learning Center located at 7863 Central Avenue, which is a branch of the San Bernardino County Library.

The Highland Branch Library serves residents in the City and in the neighboring City of San Bernardino. Funding for the library services comes from the City's Development Impact Fee fund. The library building is situated across from Cypress Elementary School and would serve the needs of the school as well as the general public. The library is also located next to the Jerry Lewis Community Center. The City of Highland maintains a standard of 10,000 square feet of library space per 36,000 residents; 18.3 weekly service hours per 10,000 population; 2.82 books per capita.

The Highland Branch Library is located approximately two miles northwest of the project site. The Applicant would be required to pay the City's current Development Impact Fee for library facilities and collections.

Implementation of the project would not significantly affect other governmental agencies or facilities. The proposed project would not substantially increase the demand for public facilities, including library services, and would not require the construction of new or alternation of existing facilities. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The provision of public services and facilities takes into consideration a larger service area than is associated with a project site. Therefore, the study area is the service area for the respective agencies and districts. Through coordination with the public services and facilities providers, the cumulative needs of the area are considered.

The proposed project does not cause the need to construct any new or expand any existing facilities. Therefore, the proposed project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Thus, less than significant cumulatively considerable impacts to public services or facilities would occur.

4.16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

Sources Cited in Section 4.16

City of Highland, *The City of Highland General Plan*, March 2006

City of Highland, *Highland Municipal Code*, Title 2, Chapter 2.36

A. WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?

LESS THAN SIGNIFICANT IMPACT

Implementation of the proposed project would increase the use of park facilities located within the City, as the proposed project would construct 220 multi-family residential units and generate approximately 770 new residents. The nearest public parks to the project site in Highland are the Cunningham Neighborhood Park (1.26 miles northeast) and the Highland Community Park (1.63 miles southeast). In addition, there are several public schools with recreational facilities open to the public near the project site: Warm Springs Elementary School and Lankershim Elementary School.

There are also a number of existing and proposed multi-use trails in the City, primarily located in the eastern portion of the City, east of the Santa Ana River as shown on *Highland General Plan* Figure 5.6, Multi-Use Trails.

The increase in residential units and population is consistent with the growth projections in the *Highland General Plan*. Therefore, the population increase associated with the proposed project would not significantly impact the use of the City's existing parks and/or other recreational facilities. However, the proposed project would be required to dedicate land and/or pay fees for the purposes of providing park and recreational facilities in accordance with the City's current Development Impact Fees for parks. Dedication and/or payment of the applicable fees and the provision of open space as required would further reduce impacts to a less than significant level. Thus, while the proposed project's population increase would increase the use of parks and other recreational facilities in the City, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT

The proposed project includes private open space areas totaling nine percent of the project site per the density bonus incentive for private and public open space.

The proposed project includes the following:

- Children's play areas include a tot lot (0 to 5 age) and play equipment with rubber mat surface (age 5 to 12). The tot lot would include a shade structure and seating.
- Community space areas include a dining table and chair with a shade structure, fire pit and lounge seating, barbeque, and a pool/spa with chaises, tables, and lounge seating.
- The dog park would be fenced with artificial turf, shade structure, and seating.

The physical impacts resulting from the construction and operation of these facilities are addressed in this Initial Study as a part of the overall project. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The proposed project would not result in a significant increased use of recreational facilities or require construction or expansion of existing recreational facilities. Thus, less than significant cumulatively considerable impacts to recreation facilities would occur.

4.17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy addressing the circulation, including transit, roadway, bicycle, and pedestrian facilities?				✓
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?			✓	
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d. Result in inadequate emergency access?			✓	

Sources Cited in Section 4.17

City of Highland, *Highland General Plan* Circulation Element (March 2006)

City of Highland, *City of Highland Public Works Policies, Procedures and Standards, 9.0 Traffic,* 90---Traffic-PDF (cityofhighland.org)

MAT Engineering, Inc., *VMT Screening Evaluation,* July 10, 2023

MAT Engineering, Inc., *Transportation Study,* July 28, 2023

OminTrans, Home | Omnitrans Public Transit Agency in San Bernardino Valley

OmniTrans, View Omnitrans Bus Routes, Maps, and Schedules

OmniTrans, System Map POSTER_may23 (omnitrans.org)

San Bernardino County Transportation Authority, *San Bernardino County Congestion Management Plan, 2016 Update,* CMP 2016 update (gosbcta.com)

A. WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?

Congestion Management Program

Goal of the CMP

The goals of the *San Bernardino County Congestion Management Program, 2016 Update* (*San Bernardino County CMP*) are:

Goal 1 - Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.

Goal 2 - Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.

Goal 3 - Provide for technical consistency in multimodal transportation system analysis.

Goal 4 - Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.

Goal 5 - Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations.

Goal 6 - Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.

The CMP also incorporates the goals of the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy* (*RTP/SCS*).

Organization of the CMP

The CMP consists of the elements defined above. In addition to chapters addressing these elements, additional chapters are provided, plus several appendices. The CMP document is organized as follows:

Chapter 1 – Introduction

Chapter 2 – System Level of Service Element. The CMP Transportation System, including the designated CMP System of Roadways).

Chapter 3 – Transit Performance Measures Element. The criteria used to determine multimodal transportation system performance and to select the strategies to be implemented as part of the CMP Transportation Program.

Chapter 4 – Land Use/Transportation Analysis Program. A two tiered approach to identifying the impact of land use changes on the regional transportation system, possible mitigations and their costs.

Chapter 5 – Travel Demand Management Element

Chapter 6 – Capital Improvement Program Element

Chapter 7 – Monitoring and Transportation Modeling

Chapter 8 – Deficiency Plans

Appendix A – CMP Network Monitoring Results

Appendix B – Guidelines for Traffic Impact Analysis Reports

Appendix C – Guidelines for Preparing Deficiency Plans

Appendix D – Conflict Resolution Procedure

Appendix E – Post-Processed Traffic Volume Guidelines

Appendix F – Requirements for the Land Use/Transportation Analysis Program for local jurisdictions in the San Bernardino and Victor Valley Areas.

Appendix G – Development Mitigation Nexus Study

Appendix H – Acronyms/Definitions

Summary of the San Bernardino County CMP

Each chapter contains background information and the approach to the specific element. One of the benefits of implementing the CMP is the identification of cost-effective improvements and strategies for mitigating CMP system performance problems. Plans for the mitigation of performance problems on the system can come from several sources: Traffic Impact Analysis Reports, CMP modeling and most importantly from area-wide deficiency plans. There is extensive interaction among the components of the CMP, identified below.

CMP Components

- The San Bernardino County Association of Governments (SANBAG) was designated as the Congestion Management Agency (CMA) in August 1990.
- The CMP System of Roads
- The Term Congestion Management Program (CMP) – "CMP Intersection"
- Level of Service (LOS) Standards
- Level of Service (LOS) Procedures
- Performance Measures Element
- The State of the System
- Land Use/Transportation Analysis Program
- Inclusion of the SANBAG Nexus Study and its Development Mitigation Requirements
- Congestion Management Program (CMP) Forecasts
- Countywide Transportation Model and Database
- Travel Demand Management Element
- Deficiency Plans
- Monitoring Program
- Capital Improvement Program

Traffic Impact Analysis Reports

Traffic Impact Analysis (TIA) Reports shall be prepared by local jurisdictions when local criteria and thresholds indicate they are necessary. However, TIA Reports must be prepared to satisfy CMP requirements, except as noted below, when a proposed change in land use, development project, or at local discretion, a group of projects are forecast to equal or exceed the CMP threshold of 250 two-way peak hour trips generated, based on trip generation rates published for the applicable use or uses in the Institute of Transportation Engineers' *Trip Generation* or other CMA-approved data source. Pass-by trips shall not be considered in the threshold determination.

Traffic Impact Analysis Review

All TIA Reports shall be copied to the CMA. If a TIA Report is prepared by the local jurisdiction as stated above and if the TIA Report determines that the project would add 50 or more 2-way peak-hour trips to a CMP arterial within another jurisdiction or 100 2-way peak-hour trips to a freeway, that jurisdiction (and Caltrans, if a state highway) shall be provided a copy of the TIA Report by the

permitting jurisdiction. However, these criteria are not intended to determine when a local jurisdiction prepares a TIA Report.

CMP Analysis

The proposed project is forecast to generate approximately 999 daily trips, which includes approximately 81 AM peak hour trip and approximately 86 PM peak hour trips on Sterling Avenue and 9th Street. The proposed project would not add 50 or more 2-way peak-hour trips to a CMP arterial within another jurisdiction or 100 2-way peak-hour trips to a freeway. As such, a CMP analysis is not required. Thus, no impacts would occur.

Project Traffic Impact Analysis

The Transportation Study analyzes forecast traffic conditions associated with the proposed Halcyon project in the City of Highland, California.

The Transportation Study evaluates the following for the proposed project in accordance with the *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (Fehr & Peers, February 2020), San Bernardino County Transportation Impact Study Guidelines (July 9, 2019),* and the scope of work previously prepared by MAT Engineering, Inc., and reviewed and approved by City staff:

- Forecast level of service (LOS) operations of the study area and the potential effect of the project trips on the surrounding circulation system based on the City of Highland adopted and established performance criteria and requirements; and
- Forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system.

Study Area and Analysis Scenarios

The study area has been identified based discussions with City during the scoping process and consists of the following study intersections:

1. Sterling Avenue / Base Line
2. Sterling Avenue / 9th Street
3. Sterling Avenue / Project North Access – School North Access
4. Sterling Avenue / Project South Access – School South Access

Exhibit 4.17-1 shows the study intersection locations.

Consistent with the approved scope and the applicable guidelines, the study evaluates the following scenarios:

- Existing (2023) Conditions
- Existing (2023) With Project Conditions
- Opening Year (2026) Without Project Conditions
- Opening Year (2026) With Project Conditions
- Long-Range (2040) Without Project Condition
- Long-Range (2040) With Project Conditions

Generally, traffic studies evaluate the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity.

To ensure the analysis captures the traffic conditions and activities associated with the Warm Springs Elementary School, the peak period of analysis for this study has been expanded based on discussions with the school staff to consist of 6:00 AM to 9:00 AM and 2:30 PM to 6:00 PM.

Analysis Methodologies, Performance Criteria and Thresholds

Transportation Study Section 2.0 presents the methodologies used to perform the traffic analyses summarized in this report in accordance with the City of Highland and County of San Bernardino requirements. Transportation Study Section 2.0 also discusses the agency-established applicable performance criteria and thresholds of level of service operation for the study facilities.

The analysis methodologies, performance criteria and thresholds include the following:

- Intersection Peak Hour Level of Service Analysis Methodology
- Study Intersection Methodology: Highway Capacity Manual
- Signalized Intersection Level of Service Performance Criteria
- Unsignalized Intersection Level of Service Performance Criteria
- Vehicular Queuing Analysis Methodology & Performance Criteria

Existing Traffic Volumes and Circulation System

Existing Traffic Volumes and Intersection Geometrics

Exhibit 4.17-2, Existing Study Intersection Geometry identifies the existing roadway conditions for the study area intersections. The number of traffic lanes and the existing intersection controls are identified.

Existing Traffic Volumes

Existing Conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in May 2023 during typical conditions when schools were in session.

Generally, traffic studies evaluate the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity.

To ensure the analysis captures the traffic conditions and activities associated with the Warm Springs Elementary School, the peak period of analysis for this study has been expanded based on discussions with the school staff to consist of 6:00 AM to 9:00 AM and 2:30 PM to 6:00 PM.

The AM peak hour traffic volumes were determined by counting the three-hour period between 6:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the 3.5-hour period between 2:30 PM and 6:00 PM.

Exhibit 4.17-3 shows the existing traffic volumes at the study intersections.

The traffic count worksheets are included in Technical Appendix H2, Appendix A.

Impact Analysis

Projected Traffic Volumes

Project Trip Generation

The proposed project consists of construction and operation of 220 multi-family residential dwelling units. Access for the proposed project is planned as follows:

- Project North Driveway: One egress only (left-out/right-out) unsignalized access
- Project South Driveway: One full access (left-in/left-out and right-in/right-out) unsignalized access

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for this development. As requested by the City, since the nearby Warm Springs Elementary School is active and located across the site, to evaluate the worst-case condition, the project trip generation has been evaluated utilizing the maximum total peak hour trip generation value obtained from the two following methodologies:

- Project trip generation based on the ITE peak hour of adjacent roadway (trip generation of the site during the time frames when the adjacent roadway system is expected to experience its highest traffic volumes); and
- Project trip generation based on the ITE peak hour of generator (trip generation of the site during the time frames when the site is expected to experience its highest traffic volumes).

Trip generation rates for the proposed development for both methodologies are shown in Technical Appendix H2 Table 3 and are based on the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

Utilizing the ITE trip generation rates shown in Technical Appendix H2 Table 3, *Table 4.17-1, Proposed Project Trip Generation* summarizes the daily and peak hour trip generation for the proposed project for both of the evaluated trip generation methodologies. As shown in *Table 4.17-1*, based on ITE trip generation rates, the proposed project is expected to generate approximately 999 daily trips, which includes approximately 81 AM peak hour trips and approximately 86 PM peak hour trips.

Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site.

Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community and existing traffic volumes.

The trip distributions for the proposed project have been reviewed and approved by City staff during the scoping process.

Exhibit 4.17-4 shows the forecast outbound percent trip distribution for the proposed project, and *Exhibit 4.17-5* shows the forecast inbound percent trip distribution for the proposed project.

TABLE 4.17-1 PROPOSED PROJECT TRIP GENERATION

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Peak Hour of Adjacent Roadway (When the Roadway System Traffic Peaks)										
Multi-family Residential (Mid-Rise)	220	DU	221	20	61	81	53	33	86	999
Peak Hour Generator of Land Use (When the Land Use Traffic Peaks)										
Multi-family Residential (Mid-Rise)	220	DU	221	20	57	77	51	35	86	999
Total Maximum (Utilized in Traffic Analysis)				**20**	**61**	**81**	**53**	**33**	**86**	**999**

Source: MAT Engineering, Inc. (July 2023)

Notes:
Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual
DU = Dwelling Units

Project Traffic Volumes

The assignment of traffic from the project site to the adjoining roadway system has been based upon the project's trip generation, trip distribution, and proposed arterial highway and local street systems that this traffic study assumes would be in place by the time of initial occupancy of the site. *Exhibit 4.17-6* shows the project traffic volumes. As previously noted, the analysis evaluates the project's highest total peak hour trip generation obtained from two different methodologies shown in Technical Appendix H2 Table 3.

Background Traffic

Project opening year (2026) background traffic volumes are derived by applying an annual growth rate of three (3) percent per year to the existing (2023) traffic volumes previously shown in *Exhibit 4.17-3*.

Cumulative Projects Traffic

Information on cumulative projects in the vicinity of the study area has been provided by City of Highland staff for inclusion in this analysis. Exhibit H shows the location of the cumulative projects. Technical Appendix H2 Table 5 shows the trip generation of the cumulative projects based on corresponding ITE trip generation rates. Cumulative projects traffic volumes are shown in *Exhibit 4.17-7*.

In reality, some of the cumulative projects may change in scope and/or may not be open and generating trips by the opening year (2026) of the proposed project. In addition, many of the cumulative projects would be subject to a variety of improvement measures that would reduce the potential trip generation associated with those projects or the capacity of the roadway network. However, those improvement measures have not been taken into account in projecting the trip generation of the related projects or the capacity of the study roadway system.

Existing With Project Conditions Traffic Volumes

Existing (2023) With Project Conditions traffic volumes are derived by adding project-generated traffic volumes shown in Technical Appendix H2 Exhibit G to the existing traffic volumes shown in Technical Appendix H2 Exhibit E. Existing (2023) With Project Conditions traffic volumes are shown in Technical Appendix H2 Exhibit J.

Opening Year Without Project Conditions Traffic Volumes

Opening Year (2026) Without Project Conditions traffic volumes consists of the summation of the existing (2023) traffic volume shown in Technical Appendix H2 Exhibit E after application of an annual growth rate of three percent per year over a three-year period and the traffic generated by the cumulative projects shown in Technical Appendix H2 Exhibit I. Opening Year (2026) Without Project Conditions traffic volumes are shown in Technical Appendix H2 Exhibit K.

Opening Year With Project Conditions Traffic Volumes

Opening Year (2026) With Project Conditions traffic volumes consists of the summation of the Opening Year (2026) Without Project Conditions traffic volumes shown in Technical Appendix H2 Exhibit K and project-generated traffic shown in Technical Appendix H2 Technical Appendix H2 Exhibit G. Opening Year (2026) With Project Conditions traffic volumes are shown in *Exhibit 4.17-8*.

Long-Range Without Project Conditions Traffic Volumes

Long-Range (2040) Without Project Conditions traffic volumes have been derived utilizing the San Bernardino County Traffic Analysis Model (SBTAM) traffic projections for the study area. A copy of the SBTAM model plots is contained in Technical Appendix H2 Appendix B. Long-Range (2040) Without Project Conditions traffic volumes are shown in Technical Appendix H2 Exhibit M.

Long-Range With Project Conditions Traffic Volumes

Long-Range (2040) With Project Conditions traffic volumes are derived by adding project-generated traffic volumes shown in Technical Appendix H2 Exhibit G to the Long-Range (2040) Without Project Conditions traffic volumes shown in Technical Appendix H2 Exhibit M. Long-Range (2040) With Project Conditions traffic volumes are shown in *Exhibit 4.17-9*.

Level of Service Analysis

Existing Conditions Level of Service

Existing (2023) Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 6 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit E and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 6, all study area intersections operate at an acceptable level of service during the peak hours for Existing (2023) Conditions. Detailed LOS analysis sheets for Existing (2023) Conditions are contained in Technical Appendix H2 Appendix C.

Existing With Project Conditions Level of Service

Existing (2023) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 7 and are based upon the Existing (2023) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit J and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 7, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Existing (2023) With Project

Conditions. As also shown in Technical Appendix H2 Table 7, based on the agency-established performance criteria, no study intersection improvements are required for Existing (2023) With Project Conditions. Detailed LOS analysis sheets for Existing (2023) With Project Conditions are contained in Technical Appendix H2 Appendix D.

Opening Year Without Project Conditions Level of Service

Opening Year (2026) Without Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 8 and are based upon the Opening Year (2026) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit K and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 8, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2026) Without Project Conditions. Detailed LOS analysis sheets for Opening Year (2026) Without Project Conditions are contained in Technical Appendix H2 Appendix E.

Opening Year With Project Conditions Level of Service

Opening Year (2026) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in *Table 4.17-2*, and are based upon the Opening Year (2026) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit L and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-2*, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2026) With Project Conditions. As also shown in *Table 4.17-2*, based on the agency-established performance criteria, no study intersection improvements are required for Opening Year (2026) With Project Conditions. Detailed LOS analysis sheets for Opening Year (2026) With Project Conditions are contained in Technical Appendix H2 Appendix F.

Long-Range Without Project Conditions Level of Service

Long-Range (2040) Without Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Technical Appendix H2 Table 10 and are based upon the Long-Range (2040) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit M and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 10, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Long-Range (2040) Without Project Conditions. Detailed LOS analysis sheets for Long-Range (2040) Without Project Conditions are contained in Technical Appendix H2 Appendix G.

Long-Range With Project Conditions Level of Service

Long-Range (2040) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in *Table 4.17-3* and are based upon the Long-Range (2040) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit N and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-3*, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Long-Range (2040) With Project Conditions. As also shown in *Table 4.17-3*, based on the agency-established performance criteria, no study intersection improvements are required for Long-Range (2040) With Project Conditions. Detailed LOS analysis sheets for Long-Range (2040) With Project Conditions are contained in Technical Appendix H2 Appendix H.

TABLE 4.17-2 OPENING YEAR (2026) WITH PROJECT CONDITIONS STUDY INTERSECTION PEAK HOUR LOS ANALYSIS SUMMARY

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Opening Year (2026) Without Project Conditions				Opening Year (2026) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	Sterling Ave / Base Line	TS	HCM	D or better	24.3	C	33.2	C	24.6	C	33.8	C	No	No
2	Sterling Ave / 9th St	TS	HCM	D or better	26.7	C	34.5	C	26.9	C	35.6	D	No	No
3	Sterling Ave / Project North Access – School North Access	CSS	HCM	D or better	14.2	B	22.4	C	16.8	C	23.4	C	No	No
4	Sterling Ave / Project South Access – School South Access	CSS	HCM	D or better	8.5	A	9.5	A	15.0	C	18.3	C	No	No
	Source: MAT Engineering, Inc. (July 2023)													

Source: MAT Engineering, Inc. (July 2023)

Notes:
Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.
TS = Traffic Signal; CSS = Cross-Street Stop

TABLE 4.17-3 LONG RANGE (2040) WITH PROJECT CONDITIONS STUDY INTERSECTION PEAK HOUR LOS ANALYSIS SUMMARY

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Long-Range (2040) Without Project Conditions				Long-Range (2040) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	Sterling Ave / Base Line	TS	HCM	D or better	25.4	C	34.8	C	25.8	C	35.5	D	No	No
2	Sterling Ave / 9th St	TS	HCM	D or better	28.4	C	36.2	D	28.6	C	37.3	D	No	No
3	Sterling Ave / Project North Access – School North Access	CSS	HCM	D or better	15.2	C	26.4	D	21.6	C	27.8	D	No	No
4	Sterling Ave / Project South Access – School South Access	CSS	HCM	D or better	8.4	A	9.8	A	17.8	C	20.2	C	No	No

Source: MAT Engineering, Inc. (July 2023)

Notes:
Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.
TS = Traffic Signal; CSS = Cross-Street Stop

Vehicular Queue Analysis

Existing and Existing With Project Conditions Vehicular Queue Analysis

Existing (2023) Conditions and Existing (2023) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2 Table 12 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit E. Existing (2023) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit J and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in Technical Appendix H2 Table 12, based on the analysis performed for Existing (2023) Conditions and Existing (2023) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Existing (2023) Conditions are contained in Technical Appendix H2 Appendix C. Detailed vehicular queue analysis sheets for Existing (2023) With Project Conditions are contained in Technical Appendix H2 Appendix D.

Opening Year Without Project and Opening Year With Project Conditions Vehicular Queue Analysis

Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions vehicular queue calculations for the study intersections are shown in *Table 4.17-4* and are based upon the Opening Year (2026) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit K. Opening Year (2026) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit L and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-4* based on the analysis performed for Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Opening Year (2026) Without Project Conditions are contained in Technical Appendix H2 Appendix E. Detailed vehicular queue analysis sheets for Opening Year (2026) With Project Conditions are contained in Technical Appendix H2 Appendix F.

Long-Range Without Project and Long-Range With Project Conditions Vehicular Queue Analysis

Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions vehicular queue calculations for the study intersections are shown in *Table 4.17-5* and are based upon the Long-Range (2040) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit M. Long-Range (2040) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2 Exhibit N and the existing geometry shown in Technical Appendix H2 Exhibit D.

As shown in *Table 4.17-5*, based on the analysis performed for Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

TABLE 4.17-4 OPENING YEAR (2026) WITHOUT & WITH PROJECT CONDITIONS STUDY INTERSECTION LEFT-TURN LANE PEAK HOUR 95TH PERCENTILE VEHICULAR QUEUING ANALYSIS SUMMARY

Study Intersection (North-South / East-West)	No. of Lanes	Left-Turn Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Opening Year (2026) Without Project Conditions				Opening Year (2026) With Project Conditions				Project-Related Change				Adequate Storage Available? [1]	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. Sterling Ave / Base Line																	
Northbound Sterling Ave Left-Turn	1	100	200	58	61	80	82	70	76	87	88	12	15	7	6	Yes	Yes
Southbound Sterling Ave Left-Turn	1	100	300	166	179	263	266	166	179	263	266	0	0	0	0	Yes	Yes
Eastbound Base Line Left-Turn	1	75	350	66	83	125	157	66	83	125	157	0	0	0	0	Yes	Yes
Westbound Base Line Left-Turn	1	75	540	59	73	73	107	63	81	84	124	4	8	11	17	Yes	Yes
2. Sterling Ave / 9th St																	
Northbound Sterling Ave Left-Turn	1	60	750	15	29	29	46	15	29	29	46	0	0	0	0	Yes	Yes
Southbound Sterling Ave Left-Turn	1	60	150	87	95	130	130	96	103	135	135	9	8	5	5	Yes	Yes
Eastbound 9th St Left-Turn	1	100	600	90	118	125	167	94	125	136	185	4	7	11	18	Yes	Yes
Westbound 9th St Left-Turn	1	100	550	102	115	102	125	102	115	102	125	0	0	0	0	Yes	Yes
3. Sterling Ave / Project North Access – School North Access																	
Northbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Sterling Ave / Project South Access – School South Access																	
Northbound Sterling Ave Left-Turn	1	40	40	0	Nom	0	Nom	10	Nom	27	Nom	10	Nom	27	Nom	Yes	Yes
Southbound Sterling Ave Left-Turn	1	40	40	37	Nom	15	Nom	37	Nom	15	Nom	0	Nom	0	Nom	Yes	Yes

Source: MAT Engineering, Inc. (July 2023)

Notes:
Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software.
ft = feet; Nom = Nominal; N/A = Not Applicable since movement is not permitted.
1 = Based on the analysis, in some instances, even though the queue exceeds turn-lane storage length, adequate storage is available in the median two-way left-turn lane so that the queue does not reach or block nearby major intersections.

TABLE 4.17-5 LONG RANGE (2040) WITHOUT & WITH PROJECT CONDITIONS STUDY INTERSECTION LEFT-TURN LANE PEAK HOUR 95TH PERCENTILE VEHICULAR QUEUING ANALYSIS SUMMARY

Study Intersection (North-South / East-West)	No. of Lanes	Left-Turn Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Long-Range (2040) Without Project Conditions				Long-Range (2040) With Project Conditions				Project-Related Change				Adequate Storage Available? [1]	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. Sterling Ave / Base Line																	
Northbound Sterling Ave Left-Turn	1	100	200	70	70	88	88	82	91	95	94	12	21	7	6	Yes	Yes
Southbound Sterling Ave Left-Turn	1	100	300	183	196	290	291	183	196	290	291	0	0	0	0	Yes	Yes
Eastbound Base Line Left-Turn	1	75	350	73	90	138	170	73	90	138	170	0	0	0	0	Yes	Yes
Westbound Base Line Left-Turn	1	75	540	65	80	81	116	69	86	92	134	4	6	11	18	Yes	Yes
2. Sterling Ave / 9th St																	
Northbound Sterling Ave Left-Turn	1	60	750	18	34	32	49	18	34	32	49	0	0	0	0	Yes	Yes
Southbound Sterling Ave Left-Turn	1	60	150	129	133	143	140	138	141	148	145	9	8	5	5	Yes	Yes
Eastbound 9th St Left-Turn	1	100	600	99	129	138	181	103	135	149	200	4	6	11	19	Yes	Yes
Westbound 9th St Left-Turn	1	100	550	113	128	113	140	113	128	113	140	0	0	0	0	Yes	Yes
3. Sterling Ave / Project North Access – School North Access																	
Northbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Sterling Ave Left-Turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Sterling Ave / Project South Access – School South Access																	
Northbound Sterling Ave Left-Turn	1	40	40	0	Nom	0	Nom	10	Nom	27	Nom	10	Nom	27	Nom	Yes	Yes
Southbound Sterling Ave Left-Turn	1	40	40	33	Nom	13	Nom	33	Nom	13	Nom	0	Nom	0	Nom	Yes	Yes

Source: MAT Engineering, Inc. (July 2023)

Notes:
Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software.
ft = feet; Nom = Nominal; N/A = Not Applicable since movement is not permitted.
1 = Based on the analysis, in some instances, even though the queue exceeds turn-lane storage length, adequate storage is available in the median two-way left-turn lane so that the queue does not reach or block nearby major intersections.

Detailed vehicular queue analysis sheets for Long-Range (2040) Without Project Conditions are contained in Technical Appendix H2 Appendix G. Detailed vehicular queue analysis sheets for Long-Range (2040) With Project Conditions are contained in Technical Appendix H2 Appendix H.

Impact Conclusion

Level of Service Analysis Impact Conclusion

All study area intersections are forecast to operate at an acceptable level of service during the peak hours for all of the analysis scenarios evaluated as part of the Transportation Study. Based on the agency-established performance criteria, no study intersection improvements are required for any of the analysis scenarios evaluated as part of the Transportation Study. Thus, less than significant impacts would occur.

Vehicular Queue Analysis Impact Conclusion

For all of the evaluated scenarios, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians that can accommodated vehicular queue. Thus, less than significant impacts would occur.

Public Transit, Bicycle, and Pedestrian Facilities Policies, Plans or Programs

The proposed project does not include any components that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Thus, no impacts would occur.

Public Transportation Services

OmniTrans provides the following transit services throughout San Bernardino County: Fixed Route, sbX Greenline, OmniAccess ADA service, and OmniRide.

Fixed Route

Omnitrans fixed-route service consists of 28 convenient routes, including local fixed-routes, one regional express route, providing safe, dependable, and environmentally friendly transportation throughout the San Bernardino Valley. Omnitrans' fixed-route service area covers 15 cities and portions of unincorporated areas of San Bernardino County, to major destinations such as transportation centers, medical centers, educational facilities, shopping malls, business parks, and community centers. Routes are operated with 40-foot buses and 30-foot buses, running primarily along major east-west and north-south corridors. Headways vary from 15-minute to hourly service, with approximately 18 hours of service on weekdays, 13 hours on Saturdays, and 12 hours on Sundays.

sbX Green Line

The sbX Green line, San Bernardino County's first-ever express passenger service, offers quick, convenient, comfortable, and affordable transportation to major destinations in the cities of San Bernardino and Loma Linda. The sbX fleet consists of deluxe 60-foot articulated vehicles powered by environmentally-friendly compressed natural gas, with 16 art-inspired stations at key destinations along the 16-mile route, dedicated bus-only lanes, traffic signal prioritization, and convenient onboard Wi-Fi, power outlets, and bike racks. Service runs weekdays every 10 minutes during peak hours, 15 minutes off peak. On Saturdays, service runs every 20 minutes. In addition to the existing Green Line, the next sbX segment will be the West Valley Connector.

OmniAccess ADA Service

OmniAccess paratransit service is an Americans with Disabilities Act (ADA) mandated public transportation service for people unable to independently use the fixed route bus service in South Western San Bernardino County for all or some of their trips. OmniAccess provides curb-to-curb service to complement the Omnitrans fixed-route bus system, and is available during the same periods that fixed-route service operates.

OmniRide

OmniRide is a microtransit service in Bloomington, Chino/Chino Hills and Upland with on-demand, reservation based transportation. Customers can reserve rides on an app, then be picked up and dropped off at the locations of their choosing within the service area boundaries. Each $4 trip on OmniRide includes a day pass to connect to Omnitrans buses. The OmniRide vans are ADA accessible. Service runs weekdays from 6:00 am to 8:00 pm on weekdays only.

Public bus transit services are provided within the City of Highland by OmniTrans. Bus routes link various destinations within the City and throughout the County. Omnitrans operates routes in and through the City of Highland.

- Route 1 serves Colton, Highland, and San Bernardino.
- Route 3 serves Highland and San Bernardino.
- Route 4 serves Highland and San Bernardino.
- Route 15 serves Colton, Fontana, Highland, Redlands, Rialto, and San Bernardino.
- SB Connect Route 300 serves Colton, Highland, and San Bernardino.

The bus routes closest to the project site are Routes 3/4, which are circular routes that serves West San Bernardino (Baseline – Highland - San Bernardino). Project residents would have access to Routes 3/4 on 9th Street.

The proposed project does not involve any modifications to the roadway system within the project vicinity that would impact public transit service. As the proposed project consists of 220 multi-family residential units, increased use of the public transportation system could result from future residents utilizing nearby public transportation. As such, the proposed project is not anticipated to impact the effectiveness or performance of existing transit systems. Thus, less than significant impacts would occur.

Pedestrian and Bicycle Facilities

Per *Highland General Plan* Circulation Element Figure 3-5, Bikeways, both Sterling Avenue and 9th Street are classified as Class III Bike Routes. Class III Bike Routes are considered shared facilities serving either to provide continuity to other bicycle facilities or to designate preferred routes through high-demand corridors. Such bikeways are designated using signage along the roadway without special street striping.

Sidewalks for pedestrians and bicycle facilities are currently provided on the west and east sides of Sterling Avenue. Class III Bike Routes are available on Sterling Avenue, and could by directly accessed to/from the proposed project site. The proposed project would not significantly impact the effectiveness or performance of existing pedestrian or bicycle facilities.

Although all construction staging would occur within the boundaries of the project site, construction activities may temporarily limit pedestrian use of the sidewalk adjacent to the site, as well as the Class III Bike Route on Sterling Avenue. These activities would be temporary and would cease upon project completion. Also, implementation of the proposed project would not limit the accessibility of the site for

pedestrians or future cyclists, or their ability to utilize existing facilities. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3 SUBDIVISION (B)?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

CEQA Vehicle Miles Traveled Screening Evaluation

Based on the most current version of the California Environmental Quality Act (CEQA), projects are required to prepare a Vehicle Miles Traveled (VMT) analysis.

Based on the City-adopted *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (Fehr & Peers, February 2020), there are three types of screening that lead agencies can apply to effectively screen projects from project-level assessment:

I. Transit Priority Area (TPA) Screening

II. Low VMT Area Screening using the online SBCTA screening tool developed by Fehr & Peers

III. Project Type Screening: Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects include:

- Projects generating less than 110 daily vehicle trips
- K-12 schools
- Local-serving retail less than 50,000 sq. ft.
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS

Project VMT Screening Analysis

Public Resources Code Section 21099 defines Transit Priority Areas (TPAs) as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

Public Resources Code Section 21155(b) defines High Quality Transit Areas (HQTAs) are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours

A VMT screening was performed for the proposed project utilizing the San Bernardino County Transportation Authority (SBCTA) VMT screening tool. A screenshot of the SBCTA screening tool and project site evaluation is contained in Technical Appendix H1, Attachment A.

Based on the VMT screening tool, the project site is completely located within a Transit Priority Area (TPA), and within a low VMT generating Traffic Analysis Zone (TAZ). As such, the proposed project is screened out for VMT. The screening is consistent with the City of Highland's adopted and established guidelines relative to VMT, and the CEQA thresholds of significance. Thus, less than significant impacts would occur.

The *Air Quality and Greenhouse Gas Analysis* (refer to Technical Appendix A, Appendix A – CALEEMOD Outputs, Pages 67/79 & 68/79) estimated that the proposed project would result in 2,864,750 vehicle miles traveled (VMT) annually. However, the City of Highland has not yet developed thresholds of significance based upon VMT.

Level of Service Analysis

Traffic studies shall be prepared in accordance with criteria adopted by the City of Highland as stipulated in the *City of Highland Public Works Policies, Procedures and Standards*, 9.0 Traffic.[20]

The Transportation Study was prepared using Level of Service (LOS) as the threshold of significance. Therefore, LOS was used as the threshold of significance for transportation impacts for the proposed project. The analysis in Response 4.17.A concluded impacts to be less than significant.

All study area intersections are forecast to operate at an acceptable level of service during the peak hours for all of the analysis scenarios evaluated as part of this report.

Based on the agency-established performance criteria, no study intersection improvements are required for any of the analysis scenarios evaluated as part of the Transportation Study. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

LESS THAN SIGNIFICANT IMPACT

Technical Appendix H2, Transportation Analysis includes an evaluation of the forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system.

The methodology utilized to evaluate the vehicular queues is the Highway Capacity Manual (HCM) 95th percentile methodology. The Transportation Analysis utilizes the following criteria for evaluating vehicular queues:

- If the vehicular queue for a left-turn lane on a public roadway exceeds the capacity of the turn lane and results in a spillover of the queue onto the upstream major intersection or onto the

[20] City of Highland, *City of Highland Public Works Policies, Procedures and Standards, 9.0 Traffic.* 90---Traffic-PDF (cityofhighland.org)

adjacent through travel lane, improvements need to be identified to avoid the queue spillover onto the upstream major intersection or adjacent through travel lane.

- The proposed project driveways are slightly offset from the existing Warm Springs Elementary School driveways located across the project site on Sterling Avenue. However, to provide a more conservative analysis, the vehicular queues analysis evaluates the offset intersections as one intersection with combined traffic volumes.

Site Access

Access to the project site would be from two gated driveway entries on Sterling Avenue. The southern driveway would be the main site driveway with full movement in (ingress) and out (egress) of the site. The southern driveway provides one full unsignalized access (left-in/left-out and right-in/right-out). The northern driveway would be a secondary driveway with movement only out (egress) of the site. The northern driveway provides one unsignalized access (left-out and right-out). An emergency access gate would be provided on the northern boundary of the site at the southern terminus of Elm Street.

Vehicular Queuing Evaluation

Existing (2023) and Existing (2023) With Project Conditions

Existing (2023) Conditions and Existing (2023) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2, Table 12 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Technical Appendix H2, Exhibit E, and Existing (2023) With Project Conditions peak hour turning movement volumes shown in Technical Appendix H2, Exhibit J and the existing geometry shown in Technical Appendix H2, Exhibit D.

As shown in Technical Appendix H2, Table 12, based on the analysis performed for Existing (2023) Conditions and Existing (2023) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Existing (2023) Conditions are contained in Technical Appendix H2, Appendix C. Detailed vehicular queue analysis sheets for Existing (2023) With Project Conditions are contained in Technical Appendix H2, Appendix D.

Opening Year Without Project & Opening Year With Project Conditions Vehicular Queue Analysis

Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2, Table 13 and are based upon the Opening Year (2026) Without Project Conditions peak hour turning movement volumes shown in Exhibit K, Opening Year (2026) With Project Conditions peak hour turning movement volumes shown in Exhibit L and the existing geometry shown in Exhibit D.

As shown in Technical Appendix H2, Table 13, based on the analysis performed for Opening Year (2026) Without Project Conditions and Opening Year (2026) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Opening Year (2026) Without Project Conditions are contained in Technical Appendix H2, Appendix E. Detailed vehicular queue analysis sheets for Opening Year (2026) With Project Conditions are contained in Technical Appendix H2, Appendix F.

Long-Range (2040) Without Project & Long-Range (2040) With Project Conditions Vehicular Queue Analysis

Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions vehicular queue calculations for the study intersections are shown in Technical Appendix H2, Table 14 and are based upon the Long-Range (2040) Without Project Conditions peak hour turning movement volumes shown in Technical Appendix H2, Exhibit M, Long-Range (2040) With Project Conditions peak hour turning movement volumes shown in Exhibit N and the existing geometry shown in Technical Appendix H2, Exhibit D.

As shown in Technical Appendix H2, Table 14, based on the analysis performed for Long-Range (2040) Without Project Conditions and Long-Range (2040) With Project Conditions, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue.

Detailed vehicular queue analysis sheets for Long-Range (2040) Without Project Conditions are contained in Technical Appendix H2, Appendix G. Detailed vehicular queue analysis sheets for Long-Range (2040) With Project Conditions are contained in Technical Appendix H2, Appendix H.

Impact Conclusion

For all of the evaluated scenarios, adequate stacking capacity is forecast to be provided at the evaluated left-turn lanes for vehicles to not encroach onto the upstream major intersections or adjacent through lane by utilizing the existing storage space currently available within the left-turn lanes and painted medians which can accommodated vehicular queue. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

LESS THAN SIGNIFICANT IMPACT

Access to the project site would be from two gated driveway entries on Sterling Avenue. The southern driveway would be the main site driveway with full movement in (ingress) and out (egress) of the site. The northern driveway would be a secondary driveway with movement only out (egress)of the site. An emergency access gate would be provided on the northern boundary of the site at the southern terminus of Elm Street.

Constructed roadways and driveways are required to meet access standards of the Highland Fire Department. Compliance with Highland Fire Department and San Bernardino County Sherriff Department requirements. Thus, less than significant impacts would occur.

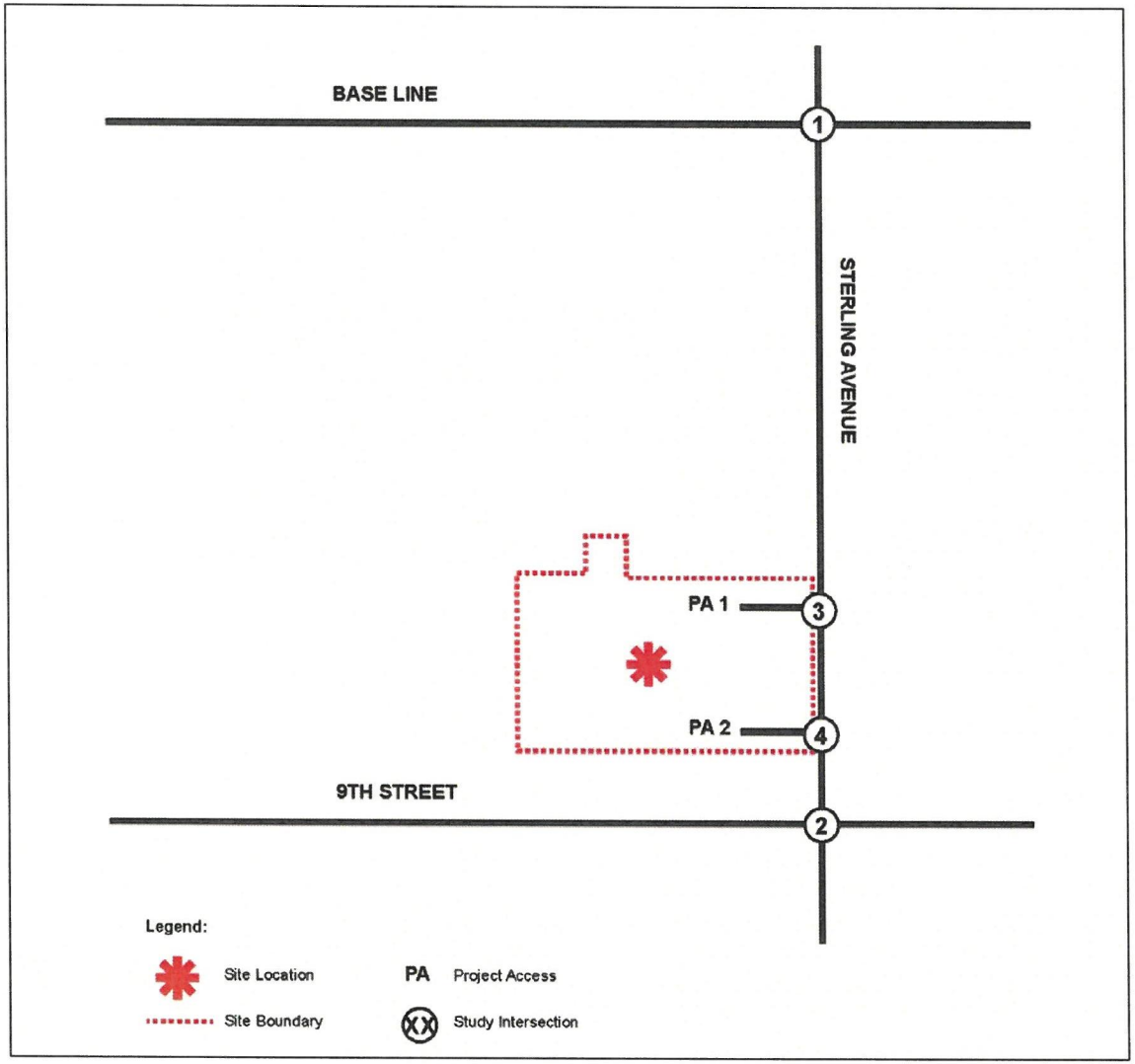
MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

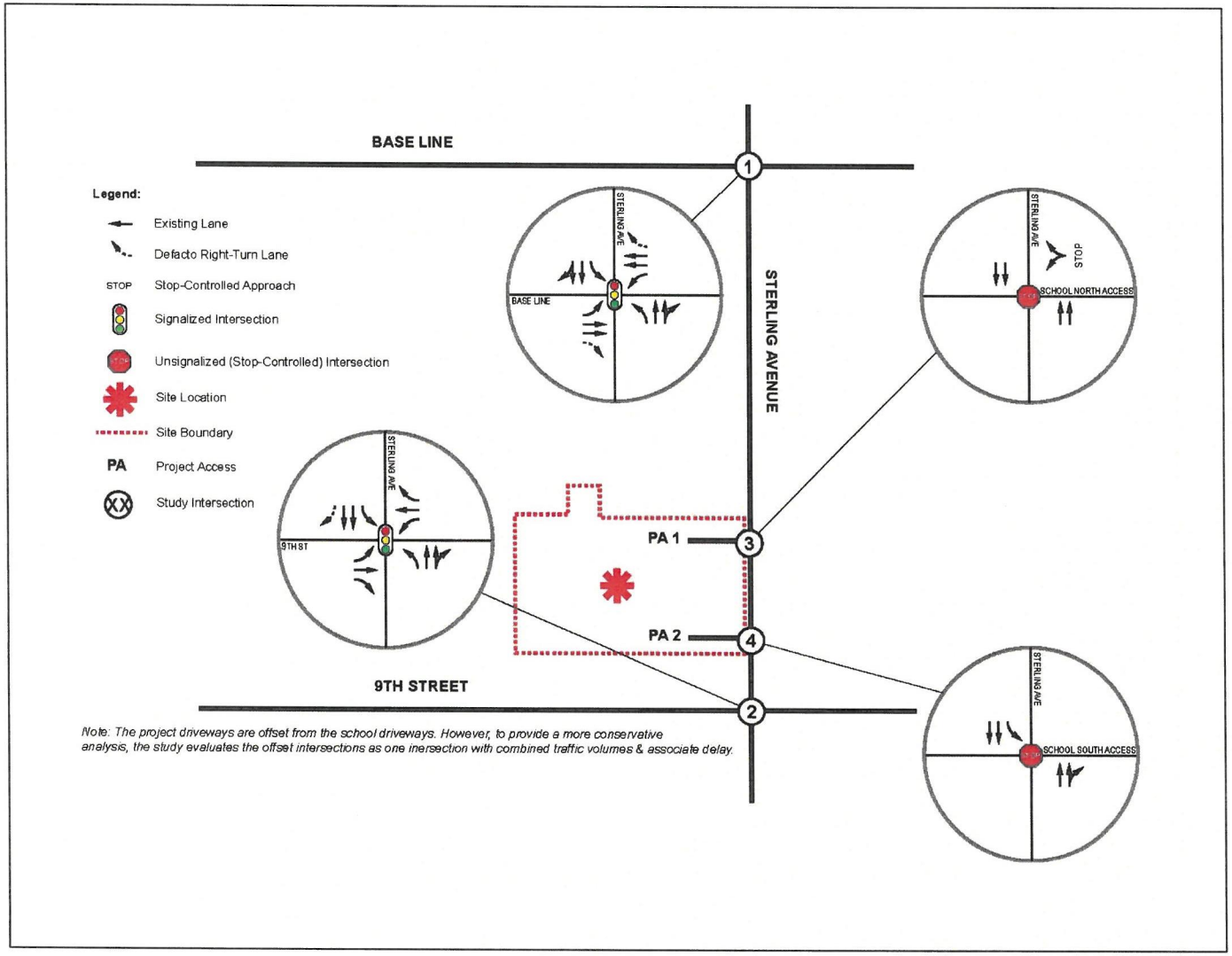
The Transportation Study addresses both the project-specific and the proposed project's contribution to cumulative impacts and concluded that the proposed project's contribution to cumulatively significant impacts would be less than significant.

EXHIBIT 4.17-1 STUDY INTERSECTION LOCATION



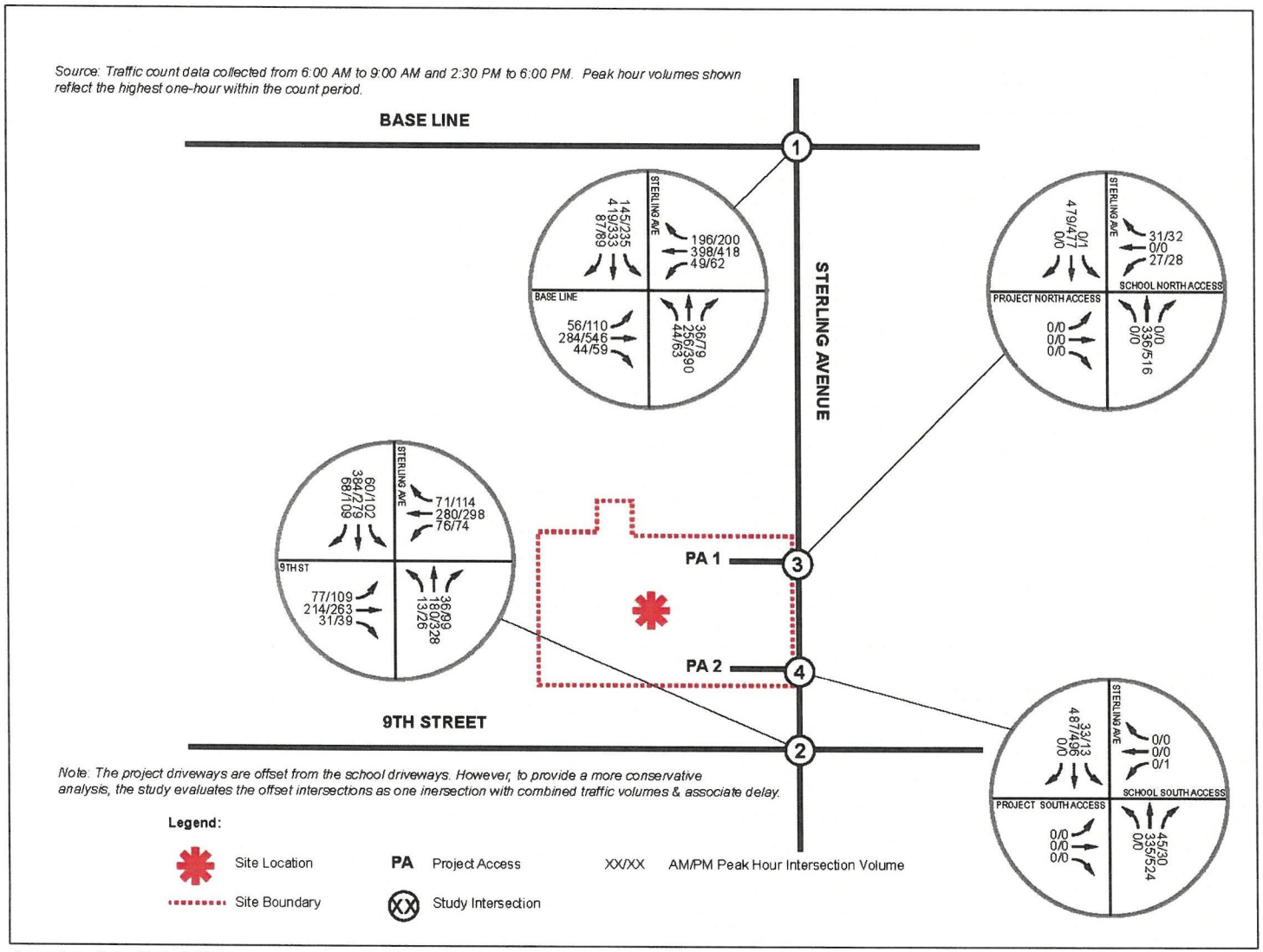
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-2 EXISTING STUDY INTERSECTION GEOMETRY



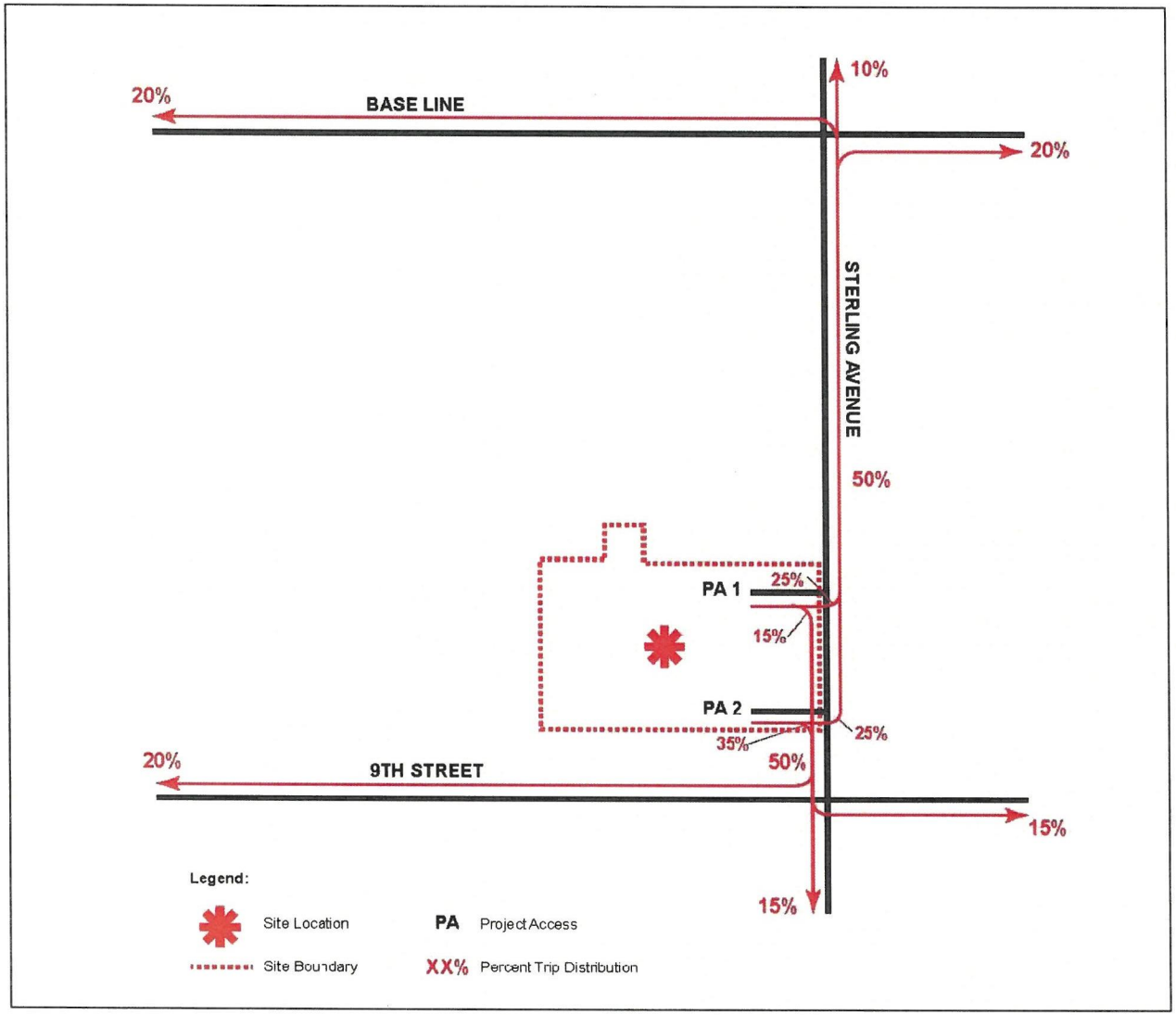
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-3 EXISTING (2023) CONDITIONS TRAFFIC VOLUMES



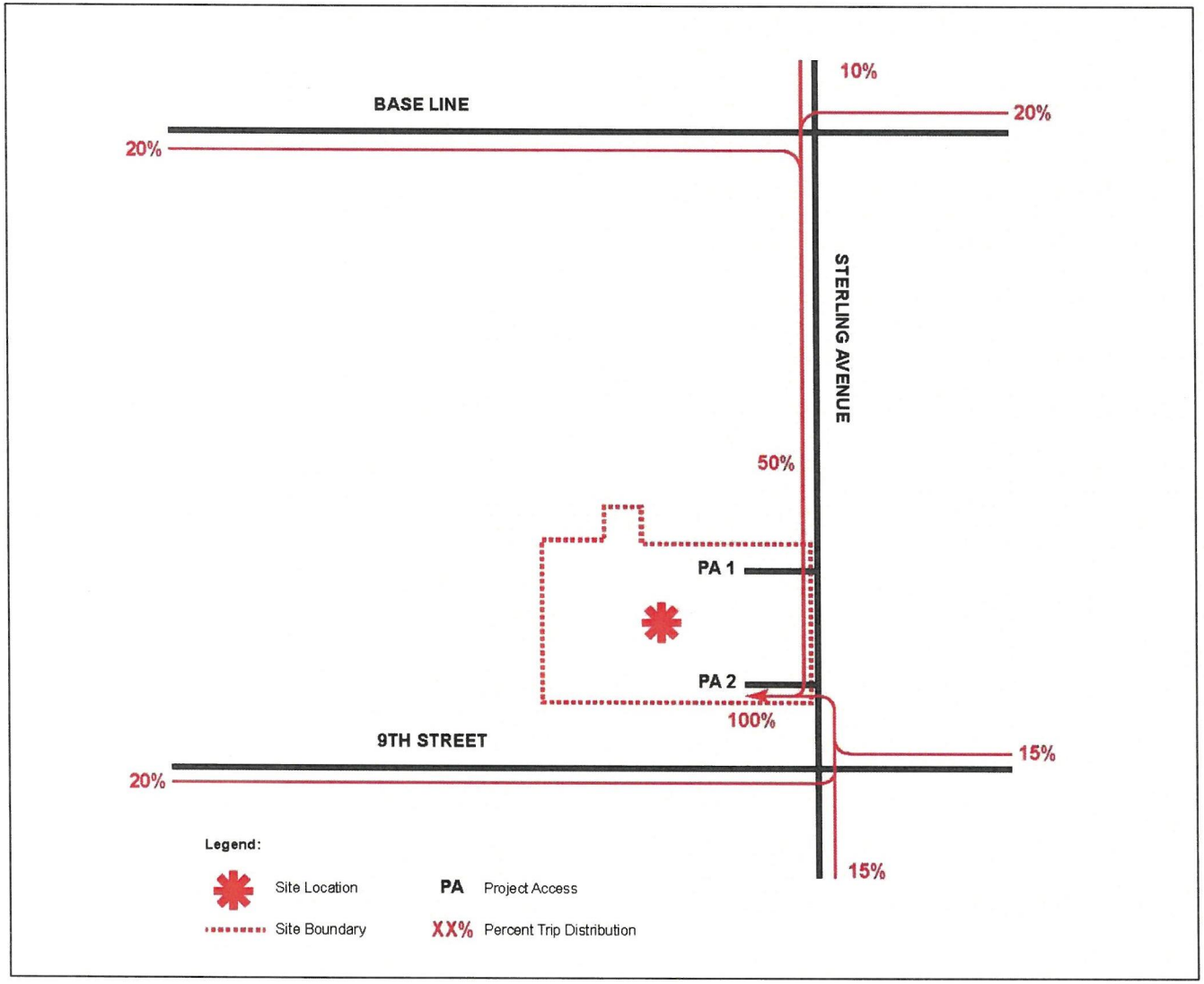
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-4 PROJECT FORECAST PERCENT TRIP DISTRIBUTION (OUTBOUND)



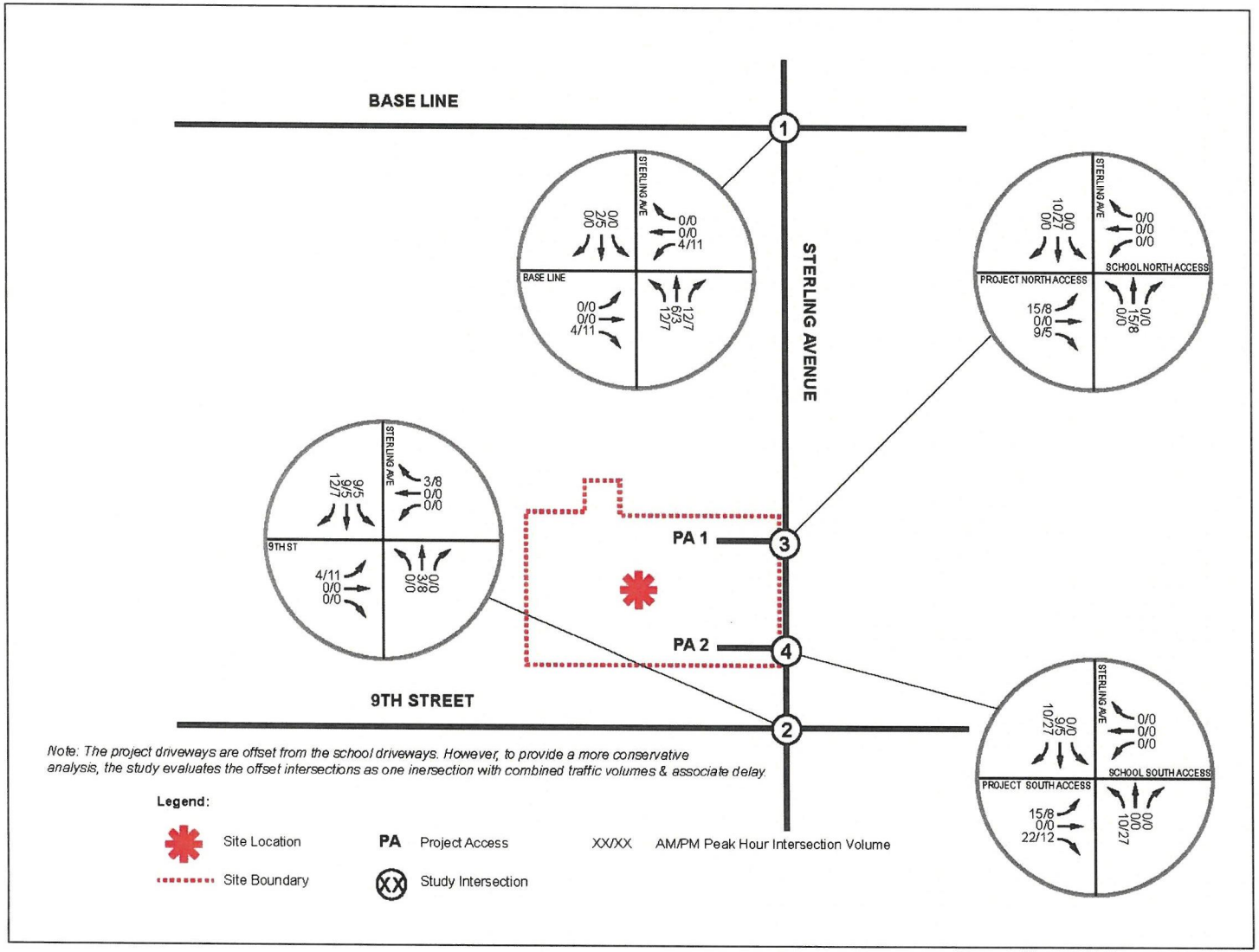
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-5 PROJECT FORECAST PERCENT TRIP DISTRIBUTION (INBOUND)



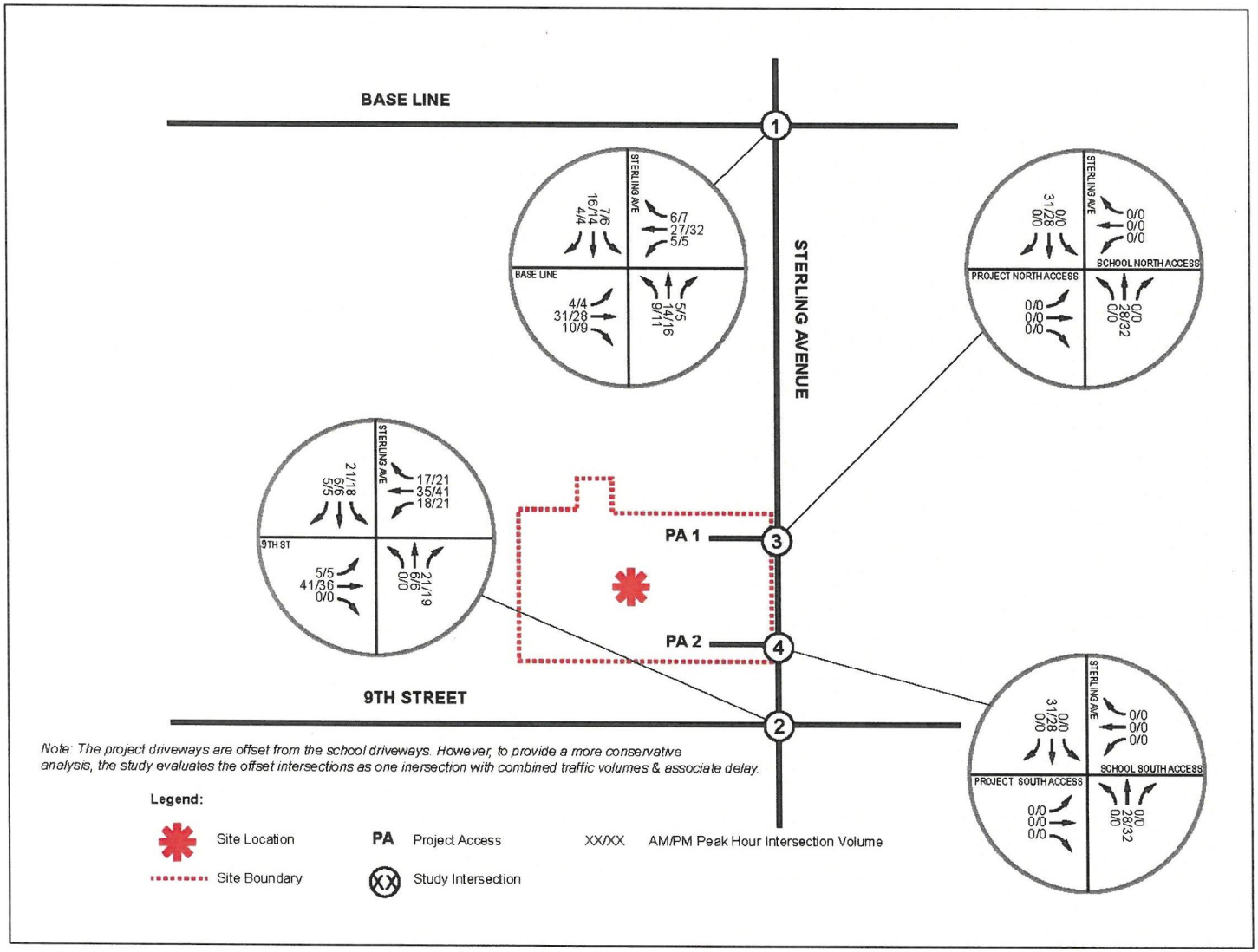
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-6 PROJECT TRAFIC VOLUMES



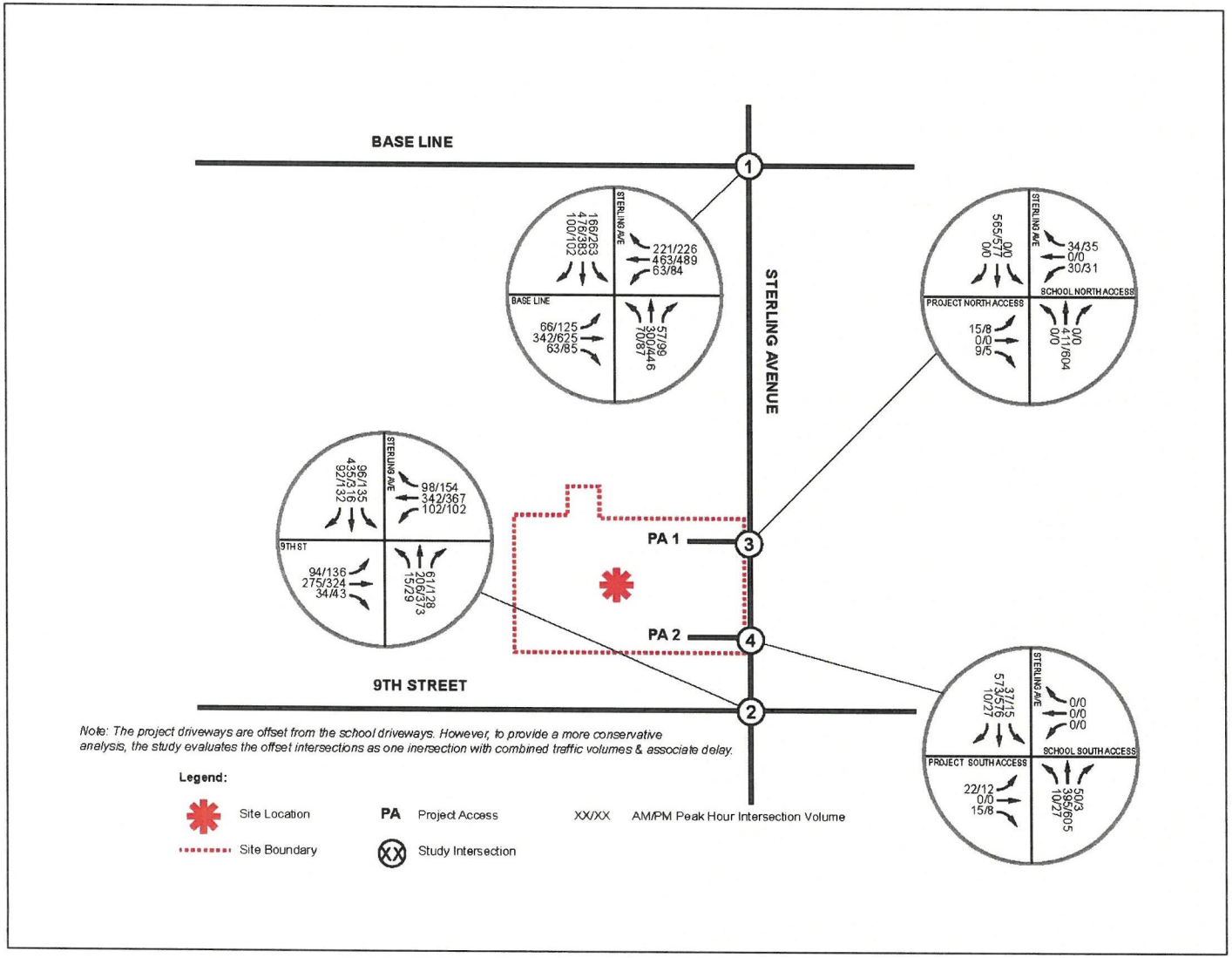
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-7 CUMULATIVE PROJECTS TRAFFIC VOLUMES



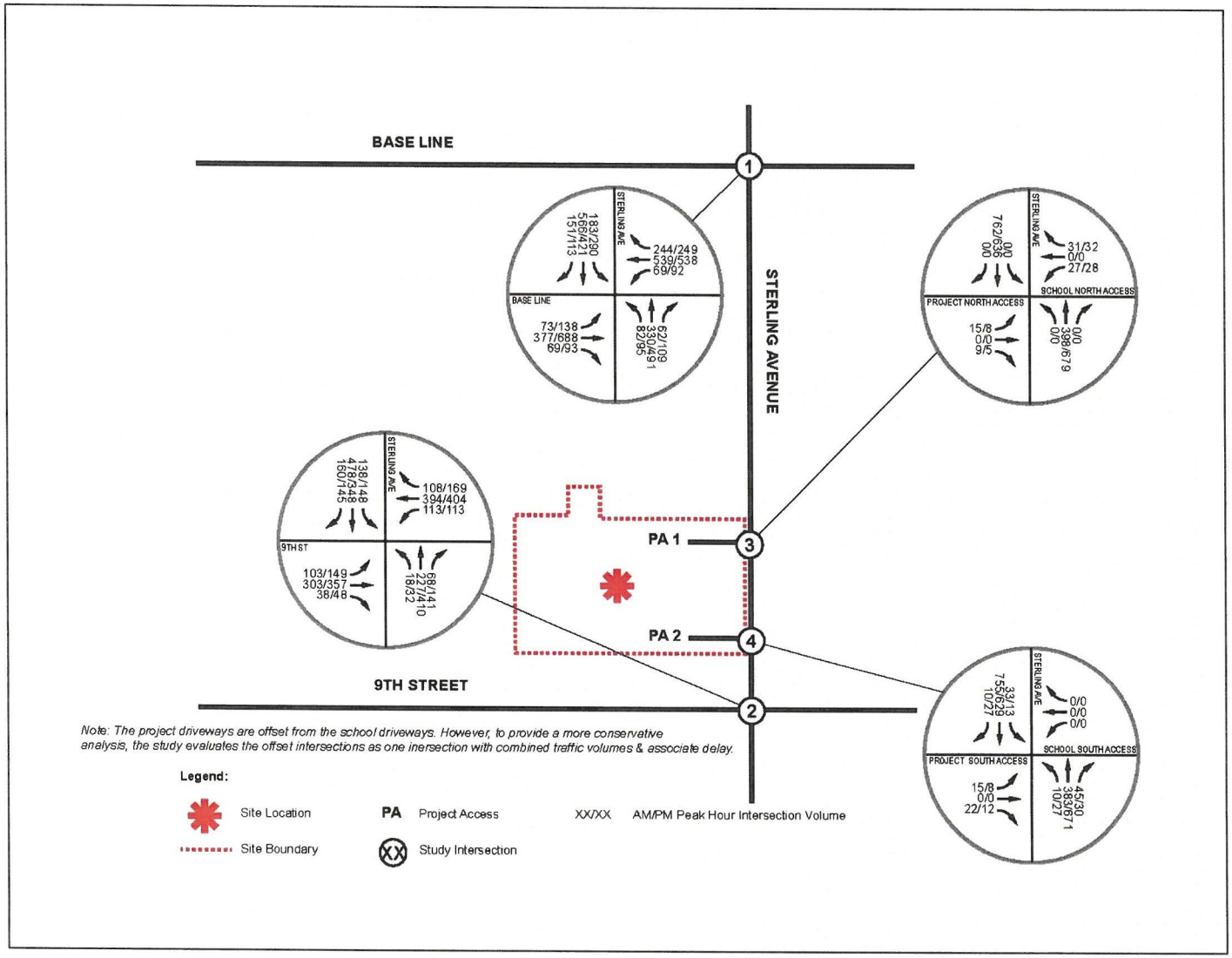
Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-8 OPENING YEAR (2026) WITH PROJECT CONDITIONS TRAFFIC VOLUMES



Source: MAT Engineering, Inc. (July 2023)

EXHIBIT 4.17-9 LONG-RANGE (2040) WITH PROJECT CONDITIONS TRAFFIC VOLUMES



Source: MAT Engineering, Inc. (July 2023)

4.18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Sources Cited in Section 4.18

DRC Engineering, Inc., *Conceptual Utility Plan*, April 4, 2023

East Valley Water District, *2019 Water System Master Plan*, December 2019

2019-WSMP-Final (eastvalley.org) , accessed June 21, 2023

East Valley Water District, *2019 Sewer System Master Plan*, December 2019

2019-SSMP-Final (eastvalley.org) , accessed June 21, 2023

Development-Guidelines-and-Procedures-2022-07-05 (eastvalley.org), accessed June 21, 2023

Basin Plan | Santa Ana Regional Water Quality Control Board (ca.gov), accessed June 15, 2023

A. WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

LESS THAN SIGNIFICANT IMPACT

Existing Infrastructure

Existing water, sewer, storm drain, electrical, natural gas, and telecommunication facilities exist in the project area. Water, sewer, storm drain, electrical, and gas lines and fire hydrants are located within the Sterling Avenue right of way (refer to *Exhibit 4.18-1, Utility Plan*.

Electric power poles and lines exist within both sides of the Sterling Avenue right-of-way. Two existing electric power poles with cables are located within the project site.

The Utility Plan identifies existing on- and off-site utilities and provides construction notes for storm drain, fire water, water, and sewer to support the proposed project.

Proposed Project Improvements

The proposed project would remove the two on-site electric power poles. Per the Utility Plan, the proposed project would install the on-site water, sewer, storm drain, street, electricity, natural gas, and telephone infrastructure to serve the proposed on-site multi-family residential development, and connect to applicable off-site systems in Sterling Avenue or Elm Street.

Implementation of the proposed project does not result in the construction of expanded water, wastewater treatment, storm water drainage, electrical, natural gas, or telecommunications facilities that would cause significant environmental effects. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

LESS THAN SIGNIFICANT IMPACT

The proposed project does not satisfy the criteria in Senate Bill 610 or Senate Bill 221 (codified as California *Water Code* Sections 10910-10915, *Business and Professions Code* Section 11010, and *Government Code* Section 66473) regarding the preparation of a Water Supply Assessment to verify that sufficient water supplies are available to serve the proposed project from existing entitlements/resources.

The East Valley Water District (EVWD) is responsible for water service to the City and maintaining the City's water system infrastructure. Implementation of the proposed project would increase the demand for water service for the project site.

There is currently no water service to the project site. The proposed project would involve the installation of water lines and water meters within the project site that would connect to the existing water lines in Sterling Avenue.

Upper Santa River Watershed Region

The water management agencies within the Upper Santa Ana River (SAR) Watershed Region (Region) have a long history of collaboration to deliver regional water resource solutions. They collaborate to collect and manage water resource data and prepare multiple planning documents to meet regulatory requirements while guiding effective regional and local decision-making. Two of the Region's foundational documents are the Upper Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP) and the San Bernardino Valley Regional Urban Water Management Plan (RUWMP). Since both documents were due to be updated for the 2020 planning cycle and considering the overlap and interdependence of these two documents, Valley District and its regional partners envisioned a consolidated document that combines these two plans, merges the common elements, and creates a cohesive water resources planning framework for the future. The IRUWMP includes: Part 1, Regional Context; Part 2, Local Agency Urban Water Management Plans; Part 3, Regional Supporting Information; and Part 4, Urban Water Management Plan Agency Supporting Information. The IRWRP was adopted by the San Bernardino Valley Municipal Water District on June 15, 2021.

The Upper Santa Ana River Watershed Integrated Regional Water Management Plan and the San Bernardino Valley Regional Urban Water Management Plan were prepared in compliance with the requirements of Water Code Section 10610 through 10656 of the Urban Water Management Planning Act. The Urban Water Management Planning Act requires urban water suppliers that either provide 3,000 acre-feet per year (AFY) or serve 3,000 or more connections to assess the reliability of its water sources over a 20-year planning horizon and to update the data in the urban water plans every 5 years. In preparing their 20-year management plans, water suppliers must directly address the subject of future population growth. The suppliers must identify sources of supply to meet demand during normal, dry, and multiple dry years.

Per the 2020 IRUWMP for the East Valley Water District Table 6-5: DWR 4-2R Projected Demand for Water (AF), the projected water use for multi-family customer class is:

Year 2025: 3,497 acre-feet (AF)

Year 2030: 3,618 AF

Year 2035: 3,738 AF

Year 2040: 3,850 AF

Year 2045: 3,962 AF

Estimated Project Water Demand

Implementation of the proposed project would result in increased water demand when compared to the existing conditions of a vacant and undeveloped parcel. *Table 4.18-1, Estimated Project Water Demand,* quantifies the proposed project's estimated water demand.

TABLE 4.18-1 ESTIMATED PROJECT WATER DEMAND

Use	Dwelling Units or Acres	Factor	GPD	AFY
Proposed Project				
Multi-Family Residential - Total	220 DU	245 gpd/unit	53,900.0	60.42
Source: 1. East Valley Water District, *Development Guidelines and Procedures*, July 5, 2022				
Notes: DU = dwelling unit; AC = acres; GPD = gallons per day; AFY = acre-feet per year				

The residential water demand associated with the proposed project is anticipated to be approximately 53,900 gallons per day (gpd) or 60.42 acre-feet per year (AFY). All residential units would incorporate current requirements to reduce water consumption, including but not limited to low flow toilets and reduced flow shower heads.

Per the Landscape Plan, the proposed project incorporates drought tolerant planting. A minimum of 75 percent of the selected trees and shrubs are chosen from the Los Angeles County Drought Tolerant List and the State of California WUCOLS (Water Use Classification of Landscape Species) List, and are designated as either very low, low, or medium water use in the following percentages.

- Very Low Water Use – 5%

- Low Water Use – 75%
- Medium Water Use – 20%

No plants were selected from the high water use classification.

In addition, the Landscape Plan includes the following irrigation and landscape design notes:

1. Landscape shall adhere to the *City of Highland Municipal Code* 16.40
2. Irrigation shall be water conserving and conform to the State of California AB 1811 MWELO requirements
3. Plants shall be grouped into hydrozones utilizing the WUCOLS and 75 percent of the total plants shall be classified as low water used.
4. All landscape areas shall be either a 1-inch minimum layer of decomposed granite or decorative cobble, or be heavily mulched with a 3-inch minimum depth of shredded mulch at the end of construction.
5. Install high efficiency irrigation system with smart clock controls.
6. Turf areas are excluded from this site (0%) in favor or drought tolerant planting.

Based on the State of California Model Water Efficient Landscape Ordinance, the anticipated water use is below the 276,991 gallons per day or 0.85 AFY maximum allowed for this type and size of project. Additionally, the proposed project would be required to comply with *Highland Municipal Code* Chapter 16.40, General Development Standards.

The proposed projected would be constructed and operational before the Year 2030, and would represent 1.67 percent of 3,618 AF projected for the Year 2030. Thus, the growth associated with the proposed project is consistent with the 2020 IRUWMP for the East Valley Water District. In addition, the available water supply would meet projected demand during multiple dry years through 2045.

The operational activities associated with the proposed project are not anticipated to require a significant amount of water, and this water demand is not expected to have a significant impact on the local or regional supplies, as the growth under the proposed project has been accounted for in the 2020 IRUWMP for the East Valley Water District.

As such, the increase in water demand generated by implementation of the proposed project can be accommodated by the East Valley Water District. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. WOULD THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER, WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?

LESS THAN SIGNIFICANT IMPACT

East Valley Water District

The East Valley Water District (EVWD) provides sewer (wastewater) collection services. EVWD's existing sewer system includes approximately 213 miles of pipeline ranging in size from 4 inches to 24

inches in diameter and 4,500 sewer manholes. The East Trunk Sewer is approximately 9 miles long ranging in size from 8 inches to 54 inches in diameter. EVWD's system, including the East Trunk Sewer, encompasses nine siphons to convey flows under creeks and flood control channels. EVWD has five diversion structures in its sewer collection system. Diversion structures are generally installed in manholes to divert flows along a specific route in case of a blockage in the system or during times of high flow. EVWD's sewer system does not include any lift stations or force mains. All flow is conveyed by gravity into the East Trunk Sewer.

Sterling Natural Resource Center

The San Bernardino Valley Municipal Water District (SBVMWD) worked in partnership with EVWD to construct a new groundwater recharge facility for water produced from the Sterling Natural Resource Center (SNRC) and the City of San Bernardino Municipal Water Department.

The SNRC is a state-of-the-art water recycling facility in the City of Highland that become operational in 2023 and would provide a sustainable new water supply to boost the region's water independence. The SNRC was constructed on a 14-acre parcel of land located at North Del Rosa Drive between East 5th Street and East 6th Street. The SNRC Treatment Facility is located on the eastern property, while the Administration Center is located on the western parcel. The recycled water conveyance pipelines were constructed along the existing rights-of-way within 6th Street. SNRC is be capable of treating up to 10 million gallons a day. The SNRC would produce Title 22 quality recycled water intended to go to groundwater recharge.

The existing EVWD sewer system conveys flows into the East Trunk Sewer, which then discharges to SNRC.

The EVWD Sewer System Master Plan (SSMP) was updated in 2019. Within the SSMP, a comprehensive 20-year Capital Improvement Plan (CIP) was developed that recommends both capacity- and condition-related capital projects and recommendations on further studies. SSMP Figure 3-7 outlines the Recommended Capacity Projects addressed in the SSMP, and SSMP Chapter 6 describes how the new interceptor sewer would direct flows to the SNRC, and as such would relieve flows from the pipelines associated with the projects outlined in SSMP Chapter 7.

Proposed Project

The proposed project would construct 220 multi-family residential units and install sewer infrastructure on a vacant and undeveloped parcel. The proposed project's sewer plans would be reviewed by the City Engineer and would be required to provide sufficient capacity and comply with City standards.

As shown on *Table 4.18-2, Estimated Project Sewer Flows*, the proposed project is estimated to generate 40,490 gallons per day (gpd) of wastewater. To determine peaking rates, a conservative value of 2.5 was multiplied to the 40,480 gpd of wastewater for a result of 101,200 gpd or 70.28 gallons per minute (gpm). This wastewater would require treatment by the existing wastewater treatment plants.

TABLE 4.18-2 ESTIMATED PROJECT SEWER FLOWS

Use Description	Dwelling Units	Flow Factor[1]	Average Flow (gpd)	Peaking Flow (gpd)	Peaking Flow (gpm)
Proposed Use					
Apartment	220	184 gpd/unit	40,480	101,200	70.28
		Total	**40,480**	**101,200**	**70.28**
Source: 1. East Valley Water District, *Development Guidelines and Procedures*, July 5, 2022					
Notes: 1440 minutes in 1 day gpd = gallons per day; gpm = gallons per minute					

Impact Conclusion

The project site is served by existing EVWD collection systems. As such, the existing wastewater transmission system, as well as the transmission system associated with the development of the SNRC are anticipated to have adequate capacities to accommodate development associated with the proposed project. The proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. WOULD THE PROJECT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?

LESS THAN SIGNIFICANT IMPACT

Burrtec Waste Management (Burrtec), under contract with the City of Highland, provides residential, commercial, and industrial refuse collection. The proposed project would be required to comply with California Assembly Bill (AB) 1826 and Senate Bill (SB) 1383 relative to multi-family recycling and residential organics diversion.

Burrtec indicated that the proposed project can be incorporated into existing collection routes in the City of Highland, and identifies additional information below relative to proposed project.

All multi-family residential projects in the City of Highland are provided with trash, mixed recyclable, and residential organics collection services. The three material types are collected in separate front-load, 3-axle collection trucks.

All three materials are taken to East Valley Recycling & Transfer (East Valley) [SWIS 36-AA-0453], located at 1150 and 1250 Tippecanoe Avenue, San Bernardino. East Valley is a fully permitted Materials Recovery Facility & Transfer Station with a permitted capacity of 1,500 tons per day. Mixed recyclables are processed at East Valley.

Green waste and food waste are transferred to the Robert A. Nelson Transfer Station and Materials Recovery Facility (MRF) [SWIS 33-AA-0258] located at 1830 Agua Mansa Road, Riverside for composting.

Municipal solid waste is loaded into top-loading walking floor transfer trucks and transferred to either the San Timoteo Landfill [SWIS 36-AA-0087] or the Mid-Valley Sanitary Landfill (36-AA-0055). Both landfills are owned by San Bernardino County.

The San Timoteo Landfill [SWIS 36-AA-0087] is located at 31 Refuse Road, Redlands, and is permitted through December 1, 2039. The landfill permits a maximum throughput of 2,000 pounds per day. The remaining landfill capacity is 12,360,396 cubic yards as of April 30, 2019; the maximum permit capacity is 23,685,785 cubic yards.

The Mid-Valley Sanitary Landfill [36-AA-0055] is located at 2390 Alder Avenue, Rialto, and is permitted through April 1, 2045. The landfill permits a maximum throughput of 7,5000 tons per day. The remaining landfill capacity is 61,219,377 cubic yards as of June 30, 2019; the maximum permit capacity is 101,300,000 cubic yards.

Projected Weekly Waste Volumes

Based upon the project information provided to Burrtec, Burrtec estimated the proposed project would generate the following weekly volumes:

- Trash: 58 – 60 cubic yards/week
- Recyclables: 58 – 60 cubic yards/week
- Food Waste: 1,000 – 1,200 pounds/week

Based upon the generations rates identified above, Burrtec estimates the proposed project would, at a minimum, require the following level of service:

- Trash: Four 4-cubic yard bins picked up four times per week
- Recyclables: Four 4-cubic yard bins picked up four times per week
- Food Waste: Four 65-gallon carts picked up three times per week

Project Construction

Buildout of the proposed project includes the construction of 220 multi-family residential units on 6.77 acres. Site preparation (vegetation removal and grading activities) and construction activities would generate typical construction debris, including wood, paper, glass, metals, cardboard, and green wastes.

Non-salvaged construction waste would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities utilized by the City. Construction-related solid waste could further impact landfills with insufficient capacity. However, according to the Solid Waste Information System, all landfills utilized by the City of Highland, have sufficient capacity to support a temporary increase in solid waste during construction of the proposed project.[21]

[21] CalRecycle, County of San Bernardino, Active & Permitted Disposal Sites, https://www2.calrecycle.ca.gov/SWFacilities/Directory/, accessed June 20, 2023.

Project Operations

Operation of the proposed project would generate solid waste from the 220 multi-family residential units. According to CalRecycle, the City of Highland has a disposal rate of 3.1 pounds per person per day in 2019.[22]

Using this rate, the proposed project's 770 residents would generate approximately 2,387 pounds of solid waste per day or 435.63 tons per year. The solid waste volume of 1.19 tons per day would be considered an acceptable amount of the daily capacity of the San Timoteo Landfill [SWIS 36-AA-0087] or the Mid-Valley Sanitary Landfill (36-AA-0055).

The proposed residential development is consistent with the growth projections in the San Bernardino County Projections, which are used by San Bernardino County in their long-term planning for landfill capacity. The County's landfill system has capacity in excess of the required 15-year threshold established by the California Integrated Waste Management Board (CIWMB). Based on the remaining capacity of the County's landfills and the County's long-term planning programs required to meet CIWMB's requirements, there would be adequate waste disposal capacity within the permitted County's landfill system to meet the needs of the proposed project.

Solid waste disposal within the City is subject to the requirements established in *Highland Municipal Code* Chapter 8.12, Integrated Waste Management. The proposed project would be required to comply with the *Highland Municipal Code*, which requires providing adequate areas for collecting and loading recyclable materials in concert with Countywide efforts and programs to reduce the volume of solid waste entering landfills. In addition, the location of recycling/separation areas is required to comply with all applicable Federal, State, public health, or local laws relating to fire, building, access, transportation, circulation, or safety. Compliance with all applicable State and San Bernardino County regulations for the use, collection, and disposal of solid and hazardous wastes is also mandated. It can be assumed that the proposed project would include adequate, accessible and convenient areas for collecting recyclable materials. Thus, less than significant construction and operational solid waste impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

E. WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

LESS THAN SIGNIFICANT IMPACT

State, County, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, San Bernardino County Solid Waste Management Division, and the City of Highland.

The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction would meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. The diversion goal has been increased to 75 percent by 2020 by SB 341.

Highland Municipal Code Chapter 8.12, Integrated Waste Management, stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the

[22] CalRecycle. Jurisdiction Diversion Post 2006, Highland, Jurisdiction Diversion/Disposal Rate Summary (ca.gov), accessed June 20, 2023.

Integrated Waste Management Act. *CalGreen Code* Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition debris. During the construction phase, the proposed project would comply with the *CalGreen Code* through the recycling and reuse of at least 50 percent of the nonhazardous construction and demolition debris from the project site.

The proposed project is a 220-unit multi-family residential development that does not have any unusual waste production characteristics, and thus, would not include any component that could conflict with State laws governing construction or operational solid waste diversion. The proposed project would comply with Federal, State, and local statutes and implementation requirements related to the management of solid waste. This includes the City's construction and demolition disposal and recycling requirements.

The proposed project's compliance with all applicable Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act, San Bernardino County, and City of Highland recycling programs ensures no conflict with statues and regulations would occur. Thus, less than significant impacts would occur.

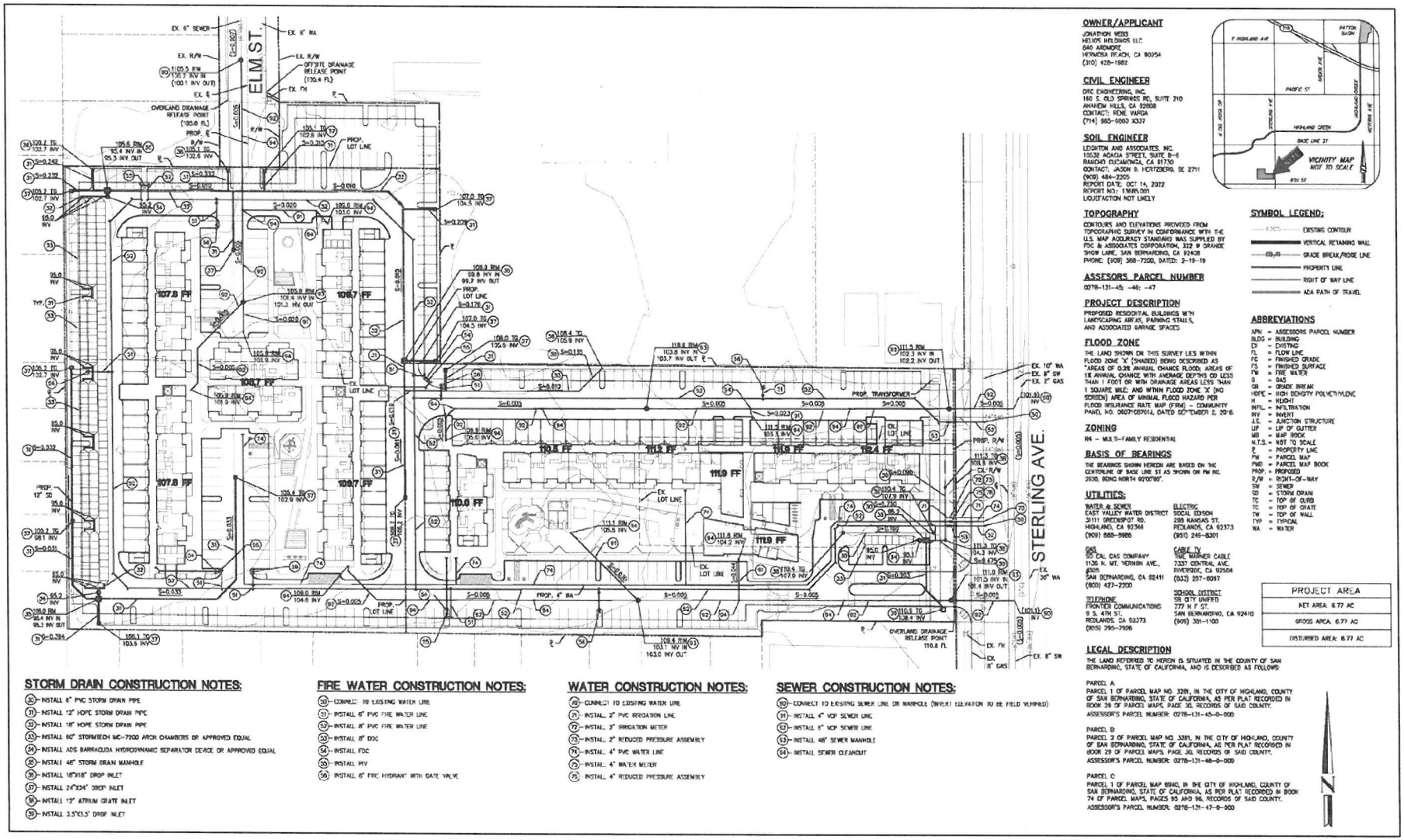
MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE IMPACTS

The proposed project would have a less than significant impact with respect to utilities and service systems. The proposed project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The proposed project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, less than significant cumulative utility impacts would occur.

EXHIBIT 4.18-1 CONCEPTUAL UTILITY PLAN



Source: DRC Engineering Inc. (April 2023)

4.19. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			✓	
If located in or near state responsibility areas or lands classified as high fire hazard severity zones, would the project:				
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			✓	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

Sources Cited in Section 4.19

City of Highland, *The City of Highland General Plan*, March 2006, January 2012, August 2012, January 2022

City of Highland, *Highland Municipal Code*, Title 15, Buildings and Construction

California Department of Forestry and Fire Protection (CAL FIRE), *Highland Very High Fire Severity Zones in Local Responsibility Area [LRA] Map*, October 29, 2008

California Department of Forestry and Fire Protection (CAL FIRE), *San Bernardino County State Responsibility Area [SRA], Fire Hazard Severity Zones Map*, November 21, 2022

A. WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES?

LESS THAN SIGNIFICANT IMPACT

A majority of Highland and the surrounding jurisdictions are developed and urbanized, providing increased opportunities for structural fires within the City. Building density, building construction, and wind contribute to the spread of fire in an urban environment. Wildland fires represent potentially significant safety hazards within the City.

Wildland fires occur in large undeveloped areas and result from ignition of grass, brush, and other flammable vegetative materials. Wildland fires can burn large areas destroying vegetation leading to increased susceptibility to land or mudslides, and cause a great deal of damage to both structures and valuable open space land.

As indicated in the *Highland General Plan* Public Health and Safety Element Figure 6.6, Fire Hazards and Safety Overlay Areas, the northeastern and eastern portions of the City (east of I-210, SR-30, and SR-330), especially hillside areas, are most susceptible to wildfires due to the location of fire-prone vegetation, limited access for fire-fighting equipment, steep topography, and seasonal conditions that exacerbate fire

hazard conditions. Per *Highland General Plan* Public Health and Safety Element, the project site is not located within a fire severity zone; refer to *Exhibit 4.9-1, Fire Hazard Severity*.

The California Department of Forestry and Fire Protection (CDF) provides fire protection and emergency medical services to the City of Highland through a cooperative agreement. The CDF also provides wildland fire protection to the unincorporated State Responsibility Area (SRA) immediately adjacent to the eastern edge of the City. Additional wildland fire protection services are provided by the U.S. Forest Service on National Forest Lands adjacent to the City.

According to the *Highland General Plan* Public Health and Safety Element, the risk of wildfire is greatest in the north wilderness area and non-urbanized portion of the City where vegetation, varied topography, and slopes are all present. The southern urbanized area is exposed to the least amount of threat because of minimal exposure to fire prone vegetation, relatively flat topography, and developed character. The urban area is located in close proximity to fire stations and response times would be within the Highland Fire Department/CAL Fire desired range.

The project site and surrounding areas are predominately developed and no wildlands occur within or adjacent to the project site. Also, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. Also, refer to Response 4.11.C in Section 4.11 of this Initial Study for information regarding evacuation routes.

The proposed project would be analyzed for consistency with *Highland Municipal Code* Title 15, Buildings and Construction, inclusive of Chapter 15.06, California Fire Code, as part of the entitlement process, and would be required to implement any identified conditions, requirements, or design measures. Compliance with these specified fire prevention standards would provide the necessary limitations to reduce the exposure of people or structures to risk involving wildland fires. In addition, the proposed project would not conflict with access and/or circulation of emergency vehicles in response to an emergency and/or evacuation. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

B. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES,WOULD THE PROJECT, DUE TO SLOPE, PREVAILING WINDS, AND OTHER FACTORS, EXACERBATE WILDFIRE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE?

LESS THAN SIGNIFICANT IMPACT

The project site and adjacent properties are urbanized, and there are no areas of native or natural vegetation found within the immediately adjacent properties. The project site is not located within either a Local Responsibility Area or State Responsibility Area.

The proposed project may be exposed to criteria pollutant emissions generated by wildland fires within the northeastern and eastern portions of the City that are within a Local Responsibility Area or State Responsibility Area. These impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. However, given the existing developed nature of the project area, it is not anticipated that the proposed project would increase the risk related to wildland fires. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

C. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT REQUIRE THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES OR OTHER UTILITIES) THAT MAY EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT

The project site is not located within either a Local Responsibility Area or State Responsibility Area.

The proposed project includes the installation of new utility lines such as electric, gas, water, and sewer lines, etc. to service the development. These utilities lines would be located below ground surface on-site, which would reduce the likelihood of a fire igniting. As such, the proposed project would not require the installation or maintenance of infrastructure that would exacerbate fire risk resulting in temporary or ongoing impacts to the environment. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

D. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDING DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES, AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES?

LESS THAN SIGNIFICANT IMPACT

The project site is not located within either a Local Responsibility Area or State Responsibility Area.

The project site and the surrounding properties are developed and urbanized. The proposed project has been designed by civil engineers and architects to ensure that the structural stability of development. As such, implementation of the proposed project is not expected to expose people or structures to flooding as a result of slope instability or drainage changes. Thus, less than significant impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

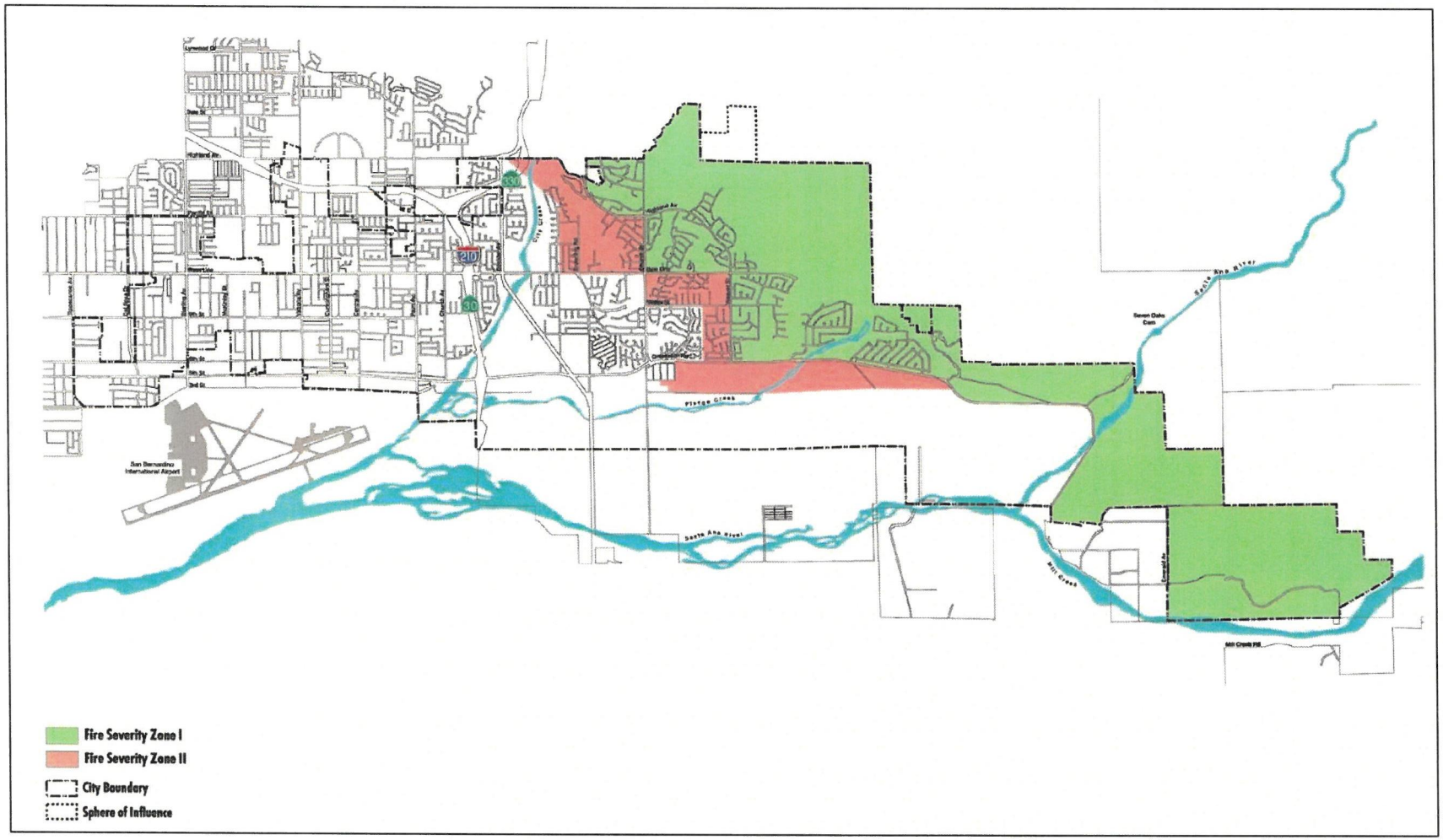
CUMULATIVE IMPACTS

Project-specific impacts would be reduced to less than significant. Buildout of the proposed project, in combination with present and reasonably foreseeable future development within the City, including development within Fire Hazard Severity Zones, has the potential to expose people or structures to wildland fires, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, expose people or structures to significant risks (i.e., downslope or downstream flooding or landslides), or require the installation of new or maintenance of existing infrastructure that could exacerbate fire risk.

However, new development would be required to comply with existing regulations, including but not limited to Highland *Municipal Code* Title 15, Buildings and Construction, inclusive of Chapter 15.06, California Fire Code, as part of the entitlement process, and would be required to implement any identified conditions, requirements, or design measures.

Compliance with these requirements would minimize wildland fire risks at individual construction sites. As such, less than significant cumulative impacts would occur.

EXHIBIT 4.19-1 FIRE HAZARD SEVERITY



★ Project Site

Source: *The City of Highland General Plan* (March 2006)

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4.20. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?		✓		

A. DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

The project site is vacant and undeveloped, but is surrounded on all sides by urban development. The project site does not contain threatened or endangered species, sensitive habitats, or cultural or historical resources. However, the project site may have significance for b biological resources and (trees) and tribal cultural resources. Thus, there is the potential to degrade the environment with respect to biological resources and tribal cultural resources. Therefore, with implementation of Mitigation Measures BIO-1, CUL-1 and CUL-2, and TCR-1 through TCR-3, potential impacts to biological resources and tribal cultural resources would be reduced to less than significant.

B. DOES THE PROJECT HAVE IMPACTS THAT ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF A PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS)?

LESS THAN SIGNIFICANT IMPACT

Based on the analysis contained in this Initial Study, the proposed project would not have cumulatively considerable impacts with the implementation of identified mitigation measures. Implementation of

mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

C. DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH WOULD CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

Previous sections of this Initial Study reviewed the proposed project's potential impacts related to Air Quality; Biological Resources; Cultural and Tribal Cultural Resources; Geology and Soils; Hazards & Hazardous Materials; and Noise. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

4.21. REFERENCES

Refer to Section 4.1 through Section 4.19 for the listing of references utilized in the preparation of this Initial Study.

4.22. REPORT PREPARATION PERSONNEL

City of Highland (Lead Agency)
27215 Base Line
Highland, CA 92346

Ms. Kim Stater, Assistant Community Development Director
Mr. Ash Syed Kusch, Associate Planner
Mr. Matt Bennett, Assistant Public Works Director
Ms. Nancy Holland, Hernandez, Kroone & Associates (Traffic Consultant)

Morse Planning Group (CEQA Consultant)
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Tustin, California 92780

Ms. Collette L. Morse, AICP, Principal, Project Manager

Duke Cultural Resources Management (Cultural Resources)
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Irvine, CA 92618

Mr. Curt Duke, MA, RPA: Principal Archaeologist
Ms. Alexandria Bulato, BA, Archaeologist

DRC Engineering, Inc. (Drainage)
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Mr. Drew Gates, RCE, Design Engineer

DRC Engineering, Inc. (Water Quality)
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Mr. Jason D. Hertzberg, GE, Principal Engineer
Mr. Ronald A. Reed, GE, Associate Engineer

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Mr. Robert B. Hansen, PG, Associate Environmental Geologist
Ms. Tracy Roberts, Staff Geologist

MAT Engineering, Inc. (Traffic, Air Quality, Greenhouse Gases, and Noise)
17192 Murphy Avenue #14902
Irvine, CA 92623

Mr. Alex Tabrizi, PE, TE

5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Highland prepare a Mitigated Negative Declaration for the Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Highland's determination (see Section 6.0, Lead Agency Determination).

July 31, 2023
Date

Collette L. Morse, AICP
Project Manager
Morse Planning Group

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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

I find that although the proposal could have a significant effect on the environment, there would not be a significant effect in this case because the mitigation measures described in Section 4.0 have been added. A MITIGATED NEGATIVE DECLARATION would be prepared. ✓

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Signature: 

Title: Associate Planner

Printed Name: Ash Syed

Agency: City of Highland

Date: July 31, 2023

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

Initial Study/Mitigated Negative Declaration Section 4.0 identifies the mitigation measures that will be implemented to reduce the impacts associated with the Halcyon 220-Unit Multi-Family Development at 7536 Sterling Avenue Project. The *California Environmental Quality Act* (*CEQA*) requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in *Public Resources Code* Section 21081.6,

> *. . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.*

Public Resources Code Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to adoption of the Mitigated Negative Declaration.

The mitigation monitoring table that follow lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 4.0. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The City of Highland will have the responsibility for implementing the measures, and the Applicant will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

Exhibit B includes the Mitigation Monitoring and Reporting Program

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1	If vegetation removal must be conducted during the nesting bird season. February 1 to August 31, a qualified biologist should first conduct a survey to determine whether any native birds are nesting in the area. If an active nest is found (i.e., a complete nest with at least one egg), the nest and an appropriate buffer, to be determined by the biologist, should be avoided until after all young have fledged from the nest. Alternatively, work may be monitored by a biologist to ensure against disruption of nesting.	Prior to Commencement of Demolition, Grading, or Construction Activities	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CULTURAL AND TRIBAL CULTURAL RESOURCES						
CUL-1	In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction Activities)	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
TCR-1	The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in YSMN CUL-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide	During Ground-Related Ground Disturbance Activities (Demolition, Grading, or Construction	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.	Activities)	Department			
TCR-2	Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-2	If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
CUL-3	If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.	Pre-Construction During Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
GEOLOGY AND SOILS						
GEO-1	Prior to the issuance of grading and/or building permits, the recommendations in Geotechnical Exploration Section 2.0 – Findings and Section 3.0 - Conclusions and Recommendations shall be confirmed or modified by a geotechnical engineer to ensure compliance with the California Building Code. The recommendations of the geotechnical engineer shall be implemented during site grading and construction, and project operations.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-2	Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the *Geotechnical Exploration* and other applicable Code requirements.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
GEO-3	Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during project construction, all work in the area of the find shall cease and a qualified paleontologist shall be retained by the City to investigate the find and to make recommendations on its disposition.	Prior to Issuance of Grading or Building Permits	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1	Prior to the issuance of grading permits, a determination shall be made by the City that the soil sample collected from a small soils pile on the southern site edge (eastern portion of site) as shown in Technical Appendix E, Photo 19 - Appendix B will either:	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	1) remove this soil from the site, or 2) use this soil in a location that is buried beneath a future structure.		Department			
HAZ-2	Prior to the issuance of grading permits, the Applicant shall coordinate with the San Bernardino County Environmental Health Services to officially abandon and destroy the on-site unused water supply well observed in the northeastern portion of the site in accordance with State of California well standards, as implemented by San Bernardino County Environmental Health Services.	Prior to Issuance of Grading Permit	City of Highland Planning Division, Building and Safety Division, and Engineering Department			
NOISE						
NOI-1	The project applicant shall prepare a Construction Noise Reduction Plan that outlines and identifies noise complaint measures, best management practices, and equipment noise reduction measures. The Construction Noise Reduction Plan specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions: 1. The construction contractor shall limit construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 am and 6:00 pm. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment. 2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and	Prior to Construction During Construction Periodic Site Inspections During Grading and Construction	City of Highland Planning Division, Building and Safety Division, and Engineering Department			

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	maintained mufflers, consistent with manufacturer standards. 3. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. 4. Equipment shall be shut off and not left to idle when not in use. 5. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and nearest school during all project construction activities. 6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction. 7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. 8. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors. 9. For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted on the project site with the contact phone number.					
NOI-2	The project applicant shall require in contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which	Prior to Construction During Construction Periodic Site				

HALCYON 220-UNIT MULTI-FAMILY DEVELOPMENT AT 7536 STERLING AVENNUE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure		Monitoring Timing/Frequency	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	shall be reviewed by the City prior to issuance of a grading permit. ▪ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition. ▪ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. ▪ Schedule high noise-producing activities between the daylight hours of 7:00 AM and 6:00 PM on any day except Sunday or a City-recognized holiday to minimize disruption on sensitive uses. ▪ Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible. ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.	Inspections During Grading and Construction				

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ATTACHMENT 8

Public Comment Letter

Jody Scott
7132 Dundee Avenue
Highland CA 92346

City of Highland
Planning Commission
27215 Baseline
Highland, CA 92346

Re: PRA 23-002, LLA 23-003, VAR 23-003

Honorable Members

Reviewing the proposal for the 220 unit, 4-story apartment on Sterling Avenue between Baseline and 9th in the City of Highland, please address the following comments/concerns:

This appears to be a well-thought and well-planned project, however, a project of this magnitude brings many issues that must be addressed and agreed to

Schools. The proximity of this project to an already over-crowded elementary school (Warem Springs) is very troubling – not just the over-crowding, but the traffic on an extremely busy street (Sterling). I urge each Commissioner to pick a day and drive 9th to Baseline between7:30 – 5:30pm

Traffic: Besides the issue brought above, there is also the issue of **Ingress/Egress.** The project calls for 220 Units/418 parking spaces (although 458 required) – yet there is only **ONE ingress** (on Sterling) and three egress (two on Sterling and one locked/emergency only on Elm. This is not satisfactory at all for either tenants or citizens utilizing Sterling.

Height of project: This project calls for 4-stories, which, for health and safety requires the city to have a ladder fire truck. Dependance on an agreement with San Manuel is NOT satisfactory. There is also the issue of privacy for private properties next ti the project

Law Enforcement: It is well known that apartments (and rentals) have higher calls for safety public service. It is imperative that this project be an ENHANCEMENT to the neighborhood and city, and NOT a DETRIMATE

The four concerns can be addressed by requiring and enforcing the following conditions:

1. Project MUST have an ON-SITE MANAGER (Manager to also have key to emergency Elm exit)

2. Project MUST have CC& R's which include
   a. to hanging clothing, rugs, etc over balcony railing
   b. No windows or balcony's facing private property

e Restrictions on number of people per unit. Example:

Studio =- 445 sqft - no more than 3
1 bedroom – 705 sqft - no more than 4
2 bedroom =975 sqft – no more than 6
3 bedroom – 1100 sqft – no more than 8

3. Ingress/.Egress is of major concern! ONE ingress is NOT satisfactory for health and safety of tenants and/or public. Access is gated and requires key or code to enter. 418 autos leaving for work and returning need more than one access. (Sterling will be right turn only, so vehicles will come from Baseline or North Sterling. There must be no LEFT TURN either entering or leaving the facility.

I urge you to consider the impact this project will have on the city for many years. It can either be the "shining star" as the gateway to our city, or can be another ghetto blight.

Sincerely,

Jody Scott

ATTACHMENT 9

Draft PC Minutes

Draft Minutes
September 19, 2023
Item No. 6

Development of a 220-unit, 4-story multi-family apartment complex utilizing a Density Bonus for eleven (11) affordable units under Section 16.40.090 *Development Density* of the Highland Municipal Code. Entitlements include Design Review Application (DRA 23-002) of the project plans, Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development, Variance (VAR 23-003) to construct a perimeter fence/wall 29% taller than the maximum height permitted for residential projects, and a Conditions, Covenants and Restrictions---Density Bonus and Inclusionary Housing Agreement to demonstrate compliance with Highland Municipal Code Chapters 16.40 *Development Density* and 16.50 *Inclusionary Housing*.(West side of Sterling Avenue, 250 feet north of 9th Street, Applicant: Helios Holdings, LLC)

Assistant Community Development Director Stater presented the staff report.

Vice Chair Thomas asked are we adopting a resolution for tonight's meeting?

Assistant Community Development Director Stater stated yes, and within that resolution will be all of the individual recommendations to the City Council.

Chair Hamerly stated regarding the in-lieu fee, is that a standard per unit Development Impact Fee or fees assessed?

Assistant Community Development Director Stater stated it is standard. When the city enacted the fee, there was a subcommittee that looked at what it cost to build affordable housing. The subcommittee said we are not going to collect from our developers $70,000 a unit to build. The subcommittee recommended to the City Council a fee of $3,750. The City Council adopted that fee and has not been changed since.

Applicant's Representative Oscar Urandga stated we have some lovely renderings that we wanted to show off. We wanted you all to get a sense of what we are proposing and why we are proposing it. We want to provide a safe and healthy enclave. I think at the end of the day we wanted a target market for workforce housing, what we call naturally attainable and occurring affordable housing. We are very interested in modern, contemporary, and attractive design. The arrival experience, again, is something that we give a lot of thought to. We wanted something that was attractive, welcoming, but also very secure. We sincerely wanted this to be a catalyst project for the community, so we went a little further into design. We honestly wanted to make a meaningful contribution to the housing crisis. I personally am part of the Multifamily Housing Council for Orange County and Inland Empire. There are many forces that have on a project at any given time, and many of those forces are dynamic. They change over time, and we try to pay a lot of attention to the marketplace. I mentioned an incredible demand for housing which is a regional demand. We are looking for flexibility in terms of phasing, which is why we proposed a lot line adjustments the way that we did. Our interest is in a long-term hold in part because we're in an opportunity zone which are some tax benefits there that could be attractive to equity investors. We're monitoring inflation daily, costs are incredible. Rent continues to climb to it's something that is kind of unprecedented in my career. We took advantage of SB 330 to lock in fees, so out of all of those variables, we were able to make one variable a constant. There is a very high open space requirement, a high inclusionary requirement, and when we strategize about how we can solve all those things we

came up with our strategy of providing the 5% very low income. That affords us all those incentives and concessions to accommodate parking. We have put a number of different amenities, that are active, some are passive, some are focused on children and adults. We did have a rooftop deck at one point, but we were told we were the first four story building in the city. Just a lot of thought, a lot of care, iterations, expense, and collaboration with staff went into that plan. We are welcome to answer any questions you may have.

Applicant's Architect Daniel Gaman stated Assistant Community Development Director Stater did a fabulous presentation on the project. I am more than happy to answer any questions you might have about why we're proposing the design. It is long skinny building because we have a long skinny site for the building. The colors were chosen as classic evening wear, warmed up a little bit by the wood grain, and the recreational amenity building is kind of a butterfly strangling struggling to break free from that long bar building behind it. Showing on the PowerPoint, this is one of the courtyards in the building B, there is a BBQ area in the front. The client, Mr. Webb, was very family oriented, he has two children of his own and he is thinking about children. We thought about families and children all the way through this, so we have two tot lots. There is also a dog run, which is by the other courtyard. There is a very large pool, indoor and outdoor fitness club house space. It is very much for like a suburban type of design and the imperative of this kind of density is that you begin to think a little bit more urban. Thank you.

Chair Hamerly opened the public hearing.

Public Speaker Jody Scott stated I think this project has a lot of potential, but I do have some concerns. I presented you all with a letter. I have concerns about the schools and traffic which includes ingress and egress. Other two concerns are the height of the project and law enforcement. The concerns can be addressed by requiring staying with it, this includes the city and the owner of the property. The ones here tonight are the developers, they're not the owners, they're not the ones when the project are finished and make certain that the project is held up to some standards. This particular project is right on the entryway into the city so let's make it a good entryway, not another slum. We all know that apartments have a real bad name, because that is basically what they always turn out to be. They might be good for about four or five years, and then they go down. So, we need to make sure that this this project is done right and enforcement of certain rules. I would like to see a 24/7 onsite manager 24/7, that is a must. The project must have some CC&R's, such as no hanging towels or clothes over the balcony. People driving down Base Line or Sterling can see this four-story building. This is not what we want in the City of Highland. No windows or balconies facing private property, I couldn't tell which side the balconies and windows were on, but we need to make certain that the private citizen has their home is protected. There should be a restriction on the number of people that can be in a certain home. We don't want ten families in 456 square foot house. So, stay with the cleanup. Lastly, I would say it is a good project overall. I like what it can bring to the city, thank you.

Public Speaker Margaret Cisneros asked how many owners and neighbors did you contact? Can you answer that?

Chair Hamerly stated I am writing down everything you are stating. If you have a list of questions, I'll write them down. I don't want to interrupt back and forth.

Public Speaker Margaret Cisneros stated when I came to City of Highland, it was County before. When I closed escrow, it was the City of Highland. So, I have been living here since it

has been the city. I did not ever dream that I would not have a home. I understand these projects can move very fast. It has good features, but there's some features that looks like the Hilton hotel. I may want to live there. You have to consider what is there, not just what you hope to have there. I don't know any of my neighbors that were contacted except Jody Scott. I contacted her, so you are lacking in your input. Please consider us that are there, we have all the negatives to live with. I am 94 years old now and I would like my years to be tranquil. I live there with my 2 caregivers, and my daughter. Please consider what you are doing. Will you show me where I live?

Assistant Community Development Director Stater pointed to where Mrs. Cisneros lives. She lives adjacent to the project on the north hand side.

Public Speaker Margaret Cisneros stated I keep thinking about the good years and try to minimize the negatives I have had to live with to where we had to take down chain link fencing to put steel ones up to keep the negatives out of my house. Please consider the people that are there. I've tried to be a good neighbor and I think some of the staff knows I am across the street from the school. They had to remodel all the front of their school and their parking and everything because of so much negative.

Public Speaker Kathleen Ogeen stated I am the daughter to Margaret, and I am a caregiver for her because she has developed lung disease. When they were remodeling the school my mother dedicated frontage to her property so the school children could have easier access to their school safely. She donated that to the city and there was all of that construction and then she's diagnosed with lung disease because there is not even noticeable particulate matter that goes on with these kinds of developments. I'm partial to that because she is my mother, and she has to live with oxygen 24/7 now. She was there first and so were the residents around there. This outside entity wants to come in and say the city needs affordable housing. Well, sure they do, all the displaced people that are being displaced with these warehouses that are getting voted in. Where are they going to go? Is that rent going to be affordable to them? I doubt it. They have a warehouse salary and they're just trying to make ends meet and working more jobs. I think Highland can look for other places that are more conducive to this instead of trying to put this high density down everybody's throat. You go through suffering; my mom and all the residents were patient with the remodeling. The Principal came and spoke with the residents and said this is going to be more than a year's project, they offered us headphones for the noise and masks. Since you do not live in this area, I didn't see any reports that could be presented to your Planning Commission that would show the crime rate. There are police that do not even want to go down Elm Street to answer calls because it is so violent there. We're making calls all the time there is graffiti, homelessness, and burglary. I am totally in opposition to this. I think you could do better in finding an area that's conducive to this beautiful affordable housing. I really think there's a lot of work to do before we entertain this kind of development in the City of Highland. Thank you.

Chair Hamerly asked how many neighbors were interviewed or any interaction with the neighborhood when it was being designed? Is there risk of Mrs. Cisneros being displaced?

Applicant's Representative Oscar Uranga stated we went to great lengths to reach out to the church to the north. Staff was actually helpful in trying to introduce this to them. We never actually connected, we tried exhaustively. Through the traffic study process, reached out to the school itself. There's a lot of dialogue between them and the engineering staff on improvements to the Sterling Avenue median or not putting in a median. Again, safety was one of our guiding principles that we really insisted on and we aligned with the school

regarding that. I think we found good compromise there and in addition the public process, the MND was circulated to residents.

Chair Hamerly stated based on the comments it was what type of input from the neighborhood in the conceptual design or the ideation portion of the project that led to the inspiration.

Applicant's Representative Oscar Uranga stated we are concerned about safety. We are willing to work closely with our neighbors as we get into final engineering on any kind of custom edge conditions, maybe different plantings. The consideration is baked into the design in the form of very large setbacks and putting the building in the very center of the property. The additional height in the walls does not just provide safety or security for us, but it provides screening for their yards and provides privacy. We think those are good planning principles that we implemented into the design.

Chair Hamerly stated what you mentioned during your presentation was that you viewed this project as long-term ownership, correct?

Applicant's Representative Oscar Uranga stated yes, that's the intention. We are living through some of the most challenging capital markets, high interest rates, difficult financial times of my career. The advantage of the opportunity zone is to hold for a long time to take advantage of some tech tax benefits, and that is the intention. We take a thoughtful and caring approach with all the properties that we develop.

Chair Hamerly asked will there be 24-hour security or on-site management with CC&R's?

Applicant's Representative Oscar Uranga stated with any project these days, we insist on a robust CCTV system and cameras are everywhere. This is a for rental property, so CC&R's do not apply. There will be lease terms that force people to comply with certain rules. We do not want stuff hanging over the railing, that would be a violation of their lease agreement. Regarding the number of people in a unit is explicitly spelled out in the affordable housing agreement will show the number of people that can live in a one bedroom or studio. We want to build and maintain a healthy environment. We do not have a property management company picked out just yet. There will be 24 hours, seven days a week on-site management staff. During construction there will be clear signage that shows who to contact if there's dust or noise.

Commissioner Miller stated I have a suggestion when looking at the mitigation measures that are applicable to construction is to ensure that someone is coming by our weekly that those measures are being implemented.

Applicant's Representative Oscar Uranga stated yes, there is inspections that are required.

Commissioner Miller stated there are 11 very low-income units. How are you going about setting that affordable price for the other units?

Applicant's Representative Oscar Uranga stated the market will decide. They will be governed by 30% of 50% of AMI which is published every year as a new schedule. I think some cities have a utility allowance that they even publish that is inclusive. Those 11 units will get parking and treated like everybody else in the complex. You will not be able to tell which one is a very low income versus a market rate unit. The market rate for unit rents will be determined by the marketplace and we are monitoring that.

Public Speaker Margaret Cisneros asked are there any parking spaces that face the neighborhood?

Chair Hamerly stated it is surrounded by cars that will be parked facing outward, but the vehicles will be facing a 7 3/4-foot wall. You most likely will not see the vehicles that are parked behind the wall or have lights shining into your backyard because of the perimeter wall.

Chair Hamerly stated any comments on the site plan? There is obviously a main entrance that is at the southern side of the property. Did I hear correctly that the northern access was only emergency access?

Assistant Community Development Director Stater stated the northern access is egress only. There is two on Sterling Avenue and on Elm Street that is for emergency access.

Commissioner Sutorus asked if there were only one Electric Vehicle (EV) charger?

Assistant Community Development Director Stater stated there is about 30 EV chargers.

Chair Hamerly asked for high density apartments, is it required to provide or just accommodate EV charging within the garages?

Applicant's Architect Daniel Gaman stated we have 91 garages and then the rest are surface parking spaces, so I can't quote the code of what the requirement is, but it certainly makes sense from a functional point of view because of covered space. The first EV owners will have garages as well.

Chair Hamerly stated any comments on the landscape plan?

Commissioner Miller asked are we meeting the water budget?

City Landscape Architect Scott Rice stated yes. The biggest thing was trying to fit in as much landscape as possible into the available space, given the limitations, because with the building and the parking.

Chair Hamerly stated one of the areas that I was looking at since there is a deficit of viable planter areas to get any tree massing against the building. Did we consider anything such as a green wall?

Applicant's Architect Daniel Gaman stated you make a very good point. When the elevations come back up, you will notice that the stairs exteriors of the building are expressed. They have a hooded roof form that comes over them so it's not a blank wall.

Chair Hamerly stated it actually building B south elevation, right hand side has four stories of blank wall facing the south opposite end of the building. I can see the stairwell right there, but at the corner that's exposed to two sides of parking right hand side grid there is four stories of blank wall.

Applicant's Architect Daniel Gaman stated we can take that into consideration.

Chair Hamerly asked is the dog run real or artificial grass?

Applicant's Representative Oscar Uranga stated we are not sure yet. If it is artificial grass, there's going to be a maintenance element to it.

Chair Hamerly stated lets go over the amenities.

Vice Chair Thomas stated regarding the playground equipment, will there be playground equipment proposed anywhere on site for an older age child? It seemed to be proposed for younger children. I recommend incorporating a playground for older age children, so we have both.

Chair Hamerly stated I recommend the private open areas with each unit have been reduced on the upper floors. You may want to have some contingency plans in place on how we could expand the BBQ areas if those do become a high demand.

Chair Hamerly stated the main entry date where it states Halcyon, is that going to be back lighted or is that a non-illuminated sign?

Applicant's Representative Oscar Uranga stated not sure, it is a design detail we have to get to.

Chair Hamerly stated I encourage you to provide something since the streetlights probably won't pick it up if you're trying to find your way to Halcyon. PL-6 was the screening, I guess the only thing I would encourage is the shading looks a little meager along the north side. I know the building's going to put that whole thing in shade anyway, but maybe work with the city landscape architect and your landscape architect.

Applicant's Representative Oscar Uranga stated that northern side is where we have this drainage and edge condition with another neighbor, and so we didn't want to overstate how many trees we thought we could fit in there.

Chair Hamerly stated overall I thought there were very artistically done to break up the mass of a fairly large building, so it does not read as monolithic. There are a lot of garage doors in a row and not a lot of opportunities for varying them.

Applicant's Architect Daniel Gaman the architecture that drops from the third floor we have focused a lot on that long stretch of garage doors. I think we could play more with the color because they do tend to be monolithic along the bottom. There is language is a little hard to describe why the colors are where they are, but it that could read down into the garage doors better.

Chair Hamerly stated any comments on the grading plan?

Commissioner Miller stated I thought DRC did a really good job on the drainage and the water quality, not only as it relates to the grading plan, but also quantifying the volumes and discharges in the Mitigated Negative Deck.

Chair Hamerly stated on page 141 table 2.3 we have the unit types by phase. This table differs from the composition and the phasing of the table that is declared elsewhere and that is

actually in the document that is recorded with this. I don't know if this needs to be changed so it's internally consistent or if it doesn't matter.

Assistant Community Development Director Stater stated it changed over time, so this MND was circulated July 31st, 2023 but that has been slightly modified. It is not significant enough to go back and change the document without recirculating it.

Vice Chair Thomas stated I understand the needs of the current residents. I think it will serve you well if you continue to keep those communications open, but just overall families need homes to live here in Southern California, that's crucial. I hear the concerns, but I also hear that housing is a huge problem and we don't have a lot of wiggle room around that. I like the project; you did a great job.

Commissioner Sutorus stated I appreciate all the residents, concerns, and comments. I know that we are in a fast-changing world. Electric cars are coming, and air quality is going to get better. I sit on a Commission just for large trucks, electrifying and turning into hydrogen where things are changing quickly. Interest rates are high, and people cannot afford to buy homes right now and renting is the only option.

Chair Hamerly closed the public hearing.

A MOTION was made by Vice Chair Thomas, seconded by Vice Chair Thomas to:

1. Adopt Resolution No. 2023 - 040 approving "Conditions, Covenants and Restrictions--Density Bonus and Inclusionary Housing Agreement" to facilitate the development of a 220-unit multi-family housing project utilizing Density Bonus provisions and establishing the Inclusionary Housing Unit requirements for the project;

2. Adopt Resolution No. 2023-041 approving Design Review Application (DRA 23-002) for the site plan, landscape plan, grading plan, and building elevations related to the construction of a 220-unit, 4-story apartment complex, subject to the Conditions of Approval.

3. Adopt Resolution No. 2023-042 approving Lot Line Adjustment (LLA 23-003) to relocate the existing parcel boundaries and create separate parcels for a multi-phase development; subject to the Conditions of Approval and Findings of Fact;

4. Adopt Resolution No. 2023-043 approving Variance (VAR 23-003) to allow an increase in the maximum height for the perimeter fence/wall from 6-feet to 7.75-feet, 29% greater than the maximum height permitted in the for residential projects; subject to the Findings of Fact; and

5. Adopt Resolution No. 2023-044 adopting the associated Mitigated Negative Declaration (ENV 23-005), and direct Staff to file a Notice of Determination with the County Clerk of the Board.

RESOLUTION NO. 2023 - 040

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE THE CONDITIONS, COVENANTS, AND RESTRICTSIONS--- DENSITY BONUS AND INCLUSTIONARY HOUSING AGREEMENT RELATED TO DESIGN REVIEW APPLICATION (DRA 23-002) FOR THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX, UTILIZING A FIVE (5) PERCENT "DENSITY BONUS" FOR ELEVEN (11) AFFORDABLE UNITS UNDER SECTION 16.40.090 OF THE HIGHLAND MUNICIPAL CODE, ON A VACANT 6.77 ACRE SIT LOVATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

RESOLUTION NO. 2023 - 041

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE DESIGN REVIEW APPLICATION (DRA 23-002) FOR SITE PLAN, LANDSCAPE PLAN, PHOTOMETRIC PLAN, GRADING PLAN, AND BUILDING ELEVATIONS RELATED TO THE CONSTRUCTION OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

RESOLUTION NO. 2023 - 042

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE LOT LINE ADJUSTMENT (LLA 23-003) TO RELOCATE THE EXISTING PARCEL BOUNDARIES TO CREATE SEPARATE PARCELS FOR THE MULTI-PHASE DEVELOPMENT OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. ASSESSOR'S PARCEL NUMBERS: 0278-131-45, -46, & -47

RESOLUTION NO. 2023 - 043

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE VARIANCE (VAR 23-003) TO ALLOW AN INCREASE IN THE MAXIMUM HEIGHT FOR A PERIMETER FENCE/WALL FROM 6-FEET

TO 7.75-FEET IN ASSOCIATION WITH DESIGN REVIEW APPLICATION (DRA 23-002) AND LOT LINE ADJUSTMENT (LLA 23-003) TO CONSTRUCT A MULTI-PHASE, 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET.

RESOLUTION NO. 2023 - 044

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (ENV 23-005) FOR THE DEVELOPMENT OF A OF A 220-UNIT, 4-STORY APARTMENT COMPLEX ON A VACANT 6.77 ACRE SITE LOCATED ON THE WEST SIDE OF STERLING AVENUE, 250 FEET NORTH OF 9TH STREET. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 23-002), LOT LINE ADJUSTMENT (LLA 23-003), AND VARIANCE (VAR 23-003).

ATTACHMENT 10

PC Directives

Planning Commission Directives from September 19, 2023 Public Hearing
Halcyon Apartments

The Applicant shall work with City Staff to achieve the intent of the directives listed herein.

Neighborhood Outreach

1. Pre-Construction Notice to Neighbors - Prior to construction, give notice in the form of a mailer to immediate neighbors introducing Helios and the project's contractor. Provide details regarding construction scheduling and contact information. Review the potential for custom edge conditions, in addition to the MMRP, to "go extra mile" and determine if additional measures are feasible to make the neighbors comfortable with respect to noise, dust, and traffic, during construction.

Landscape Plans

2. Consider a green wall at the building ends to reduce heat sink and CO_2 and soften ends of building corners.
3. Discuss with City staff dog run turf details to determine the best materials for surfacing. Have a rinse down system if natural turf is not utilized.
4. Work with City's Landscape Architect to ensure older children have appropriate recreation areas.
5. Add shade sails that cover the play equipment.
6. Have a contingency plan to expand barbeque areas if they become in high demand. Scatter them throughout the site.
7. Place larger canopied trees on the north side of the property to add shading around the perimeter of the site including parking areas. Continue to use building-mounted lighting as not to conflict with lighting.
8. Consider alternative palm species.

Building Elevations

9. Break up the color of garage doors. Consider matching the garage door color with the dominant façade color. Other alternatives may be considered.
10. The calculation of the balcony interiors shall be 60 square feet as measured from the inside of the respective barrier walls.

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Lawrence A. Mainez, Community Development Director, and Kim Stater, Assistant Community Development Director

SUBJECT: Greenspot Village & Marketplace Specific Plan Revision (SPR 23-001) proposing an amendment to increase the maximum dwelling unit count from 946 to 1,218 dwelling units, Design Review Application (DRA 23-009) proposing the construction of a 272-unit multi-family residential development, and a CEQA finding of exemption, for a project located within Planning Area 3 of the Greenspot Village & Marketplace Specific Plan located west of the intersection of Boulder Avenue and Webster Street. Assessor's Parcel Number(s): 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

OWNER/APPLICANT: Rexco Development

RECOMMENDATION: The Planning Commission recommends the City Council:

1) Make a finding under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;

2) Introduce and conduct first reading of Ordinance No.____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001); and

Approved _____	Motion _____	Second _____	Agenda Item No. 17
Denied _____	Ayes _____		File No. _____
Continue _____	Noes _____		
	Abstain _____		
	Absent _____		

B Hughes

City Clerk

City Manager

3) Adopt Resolution No. 2023-____ to approve Design Review Application (DRA 23-009), subject to the Conditions of Approval and Findings of Fact.

FISCAL IMPACT: The Applicant submitted the required deposit fee for processing a Specific Plan Revision and Design Review Application. Staff time spent working on the applications will be charged to this fee.

PUBLIC NOTICE: As required by the City Council, a notice of the public hearing was posted at the City's three designated posting locations. In addition, the notice was posted on the City's website, mailed to property owners within three-hundred (300) feet of the project site on September 28, 2023, and published in the San Bernardino Sun Newspaper on September 29, 2023.

DESCRIPTION OF SITE: The proposed development will be located on approximately 12.6 acres, spanning four (4) parcels, just west of the Boulder Avenue and Webster Street intersection, within Planning Area 3 of the Greenspot Village & Marketplace Specific Plan (Attachment 1 – Area Map). Planning Area 3 is partially developed with a Real Estate Office and Day Spa and San Carlo Townhomes Phase I. The remainder of Planning Area 3, which is the subject of the amendment application includes a single-family residence, metal garage structure previously occupied by a small classic BMW restoration business, and wood molding manufacturing business (all vacant and abandoned as the the date of this Staff Report). The subject proposal is 12.6 of the 30.6 acre Planning Area 3.

Surrounding Land Uses

North: Currently Vacant Land (546 Multi-family unit entitlement approved in 2022)
South: 200-Unit San Carlo Townhomes Phase I (nearing completion)
East: Beattie Middle School east of Boulder Avenue
West: Vacant Parcel

Location	General Plan	Zoning
North:	Planned Development (PD)	Greenspot Village & Marketplace Specific Plan (SPR 06-001) (PA 2)
South:	Planned Development (PD)	Greenspot Village & Marketplace Specific Plan (SPR 06-001) (PA 3)
East:	Public (P)	Public/Quasi-Public (P/Q)
West:	Planned Development (PD)	Greenspot Village & Marketplace Specific Plan (SPR 06-001) (PA 1)

BACKGROUND: In 2014, the Highland City Council approved the Greenspot Village & Marketplace (GVMP) Specific Plan, creating a zoning designation specific to the 104-acres located on the north side of Greenspot Road, between the SR210 Freeway and

Boulder/Webster Avenues. The Specific Plan outlines the permitted land uses and development standards for residential and commercial development within the three (3) established Planning Areas within GVMP.

On October 13, 2020, the City Council approved a Specific Plan Revision and Design Review Application for Rexco Development's 200-unit San Carlo Townhomes Phase I apartment complex at the southerly boundary of Planning Area 3, fronting Greenspot Road. This project is currently under construction and is expected to be completed early next year.

On June 8, 2021, the City Council approved a Specific Plan Revision, Conditional Use Permit and Design Review Application for TREH Partners, LLC for the development of an 85,316 square foot multi-tenant commercial, and 200-unit apartment project in Planning Area 2 contiguous to the SR210 northbound on-ramp and City Creek.

On September 13, 2022, the City Council approved a Specific Plan Revision and Design Review Application for Alliance Residential California's development of a 546-unit apartment complex, as well as an increase in the maximum number of residential units permitted within the Specific Plan from 800 to 946, per the adoption of Ordinance No. 455.

PROJECT REVIEW/ANALYSIS: On April 27, 2023, Rexco Development submitted land use applications to accommodate the development of the proposed multi-family residential project. Specifically, the Applicant is requesting approval of a Specific Plan Revision (SPR 23-001) to amend the Greenspot Village & Marketplace Specific Plan (SPR 06-001) to increase the total dwelling unit limit within the Specific Plan from 946 dwelling units to 1,218 dwelling units (a 272-unit increase). This amendment will facilitate the construction of the 272-unit apartment complex north of the approved San Carlo Townhomes Phase I apartment project within Planning Area 3, (Design Review Application - DRA 23-009) (Attachment 2 – Project Plans).

Specific Plan Revision

The Greenspot Village & Marketplace Specific Plan establishes standards by which commercial and residential developments are constructed. These development standards allow various clusters of units, the mixing of land uses, and design criteria with respect to certain features or conditions affecting a site. With regard to residential developments within the Greenspot Village & Marketplace Specific Plan, the proposed project must include site designs and architecture consistent with the approved design guidelines within the Specific Plan.

When the Greenspot Village & Marketplace Specific Plan was adopted in 2014, the underlying zoning for Planning Area 3 was Mixed Use and the Land Use Concept Plan

depicted a variety of retail shops along the Greenspot Road frontage with potential for multi-family residential or congregate care, and hospitality uses to the north.

Since then, with consideration to the effect of the COVID-19 pandemic on brick and mortar stores and the general public's overall shift to online retail shopping, the City Council approved the Applicant's proposal for a 200-unit residential complex within Planning Area 3, along the Greenspot Road frontage, per the adoption of Ordinance No. 443 in October 2020. The intent was that there would remain an opportunity for non-residential uses along the remainder of Planning Area 1 and the northerly part of Planning Area 3.

The Applicant has since conveyed to Staff that, while the COVID-19 pandemic has essentially passed, its negative effect on the demand for brick and mortar retail stores remains. The Applicant provided Staff with an economic opinion explaining that the buildout of the remainder of Planning Area 3 envisioned to be retail and commercial developments, would be better suited with an expansion of the Applicant's own approved San Carlo Townhomes Phase I apartments to the south (Attachment 3 – Economic Opinion). Should the City Council approve the Specific Plan Amendments as recommended by the Planning Commission, Planning Area 3 within the Specific Plan would no longer have any future capacity for retail and commercial development.

The Greenspot Village & Marketplace Specific Plan currently accommodates a capacity of 946 units. Further, there are 946 residential units already approved within the Specific Plan (200 units by Rexco Development for San Carlo I + 200 units by TREH Partners, LLC, + 546 units by Alliance Residential California = 946 units). Because the capacity of 946 entitled units has been reached, the remaining acreage within Planning Area 3 should be developed with nonresidential uses such as retail, professional office or hospitality uses. Thus, the Applicant has proposed increasing the cap on the overall residential unit count to 1,218.

By adopting a new Ordinance to amend the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3, increasing the total buildout number from **946** to **1,218** for the entire Specific Plan, the Applicant will be able to accommodate 272 dwelling units onto the 12.6-acre site and satisfy the density range of 18-40 du/ac for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan.

The following modifications to the Greenspot Village & Marketplace Specific Plan are being proposed. The "946 units" will be modified to "1,218 units" on pages 5, 19, 20, 21, 22, 23, 24, 25, 26, 29, 31, 72, and 269. Additionally, the "300 units" will be modified to "472 units" on page 20, 24, 26, and 31. And lastly, the conceptual site plan on page 33 will incorporate the proposed 272-unit residential complex in Planning Area 3.

Design Review Application

The Applicant proposes to utilize a combination of the Specific Plan's 'Single-Family Attached' and 'Multi-Family' housing standards, as referenced on pages 97 & 105 of the Greenspot Village & Marketplace Specific Plan. This proposed housing development offers the benefits of a single-family home with the attached garage while also offering the community amenities such as small pocket parks, courtyards, recreation areas, and communal guest parking. The objective of the project is to provide a high-quality planned residential community that complements the surrounding commercial and residential land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of its residents.

Access and Circulation

Primary access to the development will be provided from a newly constructed Calhoun Road along the westerly boundary, a private street that will be signalized at Greenspot Road by the Applicant as conditioned by their current San Carlo Phase I project. A secondary exit is proposed onto Boulder Avenue to the east and an emergency vehicle entry on the south connecting to San Carlo I. In addition, the installation of internal roads, curbs and gutters within the proposed project will be in accordance with the Specific Plan standards for Single-Family Attached homes. The City of Highland will be responsible for maintaining public streets, street lighting and sidewalks within the public right-or-way along Boulder Avenue. Meanwhile, the residential complex management shall be responsible for the internal roads, common open spaces, landscape buffers, and community recreation areas.

Layout and Floorplans

As depicted by the site plan, the layout of the proposed 272-unit residential complex is divided into thirty-four (34) buildings of eight (8) units. Overall, the site has a density of 23.2 dwelling units per acre. The residential complex comprises of one-, two-, and three-bedroom units. The one- and three-bedroom units are offered in single-type floorplans of 625 and 1,470 square feet, respectively. Meanwhile, the two-bedroom units are offered in three (3) distinct layouts of 1,040, 1,070, and 1,090 square feet. The 4-foot wide walking path around the perimeter of the property provides easy access for exercise and walkability within the complex and offers shared social gathering areas amongst the grouping of buildings and connectivity to the recreation areas. As indicated on the proposed site and landscape plan, each cluster of residences meets the setback required by the Single-Family Attached development standard in the Greenspot Village & Marketplace Specific Plan.

Elevations

The Applicant has also submitted architectural plans for the proposed residential units. The architecture consists of Spanish influence with arched front patios, a light-brown tone concrete "S" tile roof, and a two-tone stucco exterior. The front elevations are a lighter tan around the entrances and doorways while the portions of the building that are set back are a light brown tone. As depicted by the architectural elevations, the color patterns of the buildings help to provide both aesthetic variety from different angles but also the appeal of a cohesive development.

Additionally, as specified by the plans, a decorative 6-foot high tubular-steel fence with stone-faced pilasters will be placed around the perimeter of the development, a height that is compliant with the Specific Plan. Along the southeastern portion of the development is an existing Real Estate Office & Day Spa. While that development has already constructed a 6-foot tall block wall along its northern boundary and adjacent to the subject site, the Applicant will continue with the 6-foot tall steel fence on its side as to not break the clean aesthetic appeal of a continuous fence. All fences and pilasters shall be designed and constructed to incorporate design features and colors that complement the decorative accents on the building clusters for an overall cohesiveness.

Landscaping

Perimeter landscaping along the street-adjacent portions of the side of the development will feature groundcover that is comparable to the flora found along Boulder Avenue and the Greenspot Corridor. The western facing side along Calhoun Road will feature California Sycamore trees with Brisbane Box trees scattered within for aesthetic diversity. The southern boundary, along San Carlo Phase I, will feature large deciduous California Sycamore trees with Brisbane Box trees scattered within. The eastern facing side of the development along Boulder Avenue and Webster Street will feature more California Sycamore trees with African Sumac and Olive. The primary entrance off Calhoun Road, along with the central common areas, will be accented with Purple Magic Crape Myrtle, Italian Cypress, and Dwarf Southern Magnolia trees accordingly. Lastly, the interior and alleys of the central courtyards will be planted with Desert Museum Palo Verde Multi-Trunk Trees as well as Marina Strawberry Trees. The proposed outdoor landscape area with underground water quality infiltration system by the Calhoun Road entrance shall be maintained directly by the management team.

The Applicant will be required to upkeep the landscaping along the Boulder Avenue frontage. The Applicant may fulfill this obligation by initiating the process of establishing a Community Facilities District (CFD) prior to occupancy for maintenance and upkeep of the landscaping along the Boulder Avenue frontage. The Owner/Applicant shall be required to provide the cost of the CFD. The proposed

on-site landscape areas with underground water quality infiltration system shall be maintained by the development. If a CDF is not established, the Applicant will be responsible for the long-term maintenance of this landscaping.

The Landscape Plan was reviewed by the City's Landscape Architect and found to be suitable for a multi-family residential complex as proposed. However, additional attention shall be given to complement the unique design character of the site, particularly along the drive aisles and near leasing office area. Landscape Conditions have been included as part of the Planning Conditions of Approval.

Parking

As previously mentioned, the proposed project is designed to offer the privacy aspect of living in a Single-Family attached townhome while also offering the communal benefits of living in a Multi-Family rental complex, such as shared parking and recreation amenities. Please see the table below for the Parking Regulations:

Unit Size	**Required Number of Spaces per the Specific Plan**			
	Resident Covered	Resident Uncovered	Guest Uncovered	**Total**
1 Bedroom (68 units)	1.0	0.4	0.2	**108.8**
2 Bedroom (170 units)	1.0	0.9	0.2	**357.0**
3 Bedroom (34 units)	1.0	1.1	0.2	**78.2**
Total	**272 covered**	**217.6 uncovered**	**54.4 uncovered**	**544 total**

The project requires a minimum of 544 parking spaces of which at least 272 must be covered by a carport or garage. The project meets these minimum standards by providing 545 total spaces of which 340 are garages.

Amenities

The proposed development offers a variety of amenities for the residents. In addition to the concrete walking trail that goes around the perimeter of the community, the complex offers a community pool and a gym inside the leasing office at the southwest corner of the property. Additionally, there is a outdoor barbecue facility adjacent to the pool accompanied by a sitting area. There are also courtyards with picnic tables in the central areas of the building clusters. There is also common open space/playground areas with seating/picnic tables as well as two (2) citrus gardens and game lawn areas toward the center of the project.

Per the GSVMP Specific Plan development standards for Multi-Family attached dwellings, there is a requirement of 50 square feet of private open space per unit and an additional requirement for public open space measuring 40% of the respective setback distances. The proposed design of the residences satisfies this requirement by providing private decks and patios ranging in size from

approximately 90 square feet to 135 square feet, depending on unit size, floorplan, and location. Regarding public open space around the perimeters of the building clusters, the Applicant has provided 15 feet of total landscaping along the parkways between each building and adjacent to the interior walkways of the complex, satisfying the requirement for 40% of the 20-foot setback areas to be landscaped.

Parcel Merger

Prior to the issuance of the grading permit, the Applicant will process and record a parcel merger to combine the four (4) parcels that comprise the 12.6 acre site into one (1). A condition of approval has been included as part of the Planning Conditions for this requirement.

ENVIRONMENTAL REVIEW: The Certified Environmental Impact Report (ENV 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) prepared for the Greenspot Village & Marketplace Specific Plan certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively, anticipated the development of a medium-size, multi-family residential project in Planning Area 3 at a density level between 25 to 40 dwelling units per acre. The adoption of City Council Ordinance No. 443 on October 13, 2020, reduced the minimum density within Planning Area 3 to 18 du/ac, but retained the maximum density of 40 dwelling units per acre. As this project falls within the density range that was analyzed by the certified EIR and Supplemental EIR, and no from further environmental review is required pursuant to Government Code Section 65457 which exempts any residential development project that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that when an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from **946** to **1,218** for the whole Specific Plan. As aforementioned, the Applicant will be able to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. The Applicant also provided Staff with a trip generation analysis determining the retail and commercial developments originally envisioned for Planning Area 3 and the proposed full residential buildout to be comparable (Attachment 4 – Trip Generation Analysis).

As such, the scope of the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

In compliance with the Mitigation Monitoring and Reporting Programs (MMRP) adopted concurrently with ENV 09-003 and ENV 19-002, a current project-specific Biological Resource Study and Noise Study shall be prepared prior to the issuance of grading permits and building permits, respectively, as required by the MMRPs.

Noise Study

As required by the Greenspot Village & Marketplace Specific Plan Environmental Impact Report and Supplemental Environmental Impact Report, the Applicant will be required to conduct a site-specific Noise Study prior to the issuance of building permits. Per the two (2) EIRs, short term impacts of project-related noise shall not exceed a 65 dBA CNEL noise standard outside the allotted construction hours of 7am to 6pm, excluding weekends and holidays. Additionally, no excessive ground-borne vibration or noise may be generated by the proposed residential development after completion.

Existing homes to the south and east of the project site may be temporarily affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Noise reduction mitigation measures to further reduce construction noises via limited construction hours, limited equipment idling times, and rattling noise prevention have also been addressed in the Greenspot Village & Marketplace Specific Plan Environmental Impact Reports and Mitigation Monitoring and Reporting Programs.

Biological Resource Study

The Greenspot Village & Marketplace Specific Plan Environmental Impact Report and Supplemental Environmental Impact Report had previously determined that the proposed development would not have a substantial impact on sensitive species including, but not limited to burrowing owl, California homes lark, or northwestern San

Diego Pocket Mouse. The development would not pose a negative impact on the riparian habitat either. However, Biological Resource Mitigation Measure (MM 4-3) of the Supplemental Environmental Impact Report required the completion of a Small Mammal Trapping Survey to determine the presence of the San Bernardino Kangaroo Rat (SBKR) prior to the issuance of grading permits. On August 7, 2023, a SBKR presence/trapping study was conducted and the results were negative.

SUMMARY: The proposed project is a residential development that is designed to offer the privacy aspect of living in a Single-Family type unit (Townhome) while also offering the communal benefits of living in a Multi-Family rental complex. Increasing the maximum dwelling count range from 100-**300** to 100-**472** within Planning Area 3 and increasing the total planned dwelling unit capacity from **946** to **1,218** for the whole Specific Plan will allow the Applicant to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3. The subject proposal complies with the Greenspot Village and Marketplace Specific Plan requirements and development standards for Single-Family Attached units and provides a superior design of Multi-Family residential rental units, inclusive of a walking trail, and recreation amenities.

PUBLIC COMMENT: Two letters in support of the project were received in advance of the Council meeting. Both are attached (Attachment 5 – Public Comment Letters).

PREVIOUS ACTION: The Planning Commission reviewed the project at their meeting of September 19, 2023. The Commission adopted Resolution No. 2023-045, recommending the City Council approve the project. The Commission offered several directives for consideration by the City Council to improve the project design. Draft Minutes and Directives are attached (Attachments 6 – Draft PC Minutes & 7 – PC Directives).

ATTACHMENTS:

1) Area Map
2) Project Plans (Site Plan, Elevations, Floorplans, Landscape)
3) Economic Opinion
4) Vehicle Trip Generation Analysis
5) Public Comment Letters
6) Draft PC Minutes
7) PC Directives
8) Ordinance No.____ to amend the GVMP Specific Plan
   Exhibit A: Plan Amendments
9) Resolution No. 2023-____ to approve the Design Review Application
   Exhibit A: Project Plans
   Exhibit B: Conditions of Approval & MMRP

ATTACHMENT 1
Area Map


Merridy Ave
Tonner Dr
Griffith Ave
Boulder Ave
Eucalyptus Ave
Calhoun Rd
Webster St
Wild Rose Ln
Sunflower St
Prarie Rose Way
Greenspot Rd
Greenspot Rd
Boulder Ave
N

ATTACHMENT 2
Project Plans (Site Plan, Elevations, Floorplans, Landscape)


DECEMBER 24, 1987
OF HIGHLAND



PROJECT SUMMARY

2&3-STORY TOWNHOMES/FLATS

HOMES	272 UNITS
GROSS AREA	12.5 AC
NET AREA	11.7 AC
DENSITY	23.2 DU/AC

UNIT MIX

68	PLAN 1	1B/1B	700 SF
68	PLAN 2	2B/2.5B	1100 SF
68	PLAN 3	2B/2.5B	1120 SF
34	PLAN 4	2B/2.5B	1140 SF
34	PLAN 5	3B/2.5B	1610 SF

272 TOTAL

PARKING REQUIRED PER MULTIFAMILY ATTACHED

68 1BD X 1.6 SP = 109 SPACES
170 2BD X 2.1 SP = 357 SPACES
34 3BD X 2.3 SP = 78 SPACES

TOTAL	544 SPACES

PARKING PROVIDED

GARAGE	340 SPACES
OPEN	207 SPACES
TOTAL	547 SPACES

PRIVATE OPEN SPACE

PLAN 1	68 X 50 SF	3,400 SF
PLAN 2	68 X 130 SF	8,840 SF
PLAN 3	68 X 80 SF	5,440 SF
PLAN 4	34 X 145 SF	4,930 SF
PLAN 5	34 X 145 SF	4,930 SF
TOTAL		27,540 SF

COMMON OPEN SPACE

ACTIVE	35,290 SF
PASSIVE	102,400 SF
REC BUILDING	8,286 SF
TOTAL	145,976 SF

TRASH SUMMARY

REQUIRED
272 DU/24 = 12 TRASH
272 DU/24 = 12 RECYCLE

PROVIDED
12 TRASH BINS
12 RECYCLE BINS
6 ORGANIC WASTE BINS

HIGHLAND, CA

HIGHLAND II TOWNHOME APTS

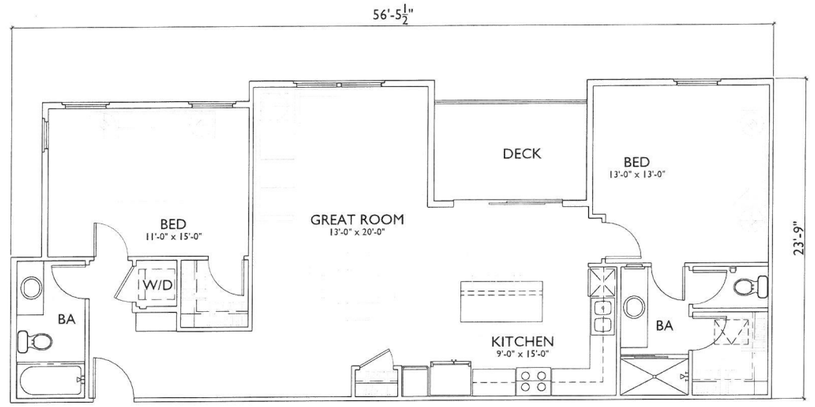
CONCEPTUAL SITE PLAN

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

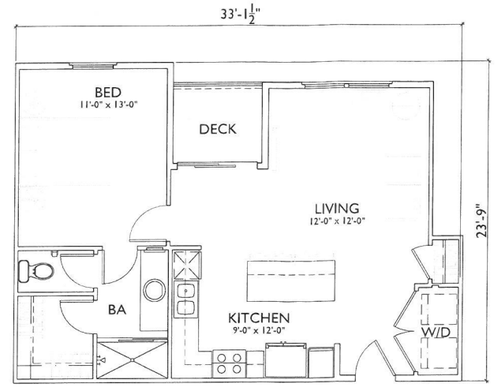
SEPTEMBER 27, 2023

SCALE: 0 50 100 150

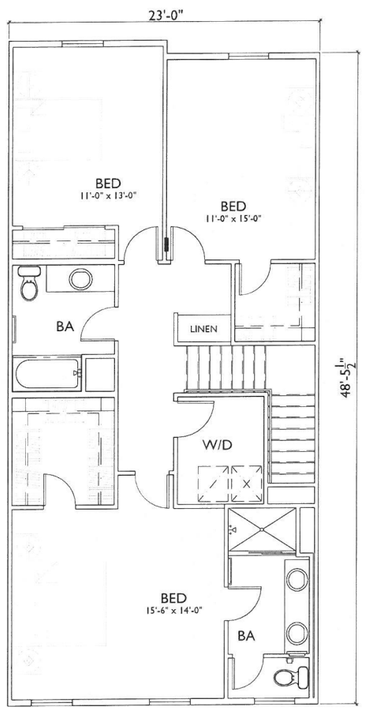
SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198



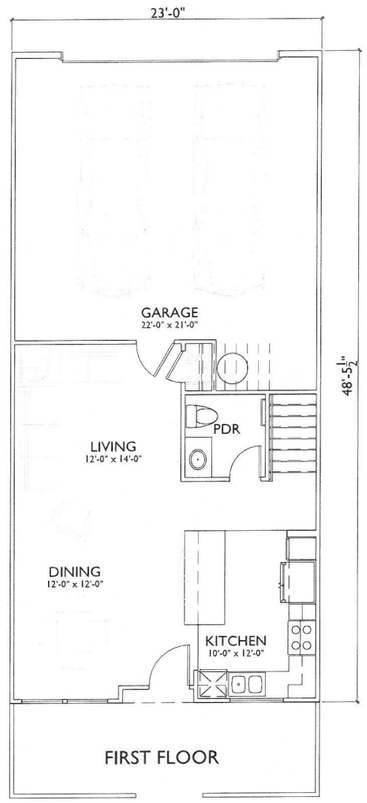
PLAN 3: 2BD/2BA
TOTAL 1120 S.F.



PLAN 1: 1BD/1BA
TOTAL 700 S.F.

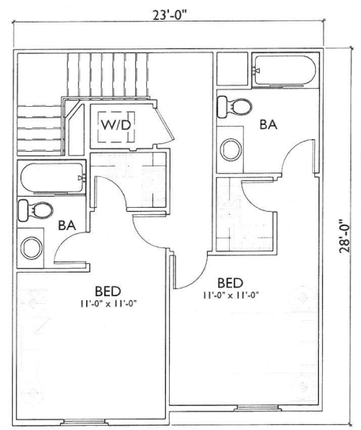


SECOND FLOOR



FIRST FLOOR

PLAN 5:	3BD/2.5BA
1ST FLR -	555 S.F.
2ND FLR-	1055 S.F.
TOTAL	1610 S.F.



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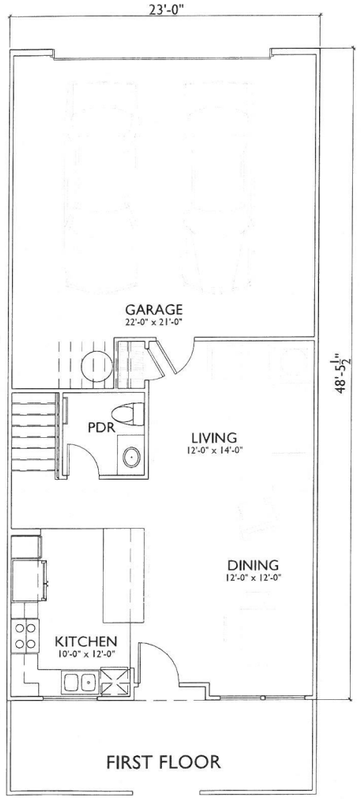
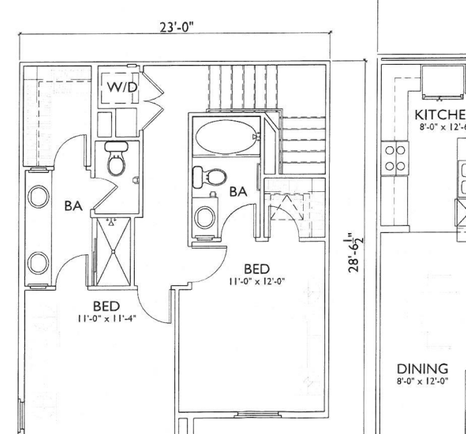


FIRST FLOOR

PLAN 4:	2BD/2.5BA
1ST FLR -	555 S.F.
2ND FLR-	585 S.F.
TOTAL	1140 S.F.



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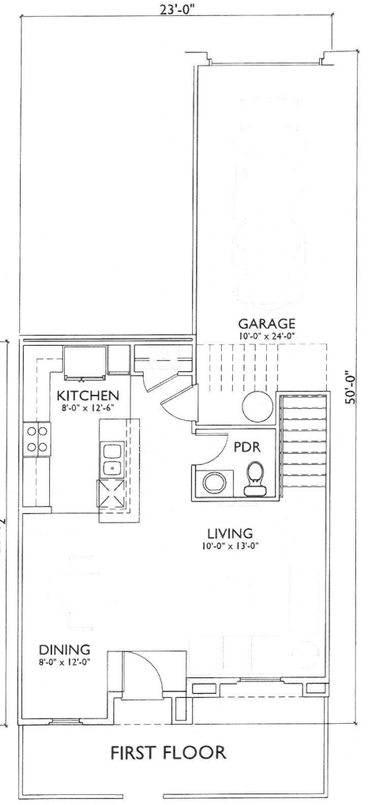


FIRST FLOOR

PLAN 2:	2BD/2.5BA
1ST FLR -	525 S.F.
2ND FLR-	575 S.F.
TOTAL	1100 S.F.

HIGHLAND, CA

SAN CARLO II TOWNHOME APTS

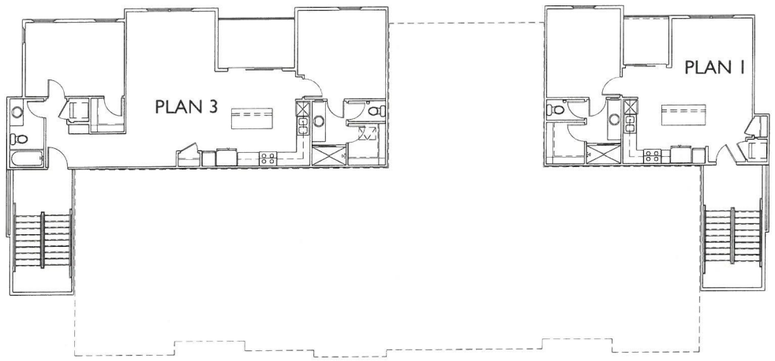
UNIT PLANS

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

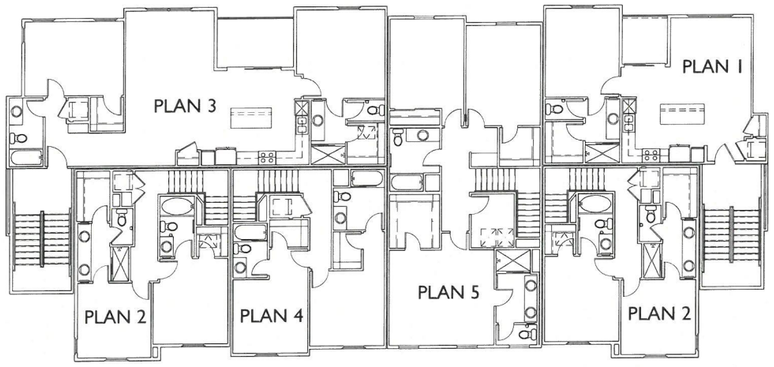
SEPTEMBER 27, 2023

SCALE: 0 4 8 12

SUMMA ARCHITECTURE Inc
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198



THIRD FLOOR



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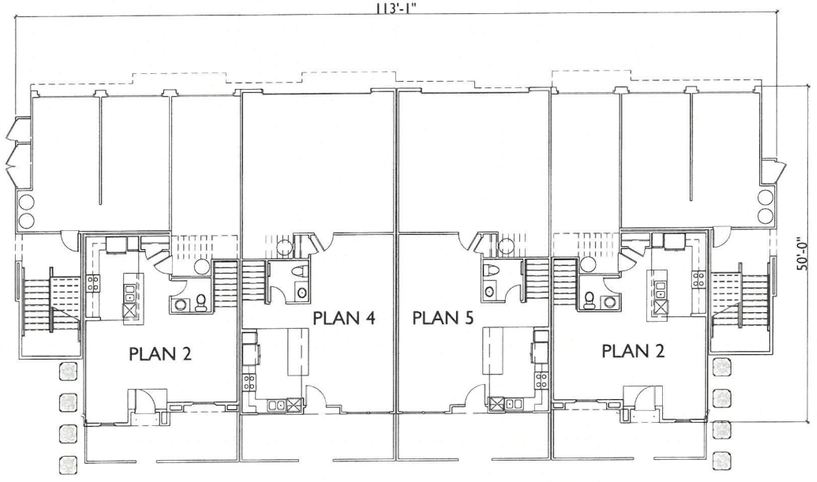


FIRST FLOOR



REAR



LEFT



RIGHT

MATERIAL SCHEDULE

1	ROOF - CONCRETE TILE
2	2X WOOD FASCIA
3	WALL - STUCCO
4	TRIM - 2X STUCCO OVER
5	METAL RAILING
6	DECORATIVE SHUTTERS
7	DECORATIVE AWNING
8	DECORATIVE POTSHELF
9	DECORATIVE GABLE END
10	DECORATIVE FOAM EAVE
11	DECORATIVE METAL GRILLE



FRONT

HIGHLAND, CA

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

HIGHLAND II TOWNHOME APTS

SEPTEMBER 27, 2023

SCALE: 0 8 16 24

BUILDING COMPOSITE / ELEVATIONS

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198





HIGHLAND, CA

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

HIGHLAND II TOWNHOME APTS

SEPTEMBER 22, 2023

SCALE: 0 8 16 24

BUILDING PERSPECTIVES

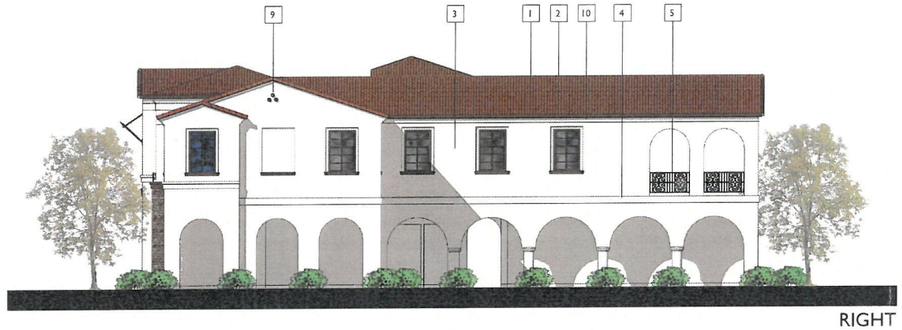
SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198



LEFT



FRONT



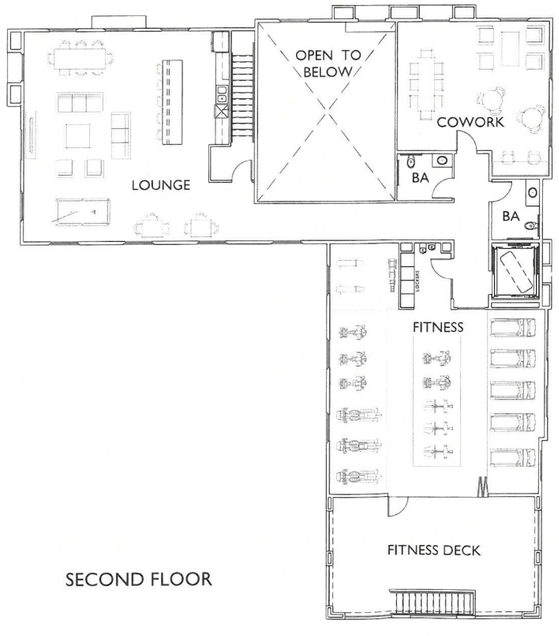
RIGHT



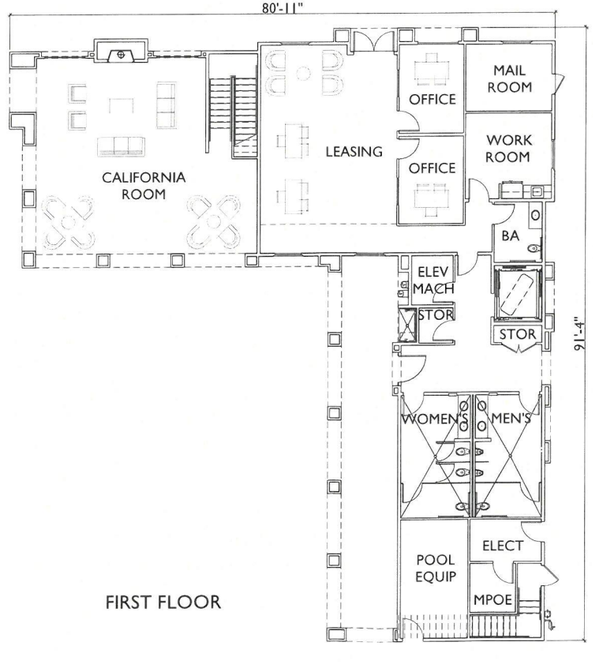
REAR

MATERIAL SCHEDULE

1	ROOF - CONCRETE TILE
2	2X WOOD FASCIA
3	WALL - STUCCO
4	TRIM - 2X STUCCO OVER
5	METAL RAILING
6	DECORATIVE SHUTTERS
7	DECORATIVE AWNING
8	DECORATIVE POTSHELF
9	DECORATIVE GABLE END
10	DECORATIVE FOAM EAVE
11	DECORATIVE METAL GRILLE
12	WALL - BRICK VENEER



SECOND FLOOR



FIRST FLOOR

HIGHLAND, CA

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

HIGHLAND II TOWNHOME APTS

SEPTEMBER 22, 2023

SCALE: 0 8 16 24

REC/LEASING BUILDING

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198





HIGHLAND, CA

HIGHLAND II TOWNHOME APTS

REC PERSPECTIVES

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

SEPTEMBER 22, 2023

SCALE:

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198



CONCEPT STATEMENT

LANDSCAPE CONCEPT:

THIS LANDSCAPE WILL CONSIST OF CLIMATE ADAPTIVE AND APPROPRIATE LOW AND MEDIUM WATER USE PLANTING CATEGORIES AS DESCRIBED BY THE WUCOLS SYSTEM. PLANT MATERIAL HAS BEEN CHOSEN TO PROVIDE SITE WIDE COVERAGE, SLOPE STABILIZATION, PARKING LOT SHADE AND ACCENTUATE ENTRIES TO THE SITE. MAINTENANCE AND LONGEVITY OF THE PLANT MATERIAL HAS BEEN TAKEN INTO CONSIDERATION. ROOT PANELS AND BARRIERS WILL BE PROVIDED ON ALL TREES NECESSARY, CONSISTENT WITH ALL STANDARDS AND SPECIFICATIONS. A 3" LAYER OF BARK MULCH WILL BE USED IN ALL LANDSCAPE AREAS. ALL LANDSCAPE AREAS WILL CONFORM TO CURRENT CITY PF CORONA LANDSCAPE GUIDELINES.

IRRIGATION CONCEPT:

THE IRRIGATION DESIGN WILL INCORPORATE THE LATEST IN SMART IRRIGATION TECHNOLOGIES. ALL NEW PLANTER AREAS WILL INCLUDE DRIP LINE. ALL PLANTERS WILL USE DRIP LINE WITH AN IRRIGATION EFFICIENCY OF .81. SLOPES WILL USE ROTORS WITH AN IRRIGATION EFFICIENCY OF .75. A SMART IRRIGATION CONTROLLER WITH A RAIN SHUT OFF DEVICE WILL ALSO BE INCORPORATED. BARK MULCH WILL BE USED TO RETAIN MOISTURE AND REDUCE EVAPORATION AND AN IRRIGATION SCHEDULE WILL BE PROVIDED TO PROGRAM THE CONTROLLER. TWO IRRIGATION SCHEDULES SHALL BE PREPARED, ONE FOR PLANT ESTABLISHMENT AND ONE FOR AFTER PLANT ESTABLISHMENT. ALL NEW IRRIGATION SYSTEMS WILL COMPLY WITH ALL CURRENT CITY OF HIGHLAND GUIDELINES.

VICINITY MAP



HIGHLAND TOWNHOME APTS II

L-1

NORTH 0' 40' 80' 120'

OVERALL CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT

2518 NORTH SANTIAGO BLVD ORANGE,CA 92867 PH: (951) 898-1502

12/10/2020

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

PASEOS & BLDG PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	LAGERSTROEMIA X `PURPLE MAGIC` PURPLE MAGIC CRAPE MYRTLE	36"BOX	M	50
	MAGNOLIA GRANDIFLORA `LITTLE GEM` DWARF SOUTHERN MAGNOLIA	24"BOX	M	24
	OLEA EUROPAEA OLIVE TREE	16'x16', FIELD GROWN	L	45
	PARKINSONIA X `DESERT MUSEUM` DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	L	47
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	13
	QUERCUS AGRIFOLIA COAST LIVE OAK	24"BOX	L	3
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	98

SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	AGAVE DESMETIANA `VARIEGATA` VARIEGATED AGAVE	5 GAL @ 36" O.C.	L
	AGAVE X `BLUE GLOW` BLUE GLOW AGAVE	5 GAL @ 36" O.C.	L
	ALOE STRIATA CORAL ALOE	5 GAL @ 24" O.C.	L
	CORDYLINE X `BURGANDY SPIRES BURGANDY SPIRE CORDYLINE	15 GAL	M
	DIANELLA REVOLUTA `VARIEGATED` VARIEGATED FLAX LILY	1 GAL @ 24" O.C.	L
	DODONAEA VISCOSA `PURPUREA` PURPLE LEAFED HOPSEED BUSH	15 GAL	M
	HESPERALOE PARVIFLORA 'PERPA' BRAKELIGHT® RED YUCCA	5 GAL @ 24" O.C.	L
	JASMINUM POLYANTHUM PINK JASMINE	15 GAL	M
	CUPRESSUS SEMPERVIRENS 'MONSHEL' TINY TOWER® ITALIAN CYPRESS	24" BOX	L
	PRUNUS CAROLINIANA 'MONUS' BRIGHT N' TIGHT CAROLINA LAUREL CHERRY	5 GAL @ 36" O.C.	M
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	1 GAL @ 36" O.C.	L
	MYRTUS COMMUNS 'COMPACTA' DWARF MYRTLE	15 GAL	M
	PODOCARPUS MACROPHYLLUS 'MAKI' MAKI PODOCARPUS	15 GAL	M
	ROSA FLORIBUNDA `ICEBERG` ICEBERG ROSE	5 GAL @ 36" O.C.	M

REC CENTER/COMMON AREA PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	ARBUTUS X `MARINA` MARINA STRAWBERRY TREE	36"BOX	M	7
	CUPRESSUS SEMPERVIRENS ITALIAN CYPRESS	24"BOX	L	2
	MAGNOLIA GRANDIFLORA `LITTLE GEM` DWARF SOUTHERN MAGNOLIA	36"BOX	M	3
	LAGERSTROEMIA INDICA `TUSCARORA` CRAPE MYRTLE	36"BOX	M	11
	OLEA EUROPAEA OLIVE TREE	16'X16', FIELD GROWN	L	10
	PHOENIX DACTYLIFERA DATE PALM	12` BTH	L	4
	PARKINSONIA X `DESERT MUSEUM` DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	L	24
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	19
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	4

SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	AGAVE X `BLUE FLAME` BLUE FLAME AGAVE	5 GAL @ 36" O.C.	L
	ALOE BAINESII TREE ALOE	24" BOX	L
	ALOE X `BLUE ELF` BLUE ELF ALOE	1 GAL @ 24"O.C.	L
	ANIGOZANTHOS X `YELLOW GEM` YELLOW GEM KANGAROO PAW	5 GAL @ 36" O.C.	L
	CARISSA MACROCARPA 'GREEN CARPET' GREEN CARPET NATAL PLUM	1 GAL @24"O.C.	M
	DIANELLA REVOLUTA `LITTLE REV` LITTLE REV FLAX LILY	1 GAL @ 24"O.C.	L
	DIANELLA REVOLUTA `VARIEGATED` VARIEGATED FLAX LILY	1 GAL @ 24" O.C.	L
	DIETES IRIDIOIDES 'VARIEGATA' VARIEGATED FORTNIGHT LILY	5 GAL @ 24" O.C.	L
	HESPERALOE PARVIFLORA RED YUCCA	1 GAL @ 36" O.C.	L
	LIGUSTRUM JAPONICUM `TEXANUM` WAX LEAF PRIVET	5 GAL @ 36"O.C.	M
	PRUNUS CAROLINIANA `MONUS` BRIGHT `N TIGHT CAROLINA LAUREL	5 GAL @ 36"O.C.	M
	MYRTUS COMMUNIS 'COMPACTA' DWARF COMMON MYRTLE	5 GAL @ 36"O.C.	M
	ROSA BANKSIAE `LUTEA` BANKSIA ROSE	15 GAL	M
	ROSA X `NOARE` FLOWER CARPET RED GROUNDCOVER ROSE	1 GAL @ 24" O.C.	M
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE	5 GAL @ 48"O.C.	M
	CALLIANDRA HAEMATOCEPHALA PINK POWDERPUFF	5 GAL	M

VEGETATED BIOSWALE PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	21

SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	DIETES BICOLOR FORTNIGHT LILY	5 GAL @ 24" O.C.	M
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 GAL @ 24" O.C.	L
	LEYMUS CONDENSATUS `CANYON PRINCE` NATIVE BLUE RYE	1 GAL @ 24" O.C.	L
	MUHLENBERGIA RIGENS DEER GRASS	5 GAL @ 36" O.C.	M

STREET TREE & ENTRY CORNER PALETTE

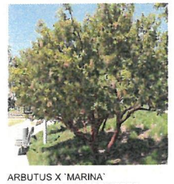
TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	OLEA EUROPAEA OLIVE TREE	16'X16', FIELD GROWN	L	11
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	22
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	18
	PHOENIX DACTYLIFERA DATE PALM	12` BTH	L	18

SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	AGAVE AMERICANA CENTURY PLANT	15 GAL	L
	AGAVE DESMETIANA `VARIEGATA` VARIEGATED AGAVE	5 GAL @ 36" O.C.	L
	BACCHARIS PILULARIS DWARF COYOTE BRUSH	1 GAL @ 48" O.C.	L
	CALLISTEMON X`LITTLE JOHN` DWARF CALLISTEMON	5 GAL @ 36" O.C.	L
	LAURUS NOBILIS SWEET BAY	15 GAL	L
	PRUNUS ILICIFOLIA LYONII CATALINA CHERRY	15 GAL	L
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	5 GAL @ 36" O.C.	M
	ROSA X `NOARE` FLOWER CARPET RED GROUNDCOVER ROSE	1 GAL @ 24" O.C.	M
	ROSMARINUS OFFICINALIS `PROSTRATUS` DWARF ROSEMARY	5 GAL @ 36" O.C.	L
	SALVIA GREGGII AUTUMN SAGE	5 GAL @ 36" O.C.	L
	SALVIA LEUCANTHA `SANTA BARBARA` MEXICAN BUSH SAGE	5 GAL @ 48" O.C.	L
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE	15 GAL	M

PARKING LOT PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	QUERCUS ILEX HOLLY OAK	36"BOX	L	16
	QUERCUS AGRIFOLIA COAST LIVE OAK	24"BOX	L	36

SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	AGAVE DESMETIANA `VARIEGATA` VARIEGATED AGAVE	5 GAL @ 36" O.C.	L
	CALLISTEMON X `LITTLE JOHN` DWARF CALLISTEMON	5 GAL @ 36" O.C.	L
	COTONEASTER APICULATUS 'TOM THUMB' TOM THUMB CRANBERRY COTONEASTER	1 GAL @ 36" O.C.	L
	MUHLENBERGIA CAPILLARIS `REGAL MIST` TM REGAL MIST PINK MUHLY GRASS	1 GAL @ 36" O.C.	L
	SENECIO MANDRALISCAE `BLUE CHALK STICKS` SENECIO	1 GAL @ 12" O.C.	L


ARBUTUS X `MARINA`
MARINA STRAWBERRY TREE

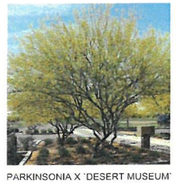

CUPRESSUS SEMPERVIRENS
ITALIAN CYPRESS


LAGERSTROEMIA X `PURPLE MAGIC`
PURPLE MAGIC CRAPE MYRTLE


LAGERSTROEMIA INDICA `TUSCARORA`
CRAPE MYRTLE


MAGNOLIA GRANDIFLORA `LITTLE GEM`
DWARF SOUTHERN MAGNOLIA


OLEA EUROPAEA
OLIVE TREE


PARKINSONIA X `DESERT MUSEUM`
DESERT MUSEUM PALO VERDE


PLATANUS RACEMOSA
CALIFORNIA SYCAMORE


QUERCUS ILEX
HOLLY OAK


QUERCUS AGRIFOLIA
COAST LIVE OAK


PHOENIX DACTYLIFERA
DATE PALM


TRISTANIA CONFERTA
BRISBANE BOX

HIGHLAND TOWNHOME APTS II

L-2

PLANTING PALETTE

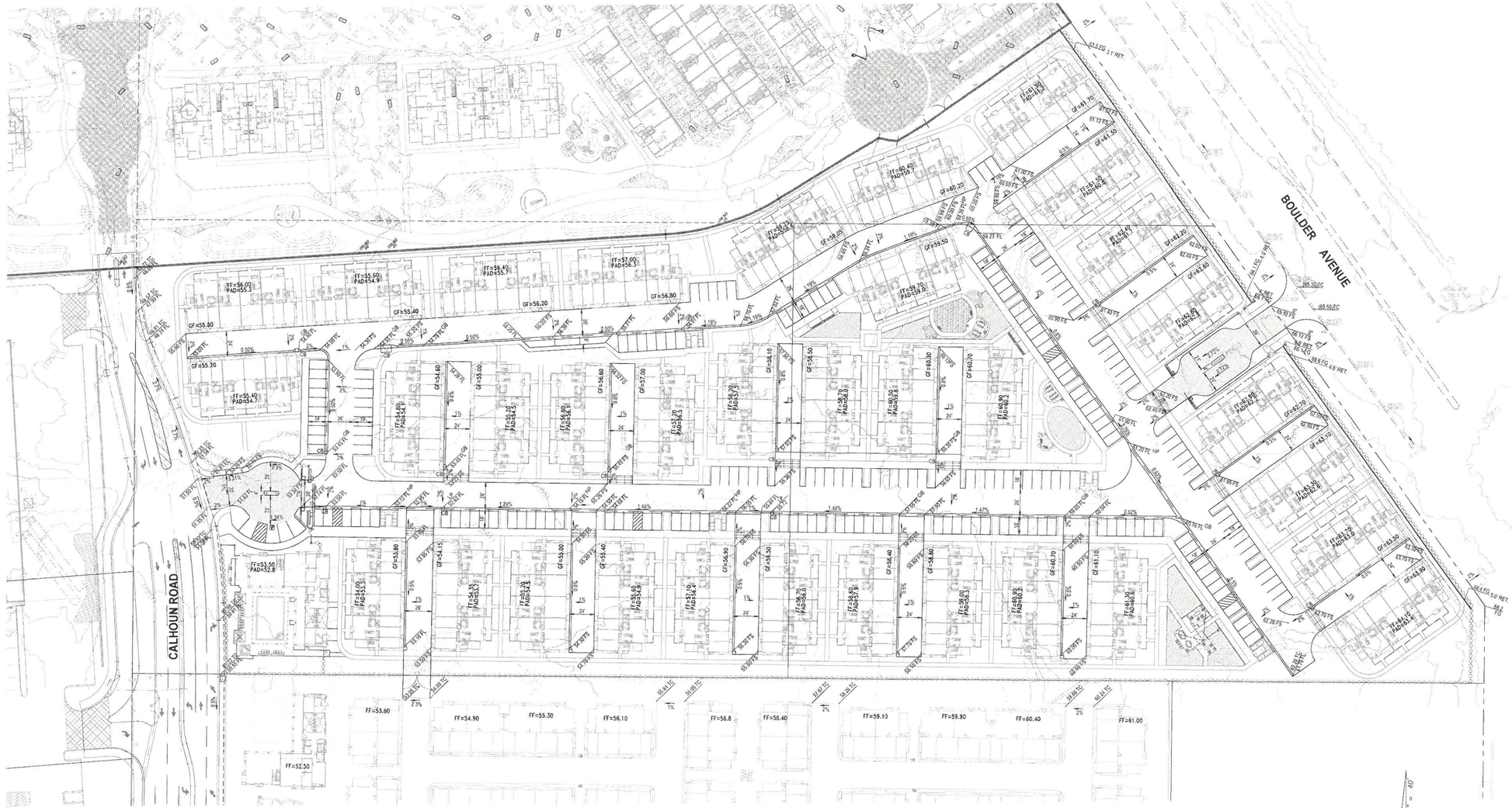
PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE,CA 92867 PH: (951) 898-1502
12/10/2020

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

CONCEPTUAL GRADING PLAN
PARCEL MAP NO. 19149

IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCEL 3 OF PARCEL MAP 19149,
IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF FIFTH STREET (GREENSPOT ROAD), AS SHOWN ON PARCEL MAP 18886 , FILED IN BOOK 231, PAGES 31 THROUGH 33, INCLUSIVE, OF PARCEL MAPS, BEING NORTH 85°56'41" EAST.

BENCHMARK AND CONTOUR INTERVAL

THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM No.: 0001 ELEV.: 1213.20'
(CITY OF HIGHLAND BENCHMARK) CHISELED BOX AT THE EAST END OF THE NORTHEAST CURB RETURN AT 5TH STREET AND CHURCH AVENUE.
CONTOUR INTERVAL=1'

RECORD OWNER/SUBDIVIDER:

REXCO DEVELOPMENT
1285 CORONA POINTE COURT, SUITE 102
CORONA, CA 92879
CONTACT: PATRICK TRITZ
PHONE: (951) 898-1502

CIVIL ENGINEER :

MADOLE AND ASSOCIATES, INC.
9302 PITTSBURGH AVENUE, SUITE 230
RANCHO CUCAMONGA, CA 91730
CONTACT: MARK BERTONE
PHONE: (909) 481-6322
EMAIL: mbertone@madoleinc.com

UTILITY COMPANIES

WATER & SEWER SERVICE:	EAST VALLEY WATER DISTRICT 3654 HIGHLAND AVE., STE 18, HIGHLAND, CA 92346 (909) 888-8986
GAS:	SOUTHERN CALIFORNIA GAS COMPANY 1981 W. LUGONIA REDLANDS, CA 92374 (909) 335-7854
ELECTRICITY:	SOUTHERN CALIFORNIA EDISON COMPANY 287 TENNESSEE STREET REDLANDS, CA 92373 (909) 307-0750
PHONE:	AT&T 1265 N. VAN BUREN STREET ANAHEIM, CA 92807 (714) 666-5435
CABLE TELEVISION:	TIME-WARNER 1500 SOUTH AUTO CENTER DRIVE ONTARIO, CA 91761 (888) 892-2253

SCALE: 1" = 40'

SCALE IN FEET
0 40 80 120 160

REGISTERED PROFESSIONAL ENGINEER AARON THOMAS SHEERS No. 62183 Exp. 9-30-25 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE SUPERVISION OF:
MADOLE & ASSOCIATES, INC. Engineering Communities for Life
9302 PITTSBURGH AVE, SUITE 230 RANCHO CUCAMONGA, CA. 91730 PHONE: 909.481.6322 FAX: 909.481.6323

DATE:
AARON T. SHEERS RCE #2183 EXP: 9-30-25

CITY OF HIGHLAND, CALIFORNIA
CONCEPTUAL GRADING PLAN
SUBDIVISION OF PARCEL 3 OF P.M. NO. 19149
SAN CARLO II APARTMENTS

DRAWN BY: DM	SCALE: AS SHOWN
DESIGNED BY: RAM	DATE: 03/07/23
CHECKED BY: MB	DRAWING NO: 1/1
APPROVED BY: CITY ENGINEER R.C.E. DATE	

M:\ 1000-2999 CONCEPTUAL GRADING PLAN


NOVEMBER 24, 1987
CITY OF HIGHLAND

ATTACHMENT 3
Economic Opinion

RETAIL INSITE

DONALD R. MOSER | *License 00821359*

August 8, 2023

Larry Haupert
Rexco Development
1285 Corona Pointe Court
Corona CA 92879

Re: Greenspot Village, Highland CA

Dear Larry,

Per your request I have had our team look at the viability of retail for your Highland Greenspot Village. We are very active in the Inland Empire and represent a number of national retailers looking for locations throughout the region including Darden Restaurants (Olive Garden, Longhorn Steakhouse, Yard House), Shake Shack, Cava, Chick-Fil-A, Fox Restaurant Group and others. I have attached a copy of our resume for your review.

We don't see a retail viability for your Highland Greenspot Village given several factors:

1) Lack of frontage on Greenspot Road which is the dominant retail arterial.

2) Depth of the retail market in the area is limited given the Citrus Plaza project by majestic, downtown Redlands' resurgence, the proposed Target center at Arden/210 and the remaining land at Greenspot across from Lowes.

3) Retail that would face Boulder Ave. would lack significant synergy to support retail sales.

4) Pad users who can drive the development of a retail site with ground lease deals will prioritize other locations within the region for stronger opportunities.

5) Economics in the market (given cost) are making only very strong retail sites viable. The factors above would make this a secondary site.

120 South Sierra Ave, Suite 110, Solana Beach, CA 92075
3565 7th Ave, First Floor, San Diego, CA 92103

P: 858.523.2090 | retailinsite.net | Corporate Lic #01206760

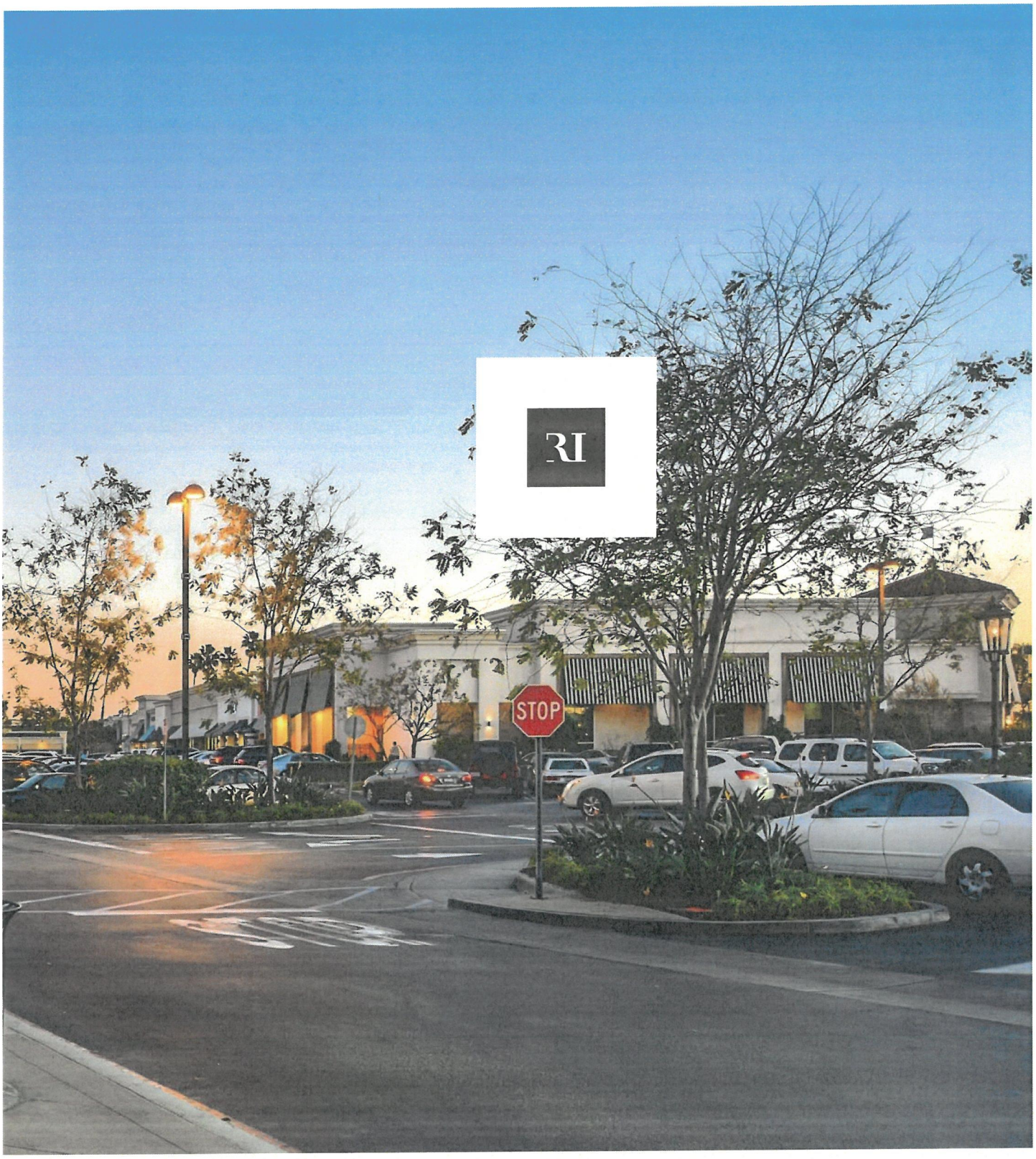
Larry, look forward to discussing this with you in further detail.

Best,

RETAIL INSITE
Commercial Real Estate



Donald R. Moser | *License 00821359*
858.523.2087 | ***dmoser@retailinsite.net***



RETAIL INSITE

COMMERCIAL REAL ESTATE



Retail Insite (RI) was formed in 1996 to focus solely on providing retail solutions. RI is firmly committed to servicing retailers and retail landlords by intelligently and energetically working to meet the strategic objectives of their clients.

RI combines the entrepreneurial spirit of ten focused "retail-only" brokers with an experienced support team. We are all focused on the success of our clients by bringing passion, intelligence, and creativity to every assignment.

Retail Insite is a boutique commercial real estate firm with a passion for retail and people.

In 2002, RI was selected to become a part of ChainLinks Retail Advisors, which consists of the best independent brokerage companies in over 60 offices across North America. This association provides national marketing identity and national information sources of retail activity.

RI has had the privilege of working with many of the best retailers and developers in the industry and is committed to that standard of excellence in the future. As the name suggests, the Retail Insite team uses their *insight* in an ever-changing retail environment to assist clients with beneficial long-term strategies and decisions.

Retail is rapidly changing, and success requires a nimble team.



LANDLORD SERVICES

leasing

strategy advisor

co-tenancy planning

expert negotiator

regional + global marketing campaigns

innovative marketing design

data driven trend analysis

property repositioning

TENANT SERVICES

retail + restaurant expert lease negotiator

competitor analysis + mapping

demographic data

site selection

national connections

unparalleled market knowledge

knowledge of landlords + deal history

sales productivity of surrounding businesses

INVESTMENT SERVICES

providing an opinion of value

risk + return analysis

uncovering non-competitive acquisitions

capital markets (debt + equity) resources

exit planning for maximum value

urban high street acquisitions (globally)

raw land sales/acquisitions



OUR BROKERAGE TEAM



OUR SUPPORT TEAM

Experienced.
Dedicated.
Effective.



Don Moser
Co-Founder + Retail Partner

Lic. 00821359

Don is the co-founder of Retail Insite and has more than 30 years of experience in retail real estate brokerage in Southern California. Don started his career with CBRE, earning the title of Senior Vice President, and was ranked in the Top 10 nationwide consistently for CBRE retail brokers. Don has completed over 2,500 retail transactions, with total consideration in excess of $2.5 billion and is a consistent team leader.

Don has served on the Board of Directors for ChainLinks Retail Advisors, Santa Fe Christian Schools, Impact Driven America. He has been a panelist for ICSC, ULI and ChainLinks on emerging trends in the retail industry. He is a graduate of the University of San Diego with a degree in Business Administration.

Landlord representation has included:

- Dana Point Harbor (150,000 SF)
- The Summit Sierra in Reno (650,000 SF)
- Encinitas Ranch Town Center (650,000 SF)
- Palomar Commons (185,000 SF)
- Seaport Village Redevelopment (Retail Consulting)
- Escondido Promenade (700,000 SF)
- The Watermark (900,000 SF)
- The Beacon La Costa (120,000 SF)
- Gran Plaza Power Center (+/- 650,000 SF)
- Mira Mesa Market Center (487,807 SF)
- West Harbor (150,000 SF)

Tenant representation has included:

- Lowe's (14 stores)
- L Brands (7 stores)
- TJX Companies (9 stores)
- CarMax (4 facilities)
- Bed Bath & Beyond (4 stores)
- Chick-fil-A (25 stores)
- Wells Fargo Bank (250 acquisitions + dispositions)
- EōS Fitness
- Darden
- F21 Red
- Javier's
- Bevmo/Gopuff
- Bristol Farms/Lazy Acres



Ron Pepper
Co-Founder + Retail Partner

Lic. 00865929

Co-founder of Retail Insite, Ron has over 35 years of experience in retail real estate brokerage in San Diego. Prior to founding Retail Insite with Don Moser in 1996, Ron was with CBRE for over twelve years, where he ranked consistently in the Top 10 Western Region of the United States. He has completed over 2,000 retail transactions with total consideration in excess of $2.5 billion.

Ron was actively involved with Monarch Schools for the underprivileged and San Diego ICSC. He is currently on the NAIOP board and previously served for six years on the ChainLinks board. He is a graduate of San Diego State University with a Bachelor's Degree in Finance.

Landlord representation has included:

- Sweetwater Square (200,000 SF)
- Signature Pavillion (125,000 SF)
- Menifee Lakes Plaza (150,000 SF)
- The Orchard (500,000 SF)
- The Watermark (900,000 SF)
- Pacific Beach Plaza (75,000 SF)
- Santee Plaza (75,000 SF)
- Center Pointe Shopping Center (75,000 SF)
- Loma Square (200,000 SF)
- Genesee Plaza (520,000 SF)
- Grossmont (150,000 SF)

Tenant representation has included:

- Lowe's (14 stores)
- Kohl's (8 stores)
- Dick's Sporting Goods (7 stores)
- Staples (60 stores)
- PetSmart (13 stores)
- Fresh & Easy (40 stores)
- Whole Foods (2 stores)
- ULTA Beauty (14 stores)
- Five Below (12 stores)
- Wells Fargo Bank (400 locations; branches & disposition)
- Pier 1 Imports (15 stores)
- Buffalo Wild Wings (14 stores)
- Applebees (14 stores)

Investment Sales:

Ron has sold over 100 centers in his career, including the recent sale of Torrey Hills Center to First Washington Realty for just over $51 million. He has also sold over a 100 land parcels ranging from half an acre to over 20 acres.



Mike Moser
Retail Partner

Lic. 00977876

Michael Moser joined Retail Insite in 2015 as a principal owner after working for CBRE for more than 28 years. He joined what was then Coldwell Banker back in 1987 after forgoing entrance into medical school and pursuing a career in real estate—a life-changing decision and one that he is thankful for each and every day. Mike was a top first-year retail producer for the western region and grew into a consistent Top 10 producer in the region (and Top 20 nationwide) in retail for CBRE.

Hard work, focus, and ingenuity are trademarks of his approach to guiding real estate transactions to completion and helping his clients make the best informed decisions.

Mike has completed sale and lease transactions totaling over $4 billion during his career. He will be a valued asset to you and your team on any assignment undertaken.

Mike lives in Coronado with his wife, Colleen, and four children. He serves on the University of San Diego Leaders Board and Young Life Coronado Committees.

Numerous landmark projects and tenant rollouts have benefitted under his leadership including:

- Grossmont Center Mall
- College Grove Mall
- Santee Town Center
- Liberty Station (300-acre naval base redevelopment)
- General Dynamics' (100-acre redevelopment)
- Otay Ranch Town Center (Land Sale)
- Mira Mesa Market Center

Clients include:

- Invesco
- Brixton Capital
- Regency
- Stockbridge
- American Assets
- Hines
- Lennar
- DWS
- Kimco
- Federal Realty
- Related

Matt Moser
Retail Partner

Lic. 01772051



Matt specializes in landlord/tenant representation throughout Southern California. He brings high energy and enthusiasm to every assignment and is very active in the retail marketplace uncovering new opportunities for his clients.

Matt graduated from Westmont College in 2006 with a Bachelor's degree in Business Economics. He is a member of the International Council of Shopping Centers (ICSC).

Landlord representation has included:

- Asana Partners
- American Assets
- ShopCore
- Federal Realty Investment Trust
- Kilroy Realty
- Brixton Capital
- HP Investors
- Burnham Ward
- IQHQ
- Sunbelt Properties
- Hines
- Clarion
- Stockbridge

Tenant representation has included:

- Yeti
- Chick-fil-A
- Panera Bread
- Cava Grill
- Maple & Ash
- Teleferic Barcelona
- Nick's Restaurants
- Postino
- Serena & Lily
- Jenni Kayne
- Fox Restaurant Concepts
- HomeState
- Etta
- Philz Coffee
- Pacific Catch
- Rivian
- Saatva



Jeff Drew
Retail Partner

Lic. 00993435

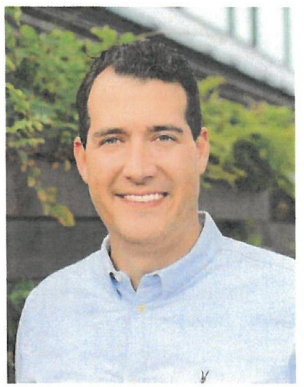
Jeff has over 35 years of experience in retail brokerage and development in Southern California. He joined Retail Insite in 2002 and has represented National Retail and Restaurant Chains in addition to National and Regional Shopping Center Landlords and Developers. Prior to joining Retail Insite, Jeff spent over 7 years with Epsteen and Associates, specializing in retail tenant representation as a Senior Associate. Before concentrating his efforts on his career in brokerage, Jeff also spent 12 years as a partner with Environs West Development and was involved in the acquisitions, planning, construction, leasing, management, and sales of retail shopping centers throughout Southern California. Rounding out his experience in Commercial Real Estate, Jeff also gained critical knowledge in the position of Real Estate Manager for Chipotle Mexican Grill covering the southwest. Jeff has consistently worked with long-term clients by providing excellent and detailed support. His knowledge of the San Diego and Inland Empire markets is a tremendous asset to Retail Insite.

Landlord representation has included:

- Federal Realty Investment Trust
- DJM
- VEREIT
- Cross Development
- Citibank NA
- Rich Development
- Healy Family Trust
- TESCO
- Prolo Family Palm Desert
- Price Entities
- Pacific Summit Development
- The Kroger Company
- Tavistock LLC
- Euston Homes
- Barob Group
- A&B Properties

Jeff executed the initial rollout strategy and store expansions for (partial list):

- Banana Republic
- Old Navy
- CVS Pharmacy
- Burlington
- Jo-Ann Stores
- Texas Roadhouse
- McDonald's
- Panera Bread
- Chipotle
- Jamba Juice
- Red Robin
- Harbor Freight Tools
- Dollar General



Chris Hodgman
Retail Partner

Lic. 01881298

Chris specializes in retail tenant and landlord representation throughout San Diego, Orange, and Riverside Counties. He has played an active role in marketing and leasing retail centers by bringing an enthusiasm and passion to each assignment for landlords such as Kilroy Realty, Burnham-Ward Properties, Irvine Company, Regency Centers, KIMCO, Hines, TRC, Frontier Real Estate Investments and Pendulum Property Partners. Chris began his retail commercial real estate career with Strategic Retail Advisors in Newport Beach, California. Prior to joining the brokerage industry, Chris had a surf accessories supply business which gave him a first-hand dose of the retail business.

Chris graduated from Westmont College with a Bachelor of Arts degree in Business Economics and is a member of the International Council of Shopping Centers (ICSC), where he also serves on the ICSC San Diego Committee.

Landlord representation has included:

- Kilroy Realty – One Paseo, Del Mar
- Burnham-Ward – Dana Point Harbor, Dana Point
- ShopCore – One Colorado, Pasadena
- IQHQ – RaDD, San Diego
- Pendulum – Liberty Station, Point Loma
- Hines – Riverwalk, San Diego

Tenant representation has included:

- Barry's Bootcamp
- CAVA
- Darden
- Etta
- Fox Restaurants
- Harbour Outdoor
- Jenni Kayne
- LaserAway
- Maple & Ash
- Nick's Restaurants
- Philz Coffee
- Postino
- Rad Power Bikes
- Serena & Lily
- Sola Salon
- solidcore
- Squeeze Fitness
- Telefèric Barcelona
- Velvet



Brian G. Pyke
Retail Partner

Lic. 01506790

Brian G. Pyke is a retail specialist focusing on landlord and tenant representation as well as investor acquisitions and dispositions in San Diego, Inland Empire, Orange County, and Imperial Valley.

Brian also represents many national and regional retailers in Southern California, and has been involved in over 600 sales and lease transactions that total more than $425 million in consideration. Currently, Brian is responsible for the lease-up of properties totaling approximately 4,000,000 of retail space in Southern California.

Landlord representation has included:

- Pacific Castle
- Remarc Management
- Omninet Capital
- Haagen Co
- Flinn West
- Black Lion Development
- Red Mountain Group
- CBL & Associates, Inc.
- Brixton Capital
- DMP Properties
- Becker Properties
- Guggenheim Partners
- Sunbelt Investment Holdings

Tenant Representation has included:

- Skechers Shoes
- Hess Brewing Co.
- Oil Changers
- Wingstop
- The Beauty Institute
- Wendy's
- everbowl
- Evans Tire
- MySalon Suite
- Dirty Dogs
- The Joint Chiropractic
- FrontWave
- Eat the Frog Fitness
- Geico
- Tommy's Express Car Wash

Connor Stevens
Retail Partner

Lic. 02016996



Connor is a native Southern Californian, growing up in Orange County, CA. After moving to San Diego to attend SDSU, where he obtained a Bachelor's Degree in Business Management, Connor immediately joined the Retail Insite team.

Connor focuses on tenant/landlord representation throughout the San Diego and Orange County markets. He brings creativity to every project he takes on and his thorough, inquisitive approach lends itself well to the Retail Insite team along with all of his clients.

Landlord representation has included:

- Sudberry Properties
- LBA Realty
- Black Lion Investment Group
- Trammell Crow
- Dornin Investment Group
- Festival Companies
- Flinn West
- MDC Realty Advisors
- Toll Brothers

Tenant representation has included:

- Matthew Kenney Cuisine
- BISHOPS Barbershop
- SDCCU
- Wendy's
- Bruxie
- Docent Brewing
- Lounge Group
- Pearle Vision
- PNC Bank
- Hydration Room
- Capriotti's
- Shorehouse Kitchen
- F45



Allison Campbell
Retail Partner

Lic. 02072308

Allison's focus is in retail consulting, strategically assisting Tenants and Landlords with creativity and out of the box thinking. She specializes in high street Tenant and Property Advisory on a national and regional basis. Her ability to view retail properties through a multifaceted lens has enabled her to execute over 500 leases. Allison's fresh and innovative approach to retail has allowed her to solve complex issues that cannot be fixed only with additional leasing activity.

Over the past nine years, Allison has been responsible for repositioning, redeveloping and leasing more than 10 million square feet of real estate across the United States. Prior to joining Retail Insite, Allison was a Senior Leasing Executive with Simon Property Group where she focused on leasing and redevelopment of more than three million square feet of real estate.

Allison has had the pleasure of representing Landlords such as:

- Port of San Diego, Seaport Village, San Diego, CA
- IQHQ, RaDD, San Diego, CA
- The Ratkovich Company & Jerico Development, West Harbor, Los Angeles, CA
- Clarion Partners & HP Investors, Gaslamp Square, San Diego, CA
- Taconic Capital & Triangle Capital Group, Spreckels Building, San Diego, CA
- Oram Holdings, The Guild, San Diego, CA

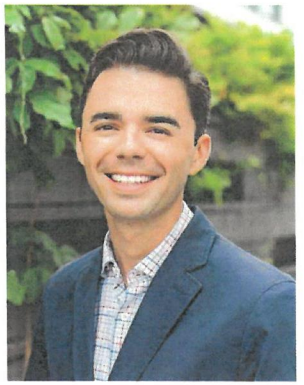
She has completed transactions with Malibu Farms, Bark Social, F45, King & Queens, Mama Por Dios, Hopscotch, Gladstone, Yamashiro, The Win-Dow, Pitfire Pizza, and strong San Diego Local's such as Mike Hess Brewing, Mr. Moto Pizza, Spill the Beans, Crack Taco, Olala Crepes, Nectarine Grove, Zytoun Gourmet Mediterranean, Addendum Salon, Baked Bear, Wild Dove Boutique, Geppetto's, Verant Hospitality Group, SALT Hot Pilates, Capsyl Salon, Harbor Market, Bare Organic Tan, Bespoke Treatments, Sante Wellness, Lash Bar, Pumphouse Coffee, Coxinha, and many more.

Over the past nine years, Allison has been responsible for repositioning, redeveloping and leasing more than 10 million square feet of real estate across the United States. Prior to joining Retail Insite, Allison was a Senior Leasing Executive with Simon Property Group where she focused on leasing and redevelopment of more than three million square feet of real estate.

Allison received a Bachelor's Degree in Finance from Baylor University's Hankamer School of Business. She is a member of the International Council of Shopping Centers.

Jack Avarello
Retail Partner

Lic. 02081489



Jack is a native to Southern California, growing up in San Diego and attending college at UC Santa Barbara. Prior to starting with Retail Insite, he spent four years at Cushman and Wakefield specializing in retail Tenant and Landlord representation throughout San Diego and Orange County. Jack has a passion for deploying his creativity and ingenuity when tackling new assignments. He takes great pride in helping shape the neighborhoods he knows and loves. Jack is active in Orange County and San Diego markets.

While in college, Jack played for the Division I Men's Golf team and was a member of the Phi Sigma Kappa fraternity. Hard work, balance, and authentic relationships are the backbone of his personal and professional life.

Landlord representation has included:

- HP Investors
- Centennial Real Estate
- Festival Companies
- MC Strauss
- Zion Marketplace Redevelopment

Tenant representation has included:

- Wendy's
- Dave's Hot Chicken
- Cooper's Hawk
- Everytable
- Baked Bear
- Bassett Salon Solutions
- Pure Taco
- Bassett Salon Solutions
- Performance 360



Kristin Walseth
Retail Partner

Lic. 01770806

Kristin specializes in landlord and tenant representation in Orange County. She was Senior Director of Leasing at Irvine Company for the past 12 years, where she focused on regional box/power centers such as The Market Place in Tustin as well as lifestyle centers such as Corona Del Mar Plaza and Crystal Cove Shopping Center in Newport Beach.

Kristin has had the pleasure of working on over 40+ regional and neighborhood shopping centers and 4,000,000+ SF throughout the Irvine Company portfolio during her time there. She enjoyed the relationships she gained while working with a number of reputable tenants.

A partial list of tenants include:

- Alchemy 43
- Athleta
- Banana Republic
- Best Buy
- Chase Bank
- Chick fil A
- Chico's
- Chipotle
- Coastal Cool
- Fast 5 Car Wash
- Gap
- Hobby Lobby
- Jack's Surfboards
- Marmi
- Mathis Brothers
- McKee & Co.
- Mendocino Farms
- Natuzzi
- Orangetheory Fitness
- Pandor Bakery
- Petsmart
- Providence Health Center
- Ray Ban
- Sephora
- Snooze Eatery
- Starbucks
- Sunglass Hut
- Tidelli Outdoor Living
- Total Wine & More
- VICI
- Vinfast
- Yoga Six

Kristin has a client-specific focus and passion for merchandising. She uses a hands-on approach to merchant and site selection and enjoys building strong and communicative relationships with her clients.

Natalie Ward
Retail Partner

Lic. 02153954



Natalie is a native of Southern California with a passion for all things retail. A current resident of Newport Beach, Natalie is complementing the team with a drive and energy level that is contagious.

Natalie was a starting member of Notre Dame's women's varsity soccer team and team captain. Graduating with honors from Notre Dame with a Bachelor's of Administration in Finance, Natalie then went on to USC were she obtained her Master's of Science in Entrepreneurship and Innovation.

Natalie has deep roots in the retail world through the family business and brings an incredible perspective and work ethic to the Retail Insite team and her clients.

Natalie is an active Ironman participant and enjoys a fast paced active lifestyle.



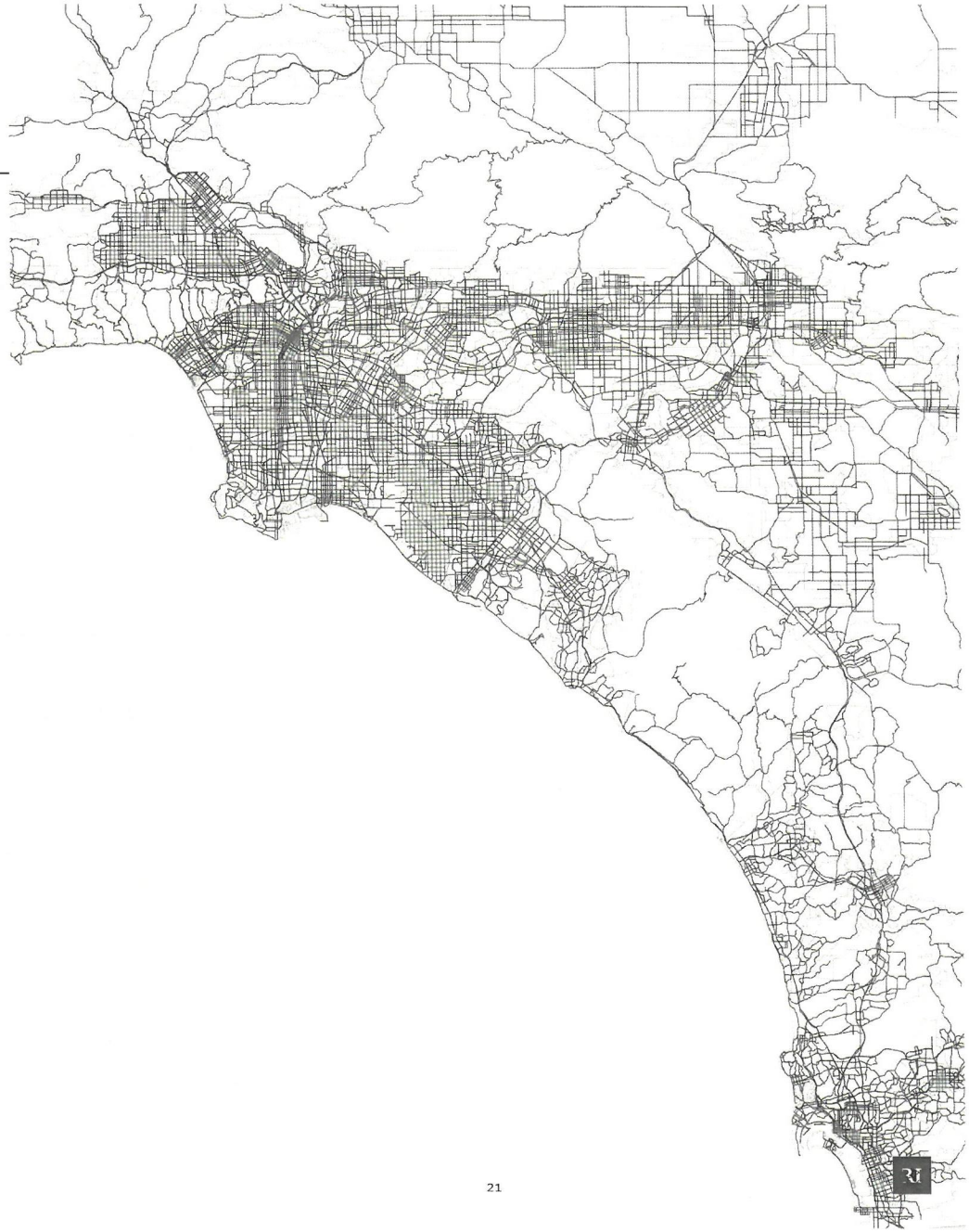
Blake Moser
Retail Consultant

Lic. 02154612

Blake is a Southern California native. Born and raised in Coronado, he knows the city of San Diego well. He has seen its incredible growth and development over his lifetime and following of the retail development world. He has developed a passion for the commercial real estate world and possesses the energy and strong work ethic to serve his clients well.

Blake graduated with honors in Business from St. Mary's College of California where he obtained his degree in Business Administration. He was recruited to play Division 1 Soccer at St. Mary's, but after a serious injury and subsequent foot surgery, he decided to rethink his college career path, and focus on his future in Business.

Blake is excited to have joined the incredible team at Retail Insite. He feels honored to be with working alongside an innovative team who eats, sleeps and breathes all things retail. Blake is excited to be serving landlords and tenants through San Diego, Orange and Riverside counties.



Our Team.



Bridgette Hill

Senior Executive Assistant



Candi Benavides

Marketing Associate



Bobbi Powell

Marketing Associate



Julie Greaux

Graphic Designer

Paula Hanan

Executive Assistant



Angela Salvo

Marketing Associate

Maya Grim

Marketing Associate



Laura Barreiro

Director of Operations

Kristie Hill

GIS Manager





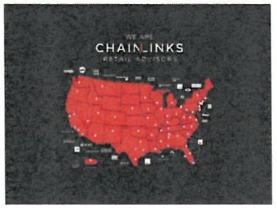


We're SoCal experts with national reach.



EXTENSIVE SCOPE OF SERVICES

- \+ Landlord Consulting
- \+ Retailer Representation
- \+ Shopping Center Leasing
- \+ Land Acquisition
- \+ Joint Venture + Sales
- \+ Ground-Up Development
- \+ Mapping Services
- \+ Tenant Merchandising
- \+ Assemblage
- \+ Research
- \+ Site Planning



RI is a member of ChainLinks -- the largest retail-only, full-service real estate organization providing a framework for its 600+ retail broker specialists to combine their local market expertise with trusted information and resources over national and international network in service to their clients.



10

Retail-Centric Partners

7+

Counties Covered in Southern California

160

National + Regional Tenants Represented

170+

Years of Combined Team Experience

17M

Square-Foot Leasing Portfolio



1996

Retail Insite was Founded

2002

Selected to Join ChainLinks Retail Advisors

2021

230+ Total Transactions

RECENT NOTABLE PROJECTS



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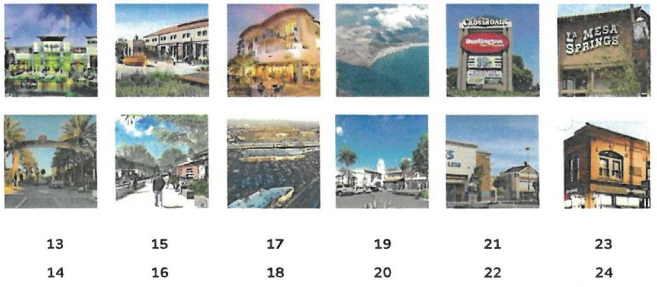
2 4 6 8 10 12



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28

Watermark	1	Scripps Ranch
Mission Village Center	2	San Juan Capistrano
Palomar Plaza	3	San Marcos
The Marketplace at Santee	4	Santee
Scripps Ranch Marketplace	5	Scripps Ranch
Sunbelt - Park Valley Center	6	Mission Valley
Gateway at Cedros	7	Solana Beach
Sorrento Court	8	Sorrento Valley
Yorba Linda Town Center	9	Yorba Linda
Mira Mesa Market Center	10	Mira Mesa
Encinitas Ranch	11	Encinitas
El Camino North	12	Oceanside
The Village at Orange	13	Orange
Old Towne Orange	14	Orange
Liberty Station Arts District	15	Point Loma
River Street	16	San Juan Capistrano
Pacific Station	17	Encinitas
Escondido Promenade	18	Escondido
Breakwater	19	Imperial Beach
The Beacon	20	La Costa
La Mesa Crossroads	21	La Mesa
Grossmont Shopping Center	22	La Mesa
La Mesa Springs	23	La Mesa
One Colorado	24	Pasadena
Carmel Mountain Plaza	25	Carmel Mountain
El Camino Real & Hwy 56	26	Carmel Valley
Palomar Commons	27	Carlsbad
Gateway Marketplace	28	Chula Vista
Clairemont Town Square	29	Clairemont
Coronado Island	30	Coronado
BRIC	31	Downtown-Waterfront
Fletcher Plaza	32	El Cajon
Dana Point Harbor	33	Dana Point
Costa Verde	34	UTC
Seaport Village	35	Downtown San Diego
The Press	36	Costa Mesa

Landlord Clients.

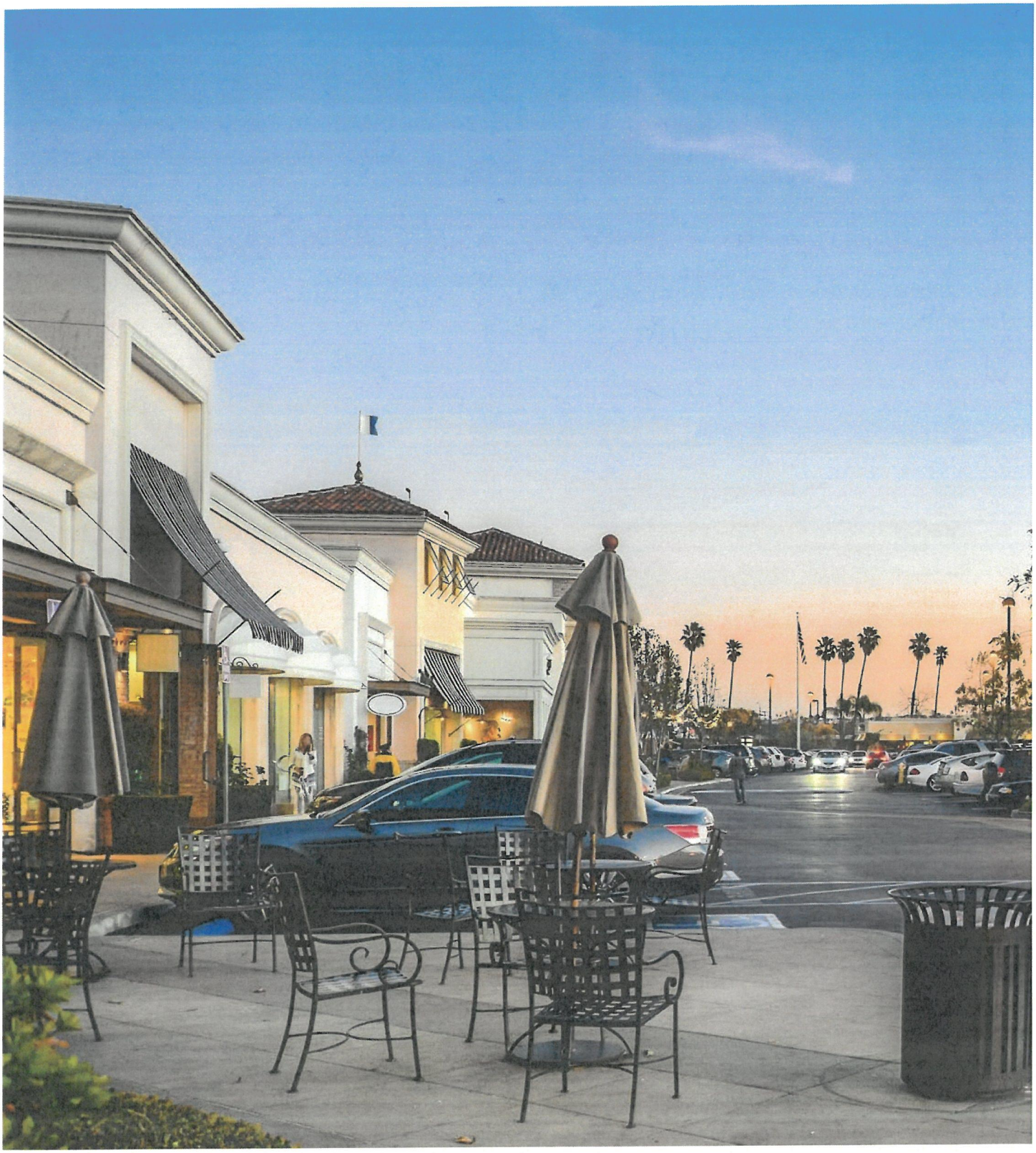
PARTIAL LIST



PARTIAL LIST

Tenant Clients.





RETAIL INSITE

COMMERCIAL REAL ESTATE

ATTACHMENT 4
Vehicle Trip Generation Analysis

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

August 25, 2023

Mr. Patrick Tritz
Rexco Development
1285 Corona Pointe Court, Suite 102
Corona, CA 92879

LLG Reference: 2.23.4603.1

Subject: **Trip Generation Analysis for the Proposed Highland II Townhomes Project**
Highland, California

Dear Mr. Tritz:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Trip Generation Analysis for the proposed Highland II Townhomes Project on the site currently entitled for multifamily and senior attached housing within Greenspot Village Planning Area (PA) 3 located north of Highland Avenue between Boulder Avenue and Calhoun Road in the City of Highland, California. This analysis evaluates the trip generation comparison between the proposed residential Project and the remaining entitled development within Greenspot Village Planning Area 3. The proposed Rexco Project will consist of 272 mid-rise townhome dwelling units (DU) and the Project site is currently vacant. This trip generation analysis builds upon the *Greenspot Village Planning Area 2 Trip Generation Assessment, prepared by Urban Crossroads (January 28, 2022)*, which also assessed the 200 DU Rexco Highland I Apartments Project in PA 3 and identifies the remaining trip budget in PA 3 that is available for the proposed Highland II Townhomes Project.

PROJECT TRAFFIC CHARACTERISTICS

Trip Generation Forecast Comparison

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Eleventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

An LG2WB Company Founded 1966

Table 1, attached, summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and also presents the currently entitled remaining development in PA 3 and proposed Project's forecast peak hour and daily traffic volumes. As shown in the upper portion of *Table 1*, the trip generation potential of the proposed mid-rise apartment Project was estimated using ITE Land Use 221: *Multifamily Housing (Mid-Rise) Not Close to Rail Transit* trip rates whereas the currently entitled remaining development in PA 3 is based on the trip budget associated with the entitled 150 DU apartments and 140 DU senior attached housing, to be replaced by the proposed Project, as shown in Table 3 (Planning Area 3 Trip Generation Summary) on Page 4 of 7 of the excerpt of the *Greenspot Village Planning Area 2 Trip Generation Assessment, prepared by Urban Crossroads (January 28, 2022)*, attached. It should be noted that the PA 3 remaining trip budget used in this analysis consists of the "New PA 3 Total" at the bottom of Table 3 less the trip generation for the 200 DU Rexco Highland I Apartments Project.

Review of the middle of *Table 1* indicates that the proposed Project is forecast to generate 1,235 daily trips, with 101 trips (23 inbound, 78 outbound) produced in the AM peak hour and 106 net trips (65 inbound, 41 outbound) produced in the PM peak hour on a "typical" weekday.

Next, review of the following section of *Table 1* indicates that the entitled remaining development in PA 3 trip generation is 1360 daily trips, with 90 trips (20 inbound, 70 outbound) produced in the AM peak hour and 109 trips (70 inbound, 39 outbound) produced in the PM peak hour on a "typical" weekday.

Lastly, as shown on the last row of *Table 1*, the net trip generation potential of the proposed Project compared to the trip generation of the entitled remaining development in PA 3 is ***125 net fewer daily trips***, with ***11 net greater trips*** (+3 inbound, +8 outbound) produced in the AM peak hour and ***3 net fewer trips*** (-5 inbound, +2 outbound) produced in the PM peak hour on a "typical" weekday.

As a result, based on this trip generation analysis, the proposed Rexco Highland II Townhome Project can be developed within the remaining Greenspot Village Planning Area 3 trip budget.

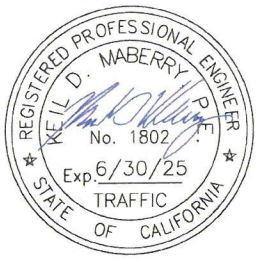
LINSCOTT LAW & GREENSPAN engineers

We appreciate the opportunity to provide this Trip Generation Analysis. Should you need further assistance, or have any questions regarding this analysis, please call us at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Keil D. Maberry, P.E.
Principal

Attachments



LINSCOTT LAW & GREENSPAN engineers

TABLE 1

PROJECT TRAFFIC GENERATION RATES AND FORECAST[1]

HIGHLAND II TOWNHOMES, HIGHLAND

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 221: Multifamily Housing Mid Rise Not Close to Rail Transit (TE/DU)	4.54	23%	77%	0.37	61%	39%	0.39
Proposed Project Trip Generation Forecast:							
▪ Highland II Townhomes (272 DU)	1,235	23	78	101	65	41	106
Entitled Remaining Planning Area 3 Trip Generation Forecast:							
▪ 150 MFMR DU and 140 Senior Adult Attached Housing DU	1,360	20	70	90	70	39	109
Net Project Trip Generation Forecast (Proposed Project vs. Entitled)	**-125**	**+3**	**+8**	**+11**	**-5**	**+2**	**-3**

Notes:

- TE/DU = trip end per dwelling unit
- MFMR = multifamily mid rise
- DU = dwelling unit

[1] Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

January 28, 2022

Mr. Jonas Bronk
Alliance Realty Partners
2462 Dupont Drive
Irvine, CA 92612

SUBJECT: GREENSPOT VILLAGE PLANNING AREA 2 TRIP GENERATION ASSESSMENT

Dear Mr. Jonas Bronk:

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment for Greenspot Village Planning Area 2 (PA2) development (**Project**) which is located near the southwest corner of Boulder Avenue and Eucalyptus Avenue in the City of Highland. The purpose of this work effort is to determine whether additional traffic analysis is necessary for the proposed Project based on a comparison of the proposed Project to the currently approved project evaluated in the Greenspot Village Focused Traffic Analysis (dated April 24, 2013, prepared by Urban Crossroads, Inc., referred to as **2013 Focused Analysis**). Trip generation comparisons have also taken into account the currently approved developments proposed by Treh Partners and Rexco Development within Planning Areas 1 and 3, respectively.

CURRENTLY APPROVED PROJECT TRIP GENERATION

The 2013 Focused Analysis evaluated the following mix of uses:

- Planning Area (PA) 1: 588,000 square feet of shopping center use, 4,000 square feet of fast-food restaurant with drive-through window use, and gasoline service station with 3,600 square foot convenience market
- PA 2: 546 multifamily (apartment) units
- PA 3: 91,000 square feet of shopping center use, 7,200 square feet of fast-food restaurant with drive-through window use, 10,000 square foot bank, 150 multifamily (apartment) units, 104 senior adult housing (attached), and 240 room hotel

Table 1 summarizes the trip generation as evaluated in the 2013 Focused Analysis which shows the Project would generate 40,805 two-way trips per day, with 1,891 trips during the AM peak hour and 3,797 trips during the PM peak hour. Trip generation for the currently approved Project land uses are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (8th Edition, 2008). Excerpts from the 2013 Focused Analysis showing detailed trip generation calculations are provided in Attachment A.

80 trips generated during the AM peak hour and 102 trips generated during the PM peak hour. The Rexco Development will replace 174,000 square feet of shopping center and hotel uses resulting in a new PA 3 total of 2,708 two-way trips per day with 170 AM peak hour trips and 211 PM peak hour trips.

TABLE 3: PLANNING AREA 3 TRIP GENERATION SUMMARY

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily (Lowrise, 2 Floors) Residential	DU	220	0.10	0.30	0.40	0.32	0.19	0.51	6.74

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = Dwelling Units

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Summary:									
Rexco Development									
Multifamily (Lowrise, 2 Floors) Residential	200	DU	19	61	80	64	38	102	1,348
Shopping Center and Hotel Uses[2]	174.000	TSF	433	351	784	631	637	1,268	13,582
Pass-by Reduction (25%)			-66	-66	-132	-107	-107	-214	-2,227
Subtotal			367	285	652	524	530	1,054	11,355
2013 Focused Analysis PA 3 Total			387	355	742	594	569	1,163	12,715
New PA 3 Total[3]			**39**	**131**	**170**	**134**	**77**	**211**	**2,708**

[1] DU = Dwelling Units; TSF = Thousand Square Feet

[2] Retail space/Hotel that is being replaced by the Rexco Development.

[3] New PA 3 Total = 2013 Focused Analysis PA 3 Total - Shopping Center/Hotel Uses + Rexco Development

PROPOSED PROJECT TRIP GENERATION

The Project is proposed to consist of the development of 546 multifamily (apartment) dwelling units as originally contemplated in the 2013 Focused Analysis. However, the overall Greenspot Village was limited to 800 dwelling units within the development. As such, with the development of the proposed Treh and Rexco developments, the development of the proposed Project would effectively increase the overall dwelling units of the Greenspot Village project to over 946 dwelling units (or 146 dwelling units over the maximum allowable dwelling units). The trip generation calculations prepared for the purposes of this trip generation assessment are based on the latest ITE Trip Generation Manual (11th Edition, 2021) (see Table 3) for all applicable land uses.

The resulting trip generation for the proposed Project is also shown on Table 4. As shown on Table 4, the proposed Project is anticipated to generate 2,480 two-way trips per day, with 202 trips generated during the AM peak hour and 213 trips generated during the PM peak hour.

ATTACHMENT 5
Public Comment Letters

TREH PARTNERS XV, LLC

9-15-23

Kim Stater
City of Highland
Via: E-Mail

RE: Support of Rexco 2nd Phase Apartments

Dear Kim:

This letter is in strong support for Rexco Development's upcoming approval for its 2nd phase of apartments. This project will help enhance Greenspot Road and the City of Highland. The project, as you can see with the first phase is high quality and will be well received. There has been a benefit to our existing retail and the leasing of our new project across the street. Retailers who were not considering the City are now giving it serious consideration and the additional units play a big part in that process.

We encourage approval of the project without delay and look forward to another quality project!

If you are any of the Planning Commissioners would like to discuss please feel free to call.

Sincerely

TREH Partners XV, LLC

Thomas M. Robinson

Tom Robinson

4 Corporate Plaza drive Suite 210 Newport Beach Ca 92660 949-631-6620

Dear Kim,

I have lived in Highland, CA for several years now and when we saw that a brand-new property was being built that were all townhomes and with garages attached, my husband and I were so excited and now to find out that they are planning to build even more is even more exciting! It is so nice to have something that stands out and has everything you want in a home but beneficial for people like us who are more interested in renting in a community with amazing amenities! As a renter here in Highland, we strongly hope that the builders get the approval to build more because this city needs to continue to add townhomes, especially with attached garages, that look as beautiful as San Carlo Townhomes do already!

Best wishes,

Jenn Dashwood

ATTACHMENT 6
Draft PC Minutes

Draft Minutes
September 19, 2023
Item No. 7

Specific Plan Revision (SPR 23-001) proposing an amendment to the Greenspot Village & Marketplace Specific Plan (SPR 06-001), to increase the maximum dwelling unit count from 946 to 1,218 dwelling units, and Design Review Application (DRA 23-009), proposing the construction of a 272-unit multi-family residential development. (Planning Area 3 of the Greenspot Village & Marketplace Specific Plan, Applicant Rexco Development)

Assistant Community Development Director Stater presented the staff report.

Commissioner Miller asked even though we would increase the number of residences, we are decreasing the traffic associated with that commercial is so great that we end up with a net reduction?

Assistant Community Development Director Stater stated yes, correct. There is a little bit of change in peak hour times and trips, but overall, you will definitely see a net reduction.

Chair Hamerly asked was it a mixed use before commercial?

Assistant Community Development Director Stater stated yes, it was mixed use.

Commissioner Miller asked is Greenspot Road adequate to handle all the traffic coming in.

Assistant Community Development Director Stater stated yes.

Commissioner Miller asked does that extend to the on and off ramps as they currently exist today?

Assistant Community Development Director Stater stated the city's making some improvements, as well as Caltrans.

Assistant Public Works Director Matt Bennett stated long range plans will include the build out. The 5th Street interchange is in the planning stages. The collective improvements based on the Specific Plan include intersection improvements well outside of east or west towards 5th Street and Palm Avenue. We are continuing to watch and grow with the development as it comes along.

Chair Hamerly opened the public hearing.

Applicant Patrick Tritz stated I'm here to answer any questions. Assistant Community Development Director Stater did a great job of describing the project.

Chair Hamerly asked when is your anticipated completion on the first phase?

Applicant Patrick Tritz stated the end of this year.

Public Speaker Jody Scott stated there is 946 homes approved now and you are adding 272 more homes? So, it's going to be a total of 1218 homes, right?

Assistant Community Development Director Stater stated yes, correct.

Public Speaker Jody Scott stated how many of the increased additions on this site are going to be low and very, very low? Are there any low-income density points that they're getting for this particular project?

Assistant Community Development Director Stater stated this will be a market rate project.

Public Comment Glenn Elssmann stated I am a part of the Greenspot Village and Marketplace Land Holdings and Specific Plan. All of the Planning Commissioners are attentive to the details and really want to see high quality product projects, but also projects that have really thought through the detail. I want to compliment Patrick Tritz and Rexco for their incredible effort to ensure that the traffic impacts have been modified and it meets the different elements here.

Chair Hamerly stated the leasing office rendering was for the other property that was proposed previously. I don't know what the wishes of the other Commissioners would be referencing with that facility. Are we comfortable including a copy of the previously approved leasing office clubhouse or would you like to continue the item and see the actual clubhouse for phase two?

Applicant's Architect Damien Titano stated the intent when we did this project was the second phase was going to have different products than the first phase and to develop a little bit higher density for the desires of the city. The leasing offices are both complementary to create one larger space and that they do mirror each other. We cannot guarantee that that is going to be the final version yet, because of operations. We can't commit to it because of two different projects, but now the intent is that both leasing offices are mirrored.

Applicant Patrick Tritz stated the intent is for it to be one cohesive project, however the real estate loans shows two separate parcels and loans. I have fences that have multiple openings so that they can flow between each other. There is also an EV gate between the two properties which gives a third point of access in an emergency situation. So, the intent is that one big project, however two separate phases. Does that make sense?

Chair Hamerly stated not only the emergency linkage there for safety, but also it makes sense that if it is two phases of the project that there be at least a pedestrian link so that the residents can walk through.

Applicant Patrick Tritz stated there is a pedestrian link.

Applicant's Architect Damien Titano stated legally they are two separate projects, so we have to have they have to act independently for now. I want to specify that the leasing office pictures you have in your packet will be complementary with one another, this photo is just taken from phase one plans.

Chair Hamerly stated when we approve a project, but not all of the information or plans are complete, do we approve it or continue the meeting?

Applicant Patrick Tritz stated the leasing office will be the same as the leasing office from phase one.

Chair Hamerly stated we are stuck in the middle because we are making a recommendation to the City Council. I'll defer to staff, but technically, we do not have the building that is going to be built and we're recommending this to the City Council. Hopefully in that interim the actual document will be in the packet that is given to the City Council.

Assistant Community Development Director Stater stated yes, the correct document will make it into the City Council agenda packet.

Chair Hamerly stated any comments on the site plan?

Commissioner Miller stated as it relates to drainage, I am concerned about capacity in the Greenspot Road storm drain. We did make certain assumptions about how this whole area was going to drain down Greenspot Road. I think flows will concentrate from both developments along Calhoun Road and enter the storm drain. I think we will get more flow on Calhoun Road and the Greenspot Road intersection than what the initial storm drain design could accommodate. I think this needs to be looked at regionally and rather than meeting water quality criteria.

Chair Hamerly stated as it pertains to the parking that's around phase two leasing office, where would be the parking for visitors To visit the leasing office for phase two?

Applicant's Architect Damien Titano pointed to the PowerPoint. This edge along the northern side of the roundabout would be the easiest to accommodate parking. Currently there was some area here (pointing to the site plan) that was intended for guest spaces.

Chair Hamerly stated one of my concerns is there is three primary recreation areas, and they are all clustered at the east end of the site and I guess their concern is twofold. I would hope that the recreation areas be more evenly distributed throughout the site because that is going to make a quiet side and a noisy side of the project because those play areas are right up against the apartment units.

Applicant Patrick Tritz stated these small recreational areas have never created a problem with other apartments we have built. I see I respect what you're saying. We have never had an issue of trying to sound mitigate them, there is plenty of landscaping around.

Chair Hamerly stated moving onto the elevations. I like the decorative wall features, and how it breaks up the vertical. It adds a nice entry statement to the spanish style architecture.

Commissioner Miller asked will there be awnings on the windows to the south to help with the direct sun?

Applicant Patrick Tritz stated we will have recesses in those windows, we are not sure if we are installing awnings.

Chair Hamerly regarding the conceptual landscape plan, the garden spaces that are between the different blocks of units are a community open space. Are those flower gardens or private planter areas?

Applicant's Representative Damian Titano stated private planter areas.

Chair Hamerly closed the public hearing.

A MOTION was made by Commissioner Sutorus, seconded by Vice Chair Thomas to adopt Resolution No. 2023- 045 recommending the City Council:

1. Make a finding under Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 that there are no substantial changes or new information of substantial importance that would trigger the preparation of a subsequent EIR and further finding that the project is exempt from further environmental review under Government Code Section 65457;

2. Introduce Ordinance No.____ to amend the Greenspot Village & Marketplace Specific Plan (SPR 23-001); and

3. Adopt City Council Resolution No. 2023-____ to approve Design Review Application (DRA 23-009), subject to the Conditions of Approval and Findings of Fact.

RESOLUTION NO. 2023-045

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL 1) INTRODUCE AN ORDINANCE APPROVING SPECIFIC PLAN REVISION (SPR 23-001) TO INCREASE THE MAXIMUM DWELLING UNIT COUNT WITHIN THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN FROM 946 DWELLING UNITS TO 1,218 DWELLING UNITS, 2) ADOPT A RESOLUTION TO APPROVE DESIGN REVIEW APPLICATION (DRA 23-009) TO CONSTRUCT A 272-UNIT MULTI-FAMILY RESIDENTIAL COMPLEX ON A VACANT 12.6 ACRE SITE WITHIN PLANNING AREA 3, AND 3) MAKE A DETERMINATION THAT THE ADOPTION OF THE ORDINANCE IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457. ASSESSOR'S PARCEL NUMBERS: 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

ATTACHMENT 7
PC Directives

Planning Commission Directives from September 19, 2023 Public Hearing
Rexco San Carlo Townhomes – Phase II

The Applicant shall work with City Staff to achieve the intent of the directives listed herein.

Site Plan/Landscape Plan

1. Provide for pedestrian linkage between San Carlo I and San Carlo II, if the projects remain under the same ownership/management and tenants are permitted to share amenities.

2. Continue to monitor whether or not additional space needs to be provided for water detention facilities for regional detention to accommodate capacity in the Greenspot Storm Drain

3. Provide additional parking spaces on the north side of the Calhoun project entry for guests visiting the Phase II Leasing Office.

4. With respect to the 3 pocket parks (parklets), consider redistributing recreation areas more evenly throughout the site so they can be easily accessed by all residents. Additionally, put design measures in place for additional sound mitigation (i.e. construction methods, taller/denser landscaping, shrubs, etc.)

Building Elevations

5. At the second level where there is a 2-story gable element, the lower level shall have an awning or whichever hierarchy makes most sense to the Applicant's design team aesthetically. Do it on a consistent basis throughout the project on each unprotected façade because an awning will not be sufficient to provide shading on lower levels. This can be done in the Spanish theme with decorative wrought iron or similar method.

ATTACHMENT 8
Ordinance No.___ to amend the GVMP Specific Plan
Exhibit 1: Plan Amendments

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, AMENDING THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN (SPR 06-001A) TO INCREASE THE TOTAL DWELLING UNIT COUNT WITHIN THE SPECIFIC PLAN FROM 946 DWELLING UNITS TO 1,218 DWELLING UNITS AND MAKING A DETERMINATION THAT THE ADOPTION OF THIS ORDINANCE IS EXEMPT FROM FURTHER CEQA REVIEW UNDER CEQA GUIDELINES SECTION 15162, PUBLIC RESOURCES CODE SECTION 21666 AND GOVERNMENT CODE SECTION 65457.

APPLICANT: REXCO DEVELOPMENT

WHEREAS, on April 27, 2023, Rexco Development submitted an application for a Specific Plan Revision (SPR 23-001) to the Greenspot Village & Marketplace Specific Plan;

WHEREAS, Rexco Development is proposing to increase the maximum dwelling count from 100-**300** to 100-**472** within Planning Area 3 and increase the total buildout number from 946 to **1,218** for the whole Specific Plan;

WHEREAS, the Planning Commission did hold a duly noticed public hearing on September 19, 2023 at 6:00 P.M. to consider the environmental review and the proposed Ordinance. At the conclusion of the public hearing, the Planning Commission adopted Resolution No. 2023-045, recommending to the City Council to introduce an Ordinance to amend the Greenspot Village & Marketplace Specific Plan (SPR 06-001A); and

WHEREAS, On September 29, 2023, the City gave public notice that the City Council would consider the environmental review and proposed Ordinance by advertising in the San Bernardino Sun, a newspaper of general circulation within the City of Highland, and by mailing notices to property owners within 300-feet of the project site, of the holding of a public hearing at which the subject applications would be considered; and

WHEREAS, the City Council did hold a public hearing on October 10, 2023, at 6:00 P.M. with a second reading held on November 14, 2023, and notice of said public hearing(s) having been duly given, as required by law and in accordance with the provisions of the Highland Municipal Code, to hear and consider evidence for and against said Greenspot Village & Marketplace Specific Plan, and investigate the findings and recommendations in connection therewith; and amend said Specific Plan.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HIGHLAND does ordain as follows:

Section 1. Findings and Intent

The findings and recitals set forth herein above are true and correct.

Section 2. General Plan Consistency Finding

The Specific Plan Revision is consistent with the General Plan as the General Plan designation for this area is Planned Development. The proposed Specific Plan Revision to the overlaying Greenspot Village & Marketplace Specific Plan increases the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the whole Specific Plan to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3.

Section 3. Specific Plan Revision

Based upon the aforementioned findings, the City Council hereby makes the following revisions to the Greenspot Village & Marketplace Specific Plan (SPR 06-001A):

1. The "946 units" will be modified to "1,218 units" on pages 5, 19, 20, 21, 22, 23, 24, 25, 26, 29, 31, 72, and 269.

2. The "300 units" will be modified to "472 units" on page 20, 24, 26, and 31.

3. The conceptual site plan on page 33 will incorporate the proposed 272 multi-family home layout in Planning Area 3.

Section 4. Findings of Fact for **Specific Plan Revision (SPR 23-001)**

a. The proposed amendment is consistent with the goals, objectives, policies, and programs of the general plan, or the general plan as revised by the proposed amendment, and will not result in any inconsistencies within the plan:

   Response: The Greenspot Village & Marketplace Specific Plan currently has a residential cap of 946 units, per the adoption of Ordinance No. 455 in September 2022. However, there are 946 residential units already approved within the Specific Plan (200 units by Rexco Development, 200 units by TREH P Partners, LLC, and 546 units by Alliance Residential California), totaling 946 and requiring the remaining acreage within Planning Area 3 to be completed with nonresidential developments, as envisioned by the Specific Plan. The Applicant provided Staff with an economic analysis, dated August 8, 2023, explaining that while the COVID-19 pandemic has essentially ended, its effect on the demand for brick-and-mortar retail stores remains. The Applicant conveyed that the buildout of the remainder of Planning Area 3, envisioned to be nonresidential developments, would be better suited with an expansion of the approved "San Carlo Apartments I" residential development to the south.

   By adopting a new Ordinance that amends the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the entire Specific Plan, the Applicant will be able to adequately size 272 dwelling units onto the 12.6-acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan.

The proposed amendment will help fulfill the City's 6th Cycle Certified Housing Element Regional Housing Needs Allocation (RHNA), and is consistent with the following Housing Element Policies and Programs.
Policy 2.4: Encourage the development of a range of housing types in targeted areas of the city, such as inventoried vacant residential sites, Planned Development districts, Mixed-Use districts, special Policy Areas identified in the Land Use Element, and areas with access to resources and amenities.
Policy 3.2: Encourage adequate capacity for the development of a range of housing types.
Program 8: By-Right Development on Previously Identified Housing Sites.
Program 22: Lot Consolidation Incentive.
Program 29: Objective Design Standards.

b. The proposed amendment will not adversely affect the public health, safety or general welfare.

Response: The proposed project has been reviewed by Planning, Engineering, Building and Safety, the Fire Department and the Police Department and certain conditions of approval that are necessary and proper to safeguard and protect the public health, safety, and welfare have been implemented. As aforementioned, the 272 units proposed as part of this development would push the total unit count within the Greenspot Village & Marketplace Specific Plan to 1,218. However, this increase would still satisfy the 18-40 du/ac density range for Planning Area 3. That being the case, the approval of a Specific Plan Revision for the proposed project is will not adversely affect the public health, safety, or general welfare.

c. The proposed amendment is consistent with the purposes and intent of this title, unless such amendment proposes to change, supplement, or alter any part of this title, whereas, said amendment must be consistent with all of the applicable sections including these findings.

Response: Government Code section 65454 states that a Specific Plan may not be amended unless the amendment is consistent with the General Plan. The Specific Plan amendment is consistent with the General Plan as the General Plan designation for this area is Planned Development. The proposed Specific Plan Revision to the maximum unit count within Planning Area 3 as well as the overall Greenspot Village & Marketplace Specific Plan allows for the density established for Planning Areas, that was analyzed in the two EIRs as well as City Council Ordinance Nos. 443 and 455, to be satisfied.

d. The potential environmental impacts of the proposed amendment are insignificant or there are overriding considerations which outweigh the potential impacts.

Response: The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the entire Specific Plan. As aforementioned, this will allow the Applicant to adequately

size 272 dwelling units onto the 12.6 acre site and satisfy the density range for Planning Area 3 (18 to 40 dwelling units per acre) as the buildout of the remainder of Planning Area 3, originally envisioned to be nonresidential developments, would be better suited with an expansion of the approved "San Carlo Apartments I" residential development to the south. As this project falls within the density range that was analyzed by the certified EIR and Supplemental EIR, and no further environmental review is requires pursuant to Government Code Section 65457 which exempts any residential development project that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.

Section 5. Environmental Review

On May 14, 2013, the City Council adopted Resolution No. 13-008, certifying the Environmental Impact Report for the Greenspot Village & Marketplace Specific Plan (ENV 09-003). The City Council more recently adopted Resolution No. 19-036 on June 25, 2019, certifying the Supplemental Environmental Impact Report for the Greenspot Village & Marketplace Specific Pan (ENV 19-002)(State Clearinghouse Number 2008031058). The City Council adopted Findings of Fact, the Mitigation Monitoring Reporting Program, and Statement of Overriding Considerations at the same time that it adopted the EIR and Supplement EIR. Resolutions No. 13-008 and 19-035 are incorporated herein by this reference as though set forth in full.

The Specific Plan Revision was analyzed in compliance with CEQA. It is hereby determined that the project is exempt from further environmental review.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that when an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

a. Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

b. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

c. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increases the total buildout number from 946 to **1,218** for the whole Specific Plan. As aforementioned, the Applicant will be able to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. Considering that this proposed amendment will not affect the

density of Planning Area 3, there will be no substantial increase to the estimated increase in residents/consumers and traffic within the project area. As such, the scope of the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

Section 6. Publication and Posting

Within fifteen (15) days following the passage of this Ordinance, the City Clerk shall publish an/or post this Ordinance as required by state law and City resolution.

Section 7. Execution

The Mayor is hereby directed to attest to the adoption of this Ordinance by signing where indicated below and the City Clerk shall publish and/or post this ordinance according to applicable law.

Exhibit 1 attached includes the Proposed Specific Plan Amendments

PASSED, **APPROVED** and **ADOPTED** this 14th day of November, 2023

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

EXHIBIT 1

Specific Plan Amendments

1.4. Specific Plan Summary

The Specific Plan area is located east of State Route 210, off of Boulder Avenue and Greenspot Road in the City of Highland. The Specific Plan area is developed with a complementary mix of residential, commercial/retail, and office uses all linked by a central Village Paseo. Development plans include two potential land development scenarios, depending upon the ultimate size of the Specific Plan area pending potential acquisition of additional property. This Specific Plan allows for the development of up to 681,600 square feet of building space and 1,218 residential units. The Specific Plan is designed to provide a broad range of commercial opportunities and a variety of housing types, styles, and sizes that attract a diversity of residents into a well-balanced, master-planned community.

The site is divided into three (3) sections based on unique land use, access and circulation requirements. These sections of the site are hereafter referred to as "Planning Areas," and are shown on Exhibit 2-1, Land Use Plan. The residential Planning Area (Planning Area 2) allows a variety of residential opportunities designed with sufficient recreation facilities to serve the residents of the Specific Plan area. The remaining two Planning Areas (Planning Areas 1 and 3) are developed with mixed-use and commercial land uses. The Specific Plan is designed to provide flexibility in the arrangement of land uses to respond to the market at the time development occurs.

For the entire Specific Plan area, a dwelling unit cap of 1,218 units has been assigned. Additionally, a maximum number of dwelling units to be constructed in Planning Areas 2 and 3 have been established. Total dwelling units in the entire Specific Plan area shall not exceed 1,218 units. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 472 units.

2. LAND USE PLAN

2.1. Introduction

The Specific Plan allows up to 681,600 gross square feet of retail, office, entertainment and restaurant development, 1,218 dwelling units and open space. The Specific Plan provides employment, shopping, dining, entertainment, office space, recreation and housing opportunities. The goal is to create an environment catering to the needs of residents with differing lifestyles. Pedestrian pathways, signage, and landscaping provide a unifying element for the Specific Plan and work in concert with the adjacent uses to create a new gathering place for the residents of Highland and surrounding communities.



2.2. Residential Dwelling Unit Limitation

The maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. Dwelling units may be transferred between Planning Areas 2 and 3. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 472 units. Similarly, if 572 units are developed in Planning Area 3, then the total number of unit developed in Planning Area 2 cannot exceed 646 units. Allowing flexibility for the number of residential units to be developed in the Planning Areas provides the opportunity to meet market demands. At the same time, the limit on the total number of units gives assurance to decision-makers and the community that the Specific Plan preserves open space, provides amenities, and promotes the village and mixed use design concepts for Planning Areas 2 and 3.

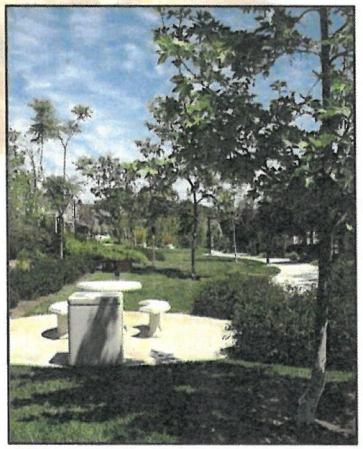


Residential, commercial, and mixed uses are accommodated in the Specific Plan area.

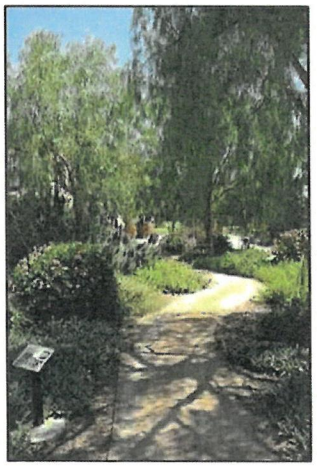
2.3. Summary of Land Uses

2.3.1. Planning Area 1 - Highland Marketplace

Neighborhood, community and sub-regional commercial uses are conveniently located adjacent to the SR210 freeway with direct access from Greenspot Road. This location provides high



The Village Paseo provides a connection between the three Planning Areas.



visibility and convenient access to and from SR210. Development of commercial uses provides retail goods and services for Specific Plan residents and regional consumers, and acts as a buffer between SR210 and residential uses located to the east.

Planning Area 1 - Highland Marketplace allows a variety of retail, office, and service commercial uses including but not limited to major promotional retail tenants such as Target, complementary specialty retail goods and services, restaurants, hotels, entertainment uses, and professional office. Pedestrian oriented design is encouraged in Planning Area 1.

2.3.2. Planning Area 2 - Residential Villages

Planning Area 2 – Residential Villages provides for a mix of housing products with a maximum of 746 units to be developed.[1] The Planning Area may also include parks, recreation facilities, and water elements (fountains, ponds, and/or small lakes).

- Planning Area 2 - Residential Villages permits a minimum 20 and up to 30 dwelling units per gross acre and allows single-family detached and attached housing including townhomes, duplexes, and small to large multiple-family attached structures.

Planning Area 2 – Residential Villages may include features such as neighborhood parks, water elements, "pocket parks" and greenbelts with locations to be determined by the developer. Private neighborhood recreation centers may contain swimming pools, spas, tennis courts, community buildings, picnic areas, and tot lots. The private parks and amenities contained in

[1] Dwelling units may be transferred between Planning Areas 2 and 3; however the maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 472 units.

each individual recreation center are designed to meet the specific recreation and community facility needs of the neighborhood in which they are located.

2.3.3. Planning Area 3 - Village Center

The Specific Plan provides the opportunity for a mix of commercial, retail, office and residential uses within Planning Area 3 – Village Center:

- Planning Area 3 – Village Center permits a variety of retail, government, and commercial services, including but not limited to restaurants, offices, hotels, and entertainment uses. Residential uses (18 to 40 dwelling units per gross acre) can be provided in the form of live-work, residential above commercial or in free-standing buildings with a maximum of 472 units to be developed in the Planning Area. Innovative housing options, integration with commercial and office uses, and pedestrian oriented design are encouraged within Planning Area 3.

Residential components within Planning Area 3 may include private neighborhood recreation centers that may contain swimming pools, spas, tennis courts, community buildings, picnic areas, and tot lots.



Planning Areas 2 and 3 may include features such as "pocket parks."

2.3.4. Village Paseo

In order to provide local flood control to achieve storm water run-off quality standards, as well as to provide recreational amenities, the Specific Plan incorporates a centralized Village Paseo which bisects the Specific Plan area from east to west. The Village Paseo is located within

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[2] This number may increase if dwelling units are transferred from Planning Area 2; however the maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. For example, if 472 units are developed in Planning Area 3, then the total number of unit developed in Planning Area 2 cannot exceed 746 units.

Planning Area 2; it is designed for storm water treatment and retention as well as for picnicking, jogging, hiking, and bicycle riding for the public. The Village Paseo provides convenient access among neighborhoods and commercial areas.

2.4. Land Use Plans

Conceptual land use plans have been developed for two land use scenarios, depending on whether the approximate 21-acre SBCFCD property is acquired by the project applicant. The land use plan for each scenario is described below.

2.4.1. Conceptual Land Use Plan – Scenario One

The Specific Plan allows development of approximately 104-acres of the 165-acre Golden Triangle Community Policy Area in the City of Highland. In accordance with the Specific Plan, the site shall be developed with a mix of residential, commercial, entertainment, office and open space land uses. As shown in Exhibit 2-1, Conceptual Land Use Plan, Scenario 1, the Specific Plan has been delineated into three Planning Areas, based on unique land use, access, circulation, and/or location within the Specific Plan area. The Planning Areas may be developed in a single phase or in multiple phases. Scenario One allows up to 681,600 square feet area of commercial space and 1,218 dwelling units. Permitted land uses and related development densities are summarized in Table 2-1, Planning Areas and Land Uses, Scenario 1.

Table 2-1: Planning Areas and Land Uses, Scenario 1

Planning Area	Land Uses	Approximate Acreage	Density Range (du/ac)	Maximum Dwelling Units*	Approximate Non-Residential Gross Square Feet
1	Highland Marketplace	34.8	N/A	N/A	507.600 sf
2	Residential Villages Open Space / Parks	38.6	20 – 30 du/ac	500-746 du	N/A
3	Village Center	30.6	18 – 40 du/ac	100-472 du	174,000 sf
TOTAL		**104 acres**		**Total shall not exceed 1,218 units**	**681,600 sf**

Notes: du/ac = dwelling units per acre; sf = square feet

* Dwelling units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 1,218.

The following provides a more detailed description of each Planning Area.

2.4.2. Planning Area 1 - Highland Marketplace

Planning Area 1 - Highland Marketplace consists of approximately 34.8 acres and is located along the southwestern boundary of the Specific Plan area, bordered by Greenspot Road to the south, the Village Paseo to the north and Planning Area 3 to the east. The Planning Area's size and configuration provide extensive exposure to travelers on SR210. Planning Area 1 permits uses such as major promotional retail tenants, complementary specialty retail goods and services, dining venues, and other freeway-oriented commercial uses. Up to 681,600 gross square feet of commercial uses is allowed.

Planning Area 1 will be anchored by a major commercial retail store such as Target. The major anchor store includes a building footprint of approximately 150,000 square feet. Up to an additional estimated 445,600 square feet of retail uses is allowed. Planning Area 1 will also contain several outparcel buildings for restaurants, drive-through restaurant facilities, a service station, a bank and retail shops. The outparcel buildings will range from about 1,800 square feet to 10,000 square feet. Building heights may not exceed sixty feet (60') to roofline. Outdoor vendors/carts/kiosks/temporary uses/activities and events such as a farmers market or festivals, are also envisioned throughout the Highland Marketplace. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 1.

Under Scenario One, approximately 17 acres of the 21-acre vacant, undeveloped land currently owned by SBCFCD in the southwestern portion of this planning area would be within the Specific Plan boundary, and would be included within the Planning Area 1 boundary. The remaining 4 acres of the SBFCD property would be within the Planning Area 2 boundary as described below. The Zoning designation for the planning area shall be changed to Specific Plan (SPR-006-001).

2.4.3. Planning Area 2 - Residential Villages

Planning Area 2 - Residential Villages consists of approximately 30-acres and is located in the northern portion of the Specific Plan area. This Planning Area is bordered by Eucalyptus Avenue to the north, Planning Area 1 to the south, Boulder Avenue to the east, and City Creek to the west. Planning Area 2 allows a variety of for-sale and for-lease residential products including single-family detached residences, single-family attached residences, small or large multiple-family attached structures, and appurtenant recreational uses including the Village Paseo (approximately 3.0 acres of open space, greenbelt, pocket parks and multi-use trail that is part of Planning Area 2). Building heights shall not exceed three (3) stories or forty feet (40'). The density within the Residential Villages shall be a minimum 20 and up to 30 dwelling units per gross acre. A maximum of 746 units may be developed in this Planning Area. However, the

maximum number of units to be developed in the entire Specific Plan area shall not exceed 1,218 units. For example, if 746 units are developed in Planning Area 2, then the total number of units developed in Planning Area 3 cannot exceed 1,218 units. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 2.

Under Scenario One, existing single-family homes located off of Calhoun Street within this Planning Area will remain. These homes (south of Eucalyptus Avenue) and approximately 4-acres in the western portion of the Planning Area are within the Specific Plan boundary. The Zoning designation for these properties shall be changed to Specific Plan (SPR-006-001). Existing residential uses along the north side of Eucalyptus are within the Golden Triangle Policy Area and zoned PD. All future use of these properties will be subject to the City's PD Development Standards and procedures per Development Code Chapter 16, Section 16.12.010.

2.4.4. Planning Area 3 - Village Center

Planning Area 3 consists of approximately 31-acres and is located in the southeastern portion of the Specific Plan area. This Planning Area is bordered by Greenspot Road on the south, Boulder Avenue and Webster Street on the east, the Village Paseo on the north and Planning Area 1 on the west. Planning Area 3 is a mixed use area and may feature uses such as hotels, restaurants, retail, residential, and professional offices. Up to 174,000 gross square feet of commercial, retail, office and hotel uses may be developed within this Planning Area. Building heights shall not exceed sixty feet (60') to roofline. The density within the Village Center shall be 18 to 40 dwelling units per gross acre. A maximum of 472 units may be developed in this Planning Area. However, the maximum number of units to be developed in the entire Specific Plan Area shall not exceed 1,218 units. For example, if 472 units are developed in Planning Area 3, then the total number of units developed in Planning Area 2 cannot exceed 746 units. Please refer to Exhibit 2-3, Conceptual Site Plan, for the conceptual site plan of Planning Area 3.

2.5. Conceptual Land Use Plan - Scenario Two

A second land use scenario is provided based on the possibility that approximately 21-acres may not be included in the Specific Plan Area. In land use Scenario Two, the Specific Plan allows development of approximately 83-acres of the 165-acre Golden Triangle Community Policy Area of the City of Highland. The site shall be developed with a mix of residential, commercial, entertainment, office and open space land uses, as shown in Exhibit 2-2, Conceptual Land Use Plan, Scenario 2. Scenario Two allows up to 554,600 square feet of commercial space and 800 dwelling units. Proposed land uses and related development densities for the land use Scenario Two are summarized in Table 2-2, Planning Areas and Proposed Land Uses, Scenario 2.

Table 2-2: Planning Areas and Land Uses, Scenario 2

Planning Area	Land Uses	Approximate Acreage	Density Range (du/ac)	Maximum Dwelling Units*	Approximate Gross Square Feet
1	Highland Marketplace	27.5	N/A	N/A	380,600 sf
2	Residential Villages Open Space / Parks	24.9	20 – 30 du/ac	500 – 946 du	N/A
3	Village Center	30.6	18 - 40 du/ac	100 – 472 du	174,000 sf
TOTAL		83 acres		Total shall not exceed 1,218 du	554,600 sf

Notes: du/ac = dwelling units per acre; sf = square feet

* Dwelling units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan does not exceed 800.

The following provides a more detailed description of each Planning Area under land use Scenario Two.

Exhibit 2-1: Conceptual Land Use Plan, Scenario 1



Legend

- PA 1 - Highland Marketplace
- PA 2 - Residential Villages
- PA 2 - Village Paseo
- PA 3 - Village Center
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

Scenario 1 Land Use Summary

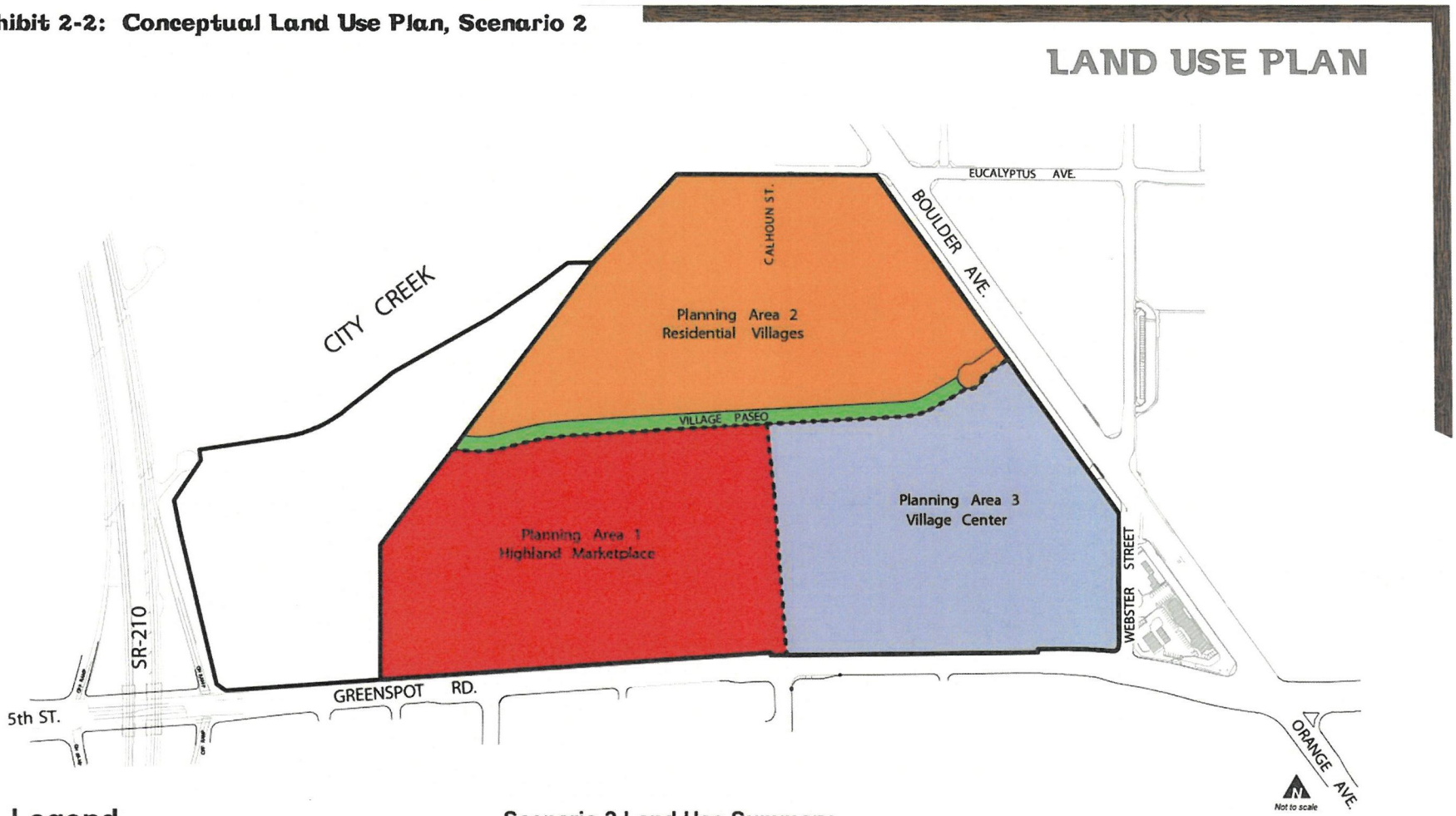
Planning Area	Proposed Land Use	Approximate Acreage	Maximum Density	Number of Dwelling Units	Gross Square Feet
1	Commercial	34.8 ac	N/A	N/A	507,600 sf
2	High Density Residential Open Space/Parks	35.6 ac 3.0 ac	30 du/ac N/A	500-746 du N/A	N/A N/A
3	Mixed Use	30.6 ac	40 du/ac	100-472 du	174,000 sf
Total		**104 ac**		**1,218 du**	**681,600 sf**

1 Dwelling Units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 1,218.

29

-47-

Exhibit 2-2: Conceptual Land Use Plan, Scenario 2



Legend

- PA 1 - Highland Marketplace
- PA 2 - Residential Villages
- PA 2 - Village Paseo
- PA 3 - Village Center
- Planning Area Boundary
- Specific Plan Area

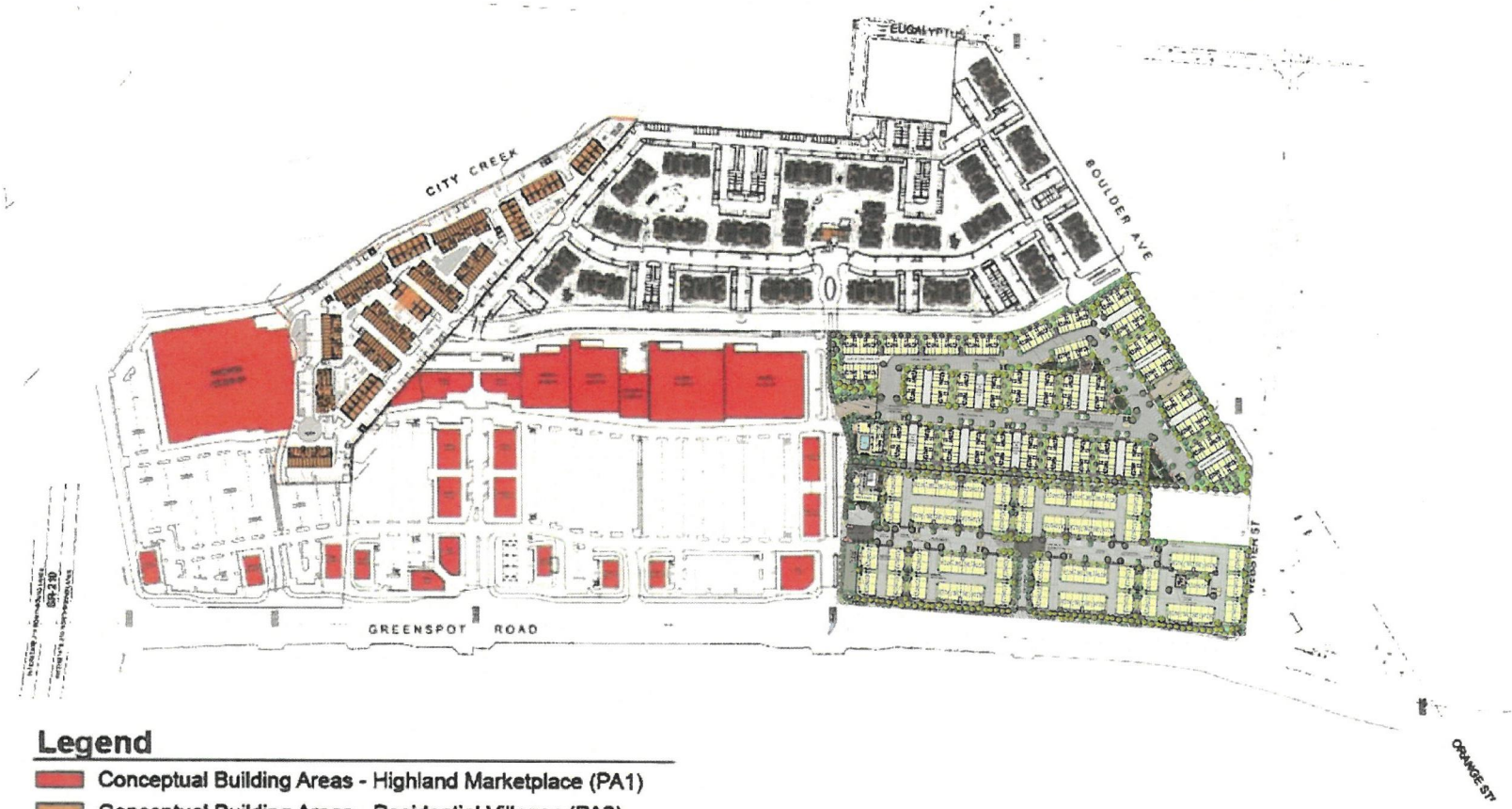
Source: Architects Orange

Scenario 2 Land Use Summary

Planning Area	Proposed Land Use	Approximate Acreage	Density Range	Number of Dwelling Units	Gross Square Feet
1	Commercial	27.4 ac	N/A	N/A	380,600 sf
2	High Density Residential Open Space/Parks	22.5 ac 2.4 ac	20-30 du/ac N/A	500 – 946 du	N/A N/A
3	Mixed Use	30.6 ac	18-40 du/ac	100 – 472 du	174,000 sf
Total		**83 ac**		**1,218 du**	**554,600 sf**

1 Dwelling Units may be transferred between Planning Areas 2 and 3 so long as the total dwelling unit count for the overall Specific Plan area does not exceed 800.

Exhibit 2-3: Conceptual Site



Legend

- Conceptual Building Areas - Highland Marketplace (PA1)
- Conceptual Building Areas - Residential Villages (PA2)
- Conceptual Building Areas - Village Center (PA3)
- Planning Area Boundary
- Specific Plan Area

Source: Architects Orange

If required, the Planning Commission shall review the application for consistency with the Specific Plan with the intent of ensuring that each project conveys the desired Specific Plan objectives, character and quality, and complies with the standards set forth in this Specific Plan. In no instance shall proposed tenant improvements or new building constructions exceed the total building area or exceed 1,218 residential units.

5.4.1. Building Shells

Development plans for building shells shall apply to any new building shell that is constructed within the Specific Plan area. The Specific Plan area consists of various building shells, some connected to other building shells and some freestanding. Development of the Specific Plan may require phased construction of building shells. A development plan shall be submitted to the City of Highland Planning Department for initial review by the Community Development Director. Following the Community Development Director's review, the development plan must be reviewed by the City of Highland Planning Commission to ensure that the proposed building shell shall be arranged, designed, constructed and maintained to be compatible with the character of the Specific Plan area. The following outlines the review procedure for building shells.

5.4.1.1. Building Shell Plan check, Permit Issuance, and Completion

A. Plan check

1. After adoption of this Specific Plan, the City shall accept plans for each building shell for plan check and proceed with such plan check in a timely manner, including rechecks, without regard to the status of plans or plan check submittals for any other building shell or tenant improvements on the project site. In no event may the City require that plans for all or some combination of building shells be submitted simultaneously as a condition of plan check submittal and plan check review. Concurrent with the plan check review process, the development plans will also be reviewed by the City of Highland

- (CDD) Change in utility and/or public service provider;
- (CDD) Minor changes to text or maps intended to clarify Specific Plan information, provided such changes do not add density or modify the development policies or standards of the Specific Plan;
- (CDD) Minor changes necessary to accommodate proposed tenant improvements provided that the total building area of the commercial components is not increased;
- (DRB) Changes to landscape materials, wall materials, entry design, streetscape design which are consistent with the conceptual design set forth in the design guidelines contained with the Specific Plan;
- (DRB) Changes to the design guidelines which are intended to be conceptual in nature only, and are intended to be flexible in implementation;
- (PC) Development of Planning Areas 2 and 3 at a higher residential unit cap, provided the total number of dwelling units within the Specific Plan area does not exceed the maximum 1,218 dwelling units, unless otherwise restricted in an adopted Development Agreement;
- Other modifications of a similar nature to those listed above as determined by the Community Development Director.

9.2.2. Major Modifications

Major modifications constitute increases in density, increases in height, reduction in setback, or changes of use in a manner that is inconsistent with the intent of the Specific Plan. Major modifications require a Specific Plan amendment.

9.2.3. Appeals

All appeals pertaining to this Specific Plan shall be made to the Planning Commission. Decisions of the Planning Commission are final unless appealed to the City Council. The applicant or any

ATTACHMENT 9
Resolution No. 2023-___ to approve the Design Review Application
Exhibit 1: Project Plans
Exhibit 2: Conditions of Approval & MMRP

RESOLUTION NO. 2023 – _____

A RESOLUTION OF THE HIGHLAND CITY COUNCIL APPROVING DESIGN REVIEW APPLICATION (DRA 23-009) TO CONSTRUCT A 272-UNIT MULTI-FAMILY RESIDENTIAL COMPLEX WITH A LEASING OFFICE, RECREATION AREAS, AND OUTDOOR COURTYARDS ON A 12.6 ACRE SITE WITHIN PLANNING AREA 3 OF THE GREENSPOT VILLAGE & MARKETPLACE SPECIFIC PLAN. ASSESSOR'S PARCEL NUMBERS: 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

APPLICANT: REXCO DEVELOPMENT

A. RECITALS

1. On April 27, 2023, the Applicant submitted a Design Review Application (DRA 23-009) to construct 272 multi-family residential units, a leasing office, recreation areas, and outdoor courtyards on approximately 12.6 acres, spanning four (4) parcels, west of the Boulder Avenue and Webster Street intersection.

2. The Site has a Land Use Designation of Mixed Use within "SPR 006-001" Greenspot Village & Marketplace Specific Plan Planning Area 3.

3. On September 29, 2023, the City gave public notice by advertising in the San Bernardino Sun, a newspaper of general circulation within the City of Highland, and by mailing notices to property owners within 300-feet of the project site, of the holding of a public hearing at which the subject applications would be considered.

4. On September 19, 2023, the Planning Commission held a duly noticed public hearing at which interested parties had an opportunity to testify in support of, or in opposition to, the Design Review Application (DRA 23-009). At the close of the public hearing, the Commission adopted Resolution No. 2023 - 045, recommending the City Council approve Design Review Application (DRA 23-009).

5. On October 10, 2023, the City Council held a duly noticed public hearing at which interested parties had an opportunity to testify in support of, or in opposition to, the Design Review Application (DRA 23-009).

6. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, the City Council of the City of Highland does resolve, determine, find, and order as follows:

1. The City Council finds that all of the facts set forth in the Recitals, Part "A" of this Resolution, are true and correct.

2. The City of Highland City Council after due consideration, inspection, investigation, and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the City Council dated October 10, 2023, and which is incorporated herein by this reference, does find and determine the following facts:

   a. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Highland.

3. Pursuant to CEQA Guidelines, a Certified Environmental Impact Report (ENV 09-003) (State Clearinghouse Number 2008031058) and Supplemental Environmental Impact Report (19-002) were prepared for the Greenspot Village & Marketplace Specific Plan which were certified by the City of Highland City Council on June 11, 2013 and June 25, 2019 respectively. The Specific Plan Revision was analyzed in compliance with CEQA. It is hereby determined that the project is exempt from further environmental review.

   Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that when an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

   a. Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

   b. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

   c. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

   The Applicant seeks to amend the Specific Plan to increase the maximum dwelling unit count range from 100-**300** to 100-**472** within Planning Area 3 and increase the total buildout number from 946 to **1,218** for the whole Specific Plan. As aforementioned, the Applicant will be able to adequately size 272 dwelling units onto the 12.6 acre site and satisfy the 18-40 du/ac density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. Considering that this proposed amendment will not affect the density of Planning Area 3, there will be no substantial change to the estimated increase in residents/consumers and traffic within the project area. As such, the scope of the project was previously analyzed and none of events identified in Public Resources Code Section 21666 or CEQA Guidelines Section 15162 have occurred that would trigger the need for further environmental review.

4. Findings of Fact for **Design Review Application (DRA 23-009)**

a. That the proposed project is consistent with the related Specific Plan.

Response: The Greenspot Village & Marketplace Specific Plan currently has a residential cap of 946 units, per the adoption of Ordinance No. 455 in September 2022. Further, there are 946 residential units already approved within the Specific Plan (200 units by Rexco Development, 200 units by TREH Partners, LLC, and 200 units by Alliance Residential California), requiring the remaining acreage within Planning Area 3 to be completed with commercial and retail developments, as envisioned by the Specific Plan.

The Applicant has concurrently applied for a Specific Plan amendment to raise the current cap on the residential unit count from 100-**300** to 100-**472** within Planning Area 3 and increase the total buildout number from 946 to **1,218** for the entire Specific Plan. This will allow the Applicant to accommodate 272 dwelling units onto the 12.6 acre site and satisfy the density range for Planning Area 3 of the Greenspot Village & Marketplace Specific Plan. As such, the Project would be consistent with the amended Specific Plan.

b. That the proposed use is in accordance with the objectives of this title (Title 16), and the purposes of the land use district in which the site is located.

Response: The objective of the project is to provide a high-quality planned residential community that compliments the surrounding land uses while creating an attractive, cohesive combination of architectural styles and landscaping and provide amenities maintained by the management team that will satisfy the needs of it residents. It will also build out Planning Area 3 of the Greenspot Village & Marketplace Specific Plan while maintaining the minimum density of 18 du/ac and not exceeding the maximum of 40 du/ac.

c. That the proposed use is in compliance with city design and landscape standards and criteria.

Response: The proposed Conceptual Landscape Plan presents a variety of drought-tolerant trees, shrubs and vines, as well as groundcovers planted throughout the perimeter of the buildings as well as the parking lot area. As conditioned, the landscape plan will comply with the City's drought tolerant landscaping regulations and complement the other developments within the Greenspot Village & Marketplace Specific Plan.

The Applicant will be required to upkeep the landscaping along the Boulder Avenue frontage. The Applicant may fulfill this obligation by initiating the process of establishing a Community Facilities District (CFD) prior to occupancy for maintenance and upkeep of the landscaping. If the CFD is established, the complex's residents shall be required to provide the cost of the CFD. The proposed outdoor landscape area with underground water quality infiltration system shall be maintained directly by the development.

d. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

Response: The proposed project has been reviewed by Planning, Engineering, Building and Safety, the Fire Department and the Police Department and certain conditions of approval that are necessary and proper to safeguard and protect the public health, safety, and welfare have been implemented. As aforementioned, the 272 units proposed as part of this development would push the total unit count within the Greenspot Village & Marketplace Specific Plan to 1,218. However, this increase would still satisfy the 18-40 du/ac density range for Planning Area 3. That being the case, the approval of a Specific Plan Revision for the proposed project is will not adversely affect the public health, safety, or general welfare.

5. Based on the Findings of Fact and Conclusions set forth above, the City Council approves Design Review Application (DRA 22-004) to construct a 272-unit multifamily residential complex in Planning Area 3 of the Greenspot Village Specific Plan, subject to the conditions of approval attached.

Exhibit 1 includes the Design Review Application (DRA 23-009) Conditions of Approval & Mitigation Monitoring & Reporting Program for the Specific Plan's EIR and Supplemental EIR.

C. ADOPTION OF RESOLUTION.

The City Clerk shall certify the adoption of this Resolution and shall cause the same to be published or posted in the manner prescribed by law.

PASSED, **APPROVED** and **ADOPTED** this 10th day of October 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

APPROVED AS TO FORM:

_____
Maricela E. Marroquin
City Attorney

EXHIBIT 1

Project Plans



PROJECT SUMMARY

2&3-STORY TOWNHOMES/FLATS

HOMES	272 UNITS
GROSS AREA	12.5 AC
NET AREA	11.7 AC
DENSITY	23.2 DU/AC

UNIT MIX

68	PLAN 1	1B/1B	700 SF
68	PLAN 2	2B/2.5B	1100 SF
68	PLAN 3	2B/2.5B	1120 SF
34	PLAN 4	2B/2.5B	1140 SF
34	PLAN 5	3B/2.5B	1610 SF
272 TOTAL			

PARKING REQUIRED PER MULTIFAMILY ATTACHED

68 1BD X 1.6 SP =	109 SPACES
170 2BD X 2.1 SP =	357 SPACES
34 3BD X 2.3 SP =	78 SPACES
TOTAL	544 SPACES

PARKING PROVIDED

GARAGE	340 SPACES
OPEN	207 SPACES
TOTAL	547 SPACES

PRIVATE OPEN SPACE

PLAN 1	68 X 50 SF	3,400 SF
PLAN 2	68 X 130 SF	8,840 SF
PLAN 3	68 X 80 SF	5,440 SF
PLAN 4	34 X 145 SF	4,930 SF
PLAN 5	34 X 145 SF	4,930 SF
TOTAL		27,540 SF

COMMON OPEN SPACE

ACTIVE	35,290 SF
PASSIVE	102,400 SF
REC BUILDING	8,286 SF
TOTAL	145,976 SF

TRASH SUMMARY

REQUIRED

272 DU/24 = 12 TRASH

272 DU/24 = 12 RECYCLE

PROVIDED

12 TRASH BINS

12 RECYCLE BINS

6 ORGANIC WASTE BINS

HIGHLAND, CA

HIGHLAND II TOWNHOME APTS

CONCEPTUAL SITE PLAN

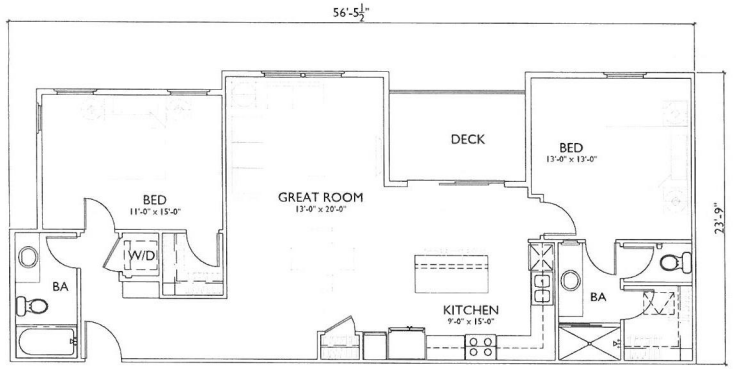
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

SEPTEMBER 27, 2023

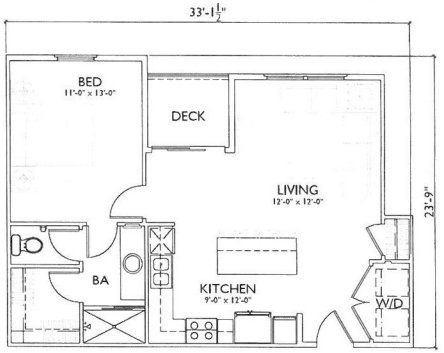
SCALE: 0 50 100 150

N

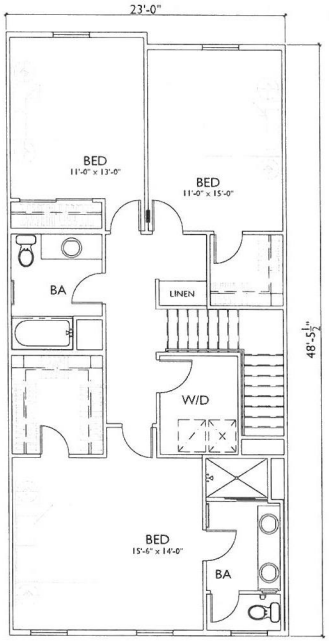
SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198



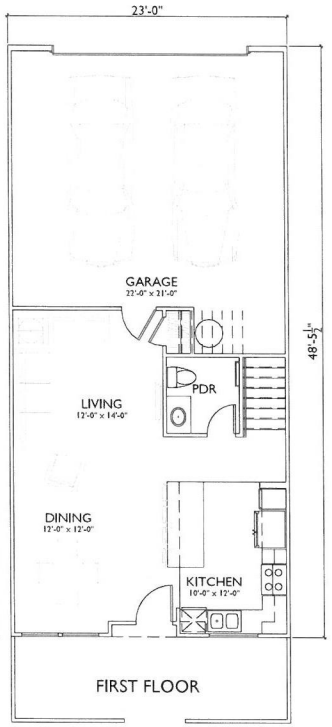
PLAN 3:	2BD/2BA
TOTAL	1120 S.F.



PLAN 1:	1BD/1BA
TOTAL	700 S.F.

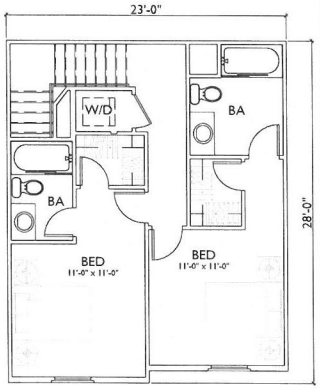


SECOND FLOOR



FIRST FLOOR

PLAN 5:	3BD/2.5BA
1ST FLR -	555 S.F.
2ND FLR-	1055 S.F.
TOTAL	1610 S.F.



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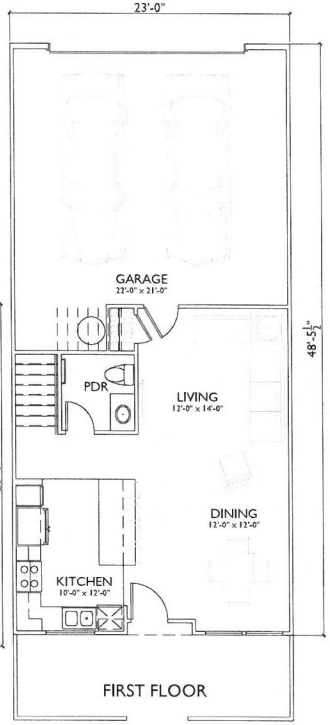
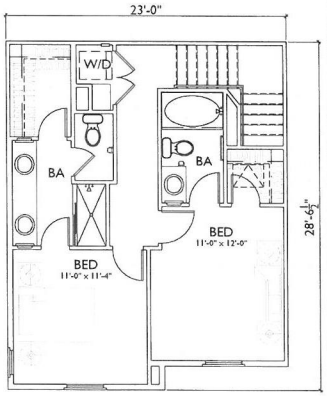


FIRST FLOOR

PLAN 4:	2BD/2.5BA
1ST FLR -	555 S.F.
2ND FLR-	585 S.F.
TOTAL	1140 S.F.



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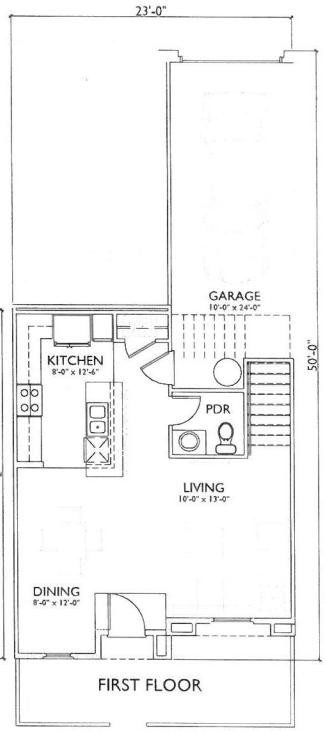


FIRST FLOOR

PLAN 2:	2BD/2.5BA
1ST FLR -	525 S.F.
2ND FLR-	575 S.F.
TOTAL	1100 S.F.

HIGHLAND, CA

SAN CARLO II TOWNHOME APTS

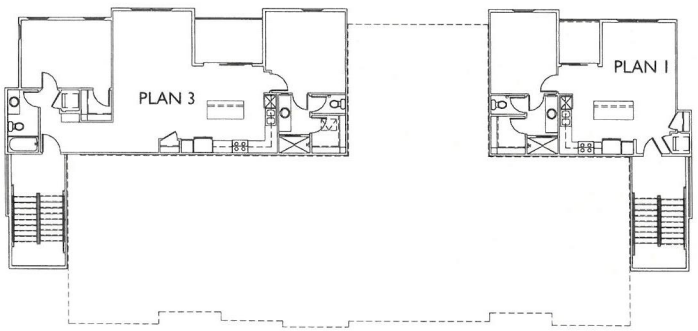
UNIT PLANS

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

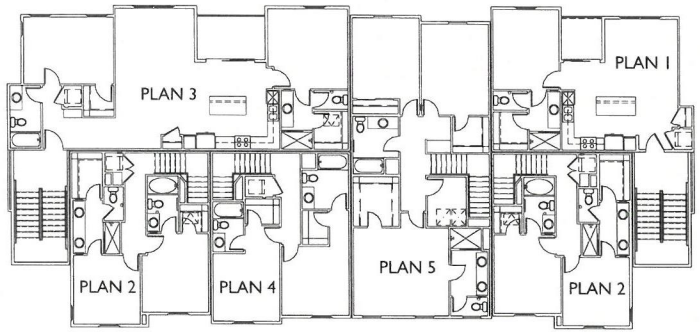
SEPTEMBER 27, 2023

SCALE: 0 4 8 12

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198



THIRD FLOOR



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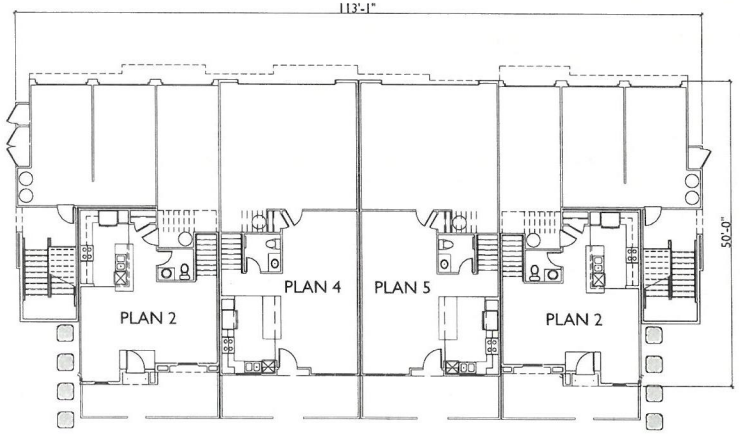


FIRST FLOOR



REAR



LEFT



RIGHT

MATERIAL SCHEDULE

1	ROOF - CONCRETE TILE
2	2X WOOD FASCIA
3	WALL - STUCCO
4	TRIM - 2X STUCCO OVER
5	METAL RAILING
6	DECORATIVE SHUTTERS
7	DECORATIVE AWNING
8	DECORATIVE POTSHELF
9	DECORATIVE GABLE END
10	DECORATIVE FOAM EAVE
11	DECORATIVE METAL GRILLE



FRONT

HIGHLAND, CA

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

HIGHLAND II TOWNHOME APTS

SEPTEMBER 27, 2023

SCALE: 0 8 16 24

BUILDING COMPOSITE / ELEVATIONS

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198





HIGHLAND, CA

HIGHLAND II TOWNHOME APTS

BUILDING PERSPECTIVES

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

SEPTEMBER 22, 2023

SCALE: 0 8 16 24

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198



LEFT



FRONT



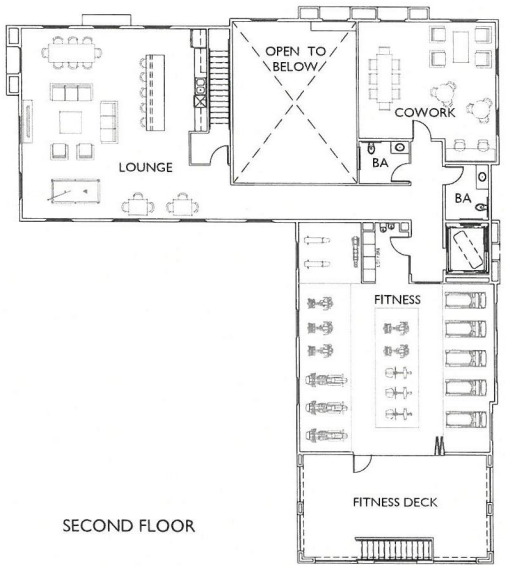
RIGHT



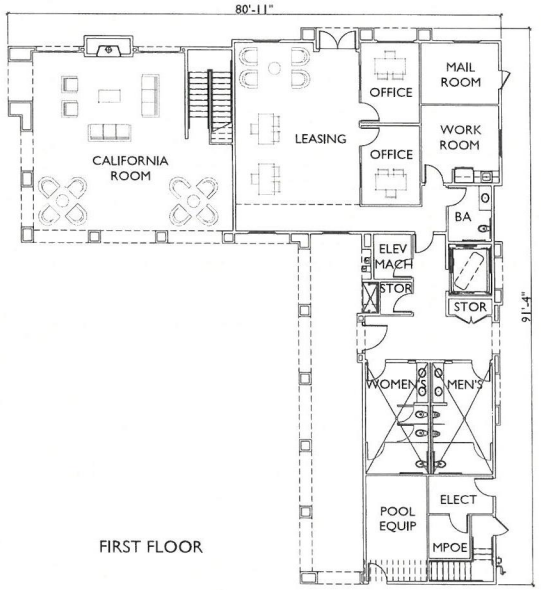
REAR

MATERIAL SCHEDULE

1	ROOF - CONCRETE TILE
2	2X WOOD FASCIA
3	WALL - STUCCO
4	TRIM - 2X STUCCO OVER
5	METAL RAILING
6	DECORATIVE SHUTTERS
7	DECORATIVE AWNING
8	DECORATIVE POTSHELF
9	DECORATIVE GABLE END
10	DECORATIVE FOAM EAVE
11	DECORATIVE METAL GRILLE
12	WALL - BRICK VENEER



SECOND FLOOR



FIRST FLOOR

HIGHLAND, CA

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

HIGHLAND II TOWNHOME APTS

SEPTEMBER 22, 2023

SCALE: 0 8 16 24

REC/LEASING BUILDING

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198





HIGHLAND, CA

HIGHLAND II TOWNHOME APTS

REC PERSPECTIVES

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA. 92867
951.898.1502

SEPTEMBER 22, 2023

SCALE:

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198

MANUFACTURER:
SHERWIN-WILLIAMS
EAGLE ROOFING

HIGHLAND II TOWNHOME APTS.

HIGHLAND, CA.
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

SUMMA ARCHITECTURE
5256 S. MISSION RD. STE 404
BONSALL, CA. 92003
760.724.1198



FRONT REAR

STUCCO 1 (1)

PURE WHITE SW 7005

ACCENT 1 (TRIM / FASCIA) (2)

WELL-BRED BROWN SW 7027

ACCENT 2 (METAL/ DOORS) (3)

IRON ORE SW 7069

ROOF (R)

CAPISTRANO - LOS PADRES BLEND 3680



CONCEPT STATEMENT
LANDSCAPE CONCEPT:
THIS LANDSCAPE WILL CONSIST OF CLIMATE ADAPTIVE AND APPROPRIATE LOW AND MEDIUM WATER USE PLANTING CATEGORIES AS DESCRIBED BY THE WUCOLS SYSTEM. PLANT MATERIAL HAS BEEN CHOSEN TO PROVIDE SITE WIDE COVERAGE, SLOPE STABILIZATION, PARKING LOT SHADE AND ACCENTUATE ENTRIES TO THE SITE. MAINTENANCE AND LONGEVITY OF THE PLANT MATERIAL HAS BEEN TAKEN INTO CONSIDERATION. ROOT PANELS AND BARRIERS WILL BE PROVIDED ON ALL TREES NECESSARY, CONSISTENT WITH ALL STANDARDS AND SPECIFICATIONS. A 3" LAYER OF BARK MULCH WILL BE USED IN ALL LANDSCAPE AREAS. ALL LANDSCAPE AREAS WILL CONFORM TO CURRENT CITY PF CORONA LANDSCAPE GUIDELINES.

IRRIGATION CONCEPT:
THE IRRIGATION DESIGN WILL INCORPORATE THE LATEST IN SMART IRRIGATION TECHNOLOGIES. ALL NEW PLANTER AREAS WILL INCLUDE DRIP LINE. ALL PLANTERS WILL USE DRIP LINE WITH AN IRRIGATION EFFICIENCY OF .81. SLOPES WILL USE ROTORS WITH AN IRRIGATION EFFICIENCY OF .75. A SMART IRRIGATION CONTROLLER WITH A RAIN SHUT OFF DEVICE WILL ALSO BE INCORPORATED. BARK MULCH WILL BE USED TO RETAIN MOISTURE AND REDUCE EVAPORATION AND AN IRRIGATION SCHEDULE WILL BE PROVIDED TO PROGRAM THE CONTROLLER. TWO IRRIGATION SCHEDULES SHALL BE PREPARED, ONE FOR PLANT ESTABLISHMENT AND ONE FOR AFTER PLANT ESTABLISHMENT. ALL NEW IRRIGATION SYSTEMS WILL COMPLY WITH ALL CURRENT CITY OF HIGHLAND GUIDELINES.

VICINITY MAP



HIGHLAND TOWNHOME APTS II

L-1

NORTH 0' 40' 80' 120'

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

OVERALL CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE,CA 92867 PH: (951) 898-1502
12/10/2020

PASEOS & BLDG PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	LAGERSTROEMIA X 'PURPLE MAGIC' PURPLE MAGIC CRAPE MYRTLE	36"BOX	M	50
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' DWARF SOUTHERN MAGNOLIA	24"BOX	M	24
	OLEA EUROPAEA OLIVE TREE	16'x16', FIELD GROWN	L	45
	PARKINSONIA X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	L	47
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	13
	QUERCUS AGRIFOLIA COAST LIVE OAK	24"BOX	L	3
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	98
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @ 36" O.C.	L	
	AGAVE X 'BLUE GLOW' BLUE GLOW AGAVE	5 GAL @ 36" O.C.	L	
	ALOE STRIATA CORAL ALOE	5 GAL @ 24" O.C.	L	
	CORDYLINE X 'BURGANDY SPIRES' BURGANDY SPIRE CORDYLINE	15 GAL	M	
	DIANELLA REVOLUTA 'VARIEGATED' VARIEGATED FLAX LILY	1 GAL @ 24" O.C.	L	
	DODONAEA VISCOSA 'PURPUREA' PURPLE LEAFED HOPSEED BUSH	15 GAL	M	
	HESPERALOE PARVIFLORA 'PERPA' BRAKELIGHT® RED YUCCA	5 GAL @ 24" O.C.	L	
	JASMINUM POLYANTHUM PINK JASMINE	15 GAL	M	
	CUPRESSUS SEMPERVIRENS 'MONSHEL' TINY TOWER® ITALIAN CYPRESS	24" BOX	L	
	PRUNUS CAROLINIANA 'MONUS' BRIGHT N' TIGHT CAROLINA LAUREL CHERRY	5 GAL @ 36" O.C.	M	
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	1 GAL @ 36" O.C.	L	
	MYRTUS COMMUNS 'COMPACTA' DWARF MYRTLE	15 GAL	M	
	PODOCARPUS MACROPHYLLUS 'MAKI' MAKI PODOCARPUS	15 GAL	M	
	ROSA FLORIBUNDA 'ICEBERG' ICEBERG ROSE	5 GAL @ 36" O.C.	M	

REC CENTER/COMMON AREA PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	36"BOX	M	7
	CUPRESSUS SEMPERVIRENS ITALIAN CYPRESS	24"BOX	L	2
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' DWARF SOUTHERN MAGNOLIA	36"BOX	M	3
	LAGERSTROEMIA INDICA 'TUSCARORA' CRAPE MYRTLE	36"BOX	M	11
	OLEA EUROPAEA OLIVE TREE	16'X16', FIELD GROWN	L	10
	PHOENIX DACTYLIFERA DATE PALM	12' BTH	L	4
	PARKINSONIA X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	L	24
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	19
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	4
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE X 'BLUE FLAME' BLUE FLAME AGAVE	5 GAL @ 36" O.C.	L	
	ALOE BAINESII TREE ALOE	24" BOX	L	
	ALOE X 'BLUE ELF' BLUE ELF ALOE	1 GAL @ 24"O.C.	L	
	ANIGOZANTHOS X 'YELLOW GEM' YELLOW GEM KANGAROO PAW	5 GAL @ 36" O.C.	L	
	CARISSA MACROCARPA 'GREEN CARPET' GREEN CARPET NATAL PLUM	1 GAL @24"O.C.	M	
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	1 GAL @ 24"O.C.	L	
	DIANELLA REVOLUTA 'VARIEGATED' VARIEGATED FLAX LILY	1 GAL @ 24" O.C.	L	
	DIETES IRIDIOIDES 'VARIEGATA' VARIEGATED FORTNIGHT LILY	5 GAL @ 24" O.C.	L	
	HESPERALOE PARVIFLORA RED YUCCA	1 GAL @ 36" O.C.	L	
	LIGUSTRUM JAPONICUM 'TEXANUM' WAX LEAF PRIVET	5 GAL @ 36"O.C.	M	
	PRUNUS CAROLINIANA 'MONUS' BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL @ 36"O.C.	M	
	MYRTUS COMMUNIS 'COMPACTA' DWARF COMMON MYRTLE	5 GAL @ 36"O.C.	M	
	ROSA BANKSIAE 'LUTEA' BANKSIA ROSE	15 GAL	M	
	ROSA X 'NOARE' FLOWER CARPET RED GROUNDCOVER ROSE	1 GAL @ 24" O.C.	M	
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE	5 GAL @ 48"O.C.	M	
	CALLIANDRA HAEMATOCEPHALA PINK POWDERPUFF	5 GAL	M	

VEGETATED BIOSWALE PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	21
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	DIETES BICOLOR FORTNIGHT LILY	5 GAL @ 24" O.C.	M	
	JUNCUS PATENS CALIFORNIA GRAY RUSH	1 GAL @ 24" O.C.	L	
	LEYMUS CONDENSATUS 'CANYON PRINCE' NATIVE BLUE RYE	1 GAL @ 24" O.C.	L	
	MUHLENBERGIA RIGENS DEER GRASS	5 GAL @ 36" O.C.	M	

STREET TREE & ENTRY CORNER PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	OLEA EUROPAEA OLIVE TREE	16'X16', FIELD GROWN	L	11
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24"BOX	M	22
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX	M	18
	PHOENIX DACTYLIFERA DATE PALM	12' BTH	L	18
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE AMERICANA CENTURY PLANT	15 GAL	L	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @ 36" O.C.	L	
	BACCHARIS PILULARIS DWARF COYOTE BRUSH	1 GAL @ 48" O.C.	L	
	CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL @ 36" O.C.	L	
	LAURUS NOBILIS SWEET BAY	15 GAL	L	
	PRUNUS ILICIFOLIA LYONII CATALINA CHERRY	15 GAL	L	
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	5 GAL @ 36" O.C.	M	
	ROSA X 'NOARE' FLOWER CARPET RED GROUNDCOVER ROSE	1 GAL @ 24" O.C.	M	
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	5 GAL @ 36" O.C.	L	
	SALVIA GREGGII AUTUMN SAGE	5 GAL @ 36" O.C.	L	
	SALVIA LEUCANTHA 'SANTA BARBARA' MEXICAN BUSH SAGE	5 GAL @ 48" O.C.	L	
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE	15 GAL	M	

PARKING LOT PALETTE

TREE	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	QUERCUS ILEX HOLLY OAK	36"BOX	L	16
	QUERCUS AGRIFOLIA COAST LIVE OAK	24"BOX	L	36
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @ 36" O.C.	L	
	CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL @ 36" O.C.	L	
	COTONEASTER APICULATUS 'TOM THUMB' TOM THUMB CRANBERRY COTONEASTER	1 GAL @ 36" O.C.	L	
	MUHLENBERGIA CAPILLARIS 'REGAL MIST' TM REGAL MIST PINK MUHLY GRASS	1 GAL @ 36" O.C.	L	
	SENECIO MANDRALISCAE 'BLUE CHALK STICKS' SENECIO	1 GAL @ 12" O.C.	L	


ARBUTUS X 'MARINA'
MARINA STRAWBERRY TREE


CUPRESSUS SEMPERVIRENS
ITALIAN CYPRESS


LAGERSTROEMIA X 'PURPLE MAGIC'
PURPLE MAGIC CRAPE MYRTLE


LAGERSTROEMIA INDICA 'TUSCARORA'
CRAPE MYRTLE


MAGNOLIA GRANDIFLORA 'LITTLE GEM'
DWARF SOUTHERN MAGNOLIA


OLEA EUROPAEA
OLIVE TREE


PARKINSONIA X 'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE


PLATANUS RACEMOSA
CALIFORNIA SYCAMORE


QUERCUS ILEX
HOLLY OAK


QUERCUS AGRIFOLIA
COAST LIVE OAK


PHOENIX DACTYLIFERA
DATE PALM


TRISTANIA CONFERTA
BRISBANE BOX

HIGHLAND TOWNHOME APTS II

L-2

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

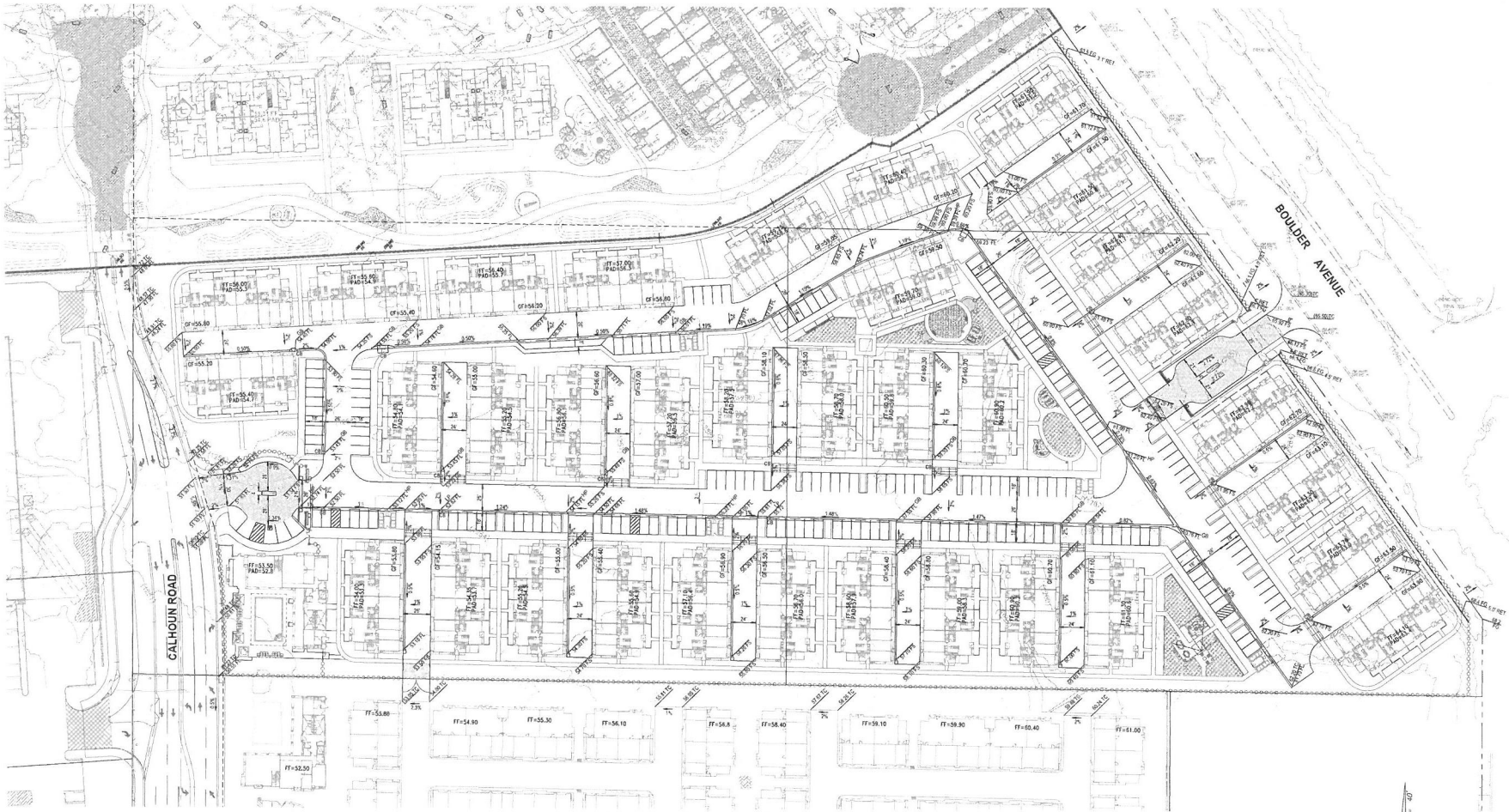
PLANTING PALETTE

PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE,CA 92867 PH: (951) 898-1502
12/10/2020

CONCEPTUAL GRADING PLAN
PARCEL MAP NO. 19149

IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCEL 3 OF PARCEL MAP 19149,
IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF FIFTH STREET (GREENSPOT ROAD), AS SHOWN ON PARCEL MAP 19186, FILED IN BOOK 251, PAGES 11 THROUGH 33, INCLUSIVE, OF PARCEL MAPS, BEING NORTH 81°58'41" EAST.

BENCHMARK AND CONTOUR INTERVAL

THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:
BM No. 9091 ELEV.: 1213.26'
(CITY OF HIGHLAND BENCHMARK) CHISELED BOX AT THE EAST END OF THE NORTHEAST CURB RETURN AT 5TH STREET AND CHURCH AVENUE.
CONTOUR INTERVAL=1'

RECORD OWNER/SUBDIVIDER:

REXCO DEVELOPMENT
1295 CORONA POINTE COURT, SUITE 102
CORONA, CA 92879
CONTACT: PATRICK TRITZ
PHONE: (951) 999-1502

CIVIL ENGINEER :

MADOLE AND ASSOCIATES, INC.
9302 PITTSBURGH AVENUE, SUITE 250
RANCHO CUCAMONGA, CA 91730
CONTACT: MARK BERTONE
PHONE: (909) 481-1322
EMAIL: mbertone@madoleinc.com

UTILITY COMPANIES

WATER & SEWER SERVICE:	EAST VALLEY WATER DISTRICT 3654 HIGHLAND AVE., STE 19 HIGHLAND, CA 92346 (909) 888-8086
GAS:	SOUTHERN CALIFORNIA GAS COMPANY 1981 W. LUGONIA REDLANDS, CA 92374 (909) 335-7854
ELECTRICITY:	SOUTHERN CALIFORNIA EDISON COMPANY 267 TENNESSEE STREET REDLANDS, CA 92373 (909) 307-6750
PHONE:	AT&T 1265 N. VAN BUREN STREET ANAHEIM, CA 92807 (714) 686-5435
CABLE TELEVISION:	TIME-WARNER 1500 SOUTH AUTO CENTER DRIVE ONTARIO, CA 91761 (888) 892-2253

SCALE IN FEET
0 40 80 120 160

PREPARED UNDER THE SUPERVISION OF:
MADOLE
AARON T. SKEERS
RCE 72183
DATE:
EXP. 9-30-25

CITY OF HIGHLAND, CALIFORNIA
CONCEPTUAL GRADING PLAN
SUBDIVISION OF PARCEL 3 OF P.M. NO. 19149
SAN CARLO II APARTMENTS

DRAWN BY	DM
DESIGNED BY	RAM
CHECKED BY	MB
APPROVED BY	
CITY ENGINEER R.C.E.	DATE
SCALE	AS SHOWN
DATE	05/07/25
DRAWING NO	1 / 1

EXHIBIT 2

Design Review Application (DRA 23-009)

Conditions of Approval & Mitigation Monitoring & Reporting Program

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: September 19, 2023
Applicant: Rexco Development
File/Index: Design Review Application (DRA 23-009) [Related Entitlement(s): Specific Plan Revision (SPR 23-001)]
Proposal: Construction of a 272-unit multi-family apartment complex in Planning Area 3 of the Greenspot Village Specific Plan – San Carlo Apartments II
Location: A 12.6 acre site located just west of the Boulder Avenue and Webster Street intersection. Assessor's Parcel Number(s): 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16.

PLANNING CONDITIONS OF APPROVAL

Note: These conditions represent Planning Division conditions only and are meant to be only one part of the Project's overall conditions that include Building and Safety, Engineering, and the Fire Department conditions of approval. All required on-site and off-site improvements shall be completed and approved prior to final inspection for occupancy, except where noted.

Design Review Application (DRA 23-009) is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any / all Conditions at any time shall result in initiating revocation of the subject permit.

1. These entitlements shall become null and void:

   a. Unless all Conditions have been complied with and the occupancy or use of the land or existing structures authorized by such Design Review Application has taken place within thirty-six (36) months after the approval of said Design Review Application.

   b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time every subsequent twelve (12) months, not to exceed thirty-six (36) months in total. Applications for such extensions of time must be set forth, in writing, by reasons for this extension and shall be filed together with a fee as established by the City Council, with the Planning Department sixty (60) calendar days before the expiration of the Design Review Application.

2. The proposed Design Review is for the construction of a 272-unit multi-family residential complex, a leasing office, recreation amenities, and outdoor courtyards. Submittal includes a site plan, architectural elevations, grading plans, and landscaping plans.

3. The operator and recorded owner of the property shall submit to the Planning Division a signed "Acknowledgement Form" agreement with all conditions of this approval before the approval becomes effective. Plan check shall not begin prior to receipt of this signed documentation.

4. In compliance with the Highland Municipal Code, the Applicant/Owner shall agree, at his/her sole cost and expense, to defend, indemnify, and hold harmless, the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Commission, or other decision-making body, including staff, concerning this project. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the Applicant/Owner of his/her obligations under this condition.

5. The Owner/Applicant is responsible for implementing all conditions of approval to the satisfaction of the Community Development Director, City Engineer, and Fire Department. No final inspection or clearances shall be given until all conditions are met. Each condition of approval is separately enforced, and if one of the conditions of approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.

6. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission and City Council, on file with the City of Highland Planning Division, and shall be in compliance with all conditions of approval contained herein.

7. Revisions, modification, or deletions of associated plans must be submitted to the Planning Division for review and approval. Revisions may require additional review by the Planning Commission.

8. If the property will remain undeveloped for longer than 18 months after initial grading has been completed, the Applicant shall submit an interim landscape plan, consisting of temporary measures for screening, hydro-seeding, and dust control. Such plans shall include the timing of installation of necessary measures and shall be approved by the Community Development Director.

9. The Applicant shall be responsible for making arrangements with the City's franchised waste collection and hauling services provider for any/all construction debris or solid waste generated as a result of this project.

10. Prior to issuance of Building Permits, the Applicant/Contractor/Occupant shall submit and obtain approval from the Public Services Division, a Construction Waste Diversion Plan, in accordance with Section 8.12.285 of the Highland Municipal Code.

11. The Boulder Avenue frontage and perimeter landscaping, wrought iron fencing, recreational amenities, and club house shall be completed prior the release of the first residential unit Certificate of Occupancy.

12. All walls and fences shall be designed and constructed to incorporate design features such as tree planter wells, variable setback, split-block face, columns, or other such decorative features to provide visual and physical relief along the face of the wall and fence.

13. Landscape and irrigation specifications within the public right-of-way and included within the Community Facilities District (CFD) shall adhere to the adopted Engineering/Public Works Standards as may be amended from time to time and approved by the City's Landscape Architect.

14. Enhanced paving shall be installed at the Calhoun Road primary entry and Boulder Avenue secondary entry for consistency with the Greenspot Village Specific Plan and as approved with the San Carlo I development, or as approved by the City Council.

15. Sidewalks along Boulder Avenue and Webster Street shall feature a landscaped parkway so that sidewalks are not directly adjacent to the street and vehicle traffic

16. Secondary access onto Boulder Avenue must have clear line of sight as approved by both the City Engineer and City's Landscape Architect. Tree canopy needs to be high enough to not obstruct any view.

17. Trash enclosures need to be screened with a trellis or solid roof.

18. There must be designated pedestrian walkways across the main drive aisle through the development.

19. All heating, venting and air conditioning (HVAC) units shall be ground mounted and shall incorporate sufficient structural or landscape screening with shrubs and bushes, to the satisfaction of the Community Development Director and Landscape Architect.

20. Lighting shall be directed downward in order to minimize glare nuisances to surrounding properties. Fixtures shall be decorative and compatible with the overall project design theme and consistent with the fixtures used for San Carlo I development.

21. Onsite parking shall be free of charge to all tenants and guests.

22. City Development Impact Fees, as may be amended from time to time, shall be paid in accordance with City policy.

23. The Project shall comply with the City's Inclusionary Housing Ordinance, per Section 16.50 of the Highland Municipal Code.

24. The Project shall comply with the 2013 and 2019 Mitigation Monitoring and Reporting Programs.

25. A final photometric plan shall be provided to Staff for review prior to the issuance of building permits.

26. Security system/camera plan shall be submitted to the city and reviewed by the city's Police Department for adequacy prior to the issuance of occupancy for the club house and the first residential unit.

27. To avoid fragmentation of ownership and maintenance, the residential development shall be tied and remain under common ownership or subject to the establishment of an overall management entity responsible for enforcement of CC&Rs and maintenance requirements. Should the residential development designated on the site plan be proposed to change from a "for rent" product to a "for sale" product (i.e. condominiums), the Applicant shall first submit a Design Review Amendment Application for Planning Commission and City Council review and approval prior to the conversion. Density of residential development shall remain consistent with the Greenspot Village & Marketplace Specific Plan.

28. The project shall be and always remain a Gated Community.

29. Entry Statements and signage at Calhoun Road and Boulder Avenue entrances shall be reviewed by Staff for consistency/compliance with the Specific Plan standards prior to submittal of a sign permit with the Building & Safety Department.

Landscape Conditions

30. Applicant shall adjust walkways to reach the curb face or consider providing a means for such crossings to occur without causing trampling of plants.

31. Calhoun Road entrance is well articulated but lacks proportionally sized trees to establish a dominant hierarchy from surrounding areas. Applicant shall provide a minimum 48" box specimen size trees at the accentuated entry and include at least 16' Date Palms.

32. Applicant shall provide larger sizes of street tree and parking lot palette trees to increase shading and better match the scale against 3 story structures. Overall

make up shall be 24" box- 50% of total, 36" box 30% of total, and 48" box 20% of total. Accent Holly Oaks at corners shall be upsized to 48" and 36" per the above percentages.

33. Applicant shall add landscape coverage calculations including overall percentage of landscape versus total lot size to planting concept.

34. Applicant shall provide mow curbs or other form of separation at all property boundaries to clearly identify where maintenance responsibilities end or start between properties.

35. Applicant shall coordinate the landscape plan layout with the project's Water Quality Management Plan to ensure that the landscape layout aligns with the required Best Management Practices (BMP) facilities including the proposed basin and treatment swale on the southern boundary.

36. The proposed playground is located directly in front of multiple units with limited buffer between play equipment area and unit entries/ courtyards. Additional treatments for screening and separation between playground edges and private spaces shall be added.

City of Highland

Engineering Department
Conditions of Approval
DRA 23-009, SPR 23-001 San Carlo II Townhome Apartments
Rexco Development – Greenspot Rd, Webster St, and Boulder Ave

B - Required Prior to Building Permit/Construction
C - Required Prior to Building Occupancy
D - Ongoing
E - Required Prior to Grading Permit
* - Non Standard Conditions

SOILS/ GRADING/ DRAINAGE

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.

E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, gravel bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping.

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration system and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the soils engineer and grading engineer, to the City Engineer.

STREET IMPROVEMENT

E* 14. Submit engineering plans for the **Boulder Avenue** and **Calhoun Road (Private East Road)** frontages, including street improvements and signing, striping and pavement markings to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

C* 15. Construct new street improvements along **Boulder Avenue** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) 5-foot wide sidewalk per City Std 208 Type A.
c) 10-foot wide multi-purpose trail with split rail fencing, 6-inch wide and 8-inch deep flush concrete mow strips, decomposed granite surface with soil binder and trail signage as approved by the City Engineer and Community Development Director.
d) Raised median landscaping along Project frontage.
e) 54-inch tall wrought iron fencing along the centerline of the median from the intersection of Eucalyptus Avenue and Boulder Avenue to the intersection of Webster Street and Boulder Avenue.
f) (1) commercial drive approach (per City Std. 213) per the Conceptual Grading Plan. Install on-site signage to permit right-out vehicle movements only. Install median signage for one way only. Minimum driveway width for vehicle parking ingress/egress is 26 feet.
g) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-f above and as approved by the City Engineer.

C* 16. If the following improvements for **Calhoun Road (Access "C")** have not been constructed by other development projects prior to issuance of building permits, the project applicant shall construct, in accordance with the City's Greenspot Road Master Plan and Greenspot Village and Market Place Specific Plan:

a) Construct and maintain the private street aligned with Access "C" (Calhoun Road) improvements from Street Station 11+02 (existing Greenspot Road R/W) to the southerly boundary of APN 1201-341-33 (PA 2) Street Station 19+15. Improvements

include, but are not limited to, asphalt concrete pavement with a structural section designed for a 20 year life, concrete curb and gutter, stamped concrete, a raised landscaped median, and a private lighting system per Calhoun Road (Private East Road) with plot date August 24, 2023 prepared by Madole And Associates, Inc. and as Calhoun Private Road Construction Agreement.

b) Submit traffic signal plans and construct a traffic signal utilizing a video detection system at the intersection of Greenspot Road and Access "C" (Calhoun Road), as approved by the City Engineer. Connect to the fiber optic interconnect system on Greenspot Road to connect the traffic signals on Greenspot Road at the freeway ramps, the westerly access, Access "A" (Lowes Ctr.), Access "C" (Calhoun Road), and Boulder Avenue signals. Install any necessary hardware and software. Provide a coordinated timing analysis.

C 17. Design and construct public improvements including sidewalk, access road entrances, and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C 18. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 19. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for residential development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

C* 20. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 21. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 22. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."

C* 23. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan and construct necessary drainage

overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system to fronting streets as necessary.

B 24. At the underground infiltration system location proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed underground infiltration system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 25. Register the underground chambers with EPA as a Class V Injection Well.

E 26. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities. If entire site does not drain to the southwest then demonstrate how drainage conveyance offsite will replicate predevelopment flow path, discharge quantity, and intensity. Demonstrate adequate drainage away from proposed buildings. Design the total peak discharge from Planning 2 and 3 into Lateral U (48" RCP) such that it does not exceed 50 cfs, which is the design flow rate used in the hydrology study of the existing storm drain in Greenspot Road constructed and stubbed out by the City at the southwest corner of this project.

C 27. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

E 28. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown on the street and storm drain improvement checklist.

DEDICATION/ ANNEXATION

C* 29. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of parkway and frontage landscaping along **Boulder Avenue**. The City will maintain parkway and frontage landscaping utilizing LMD revenue only if the City determines that adequate maintenance is not being provided by the property owner. The potential future amount of assessment will include the estimated on-going maintenance cost and one-time construction cost to convert the privately maintained system to the City-maintained system.

C* 30. Apply to the City to annex the Project into the City's Consolidated Landscape Maintenance District (LMD) for maintenance of the median landscaping along the Project's Boulder Avenue frontage. Sign the ballots prepared by the City agreeing to the annexation and amount of assessment. Landscaping within the median shall be maintained by the City.

B* 31. Dedicate an irrevocable offer of dedication via separate instruments:

a) (1) 10-foot wide minimum landscape easement across the Boulder Avenue frontage for City to access and maintain landscape in the event the private landscape maintenance system becomes a City-maintained system.

b) (1) temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

B* 32. Obtain City approval of a Lot Merger to merge (4) existing parcels (APNs 1201-351-28, 1201-351-14, 1201-351-15, 1201-351-16) into one parcel in accordance with the following:

a) Submit grant deeds, to be signed (notarized) by the property owner, accompanied by legal descriptions and plats, which describes the boundary of the new parcel. Legal descriptions and plats shall be prepared by a Professional Engineer or Land Surveyor. The grant deeds shall include the following statement:

"This document is being recorded pursuant to Parcel Merger No. _____, as evidenced by Certificate of Compliance No. COC _____, recorded _____, as Document No. _____, Official Records of said County."

b) Certificates of Compliance (COC) will be prepared and recorded by the City. The COC number is pending and will be determined closer to approval. Submit an original legal description and plat for each lot which will be made part of and recorded with the Certificates of Compliance. The legal descriptions and plats must be identical to those to be recorded with the grant deeds.

B 33. At the time of Parcel Merger submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing original land division, tie notes and benchmarks referenced, and a current title report (less than 3 months old). Inverse calculations will not be accepted for plan check. Upon approval, the City will record the parcel merger documents and forward copies to the applicant.

B 34. Apply for City vacation of ingress and egress access rights at the proposed Boulder Avenue project entrance as approved by the City Engineer. Reserve utility rights within the portion of Boulder Avenue right-of-way proposed to be vacated. City vacation is addressing prior relinquished Abutter's Rights of ingress and egress from street or highway recorded in Book 2267, Page 127, Original Record.

B* 35. Acquire a private easement across Planning Area 1, 2 and/or 3 if needed for construction and maintenance and offsite drainage facilities and private drives.

D* 36. In accordance with the Greenspot Village and Marketplace Specific Plan, grant a reciprocal private easement in favor of the parcels within Planning Area 1 and 2, and Planning Area 3 southerly adjoining property, for pedestrian, vehicular and emergency access.

D* 37. If the site is ever subdivided in the future, record a reciprocal private easement for drainage, and utilities.

FEES/ PERMITS/ BONDING

C* 38. Pay Post 2030 fair share traffic mitigation fees for all locations inside or outside of the City of Highland impacted by development of the Specific Plan as identified in the traffic study prepared for the Specific Plan. The amount of mitigation fees required of the Specific Plan shall be based on (1) the percentage of project traffic as calculated in the traffic study, and (2) cost estimates of the improvements as initially calculated and periodically updated by the City. The amount of traffic mitigation fee applicable to each phase of development shall be calculated based on the area within that phase as a percentage of area within the entire Specific Plan, regardless of land use designation of said phase. Pay the traffic mitigation fee for the entire phase prior to occupancy of the first building located in that phase. Provide, for City review, updated tables in the traffic study showing the locations of the mitigation

improvements and the project fair share percentage. Also include the Eucalyptus Avenue and Boulder Avenue intersection future traffic signal in the fair share calculation.

E 39. Pay development impact fees, engineering fees for district annexation, plan check, WQMP review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS plan update, microfilming and storage of plans, and other required fees.

D 40. Obtain a permit from Engineering prior to any on-site construction or construction within the public right-of-way.

D 41. Obtain permission/permits from EVWD, MWD, and SCE prior to any construction within or impacting their easement areas or facilities.

E 42. Post a deposit for erosion control which shall not be released prior to completion of all on-site construction.

E 43. Bond for all required grading, street, storm drain, and landscape maintenance district improvements in accordance with City Development Code.

UTILITIES/ CONSTRUCTION

E* 44. Obtain written permission from adjoining property owners prior to start of any grading, removal or construction work located within the affected private properties.

B 45. Coordinate temporary fencing and construction with the adjacent property owners. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 46. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C* 47. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 48. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 49. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 50. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 51. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

B 52. Remove all existing on-site utility poles per Ordinance 315. Coordinate relocation of electrical drop for affected offsite properties.

B 53. Install onsite and offsite traffic control signs and pavement markings with locations and types approved by the City Engineer.

D 54. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 55. Design and construct trash enclosures per City Standard 700 or trash facilities per the approved Waste Management Plan, as approved by the Public Works Director.

C 56. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 57. Submit a Composite Utility Plan for the purposes of coordinating, maintaining and improving landscaping in City right-of-way. Indicate the location of all above ground and flush mount water, electric, cable TV, internet, street lights, traffic signal, and telephone utility structures prior to City issuance of utility permits.

City of Highland, **FIRE PREVENTION DIVISION,** Conditions of Approval.

DATE : **May 9, 2023**

APPLICANT : **Rexco Development**

ADDRESS : **Planning Area 3 Greenspot Village & Marketplace Specific Plan**

SITE LOCATION: 12-351-28, 1201-351-14, 1201-351-15, 1201-351-16

FILE / INDEX No.: SPR 23-001 DRA 23-009 TPM 23-002

A tiered level of mitigation options has been developed and listed below are the systems and/or modifications required for your project. Compliance of the following items are a condition of **FINAL OCCUPANCY APPROVAL**. These conditions are required as acceptable solutions to the adverse fire conditions impacting firefighting and emergency operations accompanying the site/area. They will either assist in detection and extinguishment of the fire and/or facilitate the anticipated emergency operations.

This project is protected by the City of Highland Fire Department / Cal-Fire / California Department of Forestry and Fire Protection. Prior to any construction occurring on any parcel, the applicant shall contact the city of highland fire marshal office for verification of current fire protection development requirements. All new construction shall comply with the currently adopted California Fire Code and all applicable statutes, appendices, codes, ordinances, standards and policies of the City of Highland Fire Department/ Fire Prevention Division / Cal-Fire / California Department of Forestry and Fire Protection.

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the **'FIRE SAFETY OVERLAY DISTRICT'** designated as **FR-1** and **FR-2**. Both areas may border or overlap areas identified by the State/CalFire as **'High Fire Severity Zone'** or **'Very High Fire Severity Zone'**. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF40:** Where an automatic extinguishing system or standpipe system is in place, system shall be serviced and maintained in operating condition according to NFPA and California State Fire Marshal requirements. **T19; CFC; NFPA**

4. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

5. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

6. **HF53:** A one-hour, solid core, self-closing and latching door (minimum 1-3/8 inch) shall be installed between an attached garage and living space. **CBC**

7. **HF55:** Commercial exit requirements:
   - A. Required exit doors shall be maintained in an operable condition at all times
   - B. Required exit doors shall swing outward and away in the direction of exit travel.
   - C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   - D. Exit paths shall be illuminated when structure is occupied.
   - E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   - F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

8. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

9. **HF47:** For each chimney, used in conjunction with any fireplace or heating appliance, in which solid or liquid fuel is used, an approved spark arrester shall be installed and visible from the ground. Spark arrester shall be of stainless steel, copper or brass, woven galvanized wire mesh, twelve (12) gauge, and minimum of 3/8" to ½" maximum openings. **CFC; CBC; CMC**

10. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

11. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

12. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

13. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

14. **HF9:** Residential driveways shall be paved (asphalt/concrete) and shall provide a minimum width of twelve (**12**) feet. Driveways of this standard shall serve no more than two single family dwellings and shall not exceed 10% in grade. **HMC**

15. **HF10:** Driveways exceeding 150 feet shall have a fire department approved turn-around at the terminus. **CFC / APPENDIX D**

16. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty (**150**) feet in length shall provide an approved turn-around at the terminus (**cul-de-sac**). Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

17. **HF12:** Fire department access roadway(s); public/private street(s) and driveways shall not exceed 12% grade. **CBC / APPENDIX D, HMC**

18. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.
Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

19. **HF14:** In **FR-1/FR-2** areas, streets ending in a cul-de-sac shall not exceed **350** feet, in all other areas, non-circulating streets shall not exceed **600** feet in length and shall provide an approved cul-de-sac. **HMC**

20. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

21. **HF19:** **Manually** operated gates across fire department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated **"KNOX"** padlock or box containing key to open the private lock. For **automatic** gates, a "KNOX" emergency access switch, shall be installed, at location determined by fire department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "KNOX BOX" request form is available from the fire marshal or may be ordered directly from www.knoxbox.com (specify City of Highland, CA) **CFC – Appendix D Note: The city of Highland also requires an electronic "H" key system (Ord. #320) for multi-family, gated communities or secured storage facilities. HMC**

22. **HF24:** "NO PARKING – FIRE LANE" signs shall be posted at locations designated by fire marshal. Fire lane curbs shall be painted red, with white letters stating, "NO PARKING – FIRE LANE" on top, not face. **CFC - APPENDIX D**

23. **HF54:** commercial and industrial structures-occupancies and gated complexes shall have a **"KNOX BOX"** system installed on the exterior of the building(s) or complex. location of device to be determined by the fire department. The box shall contain keys necessary to gain access and may contain pre-plans and MSDS information as required by the fire department. New and existing multi-tenant commercial buildings shall provide a 'KNOX' box large enough to contain keys to access each individual tenant space. Installation location(s) to be determined by the fire marshal. The box shall contain clearly marked keys to each tenant space or other areas as determined by the fire marshal. **CFC**

24. **HF61:** Aerial fire apparatus access roads. **Where required:** buildings or facilities **exceeding 30-feet** in height above the lowest level of fire dept. Vehicle access shall be provided access roads capable of accommodating aerial apparatus. **Width:** aerial apparatus access roads shall provide a minimum unobstructed width of **26-feet** in the immediate vicinity of any building exceeding 30-feet in height. **Proximity to buildings:** aerial apparatus access roads shall be located a minimum of 15-feet to a maximum of 30-feet from the building, and shall be positioned parallel to one entire side of the structure, as approved by the fire code official. **CFC APPENDIX D**

WATER:

25. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
RESIDENTIAL; GPM =1500; at 20 psi residual; for 2 hour duration.
COMMERCIAL; GPM = 3000; at 20 psi residual; for 3 hour duration.
System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet.
CFC APPENDIX B AND C

Note: Hydrants shall meet EVWD standards.

26. **HF29:** Fire hydrant spacing shall be:

Single family residential:	600 FEET
Multi-family residential:	300 FEET
High density residential:	300 FEET
Commercial retail:	300 FEET

CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

27. **HF26:** Two sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

28. **HF27:** Applicant-developer shall provide a letter from the water company serving the project-development, verifying financial arrangements have been made and bonded for the required water improvements. **CFC**

29. **HF28:** Fire hydrants shall be installed, inspected and operational as per approved water system delivery plans **prior** to any framing, construction or delivery of combustible materials to project site. **CFC / CFC**

30. **HF30:** Private, on site fire hydrant(s) – yard hydrant(s)- capable of supplying required fire flow shall be installed at location(s) identified by the fire department. System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. hydrants with one 2 ½" outlet and one 4" outlet.
CFC / APPENDIX B AND C

31. **HF32:** A temporary water storage and delivery system for use during grading and foundation work (no combustible material), meeting fire dept. Fire flow requirements shall be installed prior to framing construction or delivery of combustible materials to project site. **CFC; NFPA – 1142**

32. **HF38:** Approved fire hydrant(s) capable of supplying required fire flow, shall be provided to all premises upon which facilities, buildings or portions of buildings are

constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants or on-site fire hydrants, meeting the required fire flow, shall be provided. **CFC APPENDIX B AND C**

ADDRESSING – IDENTIFICATION:

33. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

34. **HF22:** Commercial-retail structures with rear access shall display address numbers on rear entry doorways, **4"** in height, 1/2" stroke, on contrasting background. **CFC**

35. **HF23:** **Directory map.** An illuminated directory map shall be installed at each driveway entrance where the total number of units exceeds fifteen, (15) **CFC / HMC. FIRE AND PLANNING DEPARTMENTS SHALL APPROVE SIGNAGE PLAN.**

36. **HF18:** Street name signs shall be installed prior to construction on any roadway or phase. Temporary signs may be used as approved by the fire marshal. **CFC**
Note: Permanent signage shall meet City standards as required by Planning.

37. **HF17:** The public and/or private roadways serving this project shall be identified with **city** approved names. **CFC**

FIRE PROTECTION & ALARM SYSTEMS:

38. **HF35:** Automatic fire sprinklers shall be installed according to **NFPA 13R** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

39. **HF36:** Automatic fire sprinklers shall be installed according to **NFPA 13** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

40. **HF37:** Automatic fire sprinkler control devices (P.I.V & O.S.&Y.) Shall be visible from fire dept. access roadway, and identify system being controlled and address of structure.
Fire Dept. Connection (FDC) shall be located no closer than forty (40) feet and not to exceed one hundred fifty (150) from structure. Required fire hydrant shall have a maximum distance from FDC of thirty (30) feet. FDC shall identify address and system of structure being protected. **CFC**

41. **HF41:** A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq.ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by fire department, may be required. Fire extinguishers shall be serviced bi-annually and shall have a current State Fire Marshall service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC; NFPA**

42. **HF43:** An automatic fire detection and alarm system meeting the requirements of CFC 907, CBC and NFPA 72 shall be installed. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC; CBC; NFPA**

43. **HF45:** An automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC**

44. **HF46:** **SMOKE DETECTORS**, hard wired in series with battery back-up, shall be installed in all sleeping areas and in all hallways and areas/rooms leading to sleeping areas. Smoke detectors shall be installed at the top of all stairways. At least one smoke detector shall be installed on the first floor level. **CARBON MONOXIDE DETECTORS** shall be installed per manufacturer's instructions minimum one per floor where fuel fired appliances and/or an attached garage is present. Units also to be hard wired in series with corresponding smoke detectors **CFC; CBC**

45. **HF60:** California Fire Code, **FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION**, shall apply to this project. it is the responsibility of the project manager to meet with the fire marshal to discuss requirements specific to this project.

46. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

Craig Sanchez, Fire Marshal
City of Highland Fire Prevention
(909) 864-8732 x 248

Building and Safety Division Conditions of Approval

Date:	July 10, 2023
Project:	272-Unit, 3-Story Apartment Complex
Applicant:	Rexco Development
Site Location:	Planning Area 3 of the Greenspot Village & Marketplace Specific Plan
Project Numbers:	**SPR 23-001, DRA** 23-009, **TPM** 23-002
APN(s):	1201-351-27, 1201-351 14, 1201-351-15, 1201-351-16

1. Please provide the following number of construction plans and documents listed below for the first review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive an application number at the time plans are submitted for Building & Safety's plan review. This number is needed to obtain information regarding your project.

   (3) Architectural Plans
   (3) Structural Plans
   (3) Plot/Site Plans
   (3) Electrical Plans
   (3) Electrical Load Calculations
   (3) Exiting Plans
   (3) Plumbing Plans/Isometrics
   (3) Mechanical Plans
   (3) HVAC Duct Layout Plans
   (3) Site Disabled Access Plan
   (3) Temporary Construction Fence Plan
   (3) Fire Department access and Fire water
   Please include in plans and mark "FOR REFERENCE ONLY"
   (3) Precise Grading Plans
   **Grading, Photometric, or Landscape Plans: Please mark "FOR REFERENCE ONLY"*
   (3) Project Condition of Approval from all departments:
   To be included in Architectural plan set at plan submittal
   (2) Engineered Truss Calculations – as applicable
   (2) Title 24 Energy Calculations
   (2) Soils Report
   (2) Structural Calculations
   (1) Fire Flow Test - with hydrant location dimensioned on the site plan.

2. All structures shall be designed in accordance with the current version of the California Building Codes at the time of submittal (Currently the 2022 codes),

including the California Green Building Standards Code. Design all structures to Risk Category II at exposure "C" (ASCE7-22), and Energy Climate Zone 10.

3. All onsite utilities are to be underground. As approved by the Planning Division, utility cabinets and transformers are exempt.

4. All construction projects shall comply with the NPDES Stormwater Best Management Program. Prior to building permit issuance submit copy of the Water Quality Management Program Report. (WQMP)

5. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel. The accessible route(s) of travel shall be the most practical direct route from each site arrival point.

6. All dead and removed trees and foliage is to be properly removed from the site.

7. Demolition permits shall be obtained for all structures to be demolished.

8. For the removal of any storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Any Fuel storage tank removal would require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department

9. Community pool plans shall be reviewed and approved by the San Bernardino County Health Department in addition to the City of Highland Building and Safety Division.

10. Separate structures (i.e. club house, guard shacks, entry gates structures, walls, patios) shall be submitted for plans review, approvals and permitted separately.

11. All construction materials, which are not used, shall be recycled pursuant to the requirements set forth by Ordinance No. 269. Receipts from the recycle company responsible for picking up the materials shall be kept in the construction office. After the construction is complete and before final occupancy, the trash receipts shall be forwarded to the City Public Services division.

    a. Prior to Permit issuance – The permit holder shall register a project Construction & Demolition Debris Program application for self-haul or contract services through the City's Franchise hauler.

12. The building(s) is/are to be connected to the public sewer system.

13. All deferred plan items & required deputy inspections are to be identified on the plans cover sheet.

14. Plans should include a Map Directory for Building addressing and signage for reference. HMC 15.06.100 - A lighted directory site map shall be installed and maintained at each driveway entrance to multiple unit residential projects where the total number of units in the project exceeds fifteen (15).

15. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements; therefore, it is the building owner's responsibility to be aware of those differences and comply accordingly.

    1. All common areas, which includes fire pits, BBQ areas shall be accessible. CBC sec. 1110A.1(2), sec. 1110A.3.

    2. Play area ground surfaces shall comply with ASTM standards. CBC sec. 11B-1008.2.6

    3. Trash enclosure(s) shall be accessible to persons with disabilities and located on an accessible route. The accessible route shall extend from the trash enclosure(s) to the building(s) it/they serves. Detail accessible route on plans. (CBC Section 11B-206.2.2)

16. Prior to the issuance of Building Permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety or to Public Works, as applicable.

17. Prior to the issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved. No flammable construction materials shall be placed on the site without approvals by the Fire Department. All street and access roadways around the project shall be paved for emergency response vehicles before flammable materials are placed on the project.

18. Prior to the issuance of Building Permits, construction projects requiring fire permits must apply and submit fire plans prior to the issuance of the building permit, including fire sprinkler submittals.

19. Prior to the issuance of Building Permits, provide a receipt from the appropriate Unified School District stating that all school fees have been paid. (Redlands Unified School District)

20. Prior to issuance of building permits, provide Building and Safety with a Sewer and Water availability Letter from East Valley Water District. (909) 889-9501

21. Construction projects, requiring temporary electrical power, shall obtain an electrical permit from Building and Safety. No temporary electrical power will be granted to a

project unless the following item is in place and approved by Building and Safety and the Planning Division.

a. Installation of a construction trailer through the "Temporary Occupancy Permit", alternatively, a security fenced area where the electrical power will be located. Installation of construction/sales trailers must be located on private property. No trailers can be located in the street unless a permit from the Engineering Department is obtained.

22. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians. All development projects shall submit a construction fencing plan with the construction design plans. Construction projects that have phased occupancy shall be completely separated by a construction fence that is screened and show the adjusted fence locations at each phase.

23. On site toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3 and on site per NPDES stormwater requirements.

24. Construction activities shall not commence prior to 7:00 a.m. and shall terminate no later than 7:00 p.m. Monday through Saturday with no construction activities preformed during city or Federal Holidays. (Ordinance 420 HMC) unless restricted further by environmental review mitigation.

25. Building and Safety inspection requests must be made by 4:00 pm. on the previous City working day to receive a next business day inspection. Please contact (909) 864-2136, Ext 228.

26. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall request clearances from each department and/or applicable agency at least two weeks prior to requesting a final building inspection from Building and Safety. Each agency shall sign the back of the Building and Safety Job Card, or provide agency approved signed documentation, and provide a copy of the signatures to Building and Safety at the time the final inspection is requested.

27. Prior to final inspection, provide Building & Safety with a flash disk of the approved plans and documents.

28. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Commercial and industrial projects, see Policy 295.

29. The Developer/Owner is responsible for the coordination of releasing any Deferral of Development Impact Fees or Bonds after such fees have been paid. The Developer/Owner should be aware, once the deferral notice is sent to the San Bernardino County Recorder's Office; the release process takes two to three weeks. This process will delay final Certificates of Occupancy.

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.1 AESTHETICS					
1-1	In conjunction with the submittal of a site plan for any phase of the proposed project, the project applicant shall submit a lighting and photometric plan for that phase for review and approval by the City of Highland Planning Division. The lighting plan shall include the amount, location, height and intensity of street and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover into adjacent properties and/or roadways The lighting plan shall also include a description and details of the proposed lighting fixtures.	Project Applicant	Prior to the approval of a site plan for any phase of the project	City of Highland Planning Division in coordination with Building and Safety/Building Official	
1-2	Perimeter lighting fixtures proposed along State Route 210 (SR-210) shall be consistent with the Illuminating Engineering Society of North America "sharp cut-off" fixtures and shall be fitted with flat glass lenses and internal and external shielding. Rood lighting shall not be permitted to spill onto SR-210	Project Applicant	Prior to the approval of a site plan tor development in Planning Area 1	City of Highland Planning Division in coordination with Building and Safety/Building Official	
1-3	The lighting levels within the commercial (Planning Area 1) and mixed-use (Planning Area 3) areas shall be appropriately designed to fall within the Illuminating Engineering Society of North America recommendations for retail commercial centers.	Project Applicant	Prior to the approval of a site plan for development in Planning Areas 1 and 3	City of Highland Planning Division in coordination with Building and Safety/Building Official	
1-4	Site lighting systems shall be grouped into control zones to allow for open closing, and night light/security lighting schemes. All control groups shall be controlled by an automatic lighting control system utilizing components such as a time clock, photocell, and low-voltage relays.	Project Applicant	Prior to the approval of a site plan for any phase of the project	City of Highland Planning Division in coordination with Building and Safety/Building Official	
5.3 AIR QUALITY					
3-1	**Fugitive Dust** Ongoing during demolition, grading, and construction the construction contractor shall implement the following measures in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM_{10} and $PM_{2.5}$ emissions To assure compliance, the City shall verify compliance that these measures have been implemented during normal construction site inspections.	Project Applicant/Construction Contractor	Ongoing during demolition, grading and construction activities	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering as quickly as possible This would achieve a minimum control efficiency for PM_{10} of 5 percent • During all construction activities, the construction contractor shall sweep streets with Rule 1186 compliant PM_{10}-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling • During active demolition and debris removal and grading, the construction contractor shall suspend demolition and grading operations when wind speeds exceed 25 miles per how This would achieve an emissions control efficiency for PM_{10} under worst-case wind conditions of 98 percent. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other suitable means. This would achieve a control efficiency for PM_{10} of 91 percent. • During all construction activities the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day This would achieve an emissions reduction control efficiency for PM_{10} of 61 percent • During active demolition and debris removal the construction contractor shall apply water to disturbed soils at the end of each day This would achieve an emissions control efficiency for PM_{10} of 10 percent. • During all construction activities, the construction contractor shall limit on-site vehicle speeds on unpaved roads to no more than 15 miles per hour This would achieve a control efficiency for PM_{10} of 57 percent • The construction contractor may apply chemical soil stabilizers to reduce wind erosion This would achieve a control efficiency of up to 80 percent.				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	The construction contractor shall apply water every four hours to the area within 100 feet of a structure being demolished to reduce vehicle trackout. This would achieve a control efficiency of 36 percent.				
3-2	**Exhaust Emissions** Ongoing during demolition, grading and construction, the construction contractor shall implement the following measures to further reduce construction exhaust emissions of NO_x, PM_{10}, and $PM_{2.5}$. To assure compliance, the City shall verify compliance that these measures have been implemented during normal construction site inspections: • The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 2 or higher exhaust emission limits for construction equipment with engines over 50 horsepower. Tier 3 engines are available for 2006 to 2008 model year construction equipment A list of construction equipment by type and model year shall be maintained by the construction contractor onsite and verified by the City of Highland A copy of each unit's certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment. • The construction contractor shall ensure that all construction equipment is properly serviced and maintained to the manufacturer's standards to reduce operational emissions The construction contractor shall limit nonessential idling of construction equipment to no more than five consecutive minutes.	Project Applicant/Construction Contractor	Ongoing during demolition, grading, and construction activities	City of Highland Public Works Department/City Engineer	
3-3	**Architectural Coatings** The construction contractor shall use paints with a volatile organic compound (VOC) content of 100 grams/liter or less tor all exterior and interior surfaces in order to minimize VOC emissions from painting.	Project Applicant/Construction Contractor	Ongoing during construction activities	City of Highland Building and Safety/Building Official	
3-4	**Energy Efficiency** Prior to the issuance of a building permit for residential, commercial, or office structures. development plans for these structures shall be required to demonstrate that buildings exceed the 2008 Building and Energy Efficiency Standards (Title 24) for energy efficiency by 25 percent Design strategies to meet this standard may include maximizing solar orientation for daylighting and passive	Project Applicant/Construction Contractor	Prior to the issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	heating/cooling, installing appropriate shading devices and landscaping, utilizing natural ventilation, and installing cool roofs. Other techniques include installing insulation (high R value) and radiant heat barriers, compact fluorescent and/or light emitting diode light bulbs, low-e window glazing or double-paned windows, and specifying energy-efficient appliances (e.g., EnergyStar® appliances).				
3-5	Development plans for residential, commercial, or office structures shall include roofing systems, such as "cool' roofs, that reduce roof temperatures significantly during the summer and therefore reduce the energy requirement for air conditioning Building permits shall not be issued until such plans meet the satisfaction of the City. A list of energy- efficient building materials and suppliers can be found at http://eetd lbl gov/CoolRoofs/.	Project Applicant/Construction Contractor	Prior to the issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	
3-6	Development plans for residential, commercial, or office structures shall include cool pavement materials such as lighter-colored pavement materials, porous materials, or permeable or porous pavement for all roadways and walkways not within the public right-of-way, excluding frequently traveled access-ways, to minimize the absorption of solar heat and subsequent transfer of heat to its surrounding environment Building permits shall not be issued until such plans meet the satisfaction of the City. A list of cool pavement materials is available at http.//www eoa gov/heatisld/images/extra/level3 pavingproducts.html.	Project Applicant/Construction Contractor	Prior to the issuance of building permits	City of Highland Planning Division in coordination with the City's Public Works Department/City Engineer	
3-7	**Water Conservation and Efficiency** In order to increase energy efficiency and therefore reduce on-site emissions, all toilets, urinals, sinks, showers, and other water fixtures installed on-site shall be low-flow fixtures.	Project Applicant/Construction Contractor	Prior to the issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	
3-8	**Land Use** Prior to the issuance of a building permit for residential, commercial, or office structures. landscape plans for these building types shall include water-efficient shade trees strategically located near building structures. including along the south-facing building facade, in order to reduce energy usage at residential commercial, and office buildings The location and number of trees shall be determined by the landscape architect.	Project Applicant	Prior to issuance of building permits	City of Highland Planning Division in coordination with the City's Landscape Architect	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3-9	**Transportation and Motor Vehicles** The applicants of future commercial, office, and retail development within the specific plan area shall provide the following features to reduce project-related mobile-source air pollutant emissions. • Preferential parking for carpools and vanpools • Preferential parking for alternative-fuel vehicles (e g , compressed natural gas [CNG] or hydrogen). • Secure bicycle parking and storage facilities for employees and visitors • Commuter information boards identifying bicycle paths and public transit routes and schedules	Project Applicant	Prior to the execution of respective lease agreements	City of Highland Planning Division in coordination with the City's Public Works Department/City Engineer	
5.4 BIOLOGICAL RESOURCES					
4-1	Pre-construction presence/absence surveys for burrowing owls shall be conducted for all properties within the Specific Plan area within 30 days prior to any onsite ground disturbing activity. The burrowing owl survey shall be conducted pursuant to current recommended guidelines established by the California Department of Fish and Wildlife (CDFW) In the event this species is not identified within the project limits, no further mitigation is required. If during the pre-construction survey burrowing owls are identified, then the following shall be implemented. • Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum of 250-foot buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist. • If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. • If relocation of the owls is approved for the site by CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following. o The location of the nest and owls proposed for relocation. o The location of the proposed relocation site.	Project Applicant	Prior to the issuance of grading permits	City of Highland Planning Division	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	o The number of owls involved and the time of year when the relocation is proposed to take place. o The name and credentials of the biologist who will be retained to supervise the relocation o The proposed method of capture and transport for the owls to the new site A description of site preparation at the relocation site (e g enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control)				
4-2	A California horned lark and migratory nesting bird survey shall be conducted for all properties within the Specific Plan area by a qualified biologist within 30 days prior to initiating vegetation clearing or ground disturbance. If active nests are found during the pre-construction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented. At a minimum the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting The NBP will include a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. The nests and buffer zones shall be field checked by a qualified biological monitor as recommended by the biologist. The approved buffer zone shall be visually marked in the field, which no vegetation clearing, or ground disturbance shall commence until the qualified biologist has determined the nest in question has become inactive (failed or successful with fledged young birds) and a monitoring report has been submitted to the CDFW for review and approval. Construction within the designated buffer area shall not proceed until approved by the monitoring biologist.	Project Applicant	Prior to the issuance of grading permits	City of Highland Planning Division	
4-3	Protocol presence/absence trapping surveys in accordance with current guidelines established by the US Fish and Wildlife Service (USFWS) for the San Bernardino kangaroo rat (SBKR) shall be	Project Applicant	Prior to the issuance of grading permits	City of Highland Planning Division and USFWS	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	completed on all areas within the Specific Plan Area that are proposed for development unless written concurrence from the USFWS is obtained that the survey is not required, and that the given property is deemed unsuitable and non-occupied by USFWS. If protocol presence/absence trapping surveys for SBKR have negative results for a given property, then no additional mitigation measures are required and there would be no anticipated impacts. Protocol presence/absence trapping surveys are valid for one year If protocol presence/absence trapping surveys for SBKR are positive then the occupied portion of the property shall be determined utilizing protocol trapping surveys and one or more of a combination of the following shall be implemented, as reviewed and approved by the City and USFWS: o Avoidance of the occupied portion(s) of the property utilizing current avoidance measures approved by USFWS. o Enhancement of on-site avoided SBKR habitat as determined by USFWS o Conservation of off-site suitable habitat as determined by USFWS for impacts to on-site occupied habitat from the project				
4-4	Prior to discharge of any fill into either of the channels adjacent to the project site, the developer shall obtain regulatory permits from the California Department of Fish and Wildlife and the Santa Ana Regional Water Quality Control Board Areas within the channels that experience discharge of fill or streambed alteration (estimated to be 0 15 acre of the streambed of City Creek) shall be compensated by creation of 0 45 acre of comparable habitat within the project site, at an alternative location approved by the regulatory agencies; or through purchase of mitigation credits at a mitigation bank acceptable to the regulatory agencies. If the agencies that issue permits for this project specify a different mitigation plan than is provided in this measure, the City will ensure implementation of such mitigation as long as it is not less protective than what is specified in this measure	Project Applicant	Prior to the issuance of grading permits	City of Highland Planning Division	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
4-5	Night lighting shall be sized (light standard height), located, oriented, and shielded to avoid any light spillover into the adjacent creek channel A lighting plan shall be submitted to the City for review and approval that demonstrates light from night lighting on the property will not spill over into the adjacent creek channel.	Project Applicant/Engineer in coordination with the Project Biologist	Prior to the approval of a site plan for development in Planning Area 1 or 2 that is adjacent to the creek channel	City of Highland Planning Division in coordination with Building and Safety/Building Official	
4-6	Fencing shall be installed between the project site and the creek channel. A minimum eight-foot wall, combined berm and wall, or wrought iron view fence shall be installed Access through the fence shall meet safety requirements, but shall minimize access to the channels for people and domestic animals. The fence design shall be submitted to and approved by the City, and any alternative acceptable to the City that provides access control to the Creek can be implemented	Project Applicant/Engineer in coordination with the Project Biologist and California Department of Fish and Game	Prior to the approval of a site plan for development in Planning Area 1 or 2 that is adjacent to the creek channel	City of Highland Planning Division in coordination with Building and Safety/Building Official	
5.5 CULTURAL RESOURCES					
5-1	If buried cultural materials are discovered during any earth-moving activities associated with the project, all work within 100 feet of the find shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds Specimens shall be identified, curated and placed into a repository with permanent retrievable storage. A report of findings, including an itemized inventory of recovered specimens shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens The report and inventory, when submitted to the City of Highland, would signify completion of the program to mitigate impacts to cultural resources	Project Applicant/Construction Contractor in coordination with the Project Archaeologist	During excavation and grading activities	City of Highland Public Works Department/City Engineer	
5-2	The excavation of areas identified as likely to contain paleontologic resources shall be periodically monitored by a qualified paleontological monitor Monitoring shall be restricted to Pleistocene alluvial sediments. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays The monitor shall also remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates The monitor shall have the power to temporarily hilt or divert grading equipment to allow for	Project Applicant/Construction Contractor in coordination with the Project Archaeologist/ Paleontologist	During excavation and grading activities	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	removal of abundant or large specimens Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that \hey can be identified and permanently preserved Specimens shall be identified, curated, and placed into a repository with permanent retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of \he steps outlined above The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Highland, would signify completion of the program to mitigate impacts to paleontologic resources				
5.6 GEOLOGY AND SOILS					
6-1	The project applicant shall comply with the recommendations in the geotechnical investigation completed by Moore Twining Associates on February 19, 2008, the Addendum No 1 to the Geotechnical Engineering Investigation Report completed by Moore Twining Associates on April 29, 2008, as well as the Geologic/Geotechnical Impact Investigation completed by CHJ on September 14, 2005, subject to approval by the City of Highland City Engineer. The reports at these investigations, including recommendations are included in Appendix I.	Project Applicant/Construction Contractor in coordination with the Geotechnical Consultant	Prior to the issuance of grading permits and during excavation and grading activities	City of Highland Public Works Department/City Engineer	
6-2	During project design, the project applicant shall provide data from corrosivity tests to manufacturers or suppliers of materials that would be in contact with soils, such as pipes and other copper or ferrous metal objects, to assist in the selection of such materials and corrosion protection for those materials If the manufacturers or suppliers cannot determine if materials are compatible with the soil corrosion conditions then the applicant shall consult a professional corrosion engineer to assist in selection of materials and of corrosion protection.	Project Applicant/ Construction Contractor	Prior to the issuance of grading permits and during excavation and grading activities	City of Highland Public Works Department/City Engineer	
5.7 HAZARDS AND HAZARDOUS MATERIALS					
7-1	Prior to issuance of demolition permits, the developer shall demonstrate compliance with South Coast Air Quality Management District (SCAQMD) Route 1403 The SCAQMD rule specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (AC\11) The	Project Applicant/Construction Contractor	Prior to issuance of demolition permits	City of Highland Building and Safety/Building Official	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures. and storage, disposal. and landfill disposal requirements for asbestos-containing waste materials. In addition, the developer shall adhere to the requirements of Title 17 California Code of Regulations, Division 1 Chapter 8, which identifies procedures for accreditation, certification and work practices for lead-based paint and lead hazards				
5.11 NOISE					
11-1	Individual project applicants proposing commercial/retail uses within the regional commercial center in the immediate vicinity or existing and/or proposed residential developments shall retain a qualified acoustic engineer to design project acoustical features to limit noise generated by activity within the proposed project site to levels that are below 55 dBA L_{eq} between 10 PM and 7AM and below 60 dBA L_{eq} between 7 AM and 10 PM	Project Applicant in coordination with future tenants	Prior to issuance of building permits	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-2	Prior to the approval of final building plans, the applicant shall demonstrate that the exterior noise level at sensitive residential outdoor areas (i e , backyards) shall not exceed 65 dBA CNEL and interior noise levels in habitable rooms (residential, hotel rooms, and offices) shall not exceed 45 dBA CNEL, as defined by the California Building Code Balconies on multifamily residential units are exempt from the City's 65 dBA CNEL noise compatibility standards Acoustical design features incorporated into the proposed project design, which may include exterior features to reduce noise, such as berms/walls or architectural features such as Sound Transmission Class rated windows, doors, and attic battling, shall be shown on all building plans and shall be incorporated into construction of the proposed project City inspectors shall verify compliance with the noise mitigation report	Project Applicant/Construction Contractor	Prior to approval of building plans	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-3	The construction contractor shall properly maintain and tune all construction equipment to minimize noise emissions	Project Applicant/ Construction Contractor	Prior to and during construction and grading activities	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-4	The construction contractor shall fit all equipment with property operating mufflers, air intake silencers, and engine shrouds no less	Project Applicant/ Construction	Prior to and during construction and	City of Highland Planning Division in	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	effective than as originally equipped by the manufacturer to minimize noise emissions.	Contractor	grading activities	coordination with Building and Safety/Building Official	
11-5	The construction contractor shall locate all stationary noise sources (e.g., generators, compressors. staging areas) as far from noise-sensitive receptors as is feasible.	Project Applicant/ Construction Contractor	Prior to and during construction and grading activities	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-6	Material delivery, soil haul trucks. and equipment servicing, shall be restricted to the hours set forth in the City of Highland Municipal Code. Title 15, Building and Construction Chapter 15 48, Section 15 48 030	Project Applicant/ Construction Contractor	Prior to and during construction and grading activities	City of Highland Planning Division in coordination with Building and Safety/Building Official	
11-7	The rock crusher shall be placed a minimum of 150 feet from occupied noise-sensitive land uses.	Project Applicant/ Construction Contractor	Prior to issuance of grading permits and during construction and grading activities	City of Highland Public Works Department/City Engineer	
5.12 PUBLIC SERVICES					
12-1	The primary land management entity shall provide on-site private security personnel and equipment throughout the proposed project's construction phase(s), implement a surveillance camera system installed at various appropriate locations throughout the construction site, and submit a plan to the HPD Police Chief to coordinate security efforts in order to minimize crime related to construction activities.	Project Applicant/Construction Contractor in coordination with the Highland Police Department	Prior to issuance of grading permits and during construction and grading activities	City of Highland Planning Division in coordination with the City's Planning Division	
5.13 TRANSPORTATION/TRAFFIC					
13-1	Prior to approval of final landscape and street improvement plans, the sight distance at each project entrance shall be reviewed to ensure compliance with standard Caltrans/County/City sight distance standards	Project Applicant/Construction Contractor in coordination with the Project Engineer and Landscape Architect	Prior to approval of final landscape and street improvement plans	City of Highland Public Works Department/City Engineer	
13-2	Prior to building occupancy on-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site	Project Applicant/Construction Contractor in coordination with the	Prior to issuance of building occupancy permits	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
		Project Engineer			
13-3	*Scenario One Mitigation Measures* Prior to building occupancy for each phase of the project, the project applicant shall either construct the following circulation and on- and off-site intersection improvements for each project phase, If such improvements have not been constructed by other development projects or by the City, or prior to issuance of building permits, the project applicant shall pay project fair share for such improvements as set forth in the traffic study, and/or City development impact fees for the project. • Construct Greenspot Road adjacent to the project (from the western project boundary to Webster Street) at its ultimate half-section width as a Primary Arterial (6D) in conjunction with the development. • For the intersection of Westerly Access at Greenspot Road, construct a signal in con1unction with the detailed construction plans for the project site. It should be aligned with the access for the development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 200 feet of eastbound left tum pocket and 350 feet of southbound through/right tum pocket are needed. • For the intersection of Access A at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site It shall be aligned with the access for the development south of Greenspot Road Based on the 95th percentile queuing analysis, about 125 feet of eastbound left tum pocket, 150 feet of southbound left tum pocket, 200 feet of westbound left turn pocket and 275 feet of southbound right tum pocket are needed. • For the intersection of Access B at Greenspot Road, construct a left/right-in and right-out only access Based on 95th percentile, about 100 feet of eastbound left tum pocket, 75 feet of westbound left tum pocket. and 275 feet of southbound right tum pocket are needed. • For the intersection of Access C at Greenspot Road,	Project Applicant	Prior to issuance of building occupancy permits or prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
construct a signal in conjunction with the detailed construction plans for the project site It shall be aligned with the access for the future development south of Greenspot Road Based on the 95th percentile queuing analysis, about 200 feet of eastbound left turn pocket, 150 feet of southbound left turn pocket, and 250 feet of southbound right turn pocket are needed • For the intersection of Access D at Greenspot Road, construct a left/right-in and right-out only access Based on the 95th percentile queuing analysis, about 100 feet of eastbound left turn pocket and 100 feet of westbound left turn pocket are needed • For the intersection of Webster Street at Greenspot Road, construct a left/right-in and right-out only access. Based on the 95th percentile queuing analysis. about 25 feet of eastbound left turn pocket and 425 feet of southbound right turn pocket are needed. • Install "Keep Clear" signing and striping for the intersections at Greenspot Road and at key on-site intersections (3) on Figure 5.13-10 of the DEIR. • Construct Boulder Avenue adjacent to the project (from Eucalyptus Avenue to Webster Street) at its ultimate half-section width as a Modified Primary Arterial (4D) in conjunction with the development. • For the intersection of Webster Street at Boulder Avenue, close Webster Street's existing north leg, realign Webster Street with Access G, and move its current traffic signal. Webster Street south leg access shall be converted to right turn in/out only access Also provide a minimum of 400 feet of northbound left turn pocket. • For the intersection of Access E/Eucalyptus at Boulder Avenue, construct a traffic signal with exclusive eastbound and westbound left turn lanes and eastbound/westbound shared through light turn lanes The northbound left turn pocket shall be a minimum of 100 feet to accommodate 95th percentile queuing requirements				

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• For Boulder Avenue at Access F, the northbound left turn pocket shall be at least 25 feet based on 95th percentile queuing requirements. *Scenario Two Mitigation Measures* The following improvement would not be required for Scenario Two: • For the intersection of Westerly Access at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It should be aligned with the access for the development south of Greenspot Road. Based on the 95th percentile queuing analysis, about 125 feet of eastbound left turn pocket, 75 feet of southbound right turn pocket and 300 feet of southbound left turn/through pocket are needed Changes to the turn pocket lengths have been modified for the following improvements for Scenario Two • For the intersection of Access A at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site. It shall be aligned with the access for the development south of Greenspot Road Based on the 95th percentile queuing analysis, about 200 feet of eastbound left turn pocket, 125 feet of southbound left turn pocket, and 200 feet of separate right turn pocket are needed • For the intersection of Access C at Greenspot Road, construct a signal in conjunction with the detailed construction plans for the project site It should be aligned with the access for the future development south of Greenspot Road Based on the 95th percentile queuing analysis, about 175 feet of eastbound left turn pocket, 225 feet of southbound left turn pocket, and 200 feet of southbound right turn pocket are needed				

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Off-Site Improvements The project applicant shall either construct improvements within a quarter mile of the project needed to mitigate direct project-related impacts for the interim year; or pay the project's fair share contributions toward improvements within a quarter mile of the project included in the traffic study; and/or pay the City development impact fee for the project. A direct project impact has been defined as an improvement required for with-project conditions that is not necessary for without-project conditions for the same time frame interim year or post-2030) Interim year is defined as buildout or the proposed project, and for purposes of the EIR and traffic report has been assumed to be 2017 The project applicant shall contribute toward the cost of improvements needed to mitigate direct project impacts: 1) in the interim year for locations more than a quarter mile from the project and 2) post-2030 for all locations impacted by the project. The project applicant shall contribute on a fair-share or "pro rata" basis by paying fair-share contributions toward improvements included in the traffic study, and City development impact fees for locations not included in the traffic study.				
13-4 *Scenario One Mitigation Measures* Direct Impact Mitigation – 2017 Prior to building occupancy, the project applicant shall either construct the following improvements within a quarter mile of the project as determined by the City, if such improvements have not been constructed by the City or other development project, or, prior to the issuance of building permits, the project applicant shall pay the project fair share traffic mitigation fee, and/or City development impact fees • SR-210 Southbound Ramps (NS) at 5th Street (EW) o Southbound – Restripe the two existing southbound approach lanes to provide one exclusive Left Turn Lane, and a shared Left, Through, Right Turn Lane. • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Northbound – Construct a 2nd Exclusive Left Turn Lane (part of City Capital Improvement Project) o Eastbound – Provide a 3rd Through Lane to Provide 100 feet of Storage • Boulder Avenue (NS) at Greenspot Road (EW) o Northbound – Construct 2nd Exclusive Left Turn Lane o Southbound – Remove/Decommission Existing Right Turn Overlap Signal Phase (to allow U-turns for the cumulative project located on the	Project Applicant	Prior to issuance of building occupancy permits or prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	southwest corner of this intersection) o Eastbound – Construct a 2nd Exclusive Left Turn Lane and 3rd Through Lane o Westbound – Construct 3rd Through Lane Prior to the issuance of building permits, the project applicant shall contribute toward the cost of improvements needed to mitigate direct project impacts in the interim year for locations more than a quarter mile from the project. The project applicant shall contribute on a fair-share or "pro-rata" basis by paying fair-share contributions toward improvements included in the traffic study for this improvement, and/or City development impact fees for the project: • SR-210 Northbound Ramps (NS) at San Bernardino Avenue (EW) o Westbound- Construct 3rd Through Lane (this improvement is not required if minimum green times of 10 seconds are used, resulting in less than 20 seconds of green time for the westbound through movement)				
13-5	Direct Impact Mitigation – Post 2030 Prior to issuance of building permits for each phase, the project applicant shall pay the fair share traffic mitigation fee, and/or pay City Development Impact fees for the following improvements as determined by the City: • Tippecanoe Avenue (NS) at 3rd Street (EW) o Northbound – Construct 3rd Through Lane • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Westbound – Construct 1st Exclusive Right Turn Lane (also identified as a 2017 direct project impact) • Boulder Avenue (NS) at Greenspot Road (EW) o Southbound – Construct 2nd Exclusive Left Turn	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Lane (also identified as a 2017 direct project impact) o Southbound – Construct 2nd Through Lane (also identified as a 2017 direct project impact)				
13-6	Cumulative Project Impacts - 2017 Prior to building occupancy, the project applicant shall either construct the following improvements within a quarter mile of the project as determined by the City, or prior to issuance of building permits, pay project fair share traffic mitigation fee and/or City development impact fees for the project: • SR-210 Southbound Ramps (NS) at 5th Street (EW) o Southbound – Construct 1st Exclusive Left Turn Lane • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Northbound – Construct 1st Exclusive Left Turn Lane o Northbound – Construct 2dn Exclusive Right Turn Lane o Westbound – Construct an additional Through Lane o Eastbound – Construct an additional Through Lane	Project Applicant	Prior to issuance of building occupancy permits or prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	
13-7	Cumulative Project Impacts – 2017 Prior to issuance of building permits for each phase, the project applicant shall pay the fair share traffic mitigation fee, and/or pay City Development Impact Fees for the following improvements as determined by the City: • Tippecanoe Avenue (NS) at 3rd St (EW) o Eastbound – Construct 3rd Through Lane • Palm Avenue (NS) at 5th St (EW) o Northbound – Provide a right turn overlap signal for the Right Turn Lane	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• Palm Avenue/Alabama Street (NS) at San Bernardino Avenue (EW) o Northbound – Construct 3rd Through Lane o Eastbound – Construct 2nd Through Lane o Westbound – Construct 3rd Though Lane • SR-210 Southbound Ramps (NS) at San Bernardino Avenue (EW) o Southbound – Construct 2nd Left Turn Lane o Southbound – Construct Exclusive Right Turn Lane with overlap phase o Eastbound – Construct 2nd and 3rd Through Lanes o Westbound – Construct 2nd Through Lane • SR-210 Northbound Ramps (NS) at Base Line (EW) o Westbound – Construct 1st Exclusive Right Turn Lane • SR-210 Northbound Ramps (NS) at San Bernardino Avenue (EW) o Northbound – Construct 2nd Left Turn Lane o Northbound – Construct 1st Exclusive Right Turn Lane o Southbound – Construct 2nd Left Turn Lane o Southbound – Construct 1st Exclusive Right Turn Lane o Eastbound – Construct 2nd Through Lane o Westbound – Construct 2nd Through Lane • Orange Street (NS) at Lugonia Avenue (EW) o Northbound – Construct 2nd Through Lane o Westbound – Construct 2nd Through Lane • Weaver Street (NS) at Greenspot Road (EW) o Install a traffic signal • Boulder Avenue (NS) at Greenspot (EW) o Southbound – Construct 2nd Exclusive Left Turn Lane and 2nd Through Lane o Westbound – Construct 2nd Exclusive Left Turn Lane				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• Widen 5th Street/Greenspot Road between SR-210 ramps to accommodate the three added lanes under the overcrossing Make additional improvements on the ramps and adjacent roadway to bring the interchange to the City's Master Plan Configuration (Appendix N).				
13-8	Cumulative Project Impacts – Post 2030 Prior to issuance of building permits for each phase the project applicant shall pay the fair share traffic mitigation fee, and/or pay City Development Impact Fees for the following improvements as determined by the City. • Tippecanoe Avenue (NS) at 3rd St (EW) o Northbound- Construct 2nd Exclusive Left Turn Lane o Northbound - Add right turn overlap phase o Southbound- Construct 1st Exclusive Right Turn Lane o Eastbound - Construct 3rd Through Lane (also identified as a 2017 cumulative project impact) o Eastbound - 1st Exclusive Right Turn Lane o Westbound- Construct 2nd Exclusive Left Turn Lane o Westbound - Construct 3rd Through Lane • Palm Avenue (NS) at 5th St (EW) o Southbound - Construct 2nd Exclusive Left Turn Lane o Westbound - Construct 2nd Exclusive Left Turn Lane • Palm Avenue (NS) at 3rd St (EW) o Northbound- Construct 2nd Exclusive Left Turn lane o Eastbound- Reconstruct existing Right Turn Lane as a free Right Turn Lane • Palm Avenue/Alabama Street (NS) at San Bernardino Avenue (EW)	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
○ Northbound - Construct 3rd Through Lane (also identified as a 2017 cumulative project impact) ○ Northbound - Construct 2nd Exclusive Left Turn Lane ○ Northbound - Add right turn overlap phase ○ Southbound - Construct 2nd Exclusive Left Turn Lane ○ Southbound - Construct 3rd Through Lane ○ Eastbound - Construct 2nd Through Lane (Also identified as a 2017 cumulative project impact) ○ Eastbound - Construct 2nd Exclusive Left Turn Lane ○ Eastbound - Construct 3rd Through Lane ○ Westbound – Construct 2nd Left Turn Lane (and 2nd receiving lane) • Church Avenue (NS) at 5th Avenue (EW) ○ Northbound - Construct 1ree Right Turn lane (3rd Street Extension) ○ Eastbound - Construct a free Right Turn Lane (3rd Street Extension) ○ Eastbound- Construct a 2nd Through Lane • SR-21 O Southbound _Ramps (NS) at 5th Street (EW) ○ Southbound -Construct a Left Turn Lane and restripe the southbound approach to provide a left Turn Lane, a shared left, Through, Right Turn Lane, and a Right Turn Lane (also identified as a 2017 cumulative project impact) ○ Eastbound- Construct 2nd Exclusive Right Turn Lane and 2 additional Through Lanes (also identified as a 2017 direct project impact) • SR-210 Southbound Ramps (NS) at San Bernardino Avenue (EW) ○ Northbound-Construct 1st Exclusive Right Turn Lane ○ Southbound - Construct 2nd Left Turn Lane (also identified as a 2017 cumulative project impact)				

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
○ Southbound - Construct Exclusive Right Turn Lane with overlap phase (also identified as a 2017 cumulative project impact) ○ Eastbound -Construct 2nd and 3rd Through Lanes (also identified as a 2017 cumulative project Impact) ○ Eastbound -Construct 2nd Exclusive left Turn lane (and 2nd receiving lane) ○ Westbound- Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) and 3rd Through Lane • SR-210 Northbound Ramps (NS) at Base Line (EW) ○ Westbound - Construct free Right Turn Lane ○ Westbound- Construct 3rd Through lane • SR-21 0 Northbound Ramps (NS) at Greens pot Road (EW) ○ Northbound- Construct 1st Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) ○ Northbound - Construct 2nd Exclusive Right Turn Lane (also identified as a 2017 cumulative project impact) ○ Westbound - Construct an additional Through Lane (also identified as a 2017 cumulative project impact) ○ Eastbound - Construct an additional Through Lane (also identified as a 2017 cumulative project impact) • SR-210 Northbound Ramps (NS) at San Bernardino Avenue (EW) ○ Northbound - Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) ○ Northbound- Construct 1st Exclusive Right Turn Lane (also identified as a 2017 cumulative project impact) ○ Southbound - Construct 2nd Exclusive Left Turn				

Table 3-1
Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Lane (also identified as a 2017 cumulative project impact) o Southbound- Construct 1st Exclusive Right Turn Lane (also identified as a 2017 cumulative project impact) o Eastbound - Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) o Westbound - Construct 2nd Through Lane (also identified as a 2017 cumulative project impact) o Westbound- Construct 3rd Through Lane (identified as a 2017 direct project Scenario 1 impact) • Boulder Avenue (NS) at Base Line (EW) o Northbound - Reconstruct existing Through Lane as 2nd Exclusive Left Turn Lane o Southbound - Add right turn overlap phase (also identified as a 2017 cumulative project impact) o Eastbound - Add right turn overlap phase (also identified as a 2017 cumulative project impact) • Boulder Avenue (NS) at Greenspot Road (EW) o Northbound - Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) o Eastbound - Construct 2nd Exclusive Left Turn Lane (also identified as a 2017 cumulative project impact) o Eastbound- Construct 3rd Through Lane (also identified as a 2017 cumulative project impact) o Westbound- Construct 2nd Exclusive Left Turn Lane o Westbound - Construct 3rd Through Lane • Orange Street (NS) at Lugonia Avenue (EW) o Northbound – Construct a 2nd Through Lane (also identified as a 2017 cumulative project impact) o Southbound – Construct 2nd Through Lane o Westbound – Construct 2nd Through Lane (also				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	identified as a 2017 cumulative project impact) o Westbound – Construct 2nd Left Turn Lane • Orange Street (NS) at Pearl Avenue (I-10 Eastbound Ramp) (EW) o Northbound – Construct 2nd Right Turn Lane • Church Street (NS) at Greenspot Road (EW) o Southbound – Add right turn overlap phase • Weaver Street (NS) at Greenspot Road (EW) o Install a Traffic Signal (also identified as a 2017 cumulative project impact)				
13-9	Direct Impact Mitigation – 2017 The project applicant shall either construct the following improvements needed to mitigate the cumulative project impacts for the interim year at locations within a quarter mile of the project prior to building occupancy, if such improvements have not been constructed by other development projects or the City, or, prior to the issuance of building permits, pay project fair share traffic mitigation fee and/or City development impact fees for the project. • SR-210 Southbound Ramps (NS) at 5th Street (EW) o Southbound - Restripe the two existing southbound approach lanes to provide one exclusive Left Turn Lane, and a shared Left, Through, Right Turn Lane • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Northbound - Construct a 2nd Exclusive Left Turn Lane (part of City Capital Improvement Project) o Eastbound - Provide a third through lane to Provide 100 feet of Storage • Boulder Avenue (NS) at Greenspot Road (EW) o Northbound- Construct 2nd Exclusive Left Turn Lane o Southbound - Remove/Decommission Existing Right Turn Overlap Signal Phase (to allow U-turns for the cumulative project located on the				

Table 3-1
Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementing and Reporting	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	southwest corner of this intersection) o Eastbound- Construct 2nd Exclusive Left Turn Lane and 3rd Through Lane o Westbound - Construct 3rd Through Lane				
13-10	Direct Impact Mitigation – Post 2030 Prior to Issuance of building permits, the project applicant shall pay the project fair share traffic mitigation fee for the following improvements as determined by the City, and/or pay City development impact fees for the project • SR-210 Northbound Ramps (NS) at Greenspot Road (EW) o Westbound - Construct 1st Exclusive Right Turn Lane (also identified as a 2014 direct project Impact) • Boulder Avenue (NS) at Greenspot Road (EW) o Southbound - Construct 2nd Exclusive Left Turn Lane o Southbound- Construct 2nd Through Lane *Scenario Two Mitigation Measures* 2017 and Post – 2030 Cumulative Project Impacts Same as Mitigation Measures 13-6 to 13-8 above for Scenario One	Project Applicant	Prior to issuance of building permits for each phase of the project	City of Highland Public Works Department/City Engineer in coordination with Caltrans	
5.15 GLOBAL CLIMATE CHANGE					
Operation – Scope 1 and Scope 2 Mitigation Measures 3-4 to 3-8 apply here. Please refer to pages 3 to 4 for a detailed description of these mitigation measures and information on the responsible party and reviewer and the timing of implementation.					
Operation – Scope 3 Mitigation Measures: Mitigation Measure 3-9 applies here. Please refer to page 5 for a detailed description of this mitigation measure and information on the responsible party and reviewer and the timing of implementation.					

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Carlos Zamano, Public Works Director/City Engineer CZ

PREPARED BY: Jim Richardson, Public Works Manager

SUBJECT: Contract Award – Bid No. 2023-05, "Highland City Hall Roof Top Coat And Coping For Existing Polyurethane Roof System"

RECOMMENDATION: It is recommend that the City Council: (1) award the base bid contract to the responsive lowest bidder, Angelus Waterproofing & Restoration, Inc., in the amount of $207,075.00, for Bid No. 2023-05, "Highland City Hall Roof Top Coat And Coping For Existing Polyurethane Roof System"; and (2) approve a budget adjustment for FY 2023-2024 to transfer $67,075 from 007-2100 (DIF Fund balance) to be expended from 007-8330-6030 (Building).

FISCAL IMPACT: The construction cost of this project will be paid with Development Impact Fees.

PUBLIC NOTICE: The Notice Inviting Bids was advertised in two newspapers and a number of trade papers.

BACKGROUND: City Hall currently has a polyurethane foam roof with a protective white cool roof coating. The foam roof is in good condition. However, the topcoat has thinned over the years and requires a new topcoat to extend the life of the roof. This project includes construction of new metal perimeter flashings (coping), and removal and replacement of the roof over the front walkway canopy between the Council Chamber and City Hall Lobby. The new roof topcoat includes a 20-year manufacturer warranty.

On September 21, 2023, the City received four construction bids in response to the City's formal request for bids. The bid schedule included a base bid for the work described above. There is also a deductive option to leave the metal flashing in place and recalk and paint it. Staff recommends replacing the metal flashing for the base bid amount and not taking the deductive bid option to leave the existing metal flashing in place.

Approved _____ Motion _____ Second _____ Agenda Item No. 18

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

Following are the bid results:

Bidder	Base Bid	Deductive Alternate
1. Angelus Waterproofing & Restoration, Inc.	$207,075.00	($4,650)
2. Cook Coatings, Inc.	$334,250.00	($10,000)
3. Best Contracting Services	$487,180.00	($18,600)

During the bid analysis, the bid submitted by All Seasons Insulation, Inc. was found to be missing several bid documents including the bid security bond which caused their bid to be declared non-responsive.

Staff has reviewed the bid documents and references from the lowest responsive bidder and recommends that the City Council award a contract to Angelus Waterproofing & Restoration, Inc.

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer
Lt. Phill Dupper, San Bernardino County Sheriff's Department

SUBJECT: Purchase of Command Post Vehicle through Sourcewell.

RECOMMENDATION:
1. City Council approve the purchase of a new Command Post Vehicle for $100,258.98 through Sourcewell, a cooperative purchasing program.
2. City Council authorize staff to auction the former Command Post Vehicle.

FISCAL IMPACT: $100,258.98 total cost-includes the SUV & lighting package.

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: During the Work Program, staff presented to the City Council the purchase of a replacement Command Post Vehicle. The former Command Post Vehicle is outdated and not usable. This item received an HP- rating from the City Council. This item was also presented to the City Council during the budget process. If approved, the new Command Post Vehicle would be purchased through Sourcewell. Sourcewell is a cooperative purchasing program for governments and is designed to provide governments with access to competitively awarded cooperative purchasing solutions.

The attached quote of $100,258.98 is for the new Command Post Vehicle and the lighting package. Please see the attached quote.

Approved _____ Motion _____ Second _____ Agenda Item No. 19

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

National Auto Fleet Group
A Division of Chevrolet of Watsonville
490 Auto Center Drive, Watsonville, CA 95076
(855) 289-6572 • (831) 480-8497 Fax
Fleet@NationalAutoFleetGroup.com

7/31/2023
9/19/2023 Re-Configured

Quote ID: **25118 R2**

Order Cut Off Date: **TBA**

Mr Phill Dupper
San Bernardino County Sheriff's Department

Highland Station
26985 Base Line Street

Highland, California, 92346

Dear Phill Dupper,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.
One (1) New/Unused (2024 Ford Expedition (U1G) XL 4x4, Upfit from WCLS + Handling $4200.00) and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Total Savings
Contract Price	$57,370.00	$55,237.94	3.716 %	$2,132.06
Upfit from WCLS		$37,801.72		
+ Handling $4200.00				
Tax (7.7500 %)		$7,210.57		
Tire fee		$8.75		
Total		$100,258.98		

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell Contract 091521-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper
Account Manager
Email: Fleet@NationalAutoFleetGroup.com
Office: (855) 289-6572
Fax: (831) 480-8497

Quoting Department
Account Manager
Fleet@NationalAutoFleetGroup.com
(855) 289-6572

Purchase Order Instructions & Resources

In order to finalize your purchase please submit this purchase packet to your governing body for a purchase order approval and submit your purchase order in the following way:

Email: Fleet@NationalAutoFleetGroup.com

Fax: (831) 480-8497

Mail: National Auto Fleet Group
490 Auto Center Drive
Watsonville, CA 95076

We will send a courtesy confirmation for your order and a W-9 if needed.

Additional Resources

Learn how to track your vehicle:	www.NAFGETA.com
Use the upfitter of your choice:	www.NAFGpartner.com
Vehicle Status:	ETA@NationalAutoFleetGroup.com
General Inquiries:	Fleet@NationalAutoFleetGroup.com

For general questions or assistance please contact our main office at:

1-855-289-6572

WEST COAST LIGHTS & SIRENS, INC.

601 COLUMBIA AVENUE
UNIT "B"
RIVERSIDE, CA 92507

Phone # 9517799257 trish@wcls.us
Fax # 951-779-9256 WCLS.US

PROPOSAL

Date	Estimate #
9/18/2023	14105

Name / Address
SAN BERNARDINO SHERIFF AUTOMOTIVE DIVISION 655 EAST THIRD STREET SAN BERNARDINO, CA 92415-0061 ATTN: ACCOUNTS PAYABLE

Terms	VEHICLE TYPE
Net 30	2023 EXPEDITION

Item	Description	Qty	Cost	Total
	>>TO INSTALL THE FOLLOWING IN A FORD EXPEDITION<<			
85.00 /HOUR	LABOR	87	85.00	7,395.00T
	>>BUMPER<<			
BK2198EPD18	18-21 EXPEDITION WINCH BUMPER PB450L4 - MICROPULSE ULTRA LIGHTS	1	1,141.69	1,141.69T
JOB MATERIALS	WARN ZEON 8-S WINCH - 89305	1	1,889.98	1,889.98T
SHIPPING	SHIPPING OF SETINA PRODUCTS	1	155.00	155.00
	>>LIGHTING & SIREN EQUIPMENT<<			
416900Z-RW	CORNER LED,DUAL,INLINE FLASHER, HORIZ OPTIC, RED/WHITE	1	68.00	68.00T
416900Z-BW	CORNER LED,DUAL,INLINE FLASHER, HORIZ OPTIC,BLUE/WHITE	1	68.00	68.00T
ES100C	ES100C SPEAKER W/O BRACKET	1	200.00	200.00T
ESB-U	KIT, UNIVERSAL BAIL BRACKET , ALL VEHICLES	1	28.35	28.35T
FHL-CHG	FLASHER, HEADLIGHT,	1	75.46	75.46T
VALR51J-CAL2	51" VALOR; RED/BLUE	1	2,500.00	2,500.00T
PF200S17B	SIREN/LIGHT CONTROLLER WITH 17 BUTTON CONTROLLER, 100/200 W, OBDII INTEGRATION CAPABILITY, INTEGRATED RUMBLER® CAPABILITY, AND INTEGRATED DUAL TONE CAPABILITY- MULTICOLOR CONTROL HEAD	1	948.00	948.00T

Subtotal	
Sales Tax (8.75%)	
Total	

WEST COAST LIGHTS & SIRENS, INC.

601 COLUMBIA AVENUE
UNIT "B"
RIVERSIDE, CA 92507

Phone # 9517799257 trish@wcls.us
Fax # 951-779-9256 WCLS.US

PROPOSAL

Date	Estimate #
9/18/2023	14105

Name / Address
SAN BERNARDINO SHERIFF AUTOMOTIVE DIVISION 655 EAST THIRD STREET SAN BERNARDINO, CA 92415-0061 ATTN: ACCOUNTS PAYABLE

Terms	VEHICLE TYPE
Net 30	2023 EXPEDITION

Item	Description	Qty	Cost	Total
OBDCABLE25-3	25-FT OBDII INTERFACE CABLE, FOR USE WITH 2020 FORD EXPEDITION, 2020 FORD F-150, & 2020 FORD F-250	1	260.00	260.00T
MPS62U-BA	MICROPULSE ULTRA 6, DUAL COLOR, CLEAR LENS, SURFACE MOUNT- BLUE/AMBER >>REAR WINDOW SIDE LIGHTS<<	2	90.00	180.00T
MPSM6-LB	FEDERAL SIGNAL SINGLE L-BRACKETS	2	10.93	21.86T
MPS62U-BA	MICROPULSE ULTRA 6, DUAL COLOR, CLEAR LENS, SURFACE MOUNT- BLUE/AMBER >>UNDER HATCH LIGHTS - ON SWITCH<<	2	90.00	180.00T
416900Z-BA	CORNER LED,DUAL,INLINE FLASHER, HORIZ OPTIC,BLUE/AMBER	2	68.00	136.00T
FHL-TAIL	FLASHER,TAILLIGHT, UNIVERSAL APPLICATIONS , 18" WIRE LEADS	2	69.78	139.56T
3SRCCDCR	3" ROUND COMPARTMENT LIGHT, SUPER LED RED/WHITE >>MOUNTED UNDER HATCH & IN HEADLINER FOR EQUIPMENT IN BACK CARGO AREA >>DRIVER SIDE SPOTLIGHT<<	2	70.20	140.40T
ARGES2	ARGES PROFOCUS REMOTE SPOT LIGHT	1	624.24	624.24T
ARGCH1	ARGES BAIL MT CONTROL HEAD; CONTROL HEAD FOR ARGES, BAIL BRACKET	1	240.48	240.48T
ARG48D	FORD EXPEDITION, 2019-2021 DRIVER SIDE FENDER ARGES MOUNT	1	85.02	85.02T
SHIPPING	SHIPPING OF WHELEN PRODUCTS	1	35.00	35.00

Subtotal	
Sales Tax (8.75%)	
Total	

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PROPOSAL

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9/18/2023	14105

Name / Address
SAN BERNARDINO SHERIFF AUTOMOTIVE DIVISION 655 EAST THIRD STREET SAN BERNARDINO, CA 92415-0061 ATTN: ACCOUNTS PAYABLE

Terms	VEHICLE TYPE
Net 30	2023 EXPEDITION

Item	Description	Qty	Cost	Total
	>>CONSOLE EQUIPMENT & GUN RACK<<			
7170-0727-01	FORD PICKUP TRUCK CONSOLE WITH INTERNAL CUP HOLDER & REAR ARMREST KIT	1	1,026.00	1,026.00T
7160-0332	3" CONSOLE POCKET	1	43.388	43.39T
3130-0361	2" AUX 12V POWER OUTLET FILLER PANEL	1	13.50	13.50T
1011B	15 AMP 12VOLT DC SOCKET	1	5.58	5.58T
PanelUSBQC4.0	POWERWERX PANEL MOUNT COMBINATION USB QC3.0 AND USB TYPE-C QC4.0 FAST DEVICE CHARGER	1	35.72	35.72T
1045B	4.8 DUAL USB CHARGER, INTELLIGENT DEVICE RECOGNITION ALLOWS RAPID CHARGING OF PHONES, TABLETS, OR OTHER MOBILE DEVICES, SOCKET MOUNT	1	32.10	32.10T
7160-0498	QUICK RELEASE KEYBOARD TRAY- MOUNTS ON A CLEVIS	1	185.63	185.63T
7110-1008	CLEVIS TILT/SWIVEL MOTION ATTACHMENT WITH 3/8" HOLE	1	68.18	68.18T
7160-0427	MONGOOSE™ - 9" LOCKING SLIDE ARM WITH 3/8" STUD	1	260.55	260.55T
7160-1015	9.5" EXTENSION BRACKET FOR DOCK	1	41.85	41.85T
SHIPPING	SHIPPING OF GAMBER PRODUCTS	1	100.00	100.00
C-DMM-3106	HEAVY-DUTY DASH MOUNT FOR 2015-2020 FORD F-150 RETAIL, RESPONDER & SSV, 2017-2022 FORD F-250, 350, 450 PICKUP, F-450 & 550 CAB CHASSIS, 2018-2021 EXPEDITION RETAIL & SSV	1	369.90	369.90T
SHIPPING	SHIPPING OF HAVIS	1	27.00	27.00
LF18ES-LED	18 INCH RED/WHITE LED LITTLITE, NECK EXTENDS FROM END OF CHASSIS, VERTICAL MNT	1	74.36	74.36T

Subtotal	
Sales Tax (8.75%)	
Total	

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PROPOSAL

Date	Estimate #
9/18/2023	14105

Name / Address
SAN BERNARDINO SHERIFF AUTOMOTIVE DIVISION 655 EAST THIRD STREET SAN BERNARDINO, CA 92415-0061 ATTN: ACCOUNTS PAYABLE

Terms	VEHICLE TYPE
Net 30	2023 EXPEDITION

Item	Description	Qty	Cost	Total
	>>GUN RACK<<			
FABRICATED	FABRICATION OF DUAL FREE STANDING WEAPON RACK	3	130.00	390.00T
SC-1	SANTA CRUZ GUN LOCK S-C1 W STANDARD KEY	1	104.38	104.38T
SC-6	XL HANDCUFF STYLE GUN LOCK #2 KEY	1	170.16	170.16T
SC-1901	SOLID ALUMINUM BUTT PLATE	2	25.73	51.46T
	>>COMMAND BOX<<			
CP-3D-463625-WB-...	ALUMINUM COMMAND POST. LARGE SIDE STORAGE, (3) 4" SECTIONS FACEPLATES. X3 DRAWERS. BOTTOM WHITE BOARD AND MAP DRAWER. -MOUNT TV TO DRIVER SIDE OF BOX IN OPEN AREA - RADIOS -MOUNT ALL RADIO SPEAKERS INSIDE OF HATCH - HDMI, AUDIO, USB JACKS TO COMPUTER IN BOX OR ON SIDE PLASTICS - TROY 110V OUTLET FACEPLATE	1	6,831.00	6,831.00T
AC-CP-EXP18-T-MNT	2018-21 EXPEDITION TILT-UP CARGO MOUNT, 5-PIECE SYSTEM ALLOWS ACCESS TO SPARE TIRE	1	575.78	575.78T
SHIPPING	SHIPPING OF TROY PRODUCTS	1	200.00	200.00
FABRICATED	FABRICATION TO MOUNT TV	1	450.00	450.00T
FABRICATED	FABRICATION OF PLATE FOR USB'S	1	130.00	130.00T
JOB MATERIALS	REAR MONITOR	1	400.00	400.00T
MMSU1	MAGNETIC MIC CONVERSION KIT >>MOUNT ON COMMAND BOX AND WHITE BOARD	6	31.96	191.76T

Subtotal	
Sales Tax (8.75%)	
Total	

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PROPOSAL

Date	Estimate #
9/18/2023	14105

Name / Address
SAN BERNARDINO SHERIFF AUTOMOTIVE DIVISION 655 EAST THIRD STREET SAN BERNARDINO, CA 92415-0061 ATTN: ACCOUNTS PAYABLE

Terms	VEHICLE TYPE
Net 30	2023 EXPEDITION

Item	Description	Qty	Cost	Total
JOB MATERIALS	TNP USB HDMI FLUSH MOUNT CABLE	2	22.00	44.00T
JOB MATERIALS	3.5 MM + USB 2. AUX CAR CABLE USB MOUNT CABLE	1	14.00	14.00T
	>>BATTERY CHARGING EQUIPMENT<<			
091-55-20-120	SUPER AUTO EJECT, 120V AC, 20 AMPS >>>SPECIFY WHAT COLOR COVER NEEDED<<<	1	354.08	354.08T
41500700	POWERCOMBI BATTERY TEMPERATURE SENSOR	1	23.05	23.05T
36212001	POWERCOMBI 12/2000-100 120V	1	829.00	829.00T
77010700	POWERCOMBI REMOTE CONTROL PANEL	1	112.04	112.04T
SHIPPING	SHIPPING FOR MASTERVOLT ITEMS	1	75.00	75.00
	>>ELECTRICAL EQUIPMENT<<			
JOB MATERIALS	ELECTRONICS BOARD WITH COVER	1	250.00	250.00T
7615B	AUTOMATIC TIMER DISCONNECT	1	106.61	106.61T
5028B	FUSE BLOCK ST BLADE 6 WITHOUT GROUND CIRCUIT >>1 FOR COMMAND POST<<	2	23.96	47.92T
5026B	FUSE BLOCK STBLADE 12 CIRC W/GND/CVR	1	36.33	36.33T
7189B	150 AMP BREAKER - WINCH (IF NEEDED) - INVERTER - SIREN EQUIPMENT	3	29.30	87.90T
FABRICATED	OF DUAL BREAKER BRACKET	1	130.00	130.00T
MB8U	3/4" HOLE NMO STYLE BRASS MT W/17" RG58U & NO CONNECTOR	3	17.50	52.50T
SI340U	SECURE IDLE	1	143.00	143.00T

Subtotal	
Sales Tax (8.75%)	
Total	

WEST COAST LIGHTS & SIRENS, INC.

601 COLUMBIA AVENUE
UNIT "B"
RIVERSIDE, CA 92507

Phone # 9517799257 trish@wcls.us
Fax # 951-779-9256 WCLS.US

PROPOSAL

Date	Estimate #
9/18/2023	14105

Name / Address
SAN BERNARDINO SHERIFF AUTOMOTIVE DIVISION 655 EAST THIRD STREET SAN BERNARDINO, CA 92415-0061 ATTN: ACCOUNTS PAYABLE

Terms	VEHICLE TYPE
Net 30	2023 EXPEDITION

Item	Description	Qty	Cost	Total
JOB MATERIALS	MISC. PARTS, WIRE, ZIP TIES, CLAMPS, FASTENERS, RELAYS, ETC.	1	350.00	350.00T

*ESTIMATES ARE VALID FOR 30 DAYS.
*ORDERS WILL BE INVOICED UPON NOTIFICATION OF COMPLETION
*RETURNS/CANCELLATIONS ARE SUBJECT TO A 25% RESTOCKING FEE AND SHIPPING CHARGES.
*PLEASE MAKE SURE YOU HAVE ALL CUSTOMER SUPPLIED PARTS WHEN VEHICLE IS DROPPED OFF TO AVOID DELAYS. IF DELAYS CONTINUE, WE WILL SUPPLY NEEDED PARTS AT CUSTOMERS EXPENSE.
*CALIFORNIA CERTIFIED SMALL BUSINESS #49878
*NOTE: SALES TAX WILL BE CHARGED ON INSTALLATION LABOR ON A VEHICLE WITH 500 MILES OR LESS OR UNDER 6 MONTHS SINCE REGISTRATION WITH THE DMV

Subtotal	$30,945.77
Sales Tax (8.75%)	$2,655.95
Total	$33,601.72

Vehicle Configuration Options

ENGINE	
Code	**Description**
998	Engine: 3.5L EcoBoost V6, (STD)
TRANSMISSION	
Code	**Description**
44U	Transmission: 10-Speed Automatic w/SelectShift, (STD)
PRIMARY PAINT	
Code	**Description**
YZ	Oxford White
SEAT TYPE	
Code	**Description**
LH	Black Onyx, Cloth Front Captain's Chairs, -inc: 5-passenger seating, 8-way power driver seat (power function for tilt and lumbar, manual recline), 4-way manual passenger seat (fore/aft, recline) and 2-way manually adjustable head restraints
AXLE RATIO	
Code	**Description**
62E	ControlTrac w/3.73 Axle Ratio, -inc: eLSD (Electronic Limited-Slip Differential), 2-Speed Automatic 4WD, neutral towing capability
ADDITIONAL EQUIPMENT	
Code	**Description**
___	Wheels: 17" Steel
___	Tires: P265/70R17 AT OWL
OPTION PACKAGE	
Code	**Description**
102A	Equipment Group 102A SSV Package, -inc: USB Port Delete, Deletes second row smart charging USB port - one (1) A and one (1) C in the back side of the center floor console, ControlTrac w/3.73 Axle Ratio, eLSD (Electronic Limited-Slip Differential), 2-Speed Automatic 4WD, neutral towing capability, Skid Plates, Center Console Delete, Deletes armrest and covered media bin, Vinyl 2nd Row Seating, Push Button Keyless Start Delete, Wheels: 17" Steel (Fleet), Vinyl Floor Covering, Column Shifter, Running Board Delete, Tires: P265/70R17 AT OWL, Manual Telescoping Steering Wheel Delete

2024 Fleet/Non-Retail Ford Expedition XL 4x4

WINDOW STICKER

2024 Ford Expedition XL 4x4

CODE	MODEL	MSRP
U1G	2024 Ford Expedition XL 4x4	$57,555.00
	OPTIONS	
998	Engine: 3.5L EcoBoost V6, (STD)	$0.00
44U	Transmission: 10-Speed Automatic w/SelectShift, (STD)	$0.00
YZ	Oxford White	$0.00
LH	Black Onyx, Cloth Front Captain's Chairs, -inc: 5-passenger seating, 8-way power driver seat (power function for tilt and lumbar, manual recline), 4-way manual passenger seat (fore/aft, recline) and 2-way manually adjustable head restraints	$0.00
62E	ControlTrac w/3.73 Axle Ratio, -inc: eLSD (Electronic Limited-Slip Differential), 2-Speed Automatic 4WD, neutral towing capability	INC
___	Wheels: 17" Steel	INC
___	Tires: P265/70R17 AT OWL	INC
102A	Equipment Group 102A SSV Package, -inc: USB Port Delete, Deletes second row smart charging USB port - one (1) A and one (1) C in the back side of the center floor console, ControlTrac w/3.73 Axle Ratio, eLSD (Electronic Limited-Slip Differential), 2-Speed Automatic 4WD, neutral towing capability, Skid Plates, Center Console Delete, Deletes armrest and covered media bin, Vinyl 2nd Row Seating, Push Button Keyless Start Delete, Wheels: 17" Steel (Fleet), Vinyl Floor Covering, Column Shifter, Running Board Delete, Tires: P265/70R17 AT OWL, Manual Telescoping Steering Wheel Delete	($2,080.00)

Please note selected options override standard equipment

SUBTOTAL	**$55,475.00**
Advert/ Adjustments	$0.00
Manufacturer Destination Charge	$1,895.00
TOTAL PRICE	**$57,370.00**

Est City: N/A MPG
Est Highway: N/A MPG
Est Highway Cruising Range: N/A mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Notes

Standard Equipment

MECHANICAL

Engine: 3.5L EcoBoost V6 (STD)
Transmission: 10-Speed Automatic w/SelectShift (STD)
3.31 Axle Ratio (STD)

ADDITIONAL EQUIPMENT

50 States Emissions System
Transmission w/Driver Selectable Mode and Oil Cooler
Electronic Transfer Case
Part And Full-Time Four-Wheel Drive
72-Amp/Hr 675CCA Maintenance-Free Battery w/Run Down Protection
150 Amp Alternator
Class IV Towing Equipment -inc: Hitch and Trailer Sway Control
Trailer Wiring Harness
1813# Maximum Payload
GVWR: 7,450 lbs
Gas-Pressurized Shock Absorbers
Front And Rear Anti-Roll Bars
Electric Power-Assist Speed-Sensing Steering
23.3 Gal. Fuel Tank
Single Stainless Steel Exhaust
Auto Locking Hubs
Double Wishbone Front Suspension w/Coil Springs
Multi-Link Rear Suspension w/Coil Springs
4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist, Hill Descent Control, Hill Hold Control and Electric Parking Brake
Wheels: 18" Machined-Face Aluminum -inc: magnetic-painted pockets
Tires: P275/65R18 AT
Steel Spare Wheel
Full-Size Spare Tire Stored Underbody w/Crankdown
Clearcoat Paint
Body-Colored Front Bumper w/Gray Rub Strip/Fascia Accent
Body-Colored Rear Step Bumper w/Gray Rub Strip/Fascia Accent
Black Bodyside Cladding
Stainless Steel Side Windows Trim and Black Front Windshield Trim
Body-Colored Door Handles
Black Power Heated Side Mirrors w/Manual Folding
Flip-Up Rear Window w/Fixed Interval Wiper and Defroster
Deep Tinted Glass
Speed Sensitive Variable Intermittent Wipers
Galvanized Steel/Aluminum Panels
Lip Spoiler
Running Boards
Black Grille w/Chrome Surround
Liftgate Rear Cargo Access
Tailgate/Rear Door Lock Included w/Power Door Locks
Roof Rack Rails Only
Auto On/Off Aero-Composite Led Low/High Beam Auto High-Beam Daytime Running Lights Preference Setting Headlamps w/Delay-Off

Perimeter/Approach Lights
Headlights-Automatic Highbeams
Radio w/Seek-Scan, Clock, Aux Audio Input Jack, Steering Wheel Controls and Radio Data System
Radio: AM/FM Stereo w/MP3 Capable -inc: speed-compensated volume and 6 speakers, connected navigation w/1-year trial, pinch-to-zoom capability, live traffic, predictive destinations and route guidance and one box search
Streaming Audio
Window Grid Antenna
SiriusXM w/360L -inc: super categories/live sports categories, 'For You' recommendations, SiriusXM lister profiles and three (3)-month prepaid subscription, Service is not available in Alaska and Hawaii, Trial length and service availability may vary by model, model year or trim, SiriusXM audio and data services each require a subscription sold separately, or as a package, by Sirius XM Inc, Your SiriusXM service will automatically stop at the end of your trial unless you decide to subscribe, If you decide to continue service after your trial, the subscription plan you choose will automatically renew thereafter and you will be charged according to your chosen payment method at then-current rates, Fees and taxes apply, To cancel you must call SiriusXM at 1-866-635-2349, See SiriusXM customer agreement for complete terms at www.siriusxm.com, All fees and programming subject to change, Not all vehicles or devices are capable of receiving all services offered by SiriusXM, Current information and features may not be available in all locations, or on all receivers, Satellite and streaming lineups vary slightly, Sirius, XM, SiriusXM and all related marks and logos are trademarks of Sirius XM Inc
SYNC 4 w/Enhanced Voice Recognition -inc: 12" LCD capacitive touchscreen w/swipe capability, wireless phone connection, cloud connected, AppLink w/app catalog, 911 assist, wireless Apple CarPlay and Android Auto compatibility, digital owners manual and conversational voice command recognition
2 LCD Monitors In The Front
Siriusxm Traffic Real-Time Traffic Display
Driver Seat
Passenger Seat
40-20-40 Folding Split-Bench Front Facing Manual Reclining Fold Forward Seatback Cloth Rear Seat w/Manual Fore/Aft
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Voltmeter, Oil Pressure, Engine Coolant Temp, Tachometer, Trip Odometer and Trip Computer
Power Rear Windows and Fixed 3rd Row Windows
Leather Steering Wheel
Front Cupholder
Rear Cupholder
Compass
Proximity Key For Push Button Start Only
Remote Keyless Entry w/Integrated Key Transmitter, Illuminated Entry and Panic Button
Remote Releases -Inc: Keyfob Rear Window
Cruise Control w/Steering Wheel Controls
Dual Zone Front Automatic Air Conditioning
Rear HVAC w/Separate Controls
HVAC -inc: Underseat Ducts, Auxiliary Rear Heater and Headliner/Pillar Ducts
Illuminated Locking Glove Box
Interior Trim -inc: Metal-Look Console Insert and Metal-Look Interior Accents
Full Cloth Headliner
Vinyl Door Trim Insert
Metal-Look Gear Shifter Material
Cloth Front Captain's Chairs -inc: 5-passenger seating, 8-way power driver seat (power function for tilt and lumbar, manual recline), 4-way manual passenger seat (fore/aft, recline) and 2-way manually adjustable head restraints
Day-Night Rearview Mirror
Driver And Passenger Visor Vanity Mirrors w/Driver And Passenger Illumination, Driver And Passenger Auxiliary Mirror
Full Floor Console w/Covered Storage, Mini Overhead Console w/Storage and 4 12V DC Power Outlets
Front And Rear Map Lights
Fade-To-Off Interior Lighting
Full Carpet Floor Covering -inc: Carpet Front And Rear Floor Mats
Carpet Floor Trim
Cargo Area Concealed Storage
Cargo Space Lights

Smart Device Remote Engine Start
Connected Navigation Integrated Navigation System w/Voice Activation
Tracker System
Dashboard Storage, Driver / Passenger And Rear Door Bins
Power 1st Row Windows w/Driver And Passenger 1-Touch Up/Down
Delayed Accessory Power
Power Door Locks w/Autolock Feature
Driver Information Center
Trip Computer
Outside Temp Gauge
Digital/Analog Appearance
Seats w/Cloth Back Material
Foldable Rear Head Restraints
Front Center Armrest
Perimeter Alarm
Securilock Anti-Theft Ignition (pats) Immobilizer
4 12V DC Power Outlets
Air Filtration
Electronic Stability Control (ESC) And Roll Stability Control (RSC)
ABS And Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags
Reverse Sensing System Rear Parking Sensors
BLIS (Blind Spot Information System) Blind Spot
Lane Keeping Alert Lane Keeping Assist
Lane Keeping Alert Lane Departure Warning
Collision Mitigation-Front
Driver Monitoring-Alert
Pre-Collision Assist with Pedestrian Detection and Cross-Traffic Alert
Tire Specific Low Tire Pressure Warning
Dual Stage Driver And Passenger Front Airbags
Airbag Occupancy Sensor
Rear Child Safety Locks
Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners
Safety Canopy System Curtain 1st, 2nd And 3rd Row Airbags
Mykey System -inc: Top Speed Limiter, Audio Volume Limiter, Early Low Fuel Warning, Programmable Sound Chimes and Beltminder w/Audio Mute
Back-Up Camera w/Washer

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Lawrence A. Mainez, Community Development Director Larry

SUBJECT: Consideration of Proposals for the City's Tow Rotation List Program beginning January 1, 2024, and ending December 31, 2025

RECOMMENDATION: Staff recommends the City Council review the Proposals from the Tow Operators / Companies, and award Agreements to participate in the City's Tow Rotation Program and authorize the Mayor to execute the necessary agreements.

FISCAL IMPACT: The cost to the City regarding the implementation of the Tow Rotation Program will be borne by the owner of the towed vehicle with minimal fiscal impact on the City. Those costs will be recovered by payment at the time a vehicle owner collects his/her vehicle. The tow companies charge their own separate fees for services which are also collected at the time a vehicle owner collects his/her vehicle from their storage yard (fees for service will be attached to the Tow Company Agreements).

PUBLIC NOTICE: Staff advertised the availability of the Request for Proposals (RFPs) on the City's webpage and mailed copies of the RFP to each of the current service providers on August 10, 2023 (see Notice Attached as Exhibit-1).

No further public notice is required prior to the City Council taking action on this item other than posting of the Agenda in which the subject matter is posted at three (3) public places per City Council Resolution and on the City's Website.

Approved _____	Motion _____	Second _____	Agenda Item No. 20
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

B Hugl
City Clerk

City Manager

BACKGROUND: The City Council, since 1994, has regulated Tow Operators who have participated in the City's Tow Rotation Program. The Agreements have been for approximately two (2) year terms with the current Contract term ending December 31, 2023. As noted above, staff circulated a Request for Proposals (RFPs) on August 10, 2023, and posted a notice on the City's webpage that same week. Proposals were received until Thursday, August 31, 2023, at 5:30 p.m. Staff received seven (7) Proposals which include (in alphabetical order): A & G Towing Services, Armada Towing, Bill & Wags Towing, Edwin's Towing, Pepe's Towing, Statewide Towing, and Wilson's Towing. Six (6) of the proposals are the same companies that are currently in the City's Tow Rotation Program, the new submittal from Bill and Wags was also received for the City Council's consideration.

REVIEW: Staff has analyzed each Tow Operator/Company Proposal (hereinafter referred to as "Operator") and has the following comments and/or conclusions (a copy of each Operator's CHP Form 234A is attached - see Exhibit 2). A summary comparison of the tow operator's proposals is also attached as Exhibit 3 for City Council's information which includes a listing of the proposed tow rates.

1. ***A & G Towing, 591 East Ninth Street, San Bernardino, CA 92410***

   Staff Review: The Operator has participated in the Program for over fifteen (15) years in good standing. Its primary storage facility is located at 591 East Ninth Street (in the City of San Bernardino) but within an acceptable distance from the City's corporate boundaries. A& G Towing is proposing a slight increase in their service rates but close to the average rates charged by the other tow companies. They have a separate day and night fee – which they tell staff was a California Highway Patrol requirement. All the required forms, proof of insurance, and site plan were submitted.

   Recommendation: The Operator meets all requirements of the RFP and therefore staff is recommending they be approved for a City Tow Rotation Agreement.

2. ***Armada Towing, 2285 East 6th Street, San Bernardino, CA 92410 (Main Office is 8623 Carob Street, Fontana, CA 92335)***

   Staff Review: The Operator has participated in the Program for over fifteen (15) years in good standing. Its primary storage facility is located at 2285 East Sixth Street (in the City of San Bernardino near Highland's westerly corporate boundary) which serves as its main and only facility contiguous to the City of Highland. Their service rates will increase but close to the average rates charged by the other tow companies submitting a proposal. All the required forms, proof of insurance, and site plan were submitted.

   Recommendation: The Operator meets all requirements of the RFP and therefore staff is recommending they be approved for a City Tow Rotation Agreement.

3. ***Bill & Wag's Towing Inc. 945 W. Brookton Ave, Redlands, CA 92374***

   Staff Review: The Operator is a new addition to the program. The Operator's closest storage facility is located at 946 W. Brookton Avenue (within the City of Redlands) approximately 2 miles from the City's southerly corporate boundary. Bill & Wag's service rates are slightly higher than the average rates charged by all the other tow companies. All the required forms, proof of insurance, and site plan were submitted by the required deadline.

   Recommendation: The Operator meets all requirements of the RFP with the exception of the distance to the storage facility from City's corporate boundary which exceeds the required maximum of 1.5 miles. However, the Council has waived this requirement in the last seven (7) Program cycles and has not posed a problem with regards to response time - which is a maximum of 20 minutes. The City Council may again waive the distance requirement if it so chooses and therefore staff recommends Bill & Wag's be approved for a City Tow Rotation Agreement.

4. ***Edwin's Towing Inc. 25003 E. 5th Street, San Bernardino, CA 92410***

   Staff Review: The Operator has participated in the Program for two (2) years and will be the only tow operator within the City's corporate boundaries. On September 7, 2021, the Planning Commission approved a Conditional Use Permit (CUP-21-005) entitlement authorizing Edwin's Towing, Inc. to operate a towing business/yard at 25003 E. 5th Street within the City's Business Park Zoning District. Edwin's is proposing a slight increase in their service rates but close to the average rates charged by the other tow companies. All the required forms, proof of insurance, and site plan (i.e., CUP) were submitted by the required deadline.

   Recommendation: The Operator meets all requirements of the RFP and therefore staff recommends they be approved for a City Tow Rotation Agreement.

5. ***Pepe's Tow Service, Inc., 1303 Victoria Street, San Bernardino, CA 92408 (Main Office is 14351 Veterans Way, Moreno Valley, CA 92553)***

   Staff Review: The Operator has participated in the Program for over fifteen (15) years in good standing. Its primary storage facility is located at 1303 Victoria Street, within the City of San Bernardino and its secondary storage facility is located at 2000 West Key Street, Colton, CA. All the required forms, proof of insurance, and site plan were submitted. The primary storage facility in San Bernardino is over two (2) miles from the City's boundary. Pepe's Towing is proposing a slight increase in their service rates – but close to the average rates charged by the other tow companies.

   Recommendation: The Operator meets all requirements of the RFP with the exception of the distance to the storage facility which exceeds the required maximum of 1.5 miles.

However, the Council has waived this requirement in the last seven (7) Program cycles and has not posed a problem with regards to response time - which is a maximum of 20 minutes. The City Council may again waive the distance requirement if it so chooses and therefore staff recommends Pepe's be approved for a City Tow Rotation Agreement.

6. ***Statewide Towing & Recovering Inc. 376 S. Waterman Ave, San Bernardino, CA 92408***

   Staff Review: The Operator has participated in the Program for two (2) years. The Operator's closest storage facility is located at 376 E. Waterman Avenue (within the City of San Bernardino) approximately 1.4 miles from the City's westerly corporate boundary. Statewide is proposing a slight increase in their service rates – but close to the average rates charged by the other tow companies. All the required forms, proof of insurance, and site plan were submitted by the required deadline.

   Recommendation: The Operator meets all requirements of the RFP and therefore staff recommends they be approved for a City Tow Rotation Agreement.

7. ***Wilson Towing L.L.C., 2310 East Third Street, San Bernardino, CA 92410***

   Staff Review: The Operator has participated in the program since 1994 (29 years) and is in good standing. The Operator's storage facility is located at 2310 E. 3rd Street (within the City of San Bernardino) at the City's westerly corporate boundaries. Wilson's is proposing a slight increase in their service rates – but close to the average rates charged by the other tow companies. All the required forms, proof of insurance, and site plan were submitted by the required deadline.

   Recommendation: The Operator meets all requirements of the RFP and therefore staff recommends they be approved for a City Tow Rotation Agreement.

ANALYSIS: The operators meet the requirements outlined in the RFP, however, only Edwin Towing is located within the City's corporate boundary. Four (4) are located within the City's preferred one and one-half mile (1.5 miles) radius from the City's corporate boundary (A&G Towing, Armada Towing, Statewide Towing, and Wilson's Towing). Pepe's Towing and Bill & Wags Towing are beyond the distance from the City's corporate boundary requirement (2 miles respectively); however, staff recommends they be given the same waiver consideration as in the past. The six (6) existing tow companies have served the City of Highland well over the last two years, and staff anticipates the newest proposal from Bill & Wags Towing will provide the same level of service. No concerns have been identified by the City's Code Enforcement Division, the Public Works Department, the Fire Department, and the City Police Department.

Section 2(K) of the related Agreement stipulates that the tow operator shall also be available to tow any City vehicle at no charge, inclusive of vehicles associated with Police and Fire.

Not included in this round of Tow Rotation Agreements is a future Tow Yard and Office recently entitled by the Planning Commission to be located within the City limits at 24989 5th Street. It will take some time for the business owner to develop their property, so they were not included as a tow company for City Council's consideration. However, they will be considered once they obtain their City Business License and Certificate of Occupancy late in 2024.

The City Attorney also reviewed the draft Agreement as to form (see RFP, Exhibit 1 and Exhibit 4). All seven (7) interested tow companies have acknowledged and signed the Agreement as of the posting date of this staff report.

As noted herein, staff is recommending the City Council award Agreements to all seven (7) tow companies to participate in the City's two (2) year Tow Rotation Program (January 1, 2024, and December 31, 2025).

Exhibits: Exhibit 1 -- RFP Packet (inclusive of the Final Agreement as to Form)
Exhibit 2 – Operators' Proposals (California Highway Patrol Form 234A)
Exhibit 3 -- Summary Comparison
Exhibit 4 – Final Agreement as to Form

EXHIBIT 1

RFP Packet

REQUEST FOR PROPOSAL

TOWING SERVICE ROTATION LIST
FOR THE
CITY OF HIGHLAND
TOW ROTATION PROGRAM
2024 and 2025

City of Highland
27215 Base Line
Highland, CA 92346

August 10, 2023

REQUEST FOR PROPOSALS
TOW SERVICES ROTATION LIST
FOR THE
CITY OF HIGHLAND
TOW ROTATION PROGRAM

The City Council of the City of Highland is inviting proposals from qualified towing companies who wish to enter into an agreement with the City for the provision of rotational towing services for the removal of vehicles from the public right-of-way (i.e. "Off-Site Vehicle Removal") and for the removal of inoperative vehicles from private property (i.e. "Vehicle Abatement Services") ***at no cost or charge*** to the City of Highland, its Fire Department and/or the City's Police Department as well as the towing of City vehicles (i.e. cars, trucks, police / sheriff patrol cars, and fire trucks and equipment) as necessary.

The Agreement attached contains rules and regulations a tow company must agree to comply with in order to receive a position on a rotation tow listing with the City. Participation in the City of Highland Rotation Tow Program ("Program" is voluntary), Compliance with the terms and conditions of the Tow Services Agreement is mandatory for towing companies participating in the Program.

GENERAL REQUIREMENTS:

1. No tow company submitting an application for the Program shall have a financial interest in any other tow company and/or applicant within the City of Highland. Financial interest includes shared: business license, insurance, TOW TRUCK and equipment ownership, and employees.

2. The tow company must be located within a one and one-half (1½) mile radius from City limits in order to respond in less than twenty (20) minutes (maximum Response Time) and have an active City business license to be considered for the Program.

3. A tow company must have a valid business license at all times that it participates in the Program. Any tow company that fails to maintain a valid business license with the City shall be removed from the Program as set forth in the Agreement.

4. Each location, if an Operator has more than one Storage Facility, will be reviewed on an individual basis, and any new proposed locations in the City shall be approved by the City's Planning Division before the Operator is allowed to participate in the Program.

5. The performance period of the Agreement will be for two (2) years, beginning ***January 1, 2024, and terminating on December 31, 2025.*** Tow companies and/or operators not participating in the Request for Proposal (RFP) process will not be

eligible to participate in the Program until the City establishes an open enrollment period.

6. The fees charged for response calls must be reasonable. The reasonableness of the fees charged will be determined in the following manner (Form CHP 234A may be used to list rates for services):

   A. The tow company shall submit his/her proposed hourly rate to the City. The City shall determine the validity and reasonableness of the submitted rate.

   B. Validity will be based upon telephone quotes, posted rates, charges to retail customers, etc. Any submitted rate in excess of a tow company's retail rate will be considered invalid and will not be accepted. A tow company who submits an invalid rate shall not be allowed to resubmit a new rate and will be disqualified from participating in the Program until the next enrollment period.

   C. Reasonableness shall be determined as compared to other rates.

7. For special operations involving Class B, C, and D tow trucks, the tow company shall submit proposed fees for vehicle recovery operations and load salvage operations. Fees shall be reasonable and consistent with industry standards for similar operations.

   A. The proposal shall include hourly rates for the following:

      1) Auxiliary Equipment, e.g., airbags, converter gear / dolly, additional trailers, etc.

      2) Contracted Equipment, e.g., airbags, converter gear / dolly, additional trailers, forklifts, scoop loaders, etc.

      3) Contract labor.

   B. The City shall determine the reasonableness of the fees for these types of operations, based upon the average of the proposed fees submitted and a comparison to industry standards for similar operations.

8. The tow company shall submit his/her proposed storage fees, for inside and outside storage, to the City. The City shall determine the reasonableness of the fees for inside and outside storage, based upon the average of the proposed fees submitted by those applying for rotation.

SCOPE OF WORK:

This RFP includes the information necessary to be considered for the Program. The RFP contains the following documents:

1. Agreement for Towing Services (included herein) - The Agreement sets forth the parameters a tow company must adhere to such as:

   A. Tow truck classifications and driver requirements.
   B. Rate structures or limitations.
   C. Response to calls regulation and restrictions.
   D. Storage facility requirements.
   E. Insurance requirements and limitations.
   F. Inspections, audits, and compliance with the law provisions.
   G. Procedures for disciplinary action and hearing process.

2. Attachments to the Agreement include:

   A. General Equipment Specifications and Use Requirements.
   B. Reserved for Operator's Proposal.

PROPOSAL SUBMITTAL REQUIREMENTS:

The following items must be submitted to City to be considered for the Program:

1. Completion of the California Highway Patrol Form CHP 234A (Form CHP 234A is to be used as the Program Application). Current Vehicle Inspection Certification (Form CHP 234B) shall be submitted on each vehicle to be used in the Program. Vehicles may be added to the list of approved vehicles as outlined in the Agreement.

2. Proof of insurance from a California admitted or approved company verifying required levels and amounts of coverage.

3. A Rate Schedule as identified in the attached Agreement. Form CHP 234A may be used as long as all required rates of the Agreement are included on said Form.

4. A copy of the City of Highland Business License for the Tow Company/Operator.

5. A fully dimensioned Site Plan of the tow company's business and storage yard shall be submitted with the Application package. The plan shall be drawn to an engineer scale not to exceed 1" = 50' or less than 1" = 20', with a north arrow oriented to top of the Plan. The Plan shall include the following information:

   A. Name, address and phone number of the applicant / tow company.
   B. Property lines and lot dimensions.
   C. Dimensions of all access points to the Site (pedestrian and vehicular), off-

street parking areas, loading areas, and parking spaces for customers and employees.

D. Location of all building structures and the distances between buildings and the property lines.
E. Location of all driveways and landscape planters or areas.
F. Location of all building security lights and parking lot lights.
G. Location and type of perimeter fencing.

Tow companies and operators interested in participating in the Program shall submit the requested information, completed Forms, and any other pertinent information to:

Lawrence Mainez
Community Development Director
City of Highland
27215 Base Line
Highland, CA 92346

All proposals are due to the City of Highland by no later than 5:30 p.m. on Thursday, August 31, 2023. An applicant shall submit two (2) copies of the proposal. One (1) proposal must be a reproducible, unbound copy (no colored copies). Failure to comply with the instruction set forth in the RFP and the Agreement will be considered as non-responsive and will not be accepted. Furthermore, the City Council reserves the right to reject any and all bids at any time during this process.

This new Agreement will replace all existing operators on the City's Tow Rotation Program list in effect with the City of Highland.

Any questions regarding this RFP should be forwarded to Lawrence Mainez, Community Development Director, at Highland City Hall, (909) 864-6861 Extension 215, lmainez@cityofhighland.org or Camille Goritz, Administrative Assistant III, Extension 214, cgoritz@cityofhighland.org.

AGREEMENT FOR SERVICES:

The following is the Agreement which will be required to be executed by all Tow Companies once their Proposals are approved by the City Council.

AGREEMENT BETWEEN THE CITY OF HIGHLAND AND _____ FOR TOWING SERVICES IN THE CITY OF HIGHLAND

THIS AGREEMENT made and entered into this _____ day of _____, 2023, by and between the City of Highland (hereinafter referred to as "CITY") and _____ , a Towing Company (hereinafter referred to as the "OPERATOR"). The CITY and OPERATOR shall be referred to collectively as "the Parties."

W I T N E S S E T H

WHEREAS, CITY seeks to engage the services of the OPERATOR to participate in CITY Tow Rotation Program ("PROGRAM") for towing services throughout the CITY for the removal of vehicles from the public Right-of-Way (i.e. "Off-Site Vehicle Removal") and the removal of inoperable vehicles from private property (i.e. "Vehicle Abatement Services") at no cost or charge to the CITY, or its contract services with the San Bernardino County Sheriff's Department.

WHEREAS, CITY agrees to utilize, on a rotational basis, for the PROGRAM, only those OPERATOR(S) located in the CITY or located within a mile and a half of the CITY, who have signed an Agreement with the CITY.

WHEREAS, the OPERATOR who is a signatory to this Agreement, has completed and submitted the necessary Towing Applications and other documents required by CITY and has been approved by the CITY to participate in the PROGRAM.

WHEREAS, OPERATOR represents that it has the necessary expertise, equipment, storage facilities, personnel and insurance to meet all requirements of CITY to provide towing services within the CITY.

WHEREAS, CITY has relied upon OPERATOR representations in entering into this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the Parties hereto agree as follows:

Section 1. Definitions.

The following defined terms shall be used in this Agreement:

APPEAL: The final level of review for written reprimands, suspensions, terminations, or review of a CITY'S decision regarding disciplinary action.

AREA: City of Highland Corporate Boundary.

CHP: The Department of the California Highway Patrol.

ENROLLMENT PERIOD: The period of time when a tow company may submit an application for inclusion on the CITY'S Rotation Tow List.

LOAD SALVAGE OPERATIONS: Any operation involving the recovery of a load which has been spilled, or the off-loading and reloading of a load from an overturned vehicle performed in order to upright the vehicle. This will be limited to operations involving Class B, C, and D TOW TRUCKS.

NOTICE: All notices relating to this Agreement shall be in writing and delivered to the other Party in person, via FAX, or by US Mail.

OPERATOR: A tow service which has signed the Tow Service Agreement and is approved to receive CITY referred calls. The term, "operator" refers to the company, its owner(s), and its manager(s) who have authority to enter into an Agreement with the CITY for towing services and to conduct business in accordance with the terms of this Agreement.

PORTAL TO PORTAL: Service shall start at the time of departure from the place of business or point of dispatch, whichever is closer to the location of the call, and shall end at the estimated time of return to the place of business or the completion of the call, if another call is pending, whichever is shorter. Return to place of business includes a reasonable and verifiable amount of time required to place the TOW TRUCK back into service when unusual circumstances require additional time that are not part of normal operating procedures. (Examples: 1) 4 X 4 recovery in the mud: reasonable to charge for cleaning mud from truck and equipment; 2) burned car on car carrier: reasonable to charge for cleaning burn debris from carrier bed; 3) car towed from side of road on misty night and leaves mud track on bed of carrier: not reasonable to charge for cleaning of carrier bed.)

POSSESSION: Pursuant to Section 3068.1 of the Civil Code, possession is deemed to arise when the vehicle is removed and is in transit.

PUBLIC SAFETY RESPONSE: A response which results in a storage of a vehicle at the direction of an officer. This does not include storage at the request of the vehicle

operator, registered owner, or agent.

RECOVERY OPERATION: An operation involving the process of up righting an overturned vehicle or returning a vehicle to a normal position on the roadway which requires the use of auxiliary equipment due to the size or location of the vehicle. This will normally be limited to operations requiring a Class B, C or D TOW TRUCK(s).

RESPONSE TIME: The period of time from an operator's notification by the CITY Communications Center of a call to the arrival of the TOW TRUCK at the location requested.

RETAIL RATE: The usual customary retail rate charged by an operator to individual retail customers. This is the competitive rate a company has posted in the office and quotes over the phone.

SUSPENSION: Removal of an operator from the CITY'S Rotation Tow List for a specified period of time. Suspensions may be for periods longer than the current term of the Agreement.

TERMINATION: Permanent removal of a tow operator from the CITY'S Rotation Tow List for the remainder of the term of the Agreement and disqualification from any further participation in the PROGRAM.

TOW TRUCK: A tow truck as defined in Section 615(a) of the California Vehicle Code. Also includes slide back carriers and wheel life vehicles.

TOW DISTRICT: The geographical area in which an operator may receive CITY referred calls.

WRITTEN REPRIMAND: A written notice to an operator which specifies any violation(s) of the Tow Service Agreement, orders corrective action, and warns of further action(s) to be taken if corrective action is not taken.

Section 2. General Responsibilities of OPERATOR.

A. OPERATOR shall provide towing services at the request and direction of the San Bernardino County Sheriff's Department (hereinafter referred to as the "HIGHLAND POLICE DEPARTMENT") and CITY'S Code Compliance Division for all tows necessary from public Right-of-Way and from private property. Calls for towing services from public Right-of-Way shall be initiated by the HIGHLAND POLICE DEPARTMENT and calls for towing services from private property shall be initiated by the CITY'S Code Compliance Division under the CITY'S Vehicle Abatement Program.

B. The OPERATOR shall be responsible for reasonable cleanup of debris left at the scene of a collision or at the direction of the HIGHLAND POLICE DEPARTMENT.

C. There shall be no charge or fee to the CITY, including the CITY'S Code Compliance Division, or the HIGHLAND POLICE DEPARTMENT for any towing services by the OPERATOR ***to include vehicles towed at the request of the CITY/HIGHLAND POLICE DEPARTMENT in which the vehicle is used in the commission of a crime or other matters in which the vehicle must be impounded for investigation and/or further analysis***. All charges or fees shall be applied only to the legal owner or registered owner of the vehicle or to the property owner as appropriate. All reference to charges or fees in this Agreement and in exhibits thereto shall refer to charges against the vehicle owner and not to the CITY, including the CITY'S Code Compliance Division, or the HIGHLAND POLICE DEPARTMENT.

D. If the OPERATOR called is unable to respond within 20 minutes ("MAXIMUM RESPONSE TIME"), the OPERATOR must advise the originator of the call (either the HIGHLAND POLICE DEPARTMENT or CITY'S Code Compliance Division, as appropriate) at the time of the call regarding the anticipated RESPONSE TIME. If the anticipated RESPONSE TIME is unacceptable, other towing arrangements will be made by HIGHLAND POLICE DEPARTMENT or CITY'S Code Compliance Division.

E. The OPERATOR will furnish satisfactory evidence of liability insurance, provide adequate protection of disabled vehicles, and any property contained in such vehicles, while being towed and during storage. Policy expiration dates and any notice of cancellation will be furnished to the CITY immediately upon receipt by the OPERATOR.

F. The OPERATOR shall maintain records of tow services furnished including a description of vehicles, nature of service and time and location of calls. Such records may be inspected at any time by the HIGHLAND POLICE DEPARTMENT and CITY. The OPERATOR shall mark the windshield of each vehicle towed as part of the PROGRAM to read: "City of Highland" and either "impounded" or "stored."

G. The OPERATOR and its TOW TRUCK drivers shall be properly licensed, in accordance with California Vehicle Code ("CVC") Sections 12804.7 and 12804.9(b) and the CITY's business license requirements.

H. Towing vehicles shall be maintained in compliance with the provisions of CVC Sections 24605, 25253, 25300, 27700, and 27907.

J. The OPERATOR shall comply with CVC Section 10652 in reporting the storage of vehicles over 30 days. The HIGHLAND POLICE DEPARTMENT will be

furnished a copy of the Report, which the OPERATOR is required to furnish to the Department of Justice by Registered Mail.

K. The OPERATOR shall also be available as necessary to tow any CITY vehicle. ***at no charge***. Such vehicles will include: CITY Vehicles, Highland Fire Department / CDF California Department of Forestry ("CalFire") Trucks and associated vehicles, and HIGHLAND POLICE DEPARTMENT patrol cars and associated vehicles. ***Further, the OPERATOR shall assist the CITY and HIGHLAND POLICE DEPARTMENT in changing flat tires, jump start dead batteries and/or other incidental vehicle problems that may occur from time-to-time during the Agreement period.***

L. The OPERATOR shall provide to the CITY applicable Forms CHP 234A, CHP 234B and CHP 234F that shall be kept current during the time period of this Agreement **(see Attachment B).**

Section 3. Responsibilities of CITY.

A. The CITY shall establish and maintain a Rotational Tow List ("LIST") for each class of TOW TRUCK, which shall be used by the HIGHLAND POLICE DEPARTMENT and CITY'S Code Compliance Division.

Section 4. Rotation Lists.

A. The CITY shall maintain a LIST for each class of TOW TRUCK to ensure an equitable distribution of calls.

B. Nothing shall prohibit a Class B, Class C, or Class D OPERATOR from maintaining a place on a lighter class LIST.

1. Regardless of the class of TOW TRUCK utilized or responding to the call, charges shall not be more than the class of vehicle towed or serviced, except when recovery operations require a larger class of truck.

C. A call to an OPERATOR shall constitute one turn on the LIST and the OPERATOR shall be moved to the bottom of the LIST. This includes when the OPERATOR fails to answer the phone, is unable to respond, or is canceled because the OPERATOR cannot respond in less time than the MAXIMUM RESPONSE TIME. If it is determined that the OPERATOR is not needed and is canceled by the CITY/HIGHLAND POLICE DEPARTMENT, up to and including the time the OPERATOR arrives at the scene, there shall be no charges and the OPERATOR will be placed back at the top of the LIST.

1. If the OPERATOR is canceled by the vehicle's owner or agent prior to the OPERATOR taking POSSESSION of the vehicle, there shall be no charges

for towing. The OPERATOR shall immediately contact the CITY/HIGHLAND POLICE DEPARTMENT and advise them of the cancellation. The OPERATOR will then be placed back at the top of the LIST.

2. If service, other than towing and recovery, has begun and is canceled by the vehicle's owner or agent, the OPERATOR may charge a minimum of one-half of the regular hourly service charge, for the time expended on the call. For purposes of cancellation, service begins when physical work on the vehicle has begun, not the response. No lien shall arise for the service unless the OPERATOR has presented a written statement to the vehicle's owner or agent for the signed authorization of services to be performed.

   a. The OPERATOR shall not attempt to take POSSESSION of the vehicle in order to establish a lien for any non-towing services performed, or begun and subsequently canceled, when not entitled to such lien by law. Refer to Civil Code Section 3068.1 for when a lien begins.

D. If two or more OPERATORS are called to the same incident, distribution of the vehicles shall be at the discretion of the HIGHLAND POLICE DEPARTMENT.

E. HIGHLAND POLICE DEPARTMENT may direct an OPERATOR to move vehicles to help clear a roadway or for lifesaving operations. OPERATORS shall provide the assistance as directed. There shall be no charge for this assistance, and the assistance provided shall not change the OPERATOR'S place on the LIST.

F. An OPERATOR must have a business office and/or storage facility located within the CITY, or within a one and half mile radius of the CITY'S boundaries. A secondary business and storage facility, whether within the CITY limits or not, does not qualify the OPERATOR for an additional position on the LIST.

Section 5. TOW TRUCK Classifications.

A. An OPERATOR shall equip and maintain TOW TRUCKS covered under this Agreement in accordance with the provisions set forth in the California Vehicle Code, Title 13 of the California Code of Regulations and the specifications contained in this Agreement, and consistent with industry standards and practices.

1. Notwithstanding CVC Section 615, all TOW TRUCKS shall have recovery capabilities, wheel lift capabilities, and a boom meeting the specifications contained in this Agreement. For the purpose of the Agreement, "a trailer for hire that is being used to transport a vehicle" shall not qualify as a primary TOW TRUCK for the LIST.

2. An OPERATOR who has a car carrier may be exempted from the recovery, wheel lift, and boom capability requirements. However, the car carrier must be an additional unit.

B. A violation of the Gross Vehicle Weight Rating ("GVWR") and safe loading requirements of a TOW TRUCK shall be cause for immediate suspension. This includes exceeding the TOW TRUCK'S GVWR, front axle weight rating, rear axle weight rating, maximum tire weight ratings, or not maintaining 50 percent of the TOW TRUCK'S unladen weight on the front axle when lifting / carrying a load.

C. There will be four classes of TOW TRUCKs covered under this Agreement.

1. Class A - Light Duty

a. An OPERATOR shall maintain a minimum of one TOW TRUCK with a manufacturer's GVWR of at least 10,000. Class A equipment specifications can be found in Attachment A of this Agreement.

1) The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

2) A "trailer for hire" shall not be approved for listing as a Class A TOW TRUCK.

3) Tow companies whose equipment had previously been approved, but who do not have wheel lift capabilities, may apply for and receive a Class A Tow Rotation Listing. However, equipment purchased on or after July 1, 2000, shall not be approved unless the equipment brings the OPERATOR into compliance with the minimum requirements.

2. Class B - Medium Duty

a. An OPERATOR shall maintain at least one TOW TRUCK with a manufacturer's GVWR of at least 19,501 pounds. The TOW TRUCK shall be equipped with air brakes and must be capable of providing and maintaining continuous air to the towed vehicle.

1) The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

3. Class C - Heavy Duty

a. An OPERATOR shall maintain at least one three-axle TOW TRUCK with a manufacturer's Gross Vehicle Weight Rating (GVWR) of at least 33,000 pounds. The TOW TRUCK shall be equipped with air brakes and must be capable of providing and maintaining continuous air to the towed vehicle.

b. The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

4. Class D - Super Heavy Duty

a. An OPERATOR shall maintain at least one three-axle TOW TRUCK with a manufacturer's GVWR of at least 50,000 pounds. The TOW TRUCK shall be equipped with air brakes and must be capable of providing and maintaining continuous air to the towed vehicle.

b. The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

5. To properly and safely tow and service the wide variety of vehicles being operated on the highway, a towing procedure may require the use of auxiliary equipment specifically designed for the purpose. This auxiliary equipment should be used when appropriate. A listing of service and auxiliary equipment for each classification can be found in Attachment B of this Agreement.

D. The OPERATOR shall only use those TOW TRUCKS approved by the CITY to be part of the PROGRAM.

Section 6. Tow Drivers.

A. The OPERATOR shall ensure that TOW TRUCK drivers responding to calls initiated by the HIGHLAND POLICE DEPARTMENT OR CITY'S Code Compliance Division are qualified and competent employees of the OPERATOR. The OPERATOR shall ensure that the TOW TRUCK drivers are trained and proficient in the use of the TOW TRUCK and related equipment, including, but not limited to, the procedures necessary for the safe towing and recovery of the various types of vehicles serviced through the PROGRAM. TOW TRUCK drivers shall be at least 18 years old and possess the following minimum Class Driver's License:

1. Class A TOW TRUCK - A valid Class C License, or a valid Class A License with valid Medical Certificate.

2. Class B TOW TRUCK - A valid Class C License for non-regulated vehicles, or a valid Class A License with valid Medical Certificate for regulated vehicles pursuant to CVC Section 34500.

3. Class C TOW TRUCK - A valid Class A License with valid Medical Certificate.

4. Class D TOW TRUCK - A valid Class A License with valid Medical Certificate.

B. The Class A Licenses must be endorsed to allow operation of special vehicle configurations and/or special cargoes (Refer to Attachment A).

C. The OPERATOR shall maintain a current list of drivers.

1. The OPERATOR shall provide a current list of his/her drivers to the CITY. The OPERATOR shall notify the CITY upon any change in driver status, including the addition of any new driver(s), or the deletion of any driver(s). An updated list shall be provided to the CITY within seven (7) calendar days of any change in driver status.

2. OPERATORS, shall at a minimum, maintain the following information for each employee (Form CHP 234F may be used to provide the information):

a. Full Name.

b. Date of Birth.

c. California Driver License Number.

d. Copy of valid Medical Certificate, if applicable.

e. Job Title / Description.

f. Current Home Address.

g. Current Home Telephone Number.

h. Type(s) of truck(s) driver has been trained and instructed to operate.

D. All TOW TRUCK drivers and the OPERATOR shall be enrolled in the California Department of Motor Vehicles Employer Pull Notice Program ("Pull Notice Program").

1. Upon the addition of new drivers, an OPERATOR will be granted a maximum of 30 days to enroll in the Pull Notice Program.

2. Pull Notices shall be kept on file, signed, and dated by the OPERATOR.

3. The CITY may require an OPERATOR to provide copies of Pull Notice Reports to the CITY from time-to-time.

Section 7. Rates.

A. Fees charged for response calls originating from the CITY's Code Compliance Division or HIGHLAND POLICE DEPARTMENT, shall not exceed the rates set forth in Attachment B.

B. The rate for towing shall be from PORTAL to PORTAL and may be at a one hour minimum. Charges in excess of one hour may be charged in up to fifteen (15) minute increments. There shall be no additional charges for mileage, labor, etc. and/or for an OPERATOR'S time to release a vehicle when the storage facility is not at the same location and the request for the vehicle's release is made within typical business hours and days. In addition, if the HIGHLAND POLICE DEPARTMENT requests a tow from a storage facility to the Special Investigation Division (SID) of the San Bernardino County Sheriff's Department, there shall be no additional charges to the CITY or owner of the vehicle. Secondary towing requested by the vehicle owner or his/her agent may be negotiated by the OPERATOR in accordance with the OPERATOR'S private business practices.

1. The OPERATOR may charge up to a one-hour minimum per call on PUBLIC SAFETY RESPONSE calls.

2. The OPERATOR shall base towing charges upon the class of vehicle being towed regardless of the class of truck used, except when vehicle recovery operations require a larger class truck.

C. Rates for service calls (out of gas, lockouts, etc.) shall be from PORTAL TO PORTAL, and may be at the hourly rate with a thirty (30) minute minimum. Charges in excess of thirty (30) minutes may be charged in up to fifteen (15) minute increments.

D. Fees for Special Operations.

1. For special operations involving Class B, C, and D TOW TRUCKS such as vehicle recovery operations and LOAD SALVAGE OPERATIONS, the fees shall not exceed the rates set forth in Attachment B. Charges in excess of thirty-minutes may be charged in up to fifteen (15) minute increments.

2. OPERATOR shall submit a mark-up rate (percentage of the cost to the OPERATOR) for retail equipment and specialized labor not otherwise listed on Attachment B.

3. If OPERATOR performs a service for which a required rate was not submitted to, and approved by, the CITY, the OPERATOR shall only be entitled to charge for the actual cost of that service. Example: contract labor rate not submitted, the OPERATOR may only charge for the actual rate paid for the labor.

E. The total fees charged for after-hours release shall be no more than one-half (1/2) the hourly rate, and shall only be allowed if there is no person on duty at the storage facility for release and a call back is required outside normal business hours.

F. Storage Fees.

1. Storage fees, for inside and outside storage, shall not exceed the rates set forth in Attachment B.

2. The OPERATOR shall display in plain view at all cashier's stations, a sign as described in Section 3070 of the Civil Code, disclosing all storage fees and charges in force, including the maximum storage rate.

3. Vehicles stored 24 hours or less shall be charged no more than one day storage. Each day thereafter shall be calculated by calendar day.

G. This Section of the Agreement shall not apply if the OPERATOR responds to a CITY/HIGHLAND POLICE DEPARTMENT call in a location where towing rates for all tow companies are established by a City or County Ordinance.

H. The schedule of rates charged by the OPERATOR shall be made available upon demand to person(s) for whom the tow services were provided or his/her agent, or any CITY representative.

I. The Rate Schedule included in Attachment B represents the maximums an OPERATOR may charge on a CITY/HIGHLAND POLICE DEPARTMENT call. An OPERATOR is not precluded from charging less when deemed appropriate by the OPERATOR. These requirements shall not be construed as requiring a charge when an OPERATOR would not normally charge for such service.

1. No OPERATOR or employee shall refer to any rate as the minimum required or set by the CITY.

Section 8. Response to Calls.

A. The OPERATOR shall respond to CITY/HIGHLAND POLICE DEPARTMENT calls 24 hours a day, seven days a week, within the MAXIMUM RESPONSE TIME. The OPERATOR shall advise CITY/HIGHLAND POLICE DEPARTMENT, at the time of the notification, if they are either unable to respond or unable to meet the MAXIMUM RESPONSE TIME. If, after accepting the call, the OPERATOR is unable to respond or will be delayed in responding, the OPERATOR shall immediately notify the CITY/HIGHLAND POLICE DEPARTMENT. The OPERATOR shall not assign initial calls to other OPERATORS.

1. Failure(s) to respond and/or failure(s) to meet the MAXIMUM RESPONSE TIME requirements shall constitute failure to comply with the terms and conditions of this Agreement.

    a. The CITY may take immediate disciplinary action for any violation of the requirement to respond within the MAXIMUM RESPONSE TIME.

    b. When an OPERATOR will be temporarily unavailable to provide services due to a preplanned / scheduled activity, e.g. vacation, maintenance, medical leave, etc., the OPERATOR shall notify the CITY at least 24 hours prior to the date that services will be unavailable, noting the times and dates of the unavailability.

B. The OPERATOR, or his/her employee(s) responding to a CITY/HIGHLAND POLICE DEPARTMENT call, shall perform the towing or service required for which he/she was called. This requirement may be waived by the CITY/HIGHLAND POLICE DEPARTMENT, if the requested equipment is inadequate for the service to be performed.

1. Any refusal to respond or to perform the required towing or service will subject the OPERATOR to SUSPENSION, if deemed appropriate by the CITY.

C. An OPERATOR shall not respond to a CITY/HIGHLAND POLICE DEPARTMENT call assigned to another OPERATOR, unless requested to do so by the CITY/HIGHLAND POLICE DEPARTMENT.

1. There may be times when the OPERATOR assigned the initial CITY/HIGHLAND POLICE DEPARTMENT call may require the assistance of an additional OPERATOR at the scene. The OPERATOR assigned the initial call may, subject to prior agreement with the CITY/HIGHLAND POLICE DEPARTMENT, and with the concurrence of the CITY/HIGHLAND POLICE DEPARTMENT, request a specific OPERATOR to assist him/her. The request shall be routed to the additional OPERATOR through the CITY/HIGHLAND POLICE

DEPARTMENT.

2. There may be times when an OPERATOR, who was not called to a scene, comes upon a collision scene where a vehicle or vehicles are blocking a roadway and a HIGHLAND POLICE DEPARTMENT officer requests his/her assistance in clearing the roadway. In such a case, the OPERATOR may be requested to move the vehicle to a safe location, as directed by the HIGHLAND POLICE DEPARTMENT officer and leave it. There shall be no charge for this assistance, and the assistance provided shall not change the OPERATOR'S place in the rotation on the LIST.

D. Only the TOW TRUCK personnel and equipment requested shall respond to a CITY/HIGHLAND POLICE DEPARTMENT call. Additional TOW TRUCK personnel and equipment shall be at the approval of the CITY/HIGHLAND POLICE DEPARTMENT. This shall not preclude the OPERATOR from responding to an incident to ascertain if additional assistance or equipment is required. There shall be no additional charge for any personnel or equipment that is not necessary to perform the required service.

Section 9. Storage Facility.

A. The OPERATOR shall provide adequate security of vehicles and property at the place of storage. At a minimum, a fenced or enclosed area shall be provided. The OPERATOR is responsible for the reasonable care, custody, and control of any property contained in towed or stored vehicles.

B. If an OPERATOR has a storage facility within the CITY, the storage facility shall be in compliance with all Zoning and Development Regulations in effect during the term of this Agreement. In addition to Zoning and Development Regulations for such a use, OPERATOR shall comply with the following:

1. Vehicle storage area shall be improved with an impervious material such as Portland Concrete Cement (PCC) or Asphaltic Concrete (AC) or other surface as approved by the CITY'S Planning Division. Bare soil is not permitted.

2. All non-conforming signs shall be removed.

3. The storage lot shall be fenced and screened from view. The screening material can be either landscaping (i.e. vines, bushes) or fencing material (i.e. slats), or combination thereof.

4. Security lighting shall be provided in the storage lot area.

C. If the Community Development Director determines that the Storage Facility

does not comply with the CITY'S Zoning and Development Regulations and the conditions set forth in this Section 9, the CITY's Community Development Director, at his or her discretion, can seek to TERMINATE or SUSPEND the Agreement.

D. The OPERATOR shall notify the CITY/HIGHLAND POLICE DEPARTMENT in writing, prior to the removal of property from a stored vehicle and will provide a receipt to the registered owner or his or her representative with a copy placed in the stored vehicle. The requirement to notify the CITY/HIGHLAND POLICE DEPARTMENT prior to the removal of property may be waived by the CITY/HIGHLAND POLICE DEPARTMENT in writing if determined that proper safeguards and procedures are utilized by the OPERATOR.

1. This requirement may not be waived in cases where a vehicle has been impounded for evidence or investigation.

2. The OPERATOR shall release personal property from the vehicle at the request of the vehicle owner or his/her agent. If such a release is made, the OPERATOR shall notify the CITY/HIGHLAND POLICE DEPARTMENT in writing prior to releasing the personal property.

   a. Personal property is considered to be items which are not affixed to the vehicle.

      1) Personal property includes: papers, transportable cellular telephones, pull-out radios, portable radios and/or portable stereo equipment, clothes, luggage, tools, etc.

      2) Personal property from a stored vehicle shall be released upon request of the vehicle owner or agent, unless prohibited by CITY/HIGHLAND POLICE DEPARTMENT.

3. Cargo shall be released upon demand of the carrier, unless prohibited by CITY/HIGHLAND POLICE DEPARTMENT, or pursuant to a court order.

E. The primary storage facility shall normally be at the same location as the business address and shall not be located greater than one and one-half (1.5) miles from CITY limits. If the OPERATOR utilizes a second storage facility, there shall be no charge for any additional distance traveled to and from a secondary location. The vehicle and personal property shall be released at the primary storage facility upon request of the owner or a person having a legal entitlement to the vehicle, except as set forth above. There shall be no additional charge for transporting an impounded and/or stored vehicle from the OPERATOR'S secondary storage facility to the primary storage facility if requested to do so by the CITY/HIGHLAND POLICE DEPARTMENT or the owner of the vehicle or his/her authorized representative. Prior to the utilization of new storage facilities

not listed on the Application for Rotation Tow Listing, the OPERATOR shall obtain the CITY'S approval and furnish the address.

1. Secondary storage facilities shall be located reasonably close (as determined by the CITY'S Community Development Director and the HIGHLAND POLICE DEPARTMENT) to the main business office and approved by the CITY. Any changes to the location of the secondary storage facility without written approval by the CITY shall be prohibited and subject to Disciplinary Action as set forth in Section 18.

F. OPERATOR shall maintain sufficient storage spaces.

G. An OPERATOR'S place of business and storage facility, if separate from the place of business, shall have a sign that clearly identifies it to the public as a towing service. The sign shall also identify where a customer can file a complaint with the CITY regarding the PROGRAM. The sign shall have letters that are clearly visible to the public from the street. The sign shall be visible at night.

H. For the purpose of this Agreement, "normal business hours" shall not be less than 8 a.m. to 5 p.m., Monday through Friday, and shall be manned during said business hours, except for the following holidays:

1. New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, day after Thanksgiving Day, and Christmas Day.
2. Business hours shall be posted in plain view to the public at both the place of business and/or storage facility.

I. Employees shall be properly trained to conduct business transactions related to towing, storage and release of vehicles / property.

J. The release of vehicles shall be conducted in accordance with local HIGHLAND POLICE DEPARTMENT procedures.

Section 10. Insurance.

The OPERATOR shall maintain the following minimum levels of insurance from an insurance carrier admitted in California:

A. Minimum Scope of Insurance:

1. Insurance Services Office Commercial General Liability coverage (Occurrence for CG 0001).

2. Insurance Services Office Form Number CA 0001 (Ed. 1/87) covering Automobile Liability, Code 1 (any auto).

3. Workers' Compensation Insurance as required by the State of California and Employers' Liability Insurance.

B. Minimum Limits of Insurance:

1. Commercial Business Automobile Liability: $1,000,000 per accident for bodily injury and property damage with a combined single limit for Class A TOW TRUCKS. The combined single limits for Class B, C, and D TOW TRUCKS shall be not less than $1,000,000. These minimum standards are to include non-owned and hired auto coverage.

2. Employers Liability: $1,000,000 per accident for bodily injury or disease.

3. On-Hook Coverage: Insuring the vehicle in tow with limits based on the size of the TOW TRUCK.

   a. Class A TOW TRUCK $ 75,000

   b. Class B TOW TRUCK $100,000

   c. Class C TOW TRUCK $200,000

   d. Class D TOW TRUCK $250,000

4. Garage Liability: Includes premises and operations. Coverage for bodily injury and property damage with a combined single limit of not less than $500,000.

5. Garage Keepers Liability: Shall be the same minimum as on-hook coverage for vehicles in the care, custody, and control of the OPERATOR in the storage yard.

6. Uninsured Motorist: Legal minimum, combined single limit.

7. In no case shall the required insurance coverage have a deductible greater than $1,000.

C. Deductibles and Self-Insured Retention:

Any deductible or self-insured retention must be declared to and approved by the CITY. At the option of the CITY, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects to the CITY and the HIGHLAND

POLICE DEPARTMENT, and their officers, officials, employees and volunteers: or the OPERATOR shall provide a financial guarantee satisfactory to the CITY guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Other Insurance Provisions:

The general liability and automobile policies are to contain, or be endorsed to contain, the following provisions:

1. The CITY and the HIGHLAND POLICE DEPARTMENT, and their officers, officials, agents, employees, and volunteers are to be covered as insured with respect to liability arising out of automobile owned, leased, hired or borrowed by or on behalf of the OPERATOR; and with respect to liability arising out of work or operations performed by or on behalf of the OPERATOR under the Agreement including materials, parts or equipment furnished in connection with such work or operation. General liability coverage can be provided in the form of an endorsement the OPERATOR'S insurance, or as a separated owner's policy.

2. For any claims related to this AGREEMENT, the OPERATOR'S insurance coverage shall be primary insurance as respects the CITY and the HIGHLAND POLICE DEPARTMENT, and their officers, officials, agents, employees, and volunteers. Any insurance or self-insurance maintained by the CITY or the HIGHLAND POLICE DEPARTMENT, and their officers, officials, agents, employees, and volunteers shall be excess of the OPERATOR'S insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by the OPERATOR, except after thirty (30) days' prior written notice by certified mail, returned receipt requested, has been given to the CITY.

4. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the CITY and the HIGHLAND POLICE DEPARTMENT, and their officers, official, agents, employees or volunteers.

E. Acceptability of Insurers:

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

F. Verification of Coverage:

OPERATOR shall furnish the CITY with original certificates and amendatory endorsements effecting coverage required by this Section. The endorsements

C. The CITY/HIGHLAND POLICE DEPARTMENT may inspect all OPERATOR'S should be on forms provided by the CITY or on other forms or policies that are approved by the CITY and amended to conform to the CITY'S requirements. All certificates and endorsements are to be received and approved by the CITY before service commences. The CITY reserves the right to require complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications at any time.

Section 11. Inspections.

A. The HIGHLAND POLICE DEPARTMENT may conduct annual inspections of all TOW TRUCKS, at no charge to the OPERATOR and without notice during normal business hours.

The OPERATOR shall not dispatch a TOW TRUCK in response to a HIGHLAND POLICE DEPARTMENT or CITY Code Compliance Division call that has been found in violation of the terms and conditions of this Agreement. The HIGHLAND POLICE DEPARTMENT shall inspect a TOW TRUCK within thirty (30) calendar days of a request from an OPERATOR.

1. Any OPERATOR who fails an inspection is entitled to only one re-inspection. Failure to pass the re-inspection shall be cause for the disqualification of the TOW TRUCK from use on the LIST. The TOW TRUCK shall be disqualified until the next enrollment period.

Section 12. Business Records.

A. The OPERATOR shall maintain records, at his/her place of business, of tow services furnished.

1. Invoices shall at a minimum include a description of vehicle(s), nature of service, start time, end time, location of call, and itemized costs of towing and storage.

2. Records for each call shall indicate the TOW TRUCK driver's name and truck used.

B. The OPERATOR shall also maintain business records relating to personnel, insurance, personnel taxes, payroll, applicable operating authorities, local operating authorities, lien sale actions, FCC licensing, and non-CITY/HIGHLAND POLICE DEPARTMENT tows.

C. The CITY/HIGHLAND POLICE DEPARTMENT may inspect all OPERATOR's records without notice during normal business hours.

D. OPERATOR shall permit the CITY/HIGHLAND POLICE DEPARTMENT to make copies of business records at their place of business, or to remove business records for the purpose of reproduction.

1. The CITY/HIGHLAND POLICE DEPARTMENT shall provide a receipt for any original records removed from the place of business.

E. Records shall be maintained and available for inspection for a period of two years plus the current term of this Agreement.

F. Failure of the OPERATOR to comply with the inspection requirements shall be cause for SUSPENSION, if deemed appropriate by the CITY/HIGHLAND POLICE DEPARTMENT.

Section 13. Financial Interest.

A. No OPERATOR shall be directly involved in the towing related business of any other OPERATOR. "Directly involved" shall mean anything in common between OPERATORS with regards to any of the following:

1. Business Licenses;

2. Being listed on the same insurance policy;

3. TOW TRUCK or Equipment Ownership, and;

4. Employees and independent contractors.

B. Storage facilities owned by an OPERATOR, and shared with another OPERATOR, shall only be approved if the OPERATOR charges for the space exclusively on a flat monthly rate rather than a vehicle-by-vehicle basis, or combination thereof.

1. Storage facilities shared by OPERATORS shall be physically separated and secured from each other. The CITY may waive this requirement in writing if deemed appropriate.

C. The sale or transfer of the controlling interest (50% or more) in an OPERATOR shall immediately terminate an Agreement. The new owner(s) may apply to be a part of the LIST at any time during the remainder of the current Agreement term, regardless of the ENROLLMENT PERIOD.

D. A terminated or suspended OPERATOR and the tow business he/she owned at the time of his/her SUSPENSION or TERMINATION shall not be eligible to be on

the LIST for the duration of the SUSPENSION or TERMINATION.

1. This provision applies to the OPERATOR working in any capacity within any tow business, or operating any tow business, and to the tow business, even if operated under new ownership.

E. Any violation of this Section is cause for SUSPENSION, if deemed appropriate by the CITY/HIGHLAND POLICE DEPARTMENT.

Section 14. Annual Meeting.

A. The CITY/HIGHLAND POLICE DEPARTMENT may conduct an annual meeting to discuss issues concerning the tow rotation if it is determined that problems have surfaced and/or operational issues may necessitate a change in the administrative procedures. The meeting shall be mandatory for the OPERATOR or his/her designee wishing to remain on rotation. The CITY shall give the OPERATOR thirty days written NOTICE of such a meeting.

Section 15. Demeanor and Conduct.

A. While involved in the PROGRAM, the OPERATOR and/or his/her employee(s) **shall conduct themselves in a manner which places the highest priority on providing exceptional customer service for the CITY and shall refrain from any act(s) of misconduct, to include, but not be limited to, any of the following**:

1. Rude or discourteous behavior.

2. Lack of service, selective service, or refusal to provide service which the OPERATOR is/should be capable of performing.

3. Any act of sexual harassment or sexual impropriety.

4. Unsafe driving practices.

5. Exhibiting any objective symptoms of alcohol and/or drug use.

6. Appearing at the scene of a CITY rotation tow call with the odor of an alcoholic beverage emitting from his/her breath.

   a. The OPERATOR / TOW TRUCK driver shall submit to a preliminary alcohol screening test upon demand of the HIGHLAND POLICE DEPARTMENT.

B. All CITY related tow service complaints received by the CITY against the

OPERATOR or his/her employee(s) will be accepted and investigated in a fair and impartial manner. As a result of the investigation, the CITY may initiate disciplinary action as deemed appropriate. In any event, the OPERATOR will be notified of the results of any investigation.

C. Should the filing of criminal charges be a possibility, the CITY/HIGHLAND POLICE DEPARTMENT will conduct the investigation to conclusion or assist the lead investigating agency, and, if warranted, request prosecution.

D. Any violation of Subsection A above is cause for SUSPENSION or TERMINATION, if deemed appropriate by the CITY/HIGHLAND POLICE DEPARTMENT.

Section 16. Compliance with Law.

A. The OPERATOR and his/her employee(s), shall at all times, comply, and perform all services in accordance with, the rules and regulations contained herein and all Federal, State, and Local laws and ordinances applicable to the OPERATOR (Refer to Attachment A) as well as with generally accepted standards for performing similar services. CITY has relied upon OPERATOR'S representation of skill and expertise as an inducement for entering into this Agreement.. The OPERATOR shall keep itself apprised of all laws pertaining to the tow industry including, but not limited to, the requirements set forth in the California Vehicle Code and California Civil Code.

1. In the event of a minor traffic violation(s) by the TOW TRUCK driver(s) which is/are known by the CITY, the OPERATOR shall be advised of the violation(s) by the CITY. The OPERATOR will be granted the opportunity to take necessary steps to ensure that his/her driver(s) drive(s) in compliance with law. Any subsequent traffic violation(s) may be cause for disciplinary action against the OPERATOR and/or the involved employee(s).

2. Any traffic violation(s) may, at the discretion of the CITY, be cause for immediate disciplinary action against the OPERATOR and/or the involved employee(s).

B. The provisions contained in this Section, Compliance with Law, do not preclude the CITY from taking appropriate enforcement or administrative action for any violations of law.

C. Any conviction of the OPERATOR involving a stolen or embezzled vehicle, fraud related to the towing business, stolen or embezzled property, a crime of violence, a drug related offense, felony driving while under the influence of alcohol and/or

a drug, misdemeanor driving while under the influence of alcohol and/or a drug while involved in a CITY/HIGHLAND POLICE DEPARTMENT rotation tow call, or moral turpitude shall be cause for TERMINATION of the Agreement.

D. Any conviction of an employee involving a stolen or embezzled vehicle, fraud related to the towing business, stolen or embezzled property, a crime of violence, a drug related offense, felony driving while under the influence of alcohol and/or a drug, misdemeanor driving while under the influence of alcohol and/or a drug while involved in a CITY /HIGHLAND POLICE DEPARTMENT rotation tow call, or moral turpitude may be cause for termination.

E. If an OPERATOR, or employee, is arrested/charged for a violation involving any of the above crimes, the OPERATOR may be SUSPENDED until the case is adjudicated.

F. The OPERATOR shall strictly comply with all Federal, State and Local laws and Regulations, including, but not limited to the Immigration Reform and Control Act of 1986, codified at 8 U.S.C. §§ 1324a and 1324b (the "IRCA"), which require and ensure the hiring and retention of employees who are United States citizens, permanent residents and/or who are otherwise authorized by law to work in the United States of America, and, as required by the IRCA, shall affirmatively verify the identity and employment authorization of every employee as a condition of employment or continued employment. The OPERATOR shall further include this requirement in any subcontract made pursuant to this Agreement.

Section 17. Compliance with Agreement.

A. The OPERATOR agrees, as a condition of inclusion on the LIST, to comply with the terms and conditions of this Agreement. Furthermore, the OPERATOR agrees that failure by the OPERATOR or the OPERATOR's agents, employees, or independent contractors, to comply with these terms and conditions shall be cause for WRITTEN REPRIMAND, SUSPENSION or TERMINATION by the CITY. Alleged violations of the Agreement will be investigated by the CITY/HIGHLAND POLICE DEPARTMENT. The OPERATOR will be notified of the CITY/HIGHLAND POLICE DEPARTMENT'S findings within thirty (30) days of the initiation of the investigation.

Section 18. Disciplinary Action.

A. The CITY shall take disciplinary action against OPERATOR for violations investigated and confirmed or sustained.

1. The CITY shall retain discretion regarding the length of any suspension imposed pursuant to the terms and conditions of this Agreement.

B. Records of violations shall be retained by the CITY for at least thirty-six (36) months.

C. A violation of the equipment requirements related to safety shall be cause for immediate SUSPENSION. The period of the SUSPENSION shall be determined by the CITY/HIGHLAND POLICE DEPARTMENT. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the HIGHLAND POLICE DEPARTMENT has conducted an inspection and found that the OPERATOR is in compliance.

D. A violation of the GVWR and safe loading requirements of a TOW TRUCK shall be cause for immediate SUSPENSION. This includes exceeding the TOW TRUCK's GVWR, front axle weight rating, rear axle weight rating, maximum tire weight ratings, or not maintaining fifty percent (50%) of the TOW TRUCK'S unladen weight on the front axle when lifting/carrying a load.

E. A violation of overcharging shall be cause for SUSPENSION. The period of the SUSPENSION shall be determined by the CITY. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the OPERATOR has presented proof to the CITY that reimbursement has been made to the aggrieved customer(s).

F. A violation of the Biennial Inspection of Terminals (BIT) Program requirements shall be cause for SUSPENSION. The period of the SUSPENSION shall be determined by the CITY/HIGHLAND POLICE DEPARTMENT. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the OPERATOR has presented proof of compliance with the BIT requirements.

    1. Any unsatisfactory rating shall be cause for SUSPENSION.

G. Failure of the OPERATOR to satisfy a court mandated reimbursement to the vehicle or property owner for the damage or loss which occurred while the vehicle was in his/her custody will result in a SUSPENSION. The period of the SUSPENSION shall be determined by the CITY. The SUSPENSION will remain in effect until the period of suspension is completed and the OPERATOR has presented proof of the reimbursement.

H. Failure of the OPERATOR to comply with the inspection requirements of this Agreement will result in a SUSPENSION. The period of the SUSPENSION shall be determined by the CITY. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the OPERATOR has complied with the inspection requirement.

I. Failure of the OPERATOR to maintain the minimum insurance requirements set forth in the Agreement is a major violation of the Agreement and will result in TERMINATION of the Agreement.

J. Failure of the OPERATOR or employee to comply with Section 15, Demeanor and Conduct, and/or Section 16, Compliance with Law, of this Agreement, may be cause for SUSPENSION if deemed appropriate by the CITY.

1. Minor traffic violations may be considered as minor violations of the Agreement.

2. A TOW TRUCK driver, not under the immediate observation of the OPERATOR, while on-duty and driving a TOW TRUCK, who is arrested and subsequently convicted for misdemeanor driving under the influence of alcohol and/or drugs, will be subject to SUSPENSION from participating as a TOW TRUCK driver under the provisions of this Agreement. The length of SUSPENSION will be at the CITY'S discretion.

K. If the OPERATOR is serving a SUSPENSION for one year or more, he/she shall be required to comply with all terms and conditions of the current Agreement at the time of the reinstatement. There will be no approval of equipment that is not in compliance with the equipment specifications contained in the Agreement at the time of the reinstatement.

L. Major Violations. Violations of the terms and conditions of the Agreement that are subject to SUSPENSION for the first violation are categorized as major violations. Any subsequent or continuing major violations may be cause for TERMINATION.

1. TERMINATION shall be invoked if, in the CITY'S judgment, continued participation in the PROGRAM by the affected OPERATOR may result in a hazard to public safety and/or welfare, or the OPERATOR has been convicted of a crime listed in Section 16 of this Agreement.

2. In lieu of TERMINATION, the CITY may impose additional SUSPENSIONS for longer periods, if deemed appropriate.

M. Minor Violations. Except as specifically stated in the Agreement, minor violations of the terms and conditions of the Agreement may be cause for disciplinary action in the following manner:

1. 1st Violation in 12 months - letter of written reprimand.

2. 2nd Violation in 12 months - 30 day SUSPENSION.

3. 3rd Violation in 12 months - 60 to 90 day SUSPENSION.

4. 4th Violation in 12 months - TERMINATION of the Agreement.

a. In lieu of a TERMINATION, the CITY may impose additional SUSPENSIONS for longer periods, if deemed appropriate.

N. Nothing herein shall be deemed to prohibit the CITY from immediately suspending any OPERATOR whose conduct, or that of his/her employee(s), in the discretion of the CITY, is deemed to be a danger to the motoring public or who has engaged in conduct constituting a flagrant violation of the Agreement.

Section 19. Written Reprimand/Suspension/Termination/Appeals.

A. In the event that the CITY serves the OPERATOR with a WRITTEN REPRIMAND, the OPERATOR may request a meeting with the Community Development Director and Captain of the HIGHLAND POLICE DEPARTMENT to discuss corrective actions. If the CITY and HIGHLAND POLICE DEPARTMENT determine that the OPERATOR is unable to satisfactorily address the issue(s) outlined in the WRITTEN REPRIMAND in a timely manner, CITY shall provide a notice of SUSPENSION or TERMINATION. In the event the OPERATOR, or any of the OPERATOR'S employees, has caused a major violation of the Agreement or has violated any of the provisions of the Agreement that allow for immediate SUSPENSION or TERMINATION, the CITY may immediately serve the OPERATOR with a notice of SUSPENSION or TERMINATION.

B. The OPERATOR may appeal any NOTICE of SUSPENSION or TERMINATION, by submitting a request in writing to the City Clerk of the CITY within seven (7) calendar days of the date of the NOTICE of SUSPENSION or TERMINATION. If an appeal is requested, it shall be held within thirty days of the CITY accepting the request. The appeal shall be conducted by the Highland City Council. The OPERATOR shall be entitled to present all relevant facts and circumstances in support of his or her position. The OPERATOR shall be further entitled to present testimony of at least one representative of a TOW TRUCK association or other qualified person. The OPERATOR shall be notified, in writing, of the decision of the City Council within ten (10) business days of the date the decision is rendered. The City Council's decision shall be final.

C. A SUSPENSION or TERMINATION shall not take effect until the hearing and appeal process has been exhausted, with the exception of OPERATORS whose conduct is deemed to be a danger to the public, is a major violation of the Agreement, or whose conduct grossly violates the terms and conditions of the Agreement, as determined by the CITY. If an OPERATOR fails to request a

hearing or appeal within the specified time or fails to appear at a scheduled hearing or appeal, the action taken by the CITY shall be final.

Section 20. Midterm Review of the Terms and Conditions of the Agreement.

A. The purpose of this Section is to provide a process for a midterm review of the terms and conditions of the Agreement in the event that there is a legitimate and substantial change in conditions or law affecting the OPERATORS. OPERATOR shall meet with CITY within 30 days of receipt of notice from CITY that a midterm review is required. Examples of conditions may include, but not be limited to:

1. Substantial increase or decrease in business expenses.

2. Advances in technology in the industry related to safety issues.

3. Changes in law requiring the CITY or the OPERATORS to perform specific functions or operations in order to comply.

4. Proposed changes to the terms and conditions agreed upon by the CITY and the OPERATORS at the time that the Agreement was signed (e.g. response times).

Section 21. Advertising.

A. The OPERATOR shall not display any sign or engage in any advertisement indicating an official or unofficial connection with the CITY or the Department of Motor Vehicles.

1. Examples of prohibited displays include "Official CITY Tow", "Approved by the CITY", "CITY Rotation Tow", etc.

2. This will not preclude the CITY from implementing a system to mark and identify particular TOW TRUCKS as having passed the CITY'S inspection or as being assigned to specific TOW DISTRICTS within the CITY.

B. Any violation of this Section is cause for SUSPENSION. At a minimum, the SUSPENSION should be for the duration of the advertisement.

Section 22. Reserved.

Section 23. Performance Period.

This Agreement shall begin on the date first written above and terminate on December

31, 2023. At the end of the Agreement period, CITY may establish an open enrollment period.

Section 24. Indemnification, Defense and Hold Harmless.

A. In connection with any and all claims, demands, damages, liabilities, losses, costs or expenses, including attorneys' fees and costs of defense (collectively, "Claims" hereinafter) OPERATOR shall defend, hold harmless and indemnify the CITY, the HIGHLAND POLICE DEPARTMENT, and their respective elected officials, officials, employees, contractors acting as public officials, subcontractors, agents, and volunteers ("Indemnitees") with respect to any and all Claims, including but not limited to, Claims relating to death or injury to any person and injury to any property, which arise out of, pertain to, or relate to acts or omissions of OPERATOR or any of its officers, employees, subcontractors, or agents in the performance of this Agreement, except for such loss or damage arising from the sole negligence or willful misconduct of the Indemnitees, as determined by final court decision or by the agreement of the Parties. Operator shall defend Indemnitees in any action or actions filed in connection with any such Claims with counsel of CITY'S choice, and shall pay all costs and expenses, including all attorneys' fees and experts' costs actually incurred in connection with such defense. This Section shall survive the expiration or termination of this Agreement.

Section 25. Independent Contractor.

A. The OPERATOR is, and shall be, acting at all times in the performance of this Agreement an independent contractor, and not an officer or employee or agent of the CITY/HIGHLAND POLICE DEPARTMENT. OPERATOR shall secure at its own expense and be responsible for any and all payments of all taxes, social security, State disability insurance compensation, unemployment compensation and other payroll deductions for OPERATOR and its officers, agents and employees and all business licenses in connection with services to be performed hereunder.

Section 26. Termination of Agreement.

A. In the event of default in performance or failure to meet all rules and regulations or any provision of this Agreement, this Agreement may be immediately terminated by either Party by written notice to the other and the OPERATOR may be removed from the rotational list. The CITY/HIGHLAND POLICE DEPARTMENT may also terminate this Agreement immediately without cause, if it elects to temporarily or permanently abandon this PROGRAM. Upon notification by CITY all services will cease immediately except as specifically authorized in writing by the CITY. This Agreement may be terminated without cause by either Party without prejudice by giving thirty (30) days written notice to the other Party.

B. Any TERMINATION of this Agreement by CITY shall be made in writing through the City Manager. Notice shall be delivered to OPERATOR as provided in Section 28 herein.

Section 27. Assignment of Agreement.

This Agreement shall not be delegated or assigned by OPERATOR to any other person or entity without the prior written consent of CITY.

Section 28. Notices.

All notices, requests, demands or other communications required to be given in writing under this Agreement shall be deemed to have been given, if delivered in person, or when received id mailed by Certified Mail with Return to Receipt Requested, or otherwise actually delivered.

Notice to CITY shall be sent to both:

City of Highland
27215 Base Line
Highland, CA 92346
Attention: City Manager
(909) 864-6861

AND

City of Highland Police Department
27215 Base Line
Highland, CA 92346
Attention: Police Captain
(909) 425-9793

Notice to OPERATOR shall be sent to:

_____
_____
_____
Attention:_____, Owner
(____) _____

Section 29. Entirety.

The foregoing Agreement, including Attachments A and B hereto, constitute the entire Agreement of the Parties concerning the subject matter hereof and supersedes all prior and contemporaneous agreements between the Parties. This Agreement may be amended only by an instrument in writing which expressly refers to this Agreement and specifically states that it is intended to amend it.

Section 30. Severability.

The City Council hereby declares it would have approved this Agreement, and each

Section, subsection, sentence, clause, phrase, or portions thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions thereof be declared invalid or unconstitutional. If for any reason any portion of this Agreement shall be declared invalid or unconstitutional, then all other provisions hereof shall remain valid and enforceable.

Section 31. Execution.

This Agreement may be executed in several counterparts each of which shall constitute but one and the same Agreement.

Section 32. Governing Law/Venue.

The CITY and OPERATOR understand and agree that the laws of the State of California shall govern the rights, obligations, duties and liabilities of the Parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with geographic jurisdiction over the City of Highland.

IN WITNESS WHEREOF, the Parties have executed this Agreement the day and year first written above.

CITY OF HIGHLAND

By: _____
Larry McCallon, Mayor

OPERATOR

By: _____
Owner/ Representative Signature

Print Name: _____

ATTEST

By: _____
Betty Hughes, City Clerk

APPROVED AS TO FORM:

By: _____
Maricela Marroquin, City Attorney

ATTACHMENT A

I. GENERAL EQUIPMENT SPECIFICATIONS AND USE REQUIREMENTS

A. TOW TRUCK and Car Carrier Classifications

1. TOW TRUCK and car carrier classifications are based on the truck chassis manufacturer's Gross Vehicle Weight Rating (GVWR), and the classification system used by the American Trucking Association and truck manufacturers.

a. Class 3 - 10,000 – 14,000 pounds GVWR

b. Class 4 - 14,001 – 16,000 pounds GVWR

c. Class 5 - 16,001 – 19,500 pounds GVWR

d. Class 6 - 19,501 – 26,000 pounds GVWR

e. Class 7 - 26,001 – 33,000 pounds GVWR

f. Class 5 - 33,001 or more GVWR

B. Equipment Limitations

1. All towing equipment, recovery equipment, and carrier ratings are based on structural factors only. Actual towing, carrying, and recovery capacity may be limited by the capacity of the chassis and the optional equipment selected.

C. Towing Limitations

1. The criteria to determine the safe towing limits for a truck are:

a. The total weight of the truck, including the lifted load, must fall within the Manufacturer's Gross Vehicle Weight Rating (GVWR) and not exceed either the Front or Rear Axle Weight Ratings (FAWR, RAWR).

b. The truck must meet all applicable State and/or Federal Standards.

c. For proper steering and braking, the front axle load must be at least 50% of its normal or unladen weight after the load is lifted.

D. Identification Labels

1. Each piece of towing equipment shall have a label or identification tag permanently affixed to the equipment in a prominent location to identify the manufacturer, serial number, model, and rated capacity.

E. Recovery Equipment Rating

1. The basic performance rating of the recovery equipment is the weight the equipment can lift in a winching mode, when the boom is static at a 30 degree elevation with the load lines vertical and the lifting cables sharing the load equally, measured with a live load (weight or load cell).

   a. The structural design of the recovery equipment must have a higher load capacity than the performance rating(s).

   b. Winches shall conform to or exceed the specifications set forth by the Society of Automotive Engineers (SAE) Handbook, SAE 1706.

   c. All ratings for cable and chain assemblies are for the undamaged assembly condition. All cable and chain assemblies should be the same type, construction, and rating as specified by the Original Equipment Manufacturer (OEM) for the equipment.

F. Safety Chains

1. Safety chains shall be rated at no less than the rating specified by the OEM

G. Control / Safety Labels

1. All controls shall be clearly marked to indicate proper operation, as well as any special warnings or cautions.

II. TOW TRUCK Classifications and Equipment Specifications

A. Class A TOW TRUCK

1. Equipment Specifications

a. 10,000 – 19,500 pounds GVWR Chassis

b. 4-ton recovery equipment rating

c. Hydraulic or mechanical winch(es)

d. 100 feet 3/8" X 19 cable or Original Equipment Manufacturer's (OEM) Specifications

e. Tow chains, 5/16" alloy or OEM Specifications, J/T Hook assembly

f. Safety chains, 5/16" alloy or OEM Specifications

g. Tow sling rating 3,000 pounds

h. Wheel lift safety straps

i. Tow dolly

j. One 3-ton snatch block

k. Wheel lift rating -retracted 3,000 pounds
-95" extension 3,000 pounds

2. Class A Car Carrier – One Car

a. Equipment Specifications

1) 10,000 – 19,500 pounds GVWR Chassis

2) Hydraulic or mechanical winch

3) 50 feet 3/8" 6 X 9 cable or OEM Specifications

4) J/T Hook loading bridle / chains

5) Safety chains, 5/16" alloy or OEM Specifications; two pairs of safety chains for the vehicle being transported

3. Class A Car Carrier – Two Cars

a. Equipment Specifications

1) 16,001 – 19,500 pounds GVWR Chassis

2) Hydraulic or mechanical winch

3) 50 feet 3/8" 6 X 19 cable or OEM Specifications

4) J/T Hook loading bridle / chains

5) Safety chains 5/16" alloy or OEM Specifications, two pairs of safety chains for the vehicle being transported and two safety chains for the vehicle being towed

B. Class B TOW TRUCK

1. Equipment Specifications

a. 19,501 – 33,000 pounds GVWR Chassis

b. Air brakes or hydraulic w/air hookup package

c. 14 ton recovery equipment rating

d. Hydraulic or mechanical winch(es)

e. 150 feet 7/16" 6 X 19 cable or OEM Specifications

f. Tow chains, 1/2" alloy or OEM Specifications

g. Safety chains, 1/2" alloy or OEM Specifications

h. Tow sling rating 7,000 pounds

i. Two 8-ton snatch blocks

j. Wheel lift safety straps

k. Wheel lift or Under lift rating retracted 10,000 pounds

2. Class B Car Carrier

a. Equipment Specifications

1) 19,501 pounds or more GVWR Chassis

2) Hydraulic or mechanical winch

3) 50 feet 3/8" 6 X 19 cable or OEM Specifications

4) J/T Hook loading bridle / chains

5) Safety chains 5/16" alloy or OEM Specifications, two pairs of safety chains for the vehicle being transported and two safety chains for the vehicle being towed

C. Class C TOW TRUCK

1. Equipment Specifications

a. 33,000 – 50,000 pounds GVWR Chassis, 200" wheelbase

b. 200" wheelbase with truck hitch

c. 240" wheelbase with under-lift

d. Air brakes w/air hookup package

e. 25 ton recovery equipment rating

f. Hydraulic or mechanical winch(es)

g. 200 feet 5/8" 6 X 19 cable or OEM Specifications

h. Tow chains, 5/8" alloy or OEM Specifications

i. Safety chains, 5/8" alloy or OEM Specifications

j. Tow sling rating 12,000 pounds

k. Two 12-ton snatch blocks

l. Under lift rating -retracted 25,000 pounds
-100" extension** 12,000 pounds

D. Class D TOW TRUCK

1. Equipment Specifications

a. 50,000 pounds GVWR Chassis, 300" wheelbase

b. 240" wheelbase with truck hitch

c. A minimum of 270" wheelbase with under-lift

d. Air brakes w/air hookup package

e. 30 ton recovery equipment rating

f. Hydraulic or mechanical winch(es)

g. 250 feet 3/4" 6 X 19 cable or OEM Specifications

h. Tow chains, 5/8" alloy or OEM Specifications

i. Safety chains, 5/8" alloy or OEM Specifications

j. Tow sling rating 20,000 pounds

k. Two 12-ton snatch blocks

1. Under lift rating -retracted 32,000 pounds
-100" extension** 16,000 pounds

* Measured from the center line of the rear axle of the towing vehicle to 10 inches behind the back face of the lifting bar.

** Measured from the center line of the rear axle to the center of the lift forks.

III. Auxiliary Equipment

A. Class A

1. For each type or classification of towing equipment (sling, wheel lift, or carrier), certain types of equipment are required:

a. Required Equipment

1) Towing Sling – a J/T Hook tow chain assembly, a 4" X 4" X 48" and a 4" X 6" X 60" wooden crossbeam, a pair of spacer blocks, a steering wheel clamp, a towing dolly, and safety chains

2) Wheel Lift – wheel safety straps, steering wheel clamp, towing dolly, and safety chains

3) Car Carrier – J/T Hook loading bridle, a 4" X 4" X 48" and a 4" X 4" X 60" wooden crossbeam, a pair of spacer blocks, and two pairs of safety chains

4) Extension – Brake and tail lamps

5) Fire Extinguisher

6) Broom

7) Shovel

8) Reflective Triangles

9) Flares

10) Trash can(s) with absorbent

11) One 3-ton rated snatch block

12) Shop to truck radio (C/B excluded)

b. Service and Other Equipment – For service calls, each TOW TRUCK shall be equipped with the following service equipment:

1) Adequate emergency supply of fuel in an approved container

2) Booster battery or hot box starting system

3) Hydraulic jack capable of handling passenger cars and light trucks

4) Metric and Standard lug wrenches

5) Rubber mallet / hub cap tool

6) Lockout tools

7) Motorcycle straps

8) First Aid Kit

9) Tool kit – should include:

a) Assorted open end wrenches; Standard, 1/4" – 7/8" and Metric, 6 – 19 mm

b) Assorted screwdrivers; Straight blade and Phillips

c) Crescent wrench

d) Ball peen hammer

e) Pliers

f) Battery and terminal cleaning tools

g) Point file

h) Allen wrench for Deco distributors

i) Mechanic's wire

j) Plastic electrical tape / duct tape

k) Tire valve core tool

l) Miscellaneous fuses

m) Small pry bar

n) Shop rags

o) Flashlight

p) Socket Sets; 1/4" – 1" and 6 – 19 mm

q) Ratchet and extensions

10) Sledge hammer

11) Bolt cutters

12) Crow bar

A. Class B

1. For each type or classification of towing equipment (sling, wheel lift or carrier), certain types of equipment are required:

a. Required Equipment

1) Towing Sling – a J/T Hook tow chain assembly, a 4" X 4" X 48" and a 4" X 4" X 60" wooden crossbeam, a pair of spacer blocks, a steering wheel clamp, a towing dolly, and safety chains

2) Wheel Lift – wheel safety straps, steering wheel clamp, towing dolly, and safety chains

3) Truck Hitch – tow chain assembly, 4" X 4" X 60" and 6" X 6" X 60" wooden crossbeams (as necessary), aluminum tow angle(s), and safety chains

4) Under Lift – an assortment of lift forks / adapters, safety tie down chains and safety chains

5) Extension – Brake and tail lamps

6) Fire Extinguisher(s)

7) Broom

8) Shovel

9) Reflective Triangles

10) Flares

11) Trash can(s) with absorbent

12) Two 8-ton rated snatch blocks

13) Axle covers / caps

14) Air hoses and necessary fittings to provide air to the towed vehicle

15) Shop to truck radio (C/B excluded)

b. Service and Other Equipment – For service calls, each TOW TRUCK shall be equipped with the following service equipment:

1) Refer to Class A, Service and Other Equipment (III A, 1.b. above)

C. Classes C and D

1. For each type or classification of towing equipment, certain types of equipment are required:

   a. Required Equipment

      1) Towing Sling – a tow chain assembly, a 4" X 4" X 60" and a 6" X 6" X 60" wooden crossbeam, a pair of spacer blocks, a steering wheel clamp, and safety chains

      2) Truck Hitch – tow chain assembly, 4" X 4" X 60" and 6" X 6" X 60" wooden crossbeams (necessary), aluminum tow angle(s), and safety chains

      3) Under Reach – assortment of lift forks / adapters, safety tie down chain(s) and safety chains

      4) Extension Brake and tail lamps

      5) Fire Extinguisher(s)

      6) Broom

      7) Shovel

      8) Reflective Triangles

      9) Flares

      10) Trash can(s) with absorbent

      11) Steering wheel clamp

      12) Two 12-ton rated snatch blocks

      13) Axle covers / caps

      14) Air hoses and necessary fitting to provide air to the towed vehicle

      15) Shop to truck radio (C/B excluded)

   b. Service and Other Equipment – For service calls, each TOW TRUCK shall be equipped with the following service equipment:

      1) Refer to Class A, Service and Other Equipment (III A, 1.b. above) for general service equipment requirements.

ATTACHMENT B

OPERATOR'S Submitted Proposal

EXHIBIT 2

Operators' Proposals
(CHP Form 234A)

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ROTATION TOW LISTING APPLICATION

CHP 234A (Rev. 3-15) OPI 061

TYPE OR PRINT CLEARLY

CHP AREA

CHP AREA OF APPLICATION	CHP AREA NUMBER
SAN BERNARDINO	860

BUSINESS

BUSINESS NAME	CHP AREA NAME
A&G TOWING	DIS 2/5 ALL
BUSINESS ADDRESS	**DAY PHONE NUMBER (INCLUDE AREA CODE)**
591 EAST 9TH STREET SAN BERNARDINO, CA 92410	(909)384-0250
BUSINESS MAILING ADDRESS IF DIFFERENT THAN ABOVE	**NIGHT PHONE NUMBER (INCLUDE AREA CODE)**
SAME	(909)384-0250
NUMBER OF YEARS IN TOWING BUSINESS	**AUTOMOBILE CLUB AFFILIATE(S)**
27	N/A

HAVE YOU OR ANYONE FINANCIALLY INVOLVED WITH YOUR COMPANY EVER BEEN CONVICTED OF ANY CRIME INVOLVING STOLEN OR EMBEZZLED VEHICLES, FRAUD RELATED TO THE TOWING BUSINESS, STOLEN OR EMBEZZLED PROPERTY, CRIMES OF VIOLENCE, SEXUAL CRIMES, DRUG RELATED OFFENSES, FELONY DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS, MISDEMEANOR DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS WHILE INVOLVED IN A CHP ROTATION TOW CALL, OR MORAL TURPITUDE?

☐ YES ☑ NO

VEHICLE STORAGE

PRIMARY STORAGE YARD ADDRESS: 591 EAST 9TH STREET SAN BERNARDINO, CA 92410	☑ OWNED	☐ LEASED	☐ RENTED
SECONDARY STORAGE YARD ADDRESS:	☐ OWNED	☐ LEASED	☐ RENTED
ADDITIONAL STORAGE YARD ADDRESS:	☐ OWNED	☐ LEASED	☐ RENTED

OUTSIDE STORAGE CAPACITY	INSIDE STORAGE CAPACITY
300	20

FINANCIAL INTEREST

LEGAL OWNER (IF FIRM, COMPANY, ASSOCIATION OR CORPORATION, LIST ALL PERSONS HAVING FINANCIAL INTEREST)

RODNEY SKIDMORE

DO YOU HAVE ANY FINANCIAL INTEREST IN ANY OTHER TOW COMPANY WITHIN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE TOW COMPANY(S):
DOES ANY MEMBER OF YOUR FAMILY (RELATED BY BLOOD OR MARRIAGE) OPERATE ANOTHER TOW SERVICE IN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
ARE YOU CURRENTLY ON ROTATION OR APPLYING FOR ROTATION WITHIN ANY OTHER CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
DO YOU SHARE ANY FACILITIES WITH ANY OTHER TOW COMPANY? ☐ YES ☑ NO	IF YES, LIST THE OTHER TOW COMPANY(S):

RATES

	Class A	Class B	Class C	Class D
HOURLY RATE	$310/320	$340/350	$400/410	$420/430
INSIDE STORAGE	$85	$85	$90	
OUTSIDE STORAGE	$75	$80	$85	85
LABOR (NONSKILLED)	$85			
SPECIAL EQUIPMENT (LIST)				
FORKLIFT	$320			
RECOVERY CLASS A	$630			
4X4 RECOVERY CLASS A	$630			
SALVAGED RECOVERY CLASS B	$690			
RENTAL/SKILLED LABOR MARKUP (%)				

TOW TRUCKS

CHECK CLASS(ES) APPLYING FOR AND INDICATE TOTAL NUMBER OF TRUCKS IN EACH CLASS.

☑ CLASS A (MINIMUM 14,000 GVWR)	NUMBER OF CLASS A TRUCKS: 7
☐ CLASS B (MINIMUM 33,000 GVWR)	NUMBER OF CLASS B TRUCKS: 1
☐ CLASS C (MINIMUM 52,000 GVWR)	NUMBER OF CLASS C TRUCKS:
☑ CLASS D (MINIMUM 54,000 GVWR)	NUMBER OF CLASS D TRUCKS: 2

COMMENTS

APPLICANT'S CERTIFICATION

I CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT, AND NO OMISSIONS HAVE BEEN MADE. THE OPERATOR IS ADVISED THAT GIVING FALSE INFORMATION TO A PEACE OFFICER, EITHER ORALLY OR IN WRITING, IS A MISDEMEANOR PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 20 AND 31.

SIGNATURE	PRINT NAME AND TITLE	DATE
Rod Skidmore	RODNEY SKIDMORE	08/16/2023

TO BE COMPLETED BY CHP

AREA APPROVAL

☐ APPROVED ☐ DISAPPROVED

REMARKS (REQUIRED IF DISAPPROVED)

AREA COMMANDER'S SIGNATURE	I.D. NUMBER	DATE

MAXIMUM RESPONSE TIME

	HOURS	CLASS A	CLASS B	CLASS C	CLASS D
DAY					
NIGHT					

AGREEMENT TERM

THE TERM OF THIS AGREEMENT SHALL COMMENCE ON _____
AND END ON _____.

DIVISION APPROVAL (REQUIRED IF APPLYING FOR MULTIPLE AREAS)

☐ APPROVED ☐ DISAPPROVED

REMARKS

DIVISION COMMANDER'S SIGNATURE	DATE

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ROTATION TOW LISTING APPLICATION

CHP 234A (Rev. 3-15) OPI 061

TYPE OR PRINT CLEARLY

CHP AREA

CHP AREA OF APPLICATION	CHP AREA NUMBER
City of Highland	

BUSINESS

BUSINESS NAME	CHP AREA NAME
Armada Towing	Highland
BUSINESS ADDRESS	DAY PHONE NUMBER (INCLUDE AREA CODE)
2285 E 6th St San Bernardino CA 92410	909-884-6511
BUSINESS MAILING ADDRESS IF DIFFERENT THAN ABOVE	NIGHT PHONE NUMBER (INCLUDE AREA CODE)
8623 Carob St Fontana CA 92335	909-884-6511
NUMBER OF YEARS IN TOWING BUSINESS	AUTOMOBILE CLUB AFFILIATE(S)
24	AAA

HAVE YOU OR ANYONE FINANCIALLY INVOLVED WITH YOUR COMPANY EVER BEEN CONVICTED OF ANY CRIME INVOLVING STOLEN OR EMBEZZLED VEHICLES, FRAUD RELATED TO THE TOWING BUSINESS, STOLEN OR EMBEZZLED PROPERTY, CRIMES OF VIOLENCE, SEXUAL CRIMES, DRUG RELATED OFFENSES, FELONY DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS, MISDEMEANOR DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS WHILE INVOLVED IN A CHP ROTATION TOW CALL, OR MORAL TURPITUDE?

☐ YES ☐ NO

VEHICLE STORAGE

PRIMARY STORAGE YARD ADDRESS: 2285 E 6th St San Bernardino CA 92410	☑ OWNED ☐ LEASED ☐ RENTED
SECONDARY STORAGE YARD ADDRESS	☐ OWNED ☐ LEASED ☐ RENTED
ADDITIONAL STORAGE YARD ADDRESS	☐ OWNED ☐ LEASED ☐ RENTED

OUTSIDE STORAGE CAPACITY	INSIDE STORAGE CAPACITY
200	10

FINANCIAL INTEREST

LEGAL OWNER (IF FIRM, COMPANY, ASSOCIATION OR CORPORATION, LIST ALL PERSONS HAVING FINANCIAL INTEREST)

Michael Armada 50% and Elizabeth Armada 50%

DO YOU HAVE ANY FINANCIAL INTEREST IN ANY OTHER TOW COMPANY WITHIN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE TOW COMPANY(S)
DOES ANY MEMBER OF YOUR FAMILY (RELATED BY BLOOD OR MARRIAGE) OPERATE ANOTHER TOW SERVICE IN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S)
ARE YOU CURRENTLY ON ROTATION OR APPLYING FOR ROTATION WITHIN ANY OTHER CHP AREA? ☑ YES ☐ NO	IF YES, LIST THE OTHER CHP AREA(S): Rancho Cucamonga CHP, San Bernardino CHP, Arrowhead CHP
DO YOU SHARE ANY FACILITIES WITH ANY OTHER TOW COMPANY? ☐ YES ☑ NO	IF YES, LIST THE OTHER TOW COMPANY(S)

RATES

	Class A	Class B	Class C	Class D
HOURLY RATE	350.00	385.00	475.00	550.00
INSIDE STORAGE	82.00	86.00	91.00	91.00
OUTSIDE STORAGE	76.00	79.00	87.00	87.00
LABOR (NONSKILLED)	50.00			
SPECIAL EQUIPMENT (LIST)				
Rotator	850.00			
Landoll	475.00			
Pallet Jack	75.00			
Forklift	135.00			
RENTAL/SKILLED LABOR MARKUP (%)				

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CHP 234A (Rev. 3-15) OPI 061

TOW TRUCKS

CHECK CLASS(ES) APPLYING FOR AND INDICATE TOTAL NUMBER OF TRUCKS IN EACH CLASS.

☑ CLASS A (MINIMUM 14,000 GVWR)	NUMBER OF CLASS A TRUCKS: 13
☑ CLASS B (MINIMUM 33,000 GVWR)	NUMBER OF CLASS B TRUCKS: 1
☑ CLASS C (MINIMUM 52,000 GVWR)	NUMBER OF CLASS C TRUCKS: 2
☑ CLASS D (MINIMUM 54,000 GVWR)	NUMBER OF CLASS D TRUCKS: 2

COMMENTS

APPLICANT'S CERTIFICATION

I CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT, AND NO OMISSIONS HAVE BEEN MADE. THE OPERATOR IS ADVISED THAT GIVING FALSE INFORMATION TO A PEACE OFFICER, EITHER ORALLY OR IN WRITING, IS A MISDEMEANOR PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 20 AND 31.

SIGNATURE	PRINT NAME AND TITLE	DATE
	Michael Armada	08/20/2023

TO BE COMPLETED BY CHP

AREA APPROVAL

☐ APPROVED ☐ DISAPPROVED

REMARKS (REQUIRED IF DISAPPROVED)

AREA COMMANDER'S SIGNATURE	I.D. NUMBER	DATE

MAXIMUM RESPONSE TIME

	HOURS	CLASS A	CLASS B	CLASS C	CLASS D
DAY					
NIGHT					

AGREEMENT TERM

THE TERM OF THIS AGREEMENT SHALL COMMENCE ON _____

AND END ON _____ .

DIVISION APPROVAL (REQUIRED IF APPLYING FOR MULTIPLE AREAS)

☐ APPROVED ☐ DISAPPROVED

REMARKS

DIVISION COMMANDER'S SIGNATURE	DATE

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STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ROTATION TOW LISTING APPLICATION

CHP 234A (Rev. 3-15) OPI 061

TYPE OR PRINT CLEARLY

CHP AREA

CHP AREA OF APPLICATION	CHP AREA NUMBER
SAN BERNARDINO - CITY OF HIGHLAND	N/A

BUSINESS

BUSINESS NAME	CHP AREA NAME
BILL AND WAGS INC	SAN BERNARDINO
BUSINESS ADDRESS	DAY PHONE NUMBER (INCLUDE AREA CODE)
945 W BROCKTON AVE, REDLANDS, CA	909-923-6100
BUSINESS MAILING ADDRESS IF DIFFERENT THAN ABOVE	NIGHT PHONE NUMBER (INCLUDE AREA CODE)
	909-923-6100

NUMBER OF YEARS IN TOWING BUSINESS	AUTOMOBILE CLUB AFFILIATE(S)
61	ARI, TESLA, FLEETNET

HAVE YOU OR ANYONE FINANCIALLY INVOLVED WITH YOUR COMPANY EVER BEEN CONVICTED OF ANY CRIME INVOLVING STOLEN OR EMBEZZLED VEHICLES, FRAUD RELATED TO THE TOWING BUSINESS, STOLEN OR EMBEZZLED PROPERTY, CRIMES OF VIOLENCE, SEXUAL CRIMES, DRUG RELATED OFFENSES, FELONY DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS, MISDEMEANOR DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS WHILE INVOLVED IN A CHP ROTATION TOW CALL, OR MORAL TURPITUDE?

☐ YES ☑ NO

VEHICLE STORAGE

PRIMARY STORAGE YARD ADDRESS: 945 W BROCKTON AVE, REDLANDS, CA	☐ OWNED	☑ LEASED	☐ RENTED
SECONDARY STORAGE YARD ADDRESS	☐ OWNED	☐ LEASED	☐ RENTED
ADDITIONAL STORAGE YARD ADDRESS	☐ OWNED	☐ LEASED	☐ RENTED

OUTSIDE STORAGE CAPACITY	INSIDE STORAGE CAPACITY
150	3

FINANCIAL INTEREST

AL OWNER (IF FIRM, COMPANY, ASSOCIATION OR CORPORATION, LIST ALL PERSONS HAVING FINANCIAL INTEREST)

FLEET SALES & CONSULTING, INC., OWNED BY CASEY LYNN WILLIAMS KIRK

DO YOU HAVE ANY FINANCIAL INTEREST IN ANY OTHER TOW COMPANY WITHIN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE TOW COMPANY(S):
DOES ANY MEMBER OF YOUR FAMILY (RELATED BY BLOOD OR MARRIAGE) OPERATE ANOTHER TOW SERVICE IN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
ARE YOU CURRENTLY ON ROTATION OR APPLYING FOR ROTATION WITHIN ANY OTHER CHP AREA? ☑ YES ☐ NO	IF YES, LIST THE OTHER CHP AREA(S): SAN BERNARDINO, CA
DO YOU SHARE ANY FACILITIES WITH ANY OTHER TOW COMPANY? ☐ YES ☑ NO	IF YES, LIST THE OTHER TOW COMPANY(S):

RATES

	Class A	Class B	Class C	Class D
HOURLY RATE	368.50	385	550	580.50
INSIDE STORAGE	88.00	88.00	93.50	93.50
OUTSIDE STORAGE	77.00	82.50	88.00	88.00
LABOR (NONSKILLED)	75.00			
SPECIAL EQUIPMENT (LIST)				
CONGEAR/FORKLIFT	175.00			
SERVICE TRUCK	291.50			
ROTATOR	753.50			
SALVAGE & RECOVERY	1200.00			
ROLL OFF BIN (RENTAL PER DAY)	275.00			
RENTAL/SKILLED LABOR MARKUP (%)	15.00			

TOW TRUCKS

CHECK CLASS(ES) APPLYING FOR AND INDICATE TOTAL NUMBER OF TRUCKS IN EACH CLASS.

☐ CLASS A (MINIMUM 14,000 GVWR)	NUMBER OF CLASS A TRUCKS: 7
☐ CLASS B (MINIMUM 33,000 GVWR)	NUMBER OF CLASS B TRUCKS: 1
☐ CLASS C (MINIMUM 52,000 GVWR)	NUMBER OF CLASS C TRUCKS: 1
☐ CLASS D (MINIMUM 54,000 GVWR)	NUMBER OF CLASS D TRUCKS: 5

COMMENTS

APPLICANT'S CERTIFICATION

I CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT, AND NO OMISSIONS HAVE BEEN MADE. THE OPERATOR IS ADVISED THAT GIVING FALSE INFORMATION TO A PEACE OFFICER, EITHER ORALLY OR IN WRITING, IS A MISDEMEANOR PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 20 AND 31.

SIGNATURE	PRINT NAME AND TITLE	DATE
	CASEY WILLIAMS KIRK	8/23/2023

TO BE COMPLETED BY CHP

AREA APPROVAL

☐ APPROVED ☐ DISAPPROVED

REMARKS (REQUIRED IF DISAPPROVED)

AREA COMMANDER'S SIGNATURE	I.D. NUMBER	DATE

MAXIMUM RESPONSE TIME

	HOURS	CLASS A	CLASS B	CLASS C	CLASS D
DAY					
NIGHT					

AGREEMENT TERM

THE TERM OF THIS AGREEMENT SHALL COMMENCE ON _____
AND END ON _____ .

DIVISION APPROVAL (REQUIRED IF APPLYING FOR MULTIPLE AREAS)

☐ APPROVED ☐ DISAPPROVED

REMARKS

DIVISION COMMANDER'S SIGNATURE	DATE

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ROTATION TOW LISTING APPLICATION

CHP 234A (Rev. 3-15) OPI 061

TYPE OR PRINT CLEARLY

CHP AREA

CHP AREA OF APPLICATION	CHP AREA NUMBER
SAN BERNARDINO	860

BUSINESS

BUSINESS NAME	CHP AREA NAME
TOWKINGS INC DBA EDWINS TOWING	SAN BERNARDINO
BUSINESS ADDRESS	DAY PHONE NUMBER (INCLUDE AREA CODE)
25003 E 5TH ST, SAN BERNARDINO, CA 92410	909-350-3211
BUSINESS MAILING ADDRESS IF DIFFERENT THAN ABOVE	NIGHT PHONE NUMBER (INCLUDE AREA CODE)
PO BOX 1115, RANCHO CUCAMONGA, CA 91729	909-350-3211
NUMBER OF YEARS IN TOWING BUSINESS: 13	AUTOMOBILE CLUB AFFILIATE(S): SO. CAL AAA

HAVE YOU OR ANYONE FINANCIALLY INVOLVED WITH YOUR COMPANY EVER BEEN CONVICTED OF ANY CRIME INVOLVING STOLEN OR EMBEZZLED VEHICLES, FRAUD RELATED TO THE TOWING BUSINESS, STOLEN OR EMBEZZLED PROPERTY, CRIMES OF VIOLENCE, SEXUAL CRIMES, DRUG RELATED OFFENSES, FELONY DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS, MISDEMEANOR DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS WHILE INVOLVED IN A CHP ROTATION TOW CALL, OR MORAL TURPITUDE?

☐ YES ☑ NO

VEHICLE STORAGE

PRIMARY STORAGE YARD ADDRESS: 25003 E 5TH ST, SAN BERNARDINO, CA 92410	☐ OWNED	☑ LEASED	☐ RENTED
SECONDARY STORAGE YARD ADDRESS	☐ OWNED	☐ LEASED	☐ RENTED
ADDITIONAL STORAGE YARD ADDRESS	☐ OWNED	☐ LEASED	☐ RENTED

OUTSIDE STORAGE CAPACITY	INSIDE STORAGE CAPACITY
50	20

FINANCIAL INTEREST

LEGAL OWNER (IF FIRM, COMPANY, ASSOCIATION OR CORPORATION, LIST ALL PERSONS HAVING FINANCIAL INTEREST)

ANGELICA M GONZALEZ

DO YOU HAVE ANY FINANCIAL INTEREST IN ANY OTHER TOW COMPANY WITHIN THE LOCAL CHP AREA? ☑ YES ☐ NO	IF YES, LIST THE TOW COMPANY(S): EDWINS TOWING & TRUCK SERVICE INC
DOES ANY MEMBER OF YOUR FAMILY (RELATED BY BLOOD OR MARRIAGE) OPERATE ANOTHER TOW SERVICE IN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
ARE YOU CURRENTLY ON ROTATION OR APPLYING FOR ROTATION WITHIN ANY OTHER CHP AREA? ☑ YES ☐ NO	IF YES, LIST THE OTHER CHP AREA(S): CHP BALDWIN PARK, CHP RANCHO CUCAMONGA
DO YOU SHARE ANY FACILITIES WITH ANY OTHER TOW COMPANY? ☐ YES ☑ NO	IF YES, LIST THE OTHER TOW COMPANY(S):

RATES

	Class A	Class B	Class C	Class D
HOURLY RATE	363.00	375.00	471.00	496.00
INSIDE STORAGE	71.00	71.00	77.00	77.00
OUTSIDE STORAGE	71.00	71.00	77.00	77.00
LABOR (NONSKILLED)	45.00			
SPECIAL EQUIPMENT (LIST)				
ROTATOR	935.00			
LANDOLL	440.00			
SKID LOADER	165.00			
FORK LIFT	110.00			
SALVAGE AND RECOVERY C/D	967.00			
RENTAL/SKILLED LABOR MARKUP (%)	10%			

TOW TRUCKS

CHECK CLASS(ES) APPLYING FOR AND INDICATE TOTAL NUMBER OF TRUCKS IN EACH CLASS.

☑ CLASS A (MINIMUM 14,000 GVWR)	NUMBER OF CLASS A TRUCKS: 4
☑ CLASS B (MINIMUM 33,000 GVWR)	NUMBER OF CLASS B TRUCKS: 1
☑ CLASS C (MINIMUM 52,000 GVWR)	NUMBER OF CLASS C TRUCKS: 1
☑ CLASS D (MINIMUM 54,000 GVWR)	NUMBER OF CLASS D TRUCKS: 2

COMMENTS

OUTSIDE BUSINESS HOURS:
CLASS A : $ 390.00
CLASS B : $ 412.00
CLASS C : $ 518.00
CLASS D : $ 545.00

APPLICANT'S CERTIFICATION

I CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT, AND NO OMISSIONS HAVE BEEN MADE. THE OPERATOR IS ADVISED THAT GIVING FALSE INFORMATION TO A PEACE OFFICER, EITHER ORALLY OR IN WRITING, IS A MISDEMEANOR PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 20 AND 31.

SIGNATURE	PRINT NAME AND TITLE	DATE
	ANGELICA M GONZALEZ / CEO	08/28/2023

TO BE COMPLETED BY CHP

AREA APPROVAL

☐ APPROVED ☐ DISAPPROVED

REMARKS (REQUIRED IF DISAPPROVED)

AREA COMMANDER'S SIGNATURE	I.D. NUMBER	DATE

MAXIMUM RESPONSE TIME

	HOURS	CLASS A	CLASS B	CLASS C	CLASS D
DAY					
NIGHT					

AGREEMENT TERM

THE TERM OF THIS AGREEMENT SHALL COMMENCE ON _____
AND END ON _____ .

DIVISION APPROVAL (REQUIRED IF APPLYING FOR MULTIPLE AREAS)

☐ APPROVED ☐ DISAPPROVED

REMARKS

DIVISION COMMANDER'S SIGNATURE	DATE

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ROTATION TOW LISTING APPLICATION

CHP 234A (Rev. 3-15) OPI 061

T OR PRINT CLEARLY

CHP AREA

CHP AREA OF APPLICATION	CHP AREA NUMBER
HIGHLAND SHEROFF DEPARTMENT	

BUSINESS

BUSINESS NAME	CHP AREA NAME
PEPE'S TOWING SERVICE	
BUSINESS ADDRESS	DAY PHONE NUMBER (INCLUDE AREA CODE)
1303 E. VICTORIA AVE., SAN BERNARDINO	951-682-5682
BUSINESS MAILING ADDRESS IF DIFFERENT THAN ABOVE	NIGHT PHONE NUMBER (INCLUDE AREA CODE)
2000 W. KEY ST., COLTON	951-682-5682

NUMBER OF YEARS IN TOWING BUSINESS	AUTOMOBILE CLUB AFFILIATE(S)
45	0

HAVE YOU OR ANYONE FINANCIALLY INVOLVED WITH YOUR COMPANY EVER BEEN CONVICTED OF ANY CRIME INVOLVING STOLEN OR EMBEZZLED VEHICLES, FRAUD RELATED TO THE TOWING BUSINESS, STOLEN OR EMBEZZLED PROPERTY, CRIMES OF VIOLENCE, SEXUAL CRIMES, DRUG RELATED OFFENSES, FELONY DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS, MISDEMEANOR DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS WHILE INVOLVED IN A CHP ROTATION TOW CALL, OR MORAL TURPITUDE?

☐ YES ☑ NO

VEHICLE STORAGE

PRIMARY STORAGE YARD ADDRESS 1303 E. VICTORIA AVE., SAN BERNARDINO	☑ OWNED ☐ LEASED ☐ RENTED
SECONDARY STORAGE YARD ADDRESS	☐ OWNED ☐ LEASED ☐ RENTED
ADDITIONAL STORAGE YARD ADDRESS	☐ OWNED ☐ LEASED ☐ RENTED

OUTSIDE STORAGE CAPACITY	INSIDE STORAGE CAPACITY
200	10+

FINANCIAL INTEREST

LEGAL OWNER (IF FIRM, COMPANY, ASSOCIATION OR CORPORATION, LIST ALL PERSONS HAVING FINANCIAL INTEREST)

JOSE ACOSTA & MANUEL ACOSTA

DO YOU HAVE ANY FINANCIAL INTEREST IN ANY OTHER TOW COMPANY WITHIN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE TOW COMPANY(S):
DOES ANY MEMBER OF YOUR FAMILY (RELATED BY BLOOD OR MARRIAGE) OPERATE ANOTHER TOW SERVICE IN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
ARE YOU CURRENTLY ON ROTATION OR APPLYING FOR ROTATION WITHIN ANY OTHER CHP AREA? ☑ YES ☐ NO	IF YES, LIST THE OTHER CHP AREA(S): R.C., SAN BERN, AND RIVERSIDE
DO YOU SHARE ANY FACILITIES WITH ANY OTHER TOW COMPANY? ☐ YES ☑ NO	IF YES, LIST THE OTHER TOW COMPANY(S):

RATES

	Class A	Class B	Class C	Class D
HOURLY RATE	$350.00	$375.00	$475.00	$550.00
INSIDE STORAGE	$72.50	$75.00	$80.00	$80.00
OUTSIDE STORAGE	$70.00	$72.00	$80.00	$80.00
LABOR (NONSKILLED)	$50.00			
SPECIAL EQUIPMENT (LIST)				
4X4/OFF-ROAD RECOVERY	$450.00			
ROTATOR	$850.00			
SALVAGE & RECOVERY	$1,200.00			
PALLET JACK	$98.00			
REEFER TRAILER	$525.00			
KLIFT	$155.00			
BOBCAT	$155.00			
RENTAL/SKILLED LABOR MARKUP (%)	20.00 %			

TOW TRUCKS

CHECK CLASS(ES) APPLYING FOR AND INDICATE TOTAL NUMBER OF TRUCKS IN EACH CLASS.

☑ CLASS A (MINIMUM 14,000 GVWR)	NUMBER OF CLASS A TRUCKS: 48
☐ CLASS B (MINIMUM 33,000 GVWR)	NUMBER OF CLASS B TRUCKS: 1
☑ CLASS C (MINIMUM 52,000 GVWR)	NUMBER OF CLASS C TRUCKS: 4
☑ CLASS D (MINIMUM 54,000 GVWR)	NUMBER OF CLASS D TRUCKS: 4

COMMENTS

APPLICANT'S CERTIFICATION

I CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT, AND NO OMISSIONS HAVE BEEN MADE. THE OPERATOR IS ADVISED THAT GIVING FALSE INFORMATION TO A PEACE OFFICER, EITHER ORALLY OR IN WRITING, IS A MISDEMEANOR PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 20 AND 31.

SIGNATURE	PRINT NAME AND TITLE	DATE
Pete C. Ortiz	PETE ORTIZ - ADMIN MANAGER	8-20-2023

TO BE COMPLETED BY CHP

AREA APPROVAL

☐ APPROVED ☐ DISAPPROVED

REMARKS (REQUIRED IF DISAPPROVED)

AREA COMMANDER'S SIGNATURE	I.D. NUMBER	DATE

MAXIMUM RESPONSE TIME

	HOURS	CLASS A	CLASS B	CLASS C	CLASS D
DAY					
NIGHT					

AGREEMENT TERM

THE TERM OF THIS AGREEMENT SHALL COMMENCE ON _____
AND END ON _____ .

DIVISION APPROVAL (REQUIRED IF APPLYING FOR MULTIPLE AREAS)

☐ APPROVED ☐ DISAPPROVED

REMARKS

DIVISION COMMANDER'S SIGNATURE	DATE

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ROTATION TOW LISTING APPLICATION

CHP 234A (Rev. 3-15) OPI 061

TYPE OR PRINT CLEARLY

CHP AREA

CHP AREA OF APPLICATION	CHP AREA NUMBER
SAN BERNARDINO	860

BUSINESS

BUSINESS NAME	CHP AREA NAME
STATEWIDE TOWING & RECOVERY INC	SAN BERNARDINO
BUSINESS ADDRESS	DAY PHONE NUMBER (INCLUDE AREA CODE)
2901 S RIVERSIDE AVE LOT V COLTON, CA 92324	951-682-9336
BUSINESS MAILING ADDRESS IF DIFFERENT THAN ABOVE	NIGHT PHONE NUMBER (INCLUDE AREA CODE)
190 N MAIN STREET RIVERSIDE, CA 92501	951-682-9336

NUMBER OF YEARS IN TOWING BUSINESS	AUTOMOBILE CLUB AFFILIATE(S)	
36	CMMC/GOOD SAM	

HAVE YOU OR ANYONE FINANCIALLY INVOLVED WITH YOUR COMPANY EVER BEEN CONVICTED OF ANY CRIME INVOLVING STOLEN OR EMBEZZLED VEHICLES, FRAUD RELATED TO THE TOWING BUSINESS, STOLEN OR EMBEZZLED PROPERTY, CRIMES OF VIOLENCE, SEXUAL CRIMES, DRUG RELATED OFFENSES, FELONY DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS, MISDEMEANOR DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS WHILE INVOLVED IN A CHP ROTATION TOW CALL, OR MORAL TURPITUDE?

☐ YES ☐ NO

VEHICLE STORAGE

PRIMARY STORAGE YARD ADDRESS 2901 S RIVERSIDE AVE LOT V COLTON, CA 92324	☐ OWNED ☑ LEASED ☐ RENTED
SECONDARY STORAGE YARD ADDRESS 190 N MAIN STREET RIVERSIDE, CA 92501	☑ OWNED ☐ LEASED ☐ RENTED
ADDITIONAL STORAGE YARD ADDRESS	☐ OWNED ☐ LEASED ☐ RENTED

OUTSIDE STORAGE CAPACITY	INSIDE STORAGE CAPACITY	
150	2	

FINANCIAL INTEREST

LEGAL OWNER (IF FIRM, COMPANY, ASSOCIATION OR CORPORATION, LIST ALL PERSONS HAVING FINANCIAL INTEREST)

CHRISTOPHER KIRK

DO YOU HAVE ANY FINANCIAL INTEREST IN ANY OTHER TOW COMPANY WITHIN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE TOW COMPANY(S):
DOES ANY MEMBER OF YOUR FAMILY (RELATED BY BLOOD OR MARRIAGE) OPERATE ANOTHER TOW SERVICE IN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
ARE YOU CURRENTLY ON ROTATION OR APPLYING FOR ROTATION WITHIN ANY OTHER CHP AREA? ☑ YES ☐ NO	IF YES, LIST THE OTHER CHP AREA(S): BANNING, RIVERSIDE, AND RUNNING SPRINGS
DO YOU SHARE ANY FACILITIES WITH ANY OTHER TOW COMPANY? ☑ YES ☐ NO	IF YES, LIST THE OTHER TOW COMPANY(S): CLARKS TOWING IN BANNING

RATES

	DAY Class A NIGHT	DAY Class B NIGHT	DAY Class C NIGHT	DAY Class D NIGHT
HOURLY RATE	311.00 325.00	370.00 387.00	473.00 522.00	560.00 576.00
INSIDE STORAGE	69.00	N/A	N/A	N/A
OUTSIDE STORAGE	57.00	76.00	92.00	92.00
LABOR (NONSKILLED)	38			
SPECIAL EQUIPMENT (LIST)				
SEE ATTACHED				
RENTAL/SKILLED LABOR MARKUP (%)	10%			

Destroy Previous Editions

Chp234A_0419.pdf

TOW TRUCKS

CHECK CLASS(ES) APPLYING FOR AND INDICATE TOTAL NUMBER OF TRUCKS IN EACH CLASS.

☑ CLASS A (MINIMUM 14,000 GVWR)	NUMBER OF CLASS A TRUCKS: 5
☐ CLASS B (MINIMUM 33,000 GVWR)	NUMBER OF CLASS B TRUCKS: 0
☐ CLASS C (MINIMUM 52,000 GVWR)	NUMBER OF CLASS C TRUCKS: 0
☑ CLASS D (MINIMUM 54,000 GVWR)	NUMBER OF CLASS D TRUCKS: 8

COMMENTS

APPLICANT'S CERTIFICATION

I CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT, AND NO OMISSIONS HAVE BEEN MADE. THE OPERATOR IS ADVISED THAT GIVING FALSE INFORMATION TO A PEACE OFFICER, EITHER ORALLY OR IN WRITING, IS A MISDEMEANOR PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 20 AND 31.

SIGNATURE	PRINT NAME AND TITLE	DATE
	CHRISTOPHER KIRK - PRESIDENT	02/07/2023

TO BE COMPLETED BY CHP

AREA APPROVAL

☐ APPROVED ☐ DISAPPROVED

REMARKS (REQUIRED IF DISAPPROVED)

AREA COMMANDER'S SIGNATURE	I.D. NUMBER	DATE

MAXIMUM RESPONSE TIME

	HOURS	CLASS A	CLASS B	CLASS C	CLASS D
DAY					
NIGHT					

AGREEMENT TERM

THE TERM OF THIS AGREEMENT SHALL COMMENCE ON _____
AND END ON _____

DIVISION APPROVAL (REQUIRED IF APPLYING FOR MULTIPLE AREAS)

☐ APPROVED ☐ DISAPPROVED

REMARKS

DIVISION COMMANDER'S SIGNATURE	DATE

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ROTATION TOW LISTING APPLICATION

CHP 234A (Rev. 3-15) OPI 061

TYPE OR PRINT CLEARLY

CHP AREA

CHP AREA OF APPLICATION	CHP AREA NUMBER
CITY OF HIGHLAND	

BUSINESS

BUSINESS NAME	CHP AREA NAME
WILSON TOWING LLC	
BUSINESS ADDRESS	DAY PHONE NUMBER (INCLUDE AREA CODE)
2310 E. 3RD STREET, SAN BERNARDINO, CA 92410	(909) 888-5455
BUSINESS MAILING ADDRESS IF DIFFERENT THAN ABOVE	NIGHT PHONE NUMBER (INCLUDE AREA CODE)

NUMBER OF YEARS IN TOWING BUSINESS	AUTOMOBILE CLUB AFFILIATE(S)	
70+		

HAVE YOU OR ANYONE FINANCIALLY INVOLVED WITH YOUR COMPANY EVER BEEN CONVICTED OF ANY CRIME INVOLVING STOLEN OR EMBEZZLED VEHICLES, FRAUD RELATED TO THE TOWING BUSINESS, STOLEN OR EMBEZZLED PROPERTY, CRIMES OF VIOLENCE, SEXUAL CRIMES, DRUG RELATED OFFENSES, FELONY DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS, MISDEMEANOR DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS WHILE INVOLVED IN A CHP ROTATION TOW CALL, OR MORAL TURPITUDE?

☐ YES ☑ NO

VEHICLE STORAGE

PRIMARY STORAGE YARD ADDRESS 2310 E 3RD STREET, SAN BERNARDINO, CA 92410	☐ OWNED	☑ LEASED	☐ RENTED
SECONDARY STORAGE YARD ADDRESS	☐ OWNED	☐ LEASED	☐ RENTED
ADDITIONAL STORAGE YARD ADDRESS	☐ OWNED	☐ LEASED	☐ RENTED

OUTSIDE STORAGE CAPACITY	INSIDE STORAGE CAPACITY	
250+	4	

FINANCIAL INTEREST

LEGAL OWNER (IF FIRM, COMPANY, ASSOCIATION OR CORPORATION, LIST ALL PERSONS HAVING FINANCIAL INTEREST)

LILLIANA VACH

DO YOU HAVE ANY FINANCIAL INTEREST IN ANY OTHER TOW COMPANY WITHIN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE TOW COMPANY(S):
DOES ANY MEMBER OF YOUR FAMILY (RELATED BY BLOOD OR MARRIAGE) OPERATE ANOTHER TOW SERVICE IN THE LOCAL CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
ARE YOU CURRENTLY ON ROTATION OR APPLYING FOR ROTATION WITHIN ANY OTHER CHP AREA? ☐ YES ☑ NO	IF YES, LIST THE OTHER CHP AREA(S):
DO YOU SHARE ANY FACILITIES WITH ANY OTHER TOW COMPANY? ☐ YES ☑ NO	IF YES, LIST THE OTHER TOW COMPANY(S):

RATES

	Class A	Class B	Class C	Class D
HOURLY RATE	$300.00	$340.00	$450.00	$500.00
INSIDE STORAGE	$70.00			
OUTSIDE STORAGE	$66.00	$71.00	$76.00	$76.00
LABOR (NONSKILLED)	$65.00			
SPECIAL EQUIPMENT (LIST)				
LANDOLL	$325.00			
FORKLIFT	$160.00			
DRIVER LABOR	$135.00			
RENTAL/SKILLED LABOR MARKUP (%)	25.00 %			

TOW TRUCKS

CHECK CLASS(ES) APPLYING FOR AND INDICATE TOTAL NUMBER OF TRUCKS IN EACH CLASS.

☑ CLASS A (MINIMUM 14,000 GVWR)	NUMBER OF CLASS A TRUCKS: 12
☑ CLASS B (MINIMUM 33,000 GVWR)	NUMBER OF CLASS B TRUCKS: 1
☑ CLASS C (MINIMUM 52,000 GVWR)	NUMBER OF CLASS C TRUCKS: 1
☑ CLASS D (MINIMUM 54,000 GVWR)	NUMBER OF CLASS D TRUCKS: 2

COMMENTS

SPECIAL EQUIPMENT:
LANDOLL TRAILER

APPLICANT'S CERTIFICATION

I CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT, AND NO OMISSIONS HAVE BEEN MADE. THE OPERATOR IS ADVISED THAT GIVING FALSE INFORMATION TO A PEACE OFFICER, EITHER ORALLY OR IN WRITING, IS A MISDEMEANOR PURSUANT TO CALIFORNIA VEHICLE CODE SECTIONS 20 AND 31.

SIGNATURE	PRINT NAME AND TITLE	DATE
	LILLIANA VACH	08/29/2023

TO BE COMPLETED BY CHP

AREA APPROVAL

☐ APPROVED ☐ DISAPPROVED

REMARKS (REQUIRED IF DISAPPROVED)

AREA COMMANDER'S SIGNATURE	I.D. NUMBER	DATE

MAXIMUM RESPONSE TIME

	HOURS	CLASS A	CLASS B	CLASS C	CLASS D
DAY					
NIGHT					

AGREEMENT TERM

THE TERM OF THIS AGREEMENT SHALL COMMENCE ON _____
AND END ON _____ .

DIVISION APPROVAL (REQUIRED IF APPLYING FOR MULTIPLE AREAS)

☐ APPROVED ☐ DISAPPROVED

REMARKS

DIVISION COMMANDER'S SIGNATURE	DATE

EXHIBIT 3

Summary Comparison

2024-2025 REQUEST FOR PROPOSAL TOW ROTATION CONTRACT

	A & G	ARMADA	BILL & WAGS	EDWIN'S	PEPE'S	STATEWIDE	WILSON'S
Submitted On Time	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Within 1.5 Miles From City	Yes, 0.1 Mile	Yes	No, 2 Miles	Yes	No 2 miles (exception)	Yes, 1.4 Miles	Yes, .25 Miles
Insurance Meets Regulations	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Current Highland Business License	Yes	Yes	Yes	Yes	Yes	Yes	Yes
			Tow Rates				
Class A							
Hourly Rate	$310/320	$350	$368.50	$363	$350	Day - $311 Night - $325	$300
Inside Storage	$85	$82	$88	$71	$72.50	$69	$70
Outside Storage	$75	$76	$77	$71	$70	$57	$66
Labor	$85	$50	$75	$45	$50	$38	$65
# Of Trucks	7	13	7	4	48	5	12
Class B							
Hourly Rate	$340/350	$385	$385	$375	$375	Day - $370 Night - $387	$340
Inside Storage	$85	$86	$88	$71	$75	N/A	N/A
Outside Storage	$80	$79	$82.50	$71	$72	$76	$71
# Of Trucks	1	1	1	1	1	0	1
Class C							
Hourly Rate	$400/410	$475	$550	$471	$475	Day - $473 Night - $522	$450
Inside Storage	$90	$91	$93.50	$77	$80	N/A	N/A
Outside Storage	$85	$87	88.00	$77	$80	$92	$76
# Of Trucks	0	2	1	1	4	0	1
Class D							
Hourly Rate	$420/430	$550	$580.50	$496	$550	Day - $560 Night - $576	$500
Inside Storage	N/A	$91	$93.50	$77	$80	N/A	N/A
Outside Storage	$85	$87	$88	$77	$80	$92	$76
# Of Trucks	2	2	5	2	4	8	2

Tow Operator Location Map

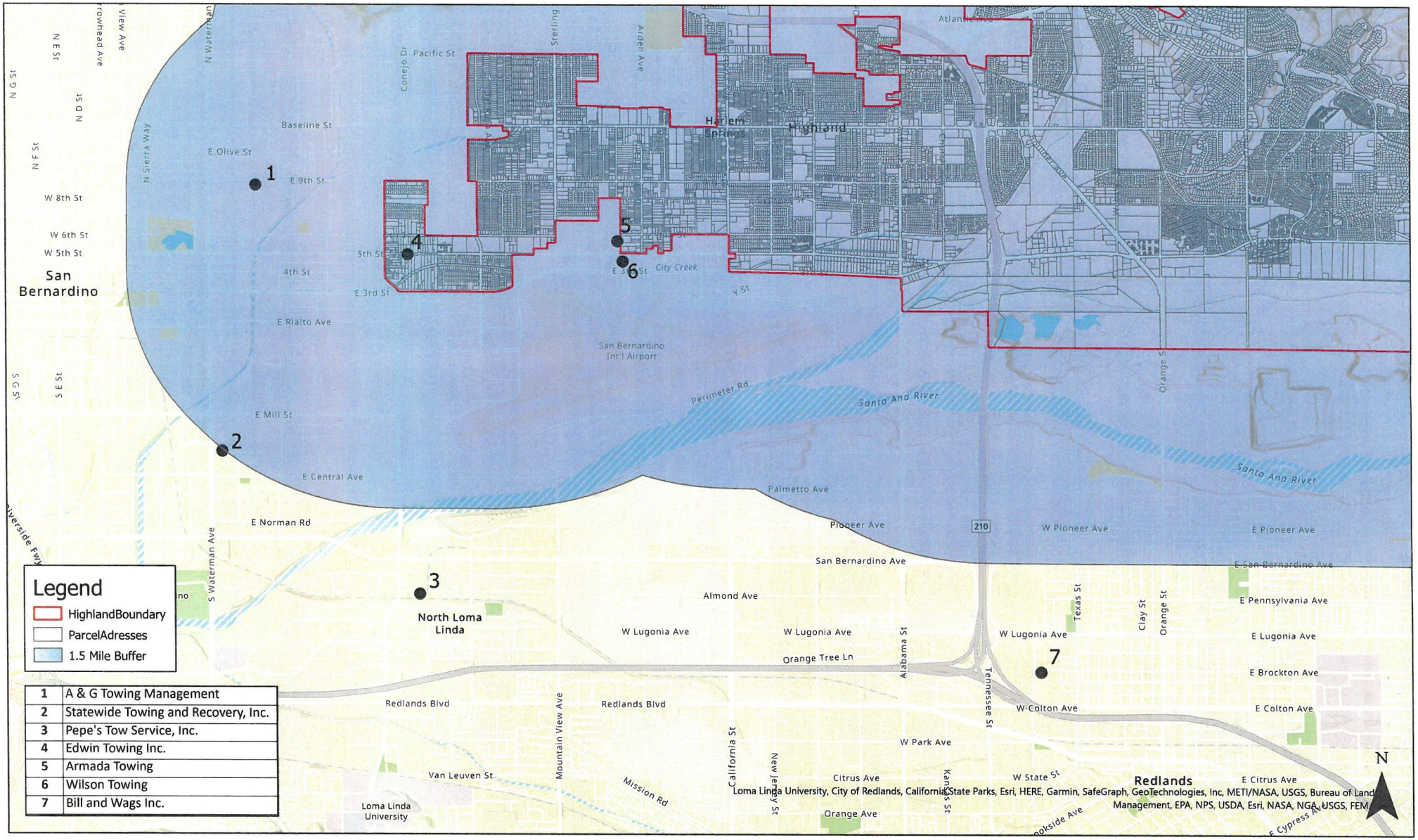

EXHIBIT 4

Final Tow Company Agreement Form

AGREEMENT BETWEEN THE CITY OF HIGHLAND AND _____ FOR TOWING SERVICES IN THE CITY OF HIGHLAND

THIS AGREEMENT made and entered into this _____ day of _____, 2023, by and between the City of Highland (hereinafter referred to as "CITY") and _____, a Towing Company (hereinafter referred to as the "OPERATOR"). The CITY and OPERATOR shall be referred to collectively as "the Parties."

W I T N E S S E T H

WHEREAS, CITY seeks to engage the services of the OPERATOR to participate in CITY Tow Rotation Program ("PROGRAM") for towing services throughout the CITY for the removal of vehicles from the public Right-of-Way (i.e. "Off-Site Vehicle Removal") and the removal of inoperable vehicles from private property (i.e. "Vehicle Abatement Services") at no cost or charge to the CITY, or its contract services with the San Bernardino County Sheriff's Department.

WHEREAS, CITY agrees to utilize, on a rotational basis, for the PROGRAM, only those OPERATOR(S) located in the CITY or located within a mile and a half of the CITY, who have signed an Agreement with the CITY.

WHEREAS, the OPERATOR who is a signatory to this Agreement, has completed and submitted the necessary Towing Applications and other documents required by CITY and has been approved by the CITY to participate in the PROGRAM.

WHEREAS, OPERATOR represents that it has the necessary expertise, equipment, storage facilities, personnel and insurance to meet all requirements of CITY to provide towing services within the CITY.

WHEREAS, CITY has relied upon OPERATOR representations in entering into this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the Parties hereto agree as follows:

Section 1. Definitions.

The following defined terms shall be used in this Agreement:

APPEAL: The final level of review for written reprimands, suspensions, terminations, or review of a CITY'S decision regarding disciplinary action.

AREA: City of Highland Corporate Boundary.

CHP: The Department of the California Highway Patrol.

ENROLLMENT PERIOD: The period of time when a tow company may submit an application for inclusion on the CITY'S Rotation Tow List.

LOAD SALVAGE OPERATIONS: Any operation involving the recovery of a load which has been spilled, or the off-loading and reloading of a load from an overturned vehicle performed in order to upright the vehicle. This will be limited to operations involving Class B, C, and D TOW TRUCKS.

NOTICE: All notices relating to this Agreement shall be in writing and delivered to the other Party in person, via FAX, or by US Mail.

OPERATOR: A tow service which has signed the Tow Service Agreement, and is approved to receive CITY referred calls. The term, "operator" refers to the company, its owner(s), and its manager(s) who have authority to enter into an Agreement with the CITY for towing services and to conduct business in accordance with the terms of this Agreement.

PORTAL TO PORTAL: Service shall start at the time of departure from the place of business or point of dispatch, whichever is closer to the location of the call, and shall end at the estimated time of return to the place of business or the completion of the call, if another call is pending, whichever is shorter. Return to place of business includes a reasonable and verifiable amount of time required to place the TOW TRUCK back into service when unusual circumstances require additional time that are not part of normal operating procedures. (Examples: 1) 4 X 4 recovery in the mud: reasonable to charge for cleaning mud from truck and equipment; 2) burned car on car carrier: reasonable to charge for cleaning burn debris from carrier bed; 3) car towed from side of road on misty night and leaves mud track on bed of carrier: not reasonable to charge for cleaning of carrier bed.)

POSSESSION: Pursuant to Section 3068.1 of the Civil Code, possession is deemed to arise when the vehicle is removed and is in transit.

PUBLIC SAFETY RESPONSE: A response which results in a storage of a vehicle at the direction of an officer. This does not include storage at the request of the vehicle operator, registered owner, or agent.

RECOVERY OPERATION: An operation involving the process of uprighting an overturned vehicle or returning a vehicle to a normal position on the roadway which requires the use of auxiliary equipment due to the size or location of the vehicle. This will normally be limited to operations requiring a Class B, C or D TOW TRUCK(s).

RESPONSE TIME: The period of time from an operator's notification by the CITY Communications Center of a call to the arrival of the TOW TRUCK at the location requested.

RETAIL RATE: The usual customary retail rate charged by an operator to individual retail customers. This is the competitive rate a company has posted in the office and quotes over the phone.

SUSPENSION: Removal of an operator from the CITY'S Rotation Tow List for a specified period of time. Suspensions may be for periods longer than the current term of the Agreement.

TERMINATION: Permanent removal of a tow operator from the CITY'S Rotation Tow List for the remainder of the term of the Agreement and disqualification from any further participation in the PROGRAM.

TOW TRUCK: A tow truck as defined in Section 615(a) of the California Vehicle Code. Also includes slide back carriers and wheel life vehicles.

TOW DISTRICT: The geographical area in which an operator may receive CITY referred calls.

WRITTEN REPRIMAND: A written notice to an operator which specifies any violation(s) of the Tow Service Agreement, orders corrective action, and warns of further action(s) to be taken if corrective action is not taken.

Section 2. General Responsibilities of OPERATOR.

A. OPERATOR shall provide towing services at the request and direction of the San Bernardino County Sheriff's Department (hereinafter referred to as the "HIGHLAND POLICE DEPARTMENT") and CITY'S Code Compliance Division for all tows necessary from public Right-of-Way and from private property. Calls for towing services from public Right-of-Way shall be initiated by the HIGHLAND POLICE DEPARTMENT and calls for towing services from private property shall be initiated by the CITY'S Code Compliance Division under the CITY'S Vehicle Abatement Program.

B. The OPERATOR shall be responsible for reasonable cleanup of debris left at the scene of a collision or at the direction of the HIGHLAND POLICE DEPARTMENT.

C. There shall be no charge or fee to the CITY, including the CITY'S Code Compliance Division, or the HIGHLAND POLICE DEPARTMENT for any towing services by the OPERATOR ***to include vehicles towed at the request of the CITY/HIGHLAND POLICE DEPARTMENT in which the vehicle is used in the commission of a crime or other matters in which the vehicle must be***

impounded for investigation and/or further analysis. All charges or fees shall be applied only to the legal owner or registered owner of the vehicle or to the property owner as appropriate. All reference to charges or fees in this Agreement and in exhibits thereto shall refer to charges against the vehicle owner and not to the CITY, including the CITY'S Code Compliance Division, or the HIGHLAND POLICE DEPARTMENT.

D. If the OPERATOR called is unable to respond within 20 minutes ("MAXIMUM RESPONSE TIME"), the OPERATOR must advise the originator of the call (either the HIGHLAND POLICE DEPARTMENT or CITY'S Code Compliance Division, as appropriate) at the time of the call regarding the anticipated RESPONSE TIME. If the anticipated RESPONSE TIME is unacceptable, other towing arrangements will be made by HIGHLAND POLICE DEPARTMENT or CITY'S Code Compliance Division.

E. The OPERATOR will furnish satisfactory evidence of liability insurance, provide adequate protection of disabled vehicles, and any property contained in such vehicles, while being towed and during storage. Policy expiration dates and any notice of cancellation will be furnished to the CITY immediately upon receipt by the OPERATOR.

F. The OPERATOR shall maintain records of tow services furnished including a description of vehicles, nature of service and time and location of calls. Such records may be inspected at any time by the HIGHLAND POLICE DEPARTMENT and CITY. The OPERATOR shall mark the windshield of each vehicle towed as part of the PROGRAM to read: "City of Highland" and either "impounded" or "stored."

G. The OPERATOR and its TOW TRUCK drivers shall be properly licensed, in accordance with California Vehicle Code ("CVC") Sections 12804.7 and 12804.9(b) and the CITY's business license requirements.

H. Towing vehicles shall be maintained in compliance with the provisions of CVC Sections 24605, 25253, 25300, 27700, and 27907.

J. The OPERATOR shall comply with CVC Section 10652 in reporting the storage of vehicles over 30 days. The HIGHLAND POLICE DEPARTMENT will be furnished a copy of the Report, which the OPERATOR is required to furnish to the Department of Justice by Registered Mail.

K. The OPERATOR shall also be available as necessary to tow any CITY vehicle ***at no charge***. Such vehicles will include: CITY Vehicles, Highland Fire Department / CDF California Department of Forestry ("CalFire") Trucks and associated vehicles, and HIGHLAND POLICE DEPARTMENT patrol cars and associated vehicles. ***Further, the OPERATOR shall assist the CITY and***

HIGHLAND POLICE DEPARTMENT in changing flat tires, jump start dead batteries and/or other incidental vehicle problems that may occur from time-to-time during the Agreement period.

L. The OPERATOR shall provide to the CITY applicable Forms CHP 234A, CHP 234B and CHP 234F that shall be kept current during the time period of this Agreement **(see Attachment B).**

Section 3. Responsibilities of CITY.

A. The CITY shall establish and maintain a Rotational Tow List ("LIST") for each class of TOW TRUCK, which shall be used by the HIGHLAND POLICE DEPARTMENT and CITY'S Code Compliance Division.

Section 4. Rotation Lists.

A. The CITY shall maintain a LIST for each class of TOW TRUCK to ensure an equitable distribution of calls.

B. Nothing shall prohibit a Class B, Class C, or Class D OPERATOR from maintaining a place on a lighter class LIST.

1. Regardless of the class of TOW TRUCK utilized or responding to the call, charges shall not be more than the class of vehicle towed or serviced, except when recovery operations require a larger class of truck.

C. A call to an OPERATOR shall constitute one turn on the LIST and the OPERATOR shall be moved to the bottom of the LIST. This includes when the OPERATOR fails to answer the phone, is unable to respond, or is canceled because the OPERATOR cannot respond in less time than the MAXIMUM RESPONSE TIME. If it is determined that the OPERATOR is not needed and is canceled by the CITY/HIGHLAND POLICE DEPARTMENT, up to and including the time the OPERATOR arrives at the scene, there shall be no charges and the OPERATOR will be placed back at the top of the LIST.

1. If the OPERATOR is canceled by the vehicle's owner or agent prior to the OPERATOR taking POSSESSION of the vehicle, there shall be no charges for towing. The OPERATOR shall immediately contact the CITY/HIGHLAND POLICE DEPARTMENT and advise them of the cancellation. The OPERATOR will then be placed back at the top of the LIST.

2. If service, other than towing and recovery, has begun and is canceled by the vehicle's owner or agent, the OPERATOR may charge a minimum of one-half of the regular hourly service charge, for the time expended on the

call. For purposes of cancellation, service begins when physical work on the vehicle has begun, not the response. No lien shall arise for the service unless the OPERATOR has presented a written statement to the vehicle's owner or agent for the signed authorization of services to be performed.

a. The OPERATOR shall not attempt to take POSSESSION of the vehicle in order to establish a lien for any non-towing services performed, or begun and subsequently canceled, when not entitled to such lien by law. Refer to Civil Code Section 3068.1 for when a lien begins.

D. If two or more OPERATORS are called to the same incident, distribution of the vehicles shall be at the discretion of the HIGHLAND POLICE DEPARTMENT.

E. HIGHLAND POLICE DEPARTMENT may direct an OPERATOR to move vehicles to help clear a roadway or for lifesaving operations. OPERATORS shall provide the assistance as directed. There shall be no charge for this assistance, and the assistance provided shall not change the OPERATOR'S place on the LIST.

F. An OPERATOR must have a business office and/or storage facility located within the CITY, or within a one and half mile radius of the CITY'S boundaries. A secondary business and storage facility, whether within the CITY limits or not, does not qualify the OPERATOR for an additional position on the LIST.

Section 5. TOW TRUCK Classifications.

A. An OPERATOR shall equip and maintain TOW TRUCKS covered under this Agreement in accordance with the provisions set forth in the California Vehicle Code, Title 13 of the California Code of Regulations and the specifications contained in this Agreement, and consistent with industry standards and practices.

1. Notwithstanding CVC Section 615, all TOW TRUCKS shall have recovery capabilities, wheel lift capabilities, and a boom meeting the specifications contained in this Agreement. For the purpose of the Agreement, "a trailer for hire that is being used to transport a vehicle" shall not qualify as a primary TOW TRUCK for the LIST.

2. An OPERATOR who has a car carrier may be exempted from the recovery, wheel lift, and boom capability requirements. However, the car carrier must be an additional unit.

B. A violation of the Gross Vehicle Weight Rating ("GVWR") and safe loading requirements of a TOW TRUCK shall be cause for immediate suspension. This includes exceeding the TOW TRUCK'S GVWR, front axle weight rating, rear axle

weight rating, maximum tire weight ratings, or not maintaining 50 percent of the TOW TRUCK'S unladen weight on the front axle when lifting / carrying a load.

C. There will be four classes of TOW TRUCKs covered under this Agreement.

1. Class A - Light Duty

a. An OPERATOR shall maintain a minimum of one TOW TRUCK with a manufacturer's GVWR of at least 10,000. Class A equipment specifications can be found in Attachment A of this Agreement.

1) The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

2) A "trailer for hire" shall not be approved for listing as a Class A TOW TRUCK.

3) Tow companies whose equipment had previously been approved, but who do not have wheel lift capabilities, may apply for and receive a Class A Tow Rotation Listing. However, equipment purchased on or after July 1, 2000, shall not be approved unless the equipment brings the OPERATOR into compliance with the minimum requirements.

2. Class B - Medium Duty

a. An OPERATOR shall maintain at least one TOW TRUCK with a manufacturer's GVWR of at least 19,501 pounds. The TOW TRUCK shall be equipped with air brakes and must be capable of providing and maintaining continuous air to the towed vehicle.

1) The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

3. Class C - Heavy Duty

a. An OPERATOR shall maintain at least one three-axle TOW TRUCK with a manufacturer's Gross Vehicle Weight Rating (GVWR) of at least 33,000 pounds. The TOW TRUCK shall be equipped with air brakes and must be capable of providing and maintaining continuous air to the towed vehicle.

b. The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

4. Class D - Super Heavy Duty

a. An OPERATOR shall maintain at least one three-axle TOW TRUCK with a manufacturer's GVWR of at least 50,000 pounds. The TOW TRUCK shall be equipped with air brakes and must be capable of providing and maintaining continuous air to the towed vehicle.

b. The CITY may require more than one (1) TOW TRUCK in areas where rapid response for congestion relief is required.

5. To properly and safely tow and service the wide variety of vehicles being operated on the highway, a towing procedure may require the use of auxiliary equipment specifically designed for the purpose. This auxiliary equipment should be used when appropriate. A listing of service and auxiliary equipment for each classification can be found in Attachment B of this Agreement.

D. The OPERATOR shall only use those TOW TRUCKS approved by the CITY to be part of the PROGRAM.

Section 6. Tow Drivers.

A. The OPERATOR shall ensure that TOW TRUCK drivers responding to calls initiated by the HIGHLAND POLICE DEPARTMENT OR CITY'S Code Compliance Division are qualified and competent employees of the OPERATOR. The OPERATOR shall ensure that the TOW TRUCK drivers are trained and proficient in the use of the TOW TRUCK and related equipment, including, but not limited to, the procedures necessary for the safe towing and recovery of the various types of vehicles serviced through the PROGRAM. TOW TRUCK drivers shall be at least 18 years old and possess the following minimum Class Driver's License:

1. Class A TOW TRUCK - A valid Class C License, or a valid Class A License with valid Medical Certificate.

2. Class B TOW TRUCK - A valid Class C License for non-regulated vehicles, or a valid Class A License with valid Medical Certificate for regulated vehicles pursuant to CVC Section 34500.

3. Class C TOW TRUCK - A valid Class A License with valid Medical Certificate.

4. Class D TOW TRUCK - A valid Class A License with valid Medical Certificate.

B. The Class A Licenses must be endorsed to allow operation of special vehicle configurations and/or special cargoes (Refer to Attachment A).

C. The OPERATOR shall maintain a current list of drivers.

1. The OPERATOR shall provide a current list of his/her drivers to the CITY. The OPERATOR shall notify the CITY upon any change in driver status, including the addition of any new driver(s), or the deletion of any driver(s). An updated list shall be provided to the CITY within seven (7) calendar days of any change in driver status.

2. OPERATORS, shall at a minimum, maintain the following information for each employee (Form CHP 234F may be used to provide the information):

a. Full Name.

b. Date of Birth.

c. California Driver License Number.

d. Copy of valid Medical Certificate, if applicable.

e. Job Title / Description.

f. Current Home Address.

g. Current Home Telephone Number.

h. Type(s) of truck(s) driver has been trained and instructed to operate.

D. All TOW TRUCK drivers and the OPERATOR shall be enrolled in the California Department of Motor Vehicles Employer Pull Notice Program ("Pull Notice Program").

1. Upon the addition of new drivers, an OPERATOR will be granted a maximum of 30 days to enroll in the Pull Notice Program.

2. Pull Notices shall be kept on file, signed, and dated by the OPERATOR.

3. The CITY may require an OPERATOR to provide copies of Pull Notice Reports to the CITY from time-to-time.

Section 7. Rates.

A. Fees charged for response calls originating from the CITY's Code Compliance Division or HIGHLAND POLICE DEPARTMENT, shall not exceed the rates set forth in Attachment B.

B. The rate for towing shall be from PORTAL to PORTAL and may be at a one hour minimum. Charges in excess of one hour may be charged in up to fifteen (15) minute increments. There shall be no additional charges for mileage, labor, etc. and/or for an OPERATOR'S time to release a vehicle when the storage facility is not at the same location and the request for the vehicle's release is made within typical business hours and days. In addition, if the HIGHLAND POLICE DEPARTMENT requests a tow from a storage facility to the Special Investigation Division (SID) of the San Bernardino County Sheriff's Department, there shall be no additional charges to the CITY or owner of the vehicle. Secondary towing requested by the vehicle owner or his/her agent may be negotiated by the OPERATOR in accordance with the OPERATOR'S private business practices.

1. The OPERATOR may charge up to a one-hour minimum per call on PUBLIC SAFETY RESPONSE calls.

2. The OPERATOR shall base towing charges upon the class of vehicle being towed regardless of the class of truck used, except when vehicle recovery operations require a larger class truck.

C. Rates for service calls (out of gas, lockouts, etc.) shall be from PORTAL TO PORTAL, and may be at the hourly rate with a thirty (30) minute minimum. Charges in excess of thirty (30) minutes may be charged in up to fifteen (15) minute increments.

D. Fees for Special Operations.

1. For special operations involving Class B, C, and D TOW TRUCKS such as vehicle recovery operations and LOAD SALVAGE OPERATIONS, the fees shall not exceed the rates set forth in Attachment B. Charges in excess of thirty-minutes may be charged in up to fifteen (15) minute increments.

2. OPERATOR shall submit a mark-up rate (percentage of the cost to the OPERATOR) for retail equipment and specialized labor not otherwise listed on Attachment B.

3. If OPERATOR performs a service for which a required rate was not submitted to, and approved by, the CITY, the OPERATOR shall only be entitled to charge for the actual cost of that service. Example: contract labor rate not submitted, the OPERATOR may only charge for the actual rate paid for the labor.

E. The total fees charged for after-hours release shall be no more than one-half (1/2) the hourly rate, and shall only be allowed if there is no person on duty at the storage facility for release and a call back is required outside normal business hours.

F. Storage Fees.

1. Storage fees, for inside and outside storage, shall not exceed the rates set forth in Attachment B.

2. The OPERATOR shall display in plain view at all cashier's stations, a sign as described in Section 3070 of the Civil Code, disclosing all storage fees and charges in force, including the maximum storage rate.

3. Vehicles stored 24 hours or less shall be charged no more than one day storage. Each day thereafter shall be calculated by calendar day.

G. This Section of the Agreement shall not apply if the OPERATOR responds to a CITY/HIGHLAND POLICE DEPARTMENT call in a location where towing rates for all tow companies are established by a City or County Ordinance.

H. The schedule of rates charged by the OPERATOR shall be made available upon demand to person(s) for whom the tow services were provided or his/her agent, or any CITY representative.

I. The Rate Schedule included in Attachment B represents the maximums an OPERATOR may charge on a CITY/HIGHLAND POLICE DEPARTMENT call. An OPERATOR is not precluded from charging less when deemed appropriate by the OPERATOR. These requirements shall not be construed as requiring a charge when an OPERATOR would not normally charge for such service.

1. No OPERATOR or employee shall refer to any rate as the minimum required or set by the CITY.

Section 8. Response to Calls.

A. The OPERATOR shall respond to CITY/HIGHLAND POLICE DEPARTMENT calls 24 hours a day, seven days a week, within the MAXIMUM RESPONSE

TIME. The OPERATOR shall advise CITY/HIGHLAND POLICE DEPARTMENT, at the time of the notification, if they are either unable to respond or unable to meet the MAXIMUM RESPONSE TIME. If, after accepting the call, the OPERATOR is unable to respond or will be delayed in responding, the OPERATOR shall immediately notify the CITY/HIGHLAND POLICE DEPARTMENT. The OPERATOR shall not assign initial calls to other OPERATORS.

1. Failure(s) to respond and/or failure(s) to meet the MAXIMUM RESPONSE TIME requirements shall constitute failure to comply with the terms and conditions of this Agreement.

    a. The CITY may take immediate disciplinary action for any violation of the requirement to respond within the MAXIMUM RESPONSE TIME.

    b. When an OPERATOR will be temporarily unavailable to provide services due to a preplanned / scheduled activity, e.g. vacation, maintenance, medical leave, etc., the OPERATOR shall notify the CITY at least 24 hours prior to the date that services will be unavailable, noting the times and dates of the unavailability.

B. The OPERATOR, or his/her employee(s) responding to a CITY/HIGHLAND POLICE DEPARTMENT call, shall perform the towing or service required for which he/she was called. This requirement may be waived by the CITY/HIGHLAND POLICE DEPARTMENT, if the requested equipment is inadequate for the service to be performed.

1. Any refusal to respond or to perform the required towing or service will subject the OPERATOR to SUSPENSION, if deemed appropriate by the CITY.

C. An OPERATOR shall not respond to a CITY/HIGHLAND POLICE DEPARTMENT call assigned to another OPERATOR, unless requested to do so by the CITY/HIGHLAND POLICE DEPARTMENT.

1. There may be times when the OPERATOR assigned the initial CITY/HIGHLAND POLICE DEPARTMENT call may require the assistance of an additional OPERATOR at the scene. The OPERATOR assigned the initial call may, subject to prior agreement with the CITY/HIGHLAND POLICE DEPARTMENT, and with the concurrence of the CITY/HIGHLAND POLICE DEPARTMENT, request a specific OPERATOR to assist him/her. The request shall be routed to the additional OPERATOR through the CITY/HIGHLAND POLICE DEPARTMENT.

2. There may be times when an OPERATOR, who was not called to a scene, comes upon a collision scene where a vehicle or vehicles are blocking a roadway and a HIGHLAND POLICE DEPARTMENT officer requests his/her assistance in clearing the roadway. In such a case, the OPERATOR may be requested to move the vehicle to a safe location, as directed by the HIGHLAND POLICE DEPARTMENT officer and leave it. There shall be no charge for this assistance, and the assistance provided shall not change the OPERATOR'S place in the rotation on the LIST.

D. Only the TOW TRUCK personnel and equipment requested shall respond to a CITY/HIGHLAND POLICE DEPARTMENT call. Additional TOW TRUCK personnel and equipment shall be at the approval of the CITY/HIGHLAND POLICE DEPARTMENT. This shall not preclude the OPERATOR from responding to an incident to ascertain if additional assistance or equipment is required. There shall be no additional charge for any personnel or equipment that is not necessary to perform the required service.

Section 9. Storage Facility.

A. The OPERATOR shall provide adequate security of vehicles and property at the place of storage. At a minimum, a fenced or enclosed area shall be provided. The OPERATOR is responsible for the reasonable care, custody, and control of any property contained in towed or stored vehicles.

B. If an OPERATOR has a storage facility within the CITY, the storage facility shall be in compliance with all Zoning and Development Regulations in effect during the term of this Agreement. In addition to Zoning and Development Regulations for such a use, OPERATOR shall comply with the following:

1. Vehicle storage area shall be improved with an impervious material such as Portland Concrete Cement (PCC) or Asphaltic Concrete (AC) or other surface as approved by the CITY'S Planning Division. Bare soil is not permitted.

2. All non-conforming signs shall be removed.

3. The storage lot shall be fenced and screened from view. The screening material can be either landscaping (i.e. vines, bushes) or fencing material (i.e. slats), or combination thereof.

4. Security lighting shall be provided in the storage lot area.

C. If the Community Development Director determines that the Storage Facility

does not comply with the CITY'S Zoning and Development Regulations and the conditions set forth in this Section 9, the CITY's Community Development Director, at his or her discretion, can seek to TERMINATE or SUSPEND the Agreement.

D. The OPERATOR shall notify the CITY/HIGHLAND POLICE DEPARTMENT in writing, prior to the removal of property from a stored vehicle and will provide a receipt to the registered owner or his or her representative with a copy placed in the stored vehicle. The requirement to notify the CITY/HIGHLAND POLICE DEPARTMENT prior to the removal of property may be waived by the CITY/HIGHLAND POLICE DEPARTMENT in writing if determined that proper safeguards and procedures are utilized by the OPERATOR.

1. This requirement may not be waived in cases where a vehicle has been impounded for evidence or investigation.

2. The OPERATOR shall release personal property from the vehicle at the request of the vehicle owner or his/her agent. If such a release is made, the OPERATOR shall notify the CITY/HIGHLAND POLICE DEPARTMENT in writing prior to releasing the personal property.

   a. Personal property is considered to be items which are not affixed to the vehicle.

      1) Personal property includes: papers, transportable cellular telephones, pull-out radios, portable radios and/or portable stereo equipment, clothes, luggage, tools, etc.

      2) Personal property from a stored vehicle shall be released upon request of the vehicle owner or agent, unless prohibited by CITY/HIGHLAND POLICE DEPARTMENT.

3. Cargo shall be released upon demand of the carrier, unless prohibited by CITY/HIGHLAND POLICE DEPARTMENT, or pursuant to a court order.

E. The primary storage facility shall normally be at the same location as the business address and shall not be located greater than one and one-half (1.5) miles from CITY limits. If the OPERATOR utilizes a second storage facility, there shall be no charge for any additional distance traveled to and from a secondary location. The vehicle and personal property shall be released at the primary storage facility upon request of the owner or a person having a legal entitlement to the vehicle, except as set forth above. There shall be no additional charge for transporting an impounded and/or stored vehicle from the OPERATOR'S secondary storage facility to the primary storage facility if requested to do so by the CITY/HIGHLAND POLICE DEPARTMENT or the owner of the vehicle or his/her authorized representative. Prior to the utilization of new storage facilities

not listed on the Application for Rotation Tow Listing, the OPERATOR shall obtain the CITY'S approval and furnish the address.

1. Secondary storage facilities shall be located reasonably close (as determined by the CITY'S Community Development Director and the HIGHLAND POLICE DEPARTMENT) to the main business office and approved by the CITY. Any changes to the location of the secondary storage facility without written approval by the CITY shall be prohibited and subject to Disciplinary Action as set forth in Section 18.

F. OPERATOR shall maintain sufficient storage spaces.

G. An OPERATOR'S place of business and storage facility, if separate from the place of business, shall have a sign that clearly identifies it to the public as a towing service. The sign shall also identify where a customer can file a complaint with the CITY regarding the PROGRAM. The sign shall have letters that are clearly visible to the public from the street. The sign shall be visible at night.

H. For the purpose of this Agreement, "normal business hours" shall not be less than 8 a.m. to 5 p.m., Monday through Friday, and shall be manned during said business hours, except for the following holidays:

1. New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, day after Thanksgiving Day, and Christmas Day.
2. Business hours shall be posted in plain view to the public at both the place of business and/or storage facility.

I. Employees shall be properly trained to conduct business transactions related to towing, storage and release of vehicles / property.

J. The release of vehicles shall be conducted in accordance with local HIGHLAND POLICE DEPARTMENT procedures.

Section 10. Insurance.

The OPERATOR shall maintain the following minimum levels of insurance from an insurance carrier admitted in California:

A. Minimum Scope of Insurance:

1. Insurance Services Office Commercial General Liability coverage (Occurrence for CG 0001).

2. Insurance Services Office Form Number CA 0001 (Ed. 1/87) covering Automobile Liability, Code 1 (any auto).

3. Workers' Compensation Insurance as required by the State of California and Employers' Liability Insurance.

B. Minimum Limits of Insurance:

1. Commercial Business Automobile Liability: $1,000,000 per accident for bodily injury and property damage with a combined single limit for Class A TOW TRUCKS. The combined single limits for Class B, C, and D TOW TRUCKS shall be not less than $1,000,000. These minimum standards are to include non-owned and hired auto coverage.

2. Employers Liability: $1,000,000 per accident for bodily injury or disease.

3. On-Hook Coverage: Insuring the vehicle in tow with limits based on the size of the TOW TRUCK.

   a. Class A TOW TRUCK $ 75,000

   b. Class B TOW TRUCK $100,000

   c. Class C TOW TRUCK $200,000

   d. Class D TOW TRUCK $250,000

4. Garage Liability: Includes premises and operations. Coverage for bodily injury and property damage with a combined single limit of not less than $500,000.

5. Garage Keepers Liability: Shall be the same minimum as on-hook coverage for vehicles in the care, custody, and control of the OPERATOR in the storage yard.

6. Uninsured Motorist: Legal minimum, combined single limit.

7. In no case shall the required insurance coverage have a deductible greater than $1,000.

C. Deductibles and Self-Insured Retention:

Any deductible or self-insured retention must be declared to and approved by the CITY. At the option of the CITY, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects to the CITY and the HIGHLAND

POLICE DEPARTMENT, and their officers, officials, employees and volunteers: or the OPERATOR shall provide a financial guarantee satisfactory to the CITY guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Other Insurance Provisions:

The general liability and automobile policies are to contain, or be endorsed to contain, the following provisions:

1. The CITY and the HIGHLAND POLICE DEPARTMENT, and their officers, officials, agents, employees, and volunteers are to be covered as insured with respect to liability arising out of automobile owned, leased, hired or borrowed by or on behalf of the OPERATOR; and with respect to liability arising out of work or operations performed by or on behalf of the OPERATOR under the Agreement including materials, parts or equipment furnished in connection with such work or operation. General liability coverage can be provided in the form of an endorsement the OPERATOR'S insurance, or as a separated owner's policy.

2. For any claims related to this AGREEMENT, the OPERATOR'S insurance coverage shall be primary insurance as respects the CITY and the HIGHLAND POLICE DEPARTMENT, and their officers, officials, agents, employees, and volunteers. Any insurance or self-insurance maintained by the CITY or the HIGHLAND POLICE DEPARTMENT, and their officers, officials, agents, employees, and volunteers shall be excess of the OPERATOR'S insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by the OPERATOR, except after thirty (30) days' prior written notice by certified mail, returned receipt requested, has been given to the CITY.

4. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the CITY and the HIGHLAND POLICE DEPARTMENT, and their officers, official, agents, employees or volunteers.

E. Acceptability of Insurers:

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

F. Verification of Coverage:

OPERATOR shall furnish the CITY with original certificates and amendatory endorsements effecting coverage required by this Section. The endorsements

C. The CITY/HIGHLAND POLICE DEPARTMENT may inspect all OPERATOR'S should be on forms provided by the CITY or on other forms or policies that are approved by the CITY and amended to conform to the CITY'S requirements. All certificates and endorsements are to be received and approved by the CITY before service commences. The CITY reserves the right to require complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications at any time.

Section 11. Inspections.

A. The HIGHLAND POLICE DEPARTMENT may conduct annual inspections of all TOW TRUCKS, at no charge to the OPERATOR and without notice during normal business hours.

The OPERATOR shall not dispatch a TOW TRUCK in response to a HIGHLAND POLICE DEPARTMENT or CITY Code Compliance Division call that has been found in violation of the terms and conditions of this Agreement. The HIGHLAND POLICE DEPARTMENT shall inspect a TOW TRUCK within thirty (30) calendar days of a request from an OPERATOR.

1. Any OPERATOR who fails an inspection is entitled to only one re-inspection. Failure to pass the re-inspection shall be cause for the disqualification of the TOW TRUCK from use on the LIST. The TOW TRUCK shall be disqualified until the next enrollment period.

Section 12. Business Records.

A. The OPERATOR shall maintain records, at his/her place of business, of tow services furnished.

1. Invoices shall at a minimum include a description of vehicle(s), nature of service, start time, end time, location of call, and itemized costs of towing and storage.

2. Records for each call shall indicate the TOW TRUCK driver's name and truck used.

B. The OPERATOR shall also maintain business records relating to personnel, insurance, personnel taxes, payroll, applicable operating authorities, local operating authorities, lien sale actions, FCC licensing, and non-CITY/HIGHLAND POLICE DEPARTMENT tows.

C. The CITY/HIGHLAND POLICE DEPARTMENT may inspect all OPERATOR's records without notice during normal business hours.

D. OPERATOR shall permit the CITY/HIGHLAND POLICE DEPARTMENT to make copies of business records at their place of business, or to remove business records for the purpose of reproduction.

1. The CITY/HIGHLAND POLICE DEPARTMENT shall provide a receipt for any original records removed from the place of business.

E. Records shall be maintained and available for inspection for a period of two years plus the current term of this Agreement.

F. Failure of the OPERATOR to comply with the inspection requirements shall be cause for SUSPENSION, if deemed appropriate by the CITY/HIGHLAND POLICE DEPARTMENT.

Section 13. Financial Interest.

A. No OPERATOR shall be directly involved in the towing related business of any other OPERATOR. "Directly involved" shall mean anything in common between OPERATORS with regards to any of the following:

1. Business Licenses;

2. Being listed on the same insurance policy;

3. TOW TRUCK or Equipment Ownership, and;

4. Employees and independent contractors.

B. Storage facilities owned by an OPERATOR, and shared with another OPERATOR, shall only be approved if the OPERATOR charges for the space exclusively on a flat monthly rate rather than a vehicle-by-vehicle basis, or combination thereof.

1. Storage facilities shared by OPERATORS shall be physically separated and secured from each other. The CITY may waive this requirement in writing if deemed appropriate.

C. The sale or transfer of the controlling interest (50% or more) in an OPERATOR shall immediately terminate an Agreement. The new owner(s) may apply to be a part of the LIST at any time during the remainder of the current Agreement term, regardless of the ENROLLMENT PERIOD.

D. A terminated or suspended OPERATOR and the tow business he/she owned at

the time of his/her SUSPENSION or TERMINATION shall not be eligible to be on the LIST for the duration of the SUSPENSION or TERMINATION.

1. This provision applies to the OPERATOR working in any capacity within any tow business, or operating any tow business, and to the tow business, even if operated under new ownership.

E. Any violation of this Section is cause for SUSPENSION, if deemed appropriate by the CITY/HIGHLAND POLICE DEPARTMENT.

Section 14. Annual Meeting.

A. The CITY/HIGHLAND POLICE DEPARTMENT may conduct an annual meeting to discuss issues concerning the tow rotation if it is determined that problems have surfaced and/or operational issues may necessitate a change in the administrative procedures. The meeting shall be mandatory for the OPERATOR or his/her designee wishing to remain on rotation. The CITY shall give the OPERATOR thirty days written NOTICE of such a meeting.

Section 15. Demeanor and Conduct.

A. While involved in the PROGRAM, the OPERATOR and/or his/her employee(s) **shall conduct themselves in a manner which places the highest priority on providing exceptional customer service for the CITY and shall refrain from any act(s) of misconduct, to include, but not be limited to, any of the following**:

1. Rude or discourteous behavior.

2. Lack of service, selective service, or refusal to provide service which the OPERATOR is/should be capable of performing.

3. Any act of sexual harassment or sexual impropriety.

4. Unsafe driving practices.

5. Exhibiting any objective symptoms of alcohol and/or drug use.

6. Appearing at the scene of a CITY rotation tow call with the odor of an alcoholic beverage emitting from his/her breath.

    a. The OPERATOR / TOW TRUCK driver shall submit to a preliminary alcohol screening test upon demand of the HIGHLAND POLICE DEPARTMENT.

B. All CITY related tow service complaints received by the CITY against the OPERATOR or his/her employee(s) will be accepted and investigated in a fair and impartial manner. As a result of the investigation, the CITY may initiate disciplinary action as deemed appropriate. In any event, the OPERATOR will be notified of the results of any investigation.

C. Should the filing of criminal charges be a possibility, the CITY/HIGHLAND POLICE DEPARTMENT will conduct the investigation to conclusion or assist the lead investigating agency, and, if warranted, request prosecution.

D. Any violation of Subsection A above is cause for SUSPENSION or TERMINATION, if deemed appropriate by the CITY/HIGHLAND POLICE DEPARTMENT.

Section 16. Compliance with Law.

A. The OPERATOR and his/her employee(s), shall at all times, comply, and perform all services in accordance with, the rules and regulations contained herein and all Federal, State, and Local laws and ordinances applicable to the OPERATOR (Refer to Attachment A) as well as with generally accepted standards for performing similar services. CITY has relied upon OPERATOR'S representation of skill and expertise as an inducement for entering into this Agreement.. The OPERATOR shall keep itself apprised of all laws pertaining to the tow industry including, but not limited to, the requirements set forth in the California Vehicle Code and California Civil Code.

1. In the event of a minor traffic violation(s) by the TOW TRUCK driver(s) which is/are known by the CITY, the OPERATOR shall be advised of the violation(s) by the CITY. The OPERATOR will be granted the opportunity to take necessary steps to ensure that his/her driver(s) drive(s) in compliance with law. Any subsequent traffic violation(s) may be cause for disciplinary action against the OPERATOR and/or the involved employee(s).

2. Any traffic violation(s) may, at the discretion of the CITY, be cause for immediate disciplinary action against the OPERATOR and/or the involved employee(s).

B. The provisions contained in this Section, Compliance with Law, do not preclude the CITY from taking appropriate enforcement or administrative action for any violations of law.

C. Any conviction of the OPERATOR involving a stolen or embezzled vehicle, fraud

related to the towing business, stolen or embezzled property, a crime of violence, a drug related offense, felony driving while under the influence of alcohol and/or a drug, misdemeanor driving while under the influence of alcohol and/or a drug while involved in a CITY/HIGHLAND POLICE DEPARTMENT rotation tow call, or moral turpitude shall be cause for TERMINATION of the Agreement.

D. Any conviction of an employee involving a stolen or embezzled vehicle, fraud related to the towing business, stolen or embezzled property, a crime of violence, a drug related offense, felony driving while under the influence of alcohol and/or a drug, misdemeanor driving while under the influence of alcohol and/or a drug while involved in a CITY /HIGHLAND POLICE DEPARTMENT rotation tow call, or moral turpitude may be cause for termination.

E. If an OPERATOR, or employee, is arrested/charged for a violation involving any of the above crimes, the OPERATOR may be SUSPENDED until the case is adjudicated.

F. The OPERATOR shall strictly comply with all Federal, State and Local laws and Regulations, including, but not limited to the Immigration Reform and Control Act of 1986, codified at 8 U.S.C. §§ 1324a and 1324b (the "IRCA"), which require and ensure the hiring and retention of employees who are United States citizens, permanent residents and/or who are otherwise authorized by law to work in the United States of America, and, as required by the IRCA, shall affirmatively verify the identity and employment authorization of every employee as a condition of employment or continued employment. The OPERATOR shall further include this requirement in any subcontract made pursuant to this Agreement.

Section 17. Compliance with Agreement.

A. The OPERATOR agrees, as a condition of inclusion on the LIST, to comply with the terms and conditions of this Agreement. Furthermore, the OPERATOR agrees that failure by the OPERATOR or the OPERATOR's agents, employees, or independent contractors, to comply with these terms and conditions shall be cause for WRITTEN REPRIMAND, SUSPENSION or TERMINATION by the CITY. Alleged violations of the Agreement will be investigated by the CITY/HIGHLAND POLICE DEPARTMENT. The OPERATOR will be notified of the CITY/HIGHLAND POLICE DEPARTMENT'S findings within thirty (30) days of the initiation of the investigation.

Section 18. Disciplinary Action.

A. The CITY shall take disciplinary action against OPERATOR for violations investigated and confirmed or sustained.

1. The CITY shall retain discretion regarding the length of any suspension

imposed pursuant to the terms and conditions of this Agreement.

B. Records of violations shall be retained by the CITY for at least thirty-six (36) months.

C. A violation of the equipment requirements related to safety shall be cause for immediate SUSPENSION. The period of the SUSPENSION shall be determined by the CITY/HIGHLAND POLICE DEPARTMENT. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the HIGHLAND POLICE DEPARTMENT has conducted an inspection and found that the OPERATOR is in compliance.

D. A violation of the GVWR and safe loading requirements of a TOW TRUCK shall be cause for immediate SUSPENSION. This includes exceeding the TOW TRUCK's GVWR, front axle weight rating, rear axle weight rating, maximum tire weight ratings, or not maintaining fifty percent (50%) of the TOW TRUCK'S unladen weight on the front axle when lifting/carrying a load.

E. A violation of overcharging shall be cause for SUSPENSION. The period of the SUSPENSION shall be determined by the CITY. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the OPERATOR has presented proof to the CITY that reimbursement has been made to the aggrieved customer(s).

F. A violation of the Biennial Inspection of Terminals (BIT) Program requirements shall be cause for SUSPENSION. The period of the SUSPENSION shall be determined by the CITY/HIGHLAND POLICE DEPARTMENT. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the OPERATOR has presented proof of compliance with the BIT requirements.

1. Any unsatisfactory rating shall be cause for SUSPENSION.

G. Failure of the OPERATOR to satisfy a court mandated reimbursement to the vehicle or property owner for the damage or loss which occurred while the vehicle was in his/her custody will result in a SUSPENSION. The period of the SUSPENSION shall be determined by the CITY. The SUSPENSION will remain in effect until the period of suspension is completed and the OPERATOR has presented proof of the reimbursement.

H. Failure of the OPERATOR to comply with the inspection requirements of this Agreement will result in a SUSPENSION. The period of the SUSPENSION shall be determined by the CITY. The SUSPENSION will remain in effect until the period of SUSPENSION is completed and the OPERATOR has complied with the inspection requirement.

I. Failure of the OPERATOR to maintain the minimum insurance requirements set forth in the Agreement is a major violation of the Agreement and will result in TERMINATION of the Agreement.

J. Failure of the OPERATOR or employee to comply with Section 15, Demeanor and Conduct, and/or Section 16, Compliance with Law, of this Agreement, may be cause for SUSPENSION if deemed appropriate by the CITY.

1. Minor traffic violations may be considered as minor violations of the Agreement.

2. A TOW TRUCK driver, not under the immediate observation of the OPERATOR, while on-duty and driving a TOW TRUCK, who is arrested and subsequently convicted for misdemeanor driving under the influence of alcohol and/or drugs, will be subject to SUSPENSION from participating as a TOW TRUCK driver under the provisions of this Agreement. The length of SUSPENSION will be at the CITY'S discretion.

K. If the OPERATOR is serving a SUSPENSION for one year or more, he/she shall be required to comply with all terms and conditions of the current Agreement at the time of the reinstatement. There will be no approval of equipment that is not in compliance with the equipment specifications contained in the Agreement at the time of the reinstatement.

L. Major Violations. Violations of the terms and conditions of the Agreement that are subject to SUSPENSION for the first violation are categorized as major violations. Any subsequent or continuing major violations may be cause for TERMINATION.

1. TERMINATION shall be invoked if, in the CITY'S judgment, continued participation in the PROGRAM by the affected OPERATOR may result in a hazard to public safety and/or welfare, or the OPERATOR has been convicted of a crime listed in Section 16 of this Agreement.

2. In lieu of TERMINATION, the CITY may impose additional SUSPENSIONS for longer periods, if deemed appropriate.

M. Minor Violations. Except as specifically stated in the Agreement, minor violations of the terms and conditions of the Agreement may be cause for disciplinary action in the following manner:

1. 1st Violation in 12 months - letter of written reprimand.

2. 2nd Violation in 12 months - 30 day SUSPENSION.

3. 3rd Violation in 12 months - 60 to 90 day SUSPENSION.

4. 4th Violation in 12 months - TERMINATION of the Agreement.

a. In lieu of a TERMINATION, the CITY may impose additional SUSPENSIONS for longer periods, if deemed appropriate.

N. Nothing herein shall be deemed to prohibit the CITY from immediately suspending any OPERATOR whose conduct, or that of his/her employee(s), in the discretion of the CITY, is deemed to be a danger to the motoring public or who has engaged in conduct constituting a flagrant violation of the Agreement.

Section 19. Written Reprimand/Suspension/Termination/Appeals.

A. In the event that the CITY serves the OPERATOR with a WRITTEN REPRIMAND, the OPERATOR may request a meeting with the Community Development Director and Captain of the HIGHLAND POLICE DEPARTMENT to discuss corrective actions. If the CITY and HIGHLAND POLICE DEPARTMENT determine that the OPERATOR is unable to satisfactorily address the issue(s) outlined in the WRITTEN REPRIMAND in a timely manner, CITY shall provide a notice of SUSPENSION or TERMINATION. In the event the OPERATOR, or any of the OPERATOR'S employees, has caused a major violation of the Agreement or has violated any of the provisions of the Agreement that allow for immediate SUSPENSION or TERMINATION, the CITY may immediately serve the OPERATOR with a notice of SUSPENSION or TERMINATION.

B. The OPERATOR may appeal any NOTICE of SUSPENSION or TERMINATION, by submitting a request in writing to the City Clerk of the CITY within seven (7) calendar days of the date of the NOTICE of SUSPENSION or TERMINATION. If an appeal is requested, it shall be held within thirty days of the CITY accepting the request. The appeal shall be conducted by the Highland City Council. The OPERATOR shall be entitled to present all relevant facts and circumstances in support of his or her position. The OPERATOR shall be further entitled to present testimony of at least one representative of a TOW TRUCK association or other qualified person. The OPERATOR shall be notified, in writing, of the decision of the City Council within ten (10) business days of the date the decision is rendered. The City Council's decision shall be final.

C. A SUSPENSION or TERMINATION shall not take effect until the hearing and appeal process has been exhausted, with the exception of OPERATORS whose conduct is deemed to be a danger to the public, is a major violation of the Agreement, or whose conduct grossly violates the terms and conditions of the Agreement, as determined by the CITY. If an OPERATOR fails to request a

hearing or appeal within the specified time or fails to appear at a scheduled hearing or appeal, the action taken by the CITY shall be final.

Section 20. Midterm Review of the Terms and Conditions of the Agreement.

A. The purpose of this Section is to provide a process for a midterm review of the terms and conditions of the Agreement in the event that there is a legitimate and substantial change in conditions or law affecting the OPERATORS. OPERATOR shall meet with CITY within 30 days of receipt of notice from CITY that a midterm review is required. Examples of conditions may include, but not be limited to:

1. Substantial increase or decrease in business expenses.

2. Advances in technology in the industry related to safety issues.

3. Changes in law requiring the CITY or the OPERATORS to perform specific functions or operations in order to comply.

4. Proposed changes to the terms and conditions agreed upon by the CITY and the OPERATORS at the time that the Agreement was signed (e.g. response times).

Section 21. Advertising.

A. The OPERATOR shall not display any sign or engage in any advertisement indicating an official or unofficial connection with the CITY or the Department of Motor Vehicles.

1. Examples of prohibited displays include "Official CITY Tow", "Approved by the CITY", "CITY Rotation Tow", etc.

2. This will not preclude the CITY from implementing a system to mark and identify particular TOW TRUCKS as having passed the CITY'S inspection or as being assigned to specific TOW DISTRICTS within the CITY.

B. Any violation of this Section is cause for SUSPENSION. At a minimum, the SUSPENSION should be for the duration of the advertisement.

Section 22. Reserved.

Section 23. Performance Period.

This Agreement shall begin on the date first written above and terminate on December 31, 2023. At the end of the Agreement period, CITY may establish an open enrollment period.

Section 24. Indemnification, Defense and Hold Harmless.

A. In connection with any and all claims, demands, damages, liabilities, losses, costs or expenses, including attorneys' fees and costs of defense (collectively, "Claims" hereinafter) OPERATOR shall defend, hold harmless and indemnify the CITY, the HIGHLAND POLICE DEPARTMENT, and their respective elected officials, officials, employees, contractors acting as public officials, subcontractors, agents, and volunteers ("Indemnitees") with respect to any and all Claims, including but not limited to, Claims relating to death or injury to any person and injury to any property, which arise out of, pertain to, or relate to acts or omissions of OPERATOR or any of its officers, employees, subcontractors, or agents in the performance of this Agreement, except for such loss or damage arising from the sole negligence or willful misconduct of the Indemnitees, as determined by final court decision or by the agreement of the Parties. Operator shall defend Indemnitees in any action or actions filed in connection with any such Claims with counsel of CITY'S choice, and shall pay all costs and expenses, including all attorneys' fees and experts' costs actually incurred in connection with such defense. This Section shall survive the expiration or termination of this Agreement.

Section 25. Independent Contractor.

A. The OPERATOR is, and shall be, acting at all times in the performance of this Agreement an independent contractor, and not an officer or employee or agent of the CITY/HIGHLAND POLICE DEPARTMENT. OPERATOR shall secure at its own expense, and be responsible for any and all payments of all taxes, social security, State disability insurance compensation, unemployment compensation and other payroll deductions for OPERATOR and its officers, agents and employees and all business licenses in connection with services to be performed hereunder.

Section 26. Termination of Agreement.

A. In the event of default in performance or failure to meet all rules and regulations or any provision of this Agreement, this Agreement may be immediately terminated by either Party by written notice to the other and the OPERATOR may be removed from the rotational list. The CITY/HIGHLAND POLICE DEPARTMENT may also terminate this Agreement immediately without cause, if it elects to temporarily or permanently abandon this PROGRAM. Upon notification by CITY all services will cease immediately except as specifically authorized in writing by the CITY. This Agreement may be terminated without cause by either Party without prejudice by giving thirty (30) days written notice to the other Party.

B. Any TERMINATION of this Agreement by CITY shall be made in writing through the City Manager. Notice shall be delivered to OPERATOR as provided in Section 28 herein.

Section 27. Assignment of Agreement.

This Agreement shall not be delegated or assigned by OPERATOR to any other person or entity without the prior written consent of CITY.

Section 28. Notices.

All notices, requests, demands or other communications required to be given in writing under this Agreement shall be deemed to have been given, if delivered in person, or when received id mailed by Certified Mail with Return to Receipt Requested, or otherwise actually delivered.

Notice to CITY shall be sent to both:

City of Highland
27215 Base Line
Highland, CA 92346
Attention: City Manager
(909) 864-6861

AND

City of Highland Police Department
27215 Base Line
Highland, CA 92346
Attention: Police Captain
(909) 425-9793

Notice to OPERATOR shall be sent to:

_____
_____
_____
Attention:_____, Owner
(____) _____

Section 29. Entirety.

The foregoing Agreement, including Attachments A and B hereto, constitute the entire Agreement of the Parties concerning the subject matter hereof and supersedes all prior and contemporaneous agreements between the Parties. This Agreement may be amended only by an instrument in writing which expressly refers to this Agreement and specifically states that it is intended to amend it.

Section 30. Severability.

The City Council hereby declares it would have approved this Agreement, and each Section, subsection, sentence, clause, phrase, or portions thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions thereof be declared invalid or unconstitutional. If for any reason any portion of this Agreement shall be declared invalid or unconstitutional, then all other provisions hereof shall remain valid and enforceable.

Section 31. Execution.

This Agreement may be executed in several counterparts each of which shall constitute but one and the same Agreement.

Section 32. Governing Law/Venue.

The CITY and OPERATOR understand and agree that the laws of the State of California shall govern the rights, obligations, duties and liabilities of the Parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with geographic jurisdiction over the City of Highland.

IN WITNESS WHEREOF, the Parties have executed this Agreement the day and year first written above.

CITY OF HIGHLAND

By: _____
Larry McCallon, Mayor

OPERATOR

By: _____
Owner/ Representative Signature

Print Name: _____

ATTEST

By: _____
Betty Hughes, City Clerk

APPROVED AS TO FORM:

By: _____
Maricela Marroquin, City Attorney

ATTACHMENT A

I. GENERAL EQUIPMENT SPECIFICATIONS AND USE REQUIREMENTS

A. TOW TRUCK and Car Carrier Classifications

1. TOW TRUCK and car carrier classifications are based on the truck chassis manufacturer's Gross Vehicle Weight Rating (GVWR), and the classification system used by the American Trucking Association and truck manufacturers.

a. Class 3 - 10,000 – 14,000 pounds GVWR

b. Class 4 - 14,001 – 16,000 pounds GVWR

c. Class 5 - 16,001 – 19,500 pounds GVWR

d. Class 6 - 19,501 – 26,000 pounds GVWR

e. Class 7 - 26,001 – 33,000 pounds GVWR

f. Class 5 - 33,001 or more GVWR

B. Equipment Limitations

1. All towing equipment, recovery equipment, and carrier ratings are based on structural factors only. Actual towing, carrying, and recovery capacity may be limited by the capacity of the chassis and the optional equipment selected.

C. Towing Limitations

1. The criteria to determine the safe towing limits for a truck are:

a. The total weight of the truck, including the lifted load, must fall within the Manufacturer's Gross Vehicle Weight Rating (GVWR) and not exceed either the Front or Rear Axle Weight Ratings (FAWR, RAWR).

b. The truck must meet all applicable State and/or Federal Standards.

c. For proper steering and braking, the front axle load must be at least 50% of its normal or unladen weight after the load is lifted.

D. Identification Labels

1. Each piece of towing equipment shall have a label or identification tag permanently affixed to the equipment in a prominent location to identify the manufacturer, serial number, model, and rated capacity.

E. Recovery Equipment Rating

1. The basic performance rating of the recovery equipment is the weight the equipment can lift in a winching mode, when the boom is static at a 30 degree elevation with the load lines vertical and the lifting cables sharing the load equally, measured with a live load (weight or load cell).

   a. The structural design of the recovery equipment must have a higher load capacity than the performance rating(s).

   b. Winches shall conform to or exceed the specifications set forth by the Society of Automotive Engineers (SAE) Handbook, SAE 1706.

   c. All ratings for cable and chain assemblies are for the undamaged assembly condition. All cable and chain assemblies should be the same type, construction, and rating as specified by the Original Equipment Manufacturer (OEM) for the equipment.

F. Safety Chains

1. Safety chains shall be rated at no less than the rating specified by the OEM

G. Control / Safety Labels

1. All controls shall be clearly marked to indicate proper operation, as well as any special warnings or cautions.

II. TOW TRUCK Classifications and Equipment Specifications

A. Class A TOW TRUCK

1. Equipment Specifications

a. 10,000 – 19,500 pounds GVWR Chassis

b. 4-ton recovery equipment rating

c. Hydraulic or mechanical winch(es)

d. 100 feet 3/8" X 19 cable or Original Equipment Manufacturer's (OEM) Specifications

e. Tow chains, 5/16" alloy or OEM Specifications, J/T Hook assembly

f. Safety chains, 5/16" alloy or OEM Specifications

g. Tow sling rating 3,000 pounds

h. Wheel lift safety straps

i. Tow dolly

j. One 3-ton snatch block

k. Wheel lift rating -retracted 3,000 pounds
-95" extension 3,000 pounds

2. Class A Car Carrier – One Car

a. Equipment Specifications

1) 10,000 – 19,500 pounds GVWR Chassis

2) Hydraulic or mechanical winch

3) 50 feet 3/8" 6 X 9 cable or OEM Specifications

4) J/T Hook loading bridle / chains

5) Safety chains, 5/16" alloy or OEM Specifications; two pairs of safety chains for the vehicle being transported

3. Class A Car Carrier – Two Cars

a. Equipment Specifications

1) 16,001 – 19,500 pounds GVWR Chassis

2) Hydraulic or mechanical winch

3) 50 feet 3/8" 6 X 19 cable or OEM Specifications

4) J/T Hook loading bridle / chains

5) Safety chains 5/16" alloy or OEM Specifications, two pairs of safety chains for the vehicle being transported and two safety chains for the vehicle being towed

B. Class B TOW TRUCK

1. Equipment Specifications

a. 19,501 – 33,000 pounds GVWR Chassis

b. Air brakes or hydraulic w/air hookup package

c. 14 ton recovery equipment rating

d. Hydraulic or mechanical winch(es)

e. 150 feet 7/16" 6 X 19 cable or OEM Specifications

f. Tow chains, 1/2" alloy or OEM Specifications

g. Safety chains, 1/2" alloy or OEM Specifications

h. Tow sling rating 7,000 pounds

i. Two 8-ton snatch blocks

j. Wheel lift safety straps

k. Wheel lift or Under lift rating retracted 10,000 pounds

2. Class B Car Carrier

a. Equipment Specifications

1) 19,501 pounds or more GVWR Chassis

2) Hydraulic or mechanical winch

3) 50 feet 3/8" 6 X 19 cable or OEM Specifications

4) J/T Hook loading bridle / chains

5) Safety chains 5/16" alloy or OEM Specifications, two pairs of safety chains for the vehicle being transported and two safety chains for the vehicle being towed

C. Class C TOW TRUCK

1. Equipment Specifications

a. 33,000 – 50,000 pounds GVWR Chassis, 200" wheelbase

b. 200" wheelbase with truck hitch

c. 240" wheelbase with under-lift

d. Air brakes w/air hookup package

e. 25 ton recovery equipment rating

f. Hydraulic or mechanical winch(es)

g. 200 feet 5/8" 6 X 19 cable or OEM Specifications

h. Tow chains, 5/8" alloy or OEM Specifications

i. Safety chains, 5/8" alloy or OEM Specifications

j. Tow sling rating 12,000 pounds

k. Two 12-ton snatch blocks

l. Under lift rating -retracted 25,000 pounds
-100" extension** 12,000 pounds

D. Class D TOW TRUCK

1. Equipment Specifications

a. 50,000 pounds GVWR Chassis, 300" wheelbase

b. 240" wheelbase with truck hitch

c. A minimum of 270" wheelbase with under-lift

d. Air brakes w/air hookup package

e. 30 ton recovery equipment rating

f. Hydraulic or mechanical winch(es)

g. 250 feet 3/4" 6 X 19 cable or OEM Specifications

h. Tow chains, 5/8" alloy or OEM Specifications

i. Safety chains, 5/8" alloy or OEM Specifications

j. Tow sling rating 20,000 pounds

k. Two 12-ton snatch blocks

1. Under lift rating -retracted 32,000 pounds
-100" extension** 16,000 pounds

* Measured from the center line of the rear axle of the towing vehicle to 10 inches behind the back face of the lifting bar.

** Measured from the center line of the rear axle to the center of the lift forks.

III. Auxiliary Equipment

A. Class A

1. For each type or classification of towing equipment (sling, wheel lift, or carrier), certain types of equipment are required:

a. Required Equipment

1) Towing Sling – a J/T Hook tow chain assembly, a 4" X 4" X 48" and a 4" X 6" X 60" wooden crossbeam, a pair of spacer blocks, a steering wheel clamp, a towing dolly, and safety chains

2) Wheel Lift – wheel safety straps, steering wheel clamp, towing dolly, and safety chains

3) Car Carrier – J/T Hook loading bridle, a 4" X 4" X 48" and a 4" X 4" X 60" wooden crossbeam, a pair of spacer blocks, and two pairs of safety chains

4) Extension – Brake and tail lamps

5) Fire Extinguisher

6) Broom

7) Shovel

8) Reflective Triangles

9) Flares

10) Trash can(s) with absorbent

11) One 3-ton rated snatch block

12) Shop to truck radio (C/B excluded)

b. Service and Other Equipment – For service calls, each TOW TRUCK shall be equipped with the following service equipment:

1) Adequate emergency supply of fuel in an approved container

2) Booster battery or hot box starting system

3) Hydraulic jack capable of handling passenger cars and light trucks

4) Metric and Standard lug wrenches

5) Rubber mallet / hub cap tool

6) Lockout tools

7) Motorcycle straps

8) First Aid Kit

9) Tool kit – should include:

a) Assorted open end wrenches; Standard, 1/4" – 7/8" and Metric, 6 – 19 mm

b) Assorted screwdrivers; Straight blade and Phillips

c) Crescent wrench

d) Ball peen hammer

e) Pliers

f) Battery and terminal cleaning tools

g) Point file

h) Allen wrench for Deco distributors

i) Mechanic's wire

j) Plastic electrical tape / duct tape

k) Tire valve core tool

l) Miscellaneous fuses

m) Small pry bar

n) Shop rags

o) Flashlight

p) Socket Sets; 1/4" – 1" and 6 – 19 mm

q) Ratchet and extensions

10) Sledge hammer

11) Bolt cutters

12) Crow bar

A. Class B

1. For each type or classification of towing equipment (sling, wheel lift or carrier), certain types of equipment are required:

a. Required Equipment

1) Towing Sling – a J/T Hook tow chain assembly, a 4" X 4" X 48" and a 4" X 4" X 60" wooden crossbeam, a pair of spacer blocks, a steering wheel clamp, a towing dolly, and safety chains

2) Wheel Lift – wheel safety straps, steering wheel clamp, towing dolly, and safety chains

3) Truck Hitch – tow chain assembly, 4" X 4" X 60" and 6" X 6" X 60" wooden crossbeams (as necessary), aluminum tow angle(s), and safety chains

4) Under Lift – an assortment of lift forks / adapters, safety tie down chains and safety chains

5) Extension – Brake and tail lamps

6) Fire Extinguisher(s)

7) Broom

8) Shovel

9) Reflective Triangles

10) Flares

11) Trash can(s) with absorbent

12) Two 8-ton rated snatch blocks

13) Axle covers / caps

14) Air hoses and necessary fittings to provide air to the towed vehicle

15) Shop to truck radio (C/B excluded)

b. Service and Other Equipment – For service calls, each TOW TRUCK shall be equipped with the following service equipment:

1) Refer to Class A, Service and Other Equipment (III A, 1.b. above)

C. Classes C and D

1. For each type or classification of towing equipment, certain types of equipment are required:

   a. Required Equipment

      1) Towing Sling – a tow chain assembly, a 4" X 4" X 60" and a 6" X 6" X 60" wooden crossbeam, a pair of spacer blocks, a steering wheel clamp, and safety chains

      2) Truck Hitch – tow chain assembly, 4" X 4" X 60" and 6" X 6" X 60" wooden crossbeams (necessary), aluminum tow angle(s), and safety chains

      3) Under Reach – assortment of lift forks / adapters, safety tie down chain(s) and safety chains

      4) Extension Brake and tail lamps

      5) Fire Extinguisher(s)

      6) Broom

      7) Shovel

      8) Reflective Triangles

      9) Flares

      10) Trash can(s) with absorbent

      11) Steering wheel clamp

      12) Two 12-ton rated snatch blocks

      13) Axle covers / caps

      14) Air hoses and necessary fitting to provide air to the towed vehicle

      15) Shop to truck radio (C/B excluded)

   b. Service and Other Equipment – For service calls, each TOW TRUCK shall be equipped with the following service equipment:

      1) Refer to Class A, Service and Other Equipment (III A, 1.b. above) for general service equipment requirements.

ATTACHMENT B

OPERATOR'S Submitted Proposal

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director
Betty Hughes, City Clerk, MMC

PREPARED BY: Camille Goritz, Administrative Assistant III

SUBJECT: Appoint one (1) Member of the Public to the Community Trails Committee

RECOMMENDATION: Staff recommends the City Council appoint one (1) member of the public to the Community Trails Committee.

PUBLIC NOTICE: No public hearing notice is required. The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: On June 13, 2023, the City Council declared one (1) seat vacant and posted that vacancy in accordance with the Maddy Act. Pursuant to Chapter 2.32.020 of the Highland Municipal Code, the Community Trails Committee shall consist of five members appointed by the City Council and shall serve without compensation. Each member of the Committee shall serve a two-year term of office and have a demonstrated knowledge and interest in one or more of the following: equestrian activities, bicycling, hiking, nature studies, or landscape/open space design. Three (3) applications have been submitted for consideration. Therefore, it would be appropriate for the City Council to appoint one (1) individual to the Community Trails Committee.

Attachments: 1. Public Service Applications

Approved _____ Motion _____ Second _____ Agenda Item No. 21

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

ATTACHMENT 1

Public Service Applications

PUBLIC SERVICE APPLICATION

Gerardo Castro

RECEIVED

JUL 17 2023

CITY OF HIGHLAND
CITY CLERK

For Office Use Only:

Expires: 07/2024

PUBLIC SERVICE APPLICATION

Appointees must be residents within the corporate city limits of the City of Highland, serve without compensation, submit a Statement of Economic Interests Form 700 and complete an ethics training course pursuant to AB 1234.

BOARD/COMMISSION/COMMITTEE YOU ARE APPLYING FOR:

X Community Trails Committee (see attached roles and responsibilities)
☐ Historic and Cultural Preservation Board (see attached roles and responsibilities)
☐ Planning Commission (see attached roles and responsibilities)

PERSONAL INFORMATION:

Name: Gerardo Castro

Address: 7744 Merlin Way

How long have you resided in Highland? 1 year
Home phone: _____ Cell phone: 562-221-7386

Work phone: 626-677-2276

Email address: gastro1492@yahoo.com

Occupation/Employer: Girl Scouts of Greater Los Angeles

Employer address: 423 N La Brea Inglewood, CA 92346

Position held: Director of Properties

Available for meetings: ☐ Daytime ☐ Evenings X Both

INTEREST IN THE POSITION:

What are your principal areas of interest in your City Government?

I am looking for a meaningful way to become involved in my community.

Education, training or special knowledge which might be relevant to this appointment:

I have spent the last 9 years working for Girl Scouts, operating 18 recreational locations. These 18 locations host over 70,000 visitors per year. I work with staff and volunteers on various projects such as trail development and maintenance. I am also the point of contact for NRCS grants managed by the US Forest Service.

Employment, membership in service or community organizations or volunteer work whic might be relevant to this appointment:

I work for Girl Scouts. I am a member of the Grand Canyon Conservancy, National Park Foundation and Redlands First Presbyterian Church.

Have you been, or are you now, a member of a governmental board, commission or committee? ☐ Yes X No

If so, please list the name and dates served:

_____

_____

REMARKS:

Please indicate any further information you wish to add regarding your desired appointment (use other side of paper if needed).

The hiking trails in Highland are a great community asset and I just happen to hike them multiple times per week.

SIGNATURE: _____

DATE: _____

Check box to confirm you have read the attached roles and responsibilities related to the committee, board or commission you are applying for.

When you have completed this application, please submit to:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, EXT. 226

This application will be kept on file for a period of one year from the date signed.

PUBLIC SERVICE APPLICATION

Joni Miller

RECEIVED

JUL 27 2023

CITY OF HIGHLAND
CITY CLERK

For Office Use Only:

Expires: 08/2023

PUBLIC SERVICE APPLICATION

Appointees must be residents within the corporate city limits of the City of Highland, serve without compensation, submit a Statement of Economic Interests Form 700 and complete an ethics training course pursuant to AB 1234.

BOARD/COMMISSION/COMMITTEE YOU ARE APPLYING FOR:

- ☒ Community Trails Committee (see attached roles and responsibilities)
- ☐ Historic and Cultural Preservation Board (see attached roles and responsibilities)
- ☐ Planning Commission (see attached roles and responsibilities)

PERSONAL INFORMATION:

Name: Joni Miller

Address: 7580 Villa Avenue, Highland 92346

How long have you resided in Highland? 57 years

Home phone: NA Cell phone: 909-633-6631

Work phone: NA

Email address: mjoni3254@gmail.com

Occupation/Employer: Retired Human Resources Manager

Employer address: _____

Position held: _____

Available for meetings: ☐ Daytime ☐ Evenings ☒ Both

INTEREST IN THE POSITION:

What are your principal areas of interest in your City Government?

Developing additional trails, preserving existing trails, maintaining and improving new and existing trails

Education, training or special knowledge which might be relevant to this appointment:

30 years of public service. Served on many Committees, including Safety Committee, Hostess Committee, Negotiation Committee, Bi-laws Committee, Core Values Committee

Employment, membership in service or community organizations or volunteer work which might be relevant to this appointment:

19 years with the City of Redlands (HR and Risk Mgmt)
11 years with the City of Banning (HR and Risk Mgmt)
Member of Highland Womans Club
Member of Highland American Legion Post 421. Volunteer many hours for both

Have you been, or are you now, a member of a governmental board, commission or committee? ☒ Yes ☐ No

If so, please list the name and dates served:

Safety Committee: 2011-2021 Negotiations Committee: 2020-2021 By-laws Committee 2023 Hostess Committee: 2022-2023

REMARKS:

Please indicate any further information you wish to add regarding your desired appointment (use other side of paper if needed).

As a life long Highland resident, I care for my City very much. I belive this along with my extensie public agency experience and Serving on Multiple Committees is an asset to this position. I can provide valuable input.

SIGNATURE: _____

DATE: 7-24-2023

☒ **Check box to confirm you have read the attached roles and responsibilities related to the committee, board or commission you are applying for.**

When you have completed this application, please submit to:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, EXT. 226

This application will be kept on file for a period of one year from the date signed.

PUBLIC SERVICE APPLICATION

Clayton Troxell

RECEIVED

SEP 13 2023

CITY OF HIGHLAND
CITY CLERK

For Office Use Only:

Expires: 09/2024

PUBLIC SERVICE APPLICATION

Appointees must be residents within the corporate city limits of the City of Highland, serve without compensation, submit a Statement of Economic Interests Form 700 and complete an ethics training course pursuant to AB 1234.

BOARD/COMMISSION/COMMITTEE YOU ARE APPLYING FOR:

- ☑ Community Trails Committee (see attached roles and responsibilities)
- ☐ Historic and Cultural Preservation Board (see attached roles and responsibilities)
- ☐ Planning Commission (see attached roles and responsibilities)

PERSONAL INFORMATION:

Name: Clayton Troxell

Address: 7973 Prairie Rose Way

How long have you resided in Highland? 1 year

Home phone: _____ Cell phone: 925-437-6742

Work phone: _____

Email address: cltntroxell@gmail.com

Occupation/Employer: California Baptist University

Employer address: 8432 Magnolia Avenue, Riverside

Position held: Housing Operations Mnager

Available for meetings: ☐ Daytime ☐ Evenings ☑ Both

INTEREST IN THE POSITION:

What are your principal areas of interest in your City Government?

I enjoy riding my bike and have a special interest in maintaining and creating more trails for walking and riding. This is the best way to appreciate our beautiful landscapes.

Education, training or special knowledge which might be relevant to this appointment:

I have a master©s of leadership and spent 5 years managing a 120 acre campground in Idyllwild.

Employment, membership in service or community organizations or volunteer work which might be relevant to this appointment:

10+ years in property management work.

Have you been, or are you now, a member of a governmental board, commission or committee? ☐ Yes ☑ No

If so, please list the name and dates served:

_____

_____

REMARKS:

Please indicate any further information you wish to add regarding your desired appointment (use other side of paper if needed).

I have been looking for ways to get involved in the community since I moved here last year. I just want to find a way to share my experience and gain more knowledge of the community. I simply want to be involved and the trails system is something that I value.

SIGNATURE: Clayton Troxell

DATE: 9/13/23

☑ **Check box to confirm you have read the attached roles and responsibilities related to the committee, board or commission you are applying for.**

When you have completed this application, please submit to:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, EXT. 226

This application will be kept on file for a period of one year from the date signed.

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Lawrence A. Mainez, Community Development Director
Betty Hughes, City Clerk, MMC

PREPARED BY: Camille Goritz, Administrative Assistant III

SUBJECT: Appoint one (1) Member of the Public to the Planning Commission

RECOMMENDATION: Staff recommends the City Council appoint one (1) member of the public to the Planning Commission.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: On August 8,2023, the City Council declared one (1) seat vacant on the Planning Commission and posted that vacancy in accordance with the Maddy Act. Pursuant to Chapter 2.16.020 of the Highland Municipal Code, the Planning Commission shall consist of five members who shall be appointed by the City Council. Each member of the Planning Commission shall serve a four-year term of office.

Commissioners Amaya resigned June 2023; therefore, it would be appropriate for the City Council to review the attached Public Service Applications and appoint one (1) individual to the Planning Commission. Two (2) applications have been submitted for consideration.

Attachment 1. Public Service Applications

Approved _____ Motion _____ Second _____ Agenda Item No. 22

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

ATTACHMENT 1

Public Service Applications

PUBLIC SERVICE APPLICATION

Patrick Dorsey

OCT 03 2023
CITY OF HIGHLAND

For Office Use Only:

Expires: 10/2024

PUBLIC SERVICE APPLICATION

Appointees must be residents within the corporate city limits of the City of Highland, serve without compensation, submit a Statement of Economic Interests Form 700 and complete an ethics training course pursuant to AB 1234.

BOARD/COMMISSION/COMMITTEE YOU ARE APPLYING FOR:

- ☐ Community Trails Committee (see attached roles and responsibilities)
- ☐ Historic and Cultural Preservation Board (see attached roles and responsibilities)
- ☑ Planning Commission (see attached roles and responsibilities)

PERSONAL INFORMATION:

Name: Patrick Dorsey

Address: 29681 Crest View Lane

How long have you resided in Highland? 26 Years

Home phone: 909-499-1972 Cell phone: 909-499-1972

Work phone: 909-499-1972

Email address: patrickirkdorsey04@gmail.com

Occupation/Employer: Strategic Communications & Public Affairs, Lucas Public Affairs

Employer address: 1215 K Street Suite 1010,Sacramento, CA 95814

Position held: Director

Available for meetings: ☐ Daytime ☑ Evenings ☐ Both

INTEREST IN THE POSITION:

What are your principal areas of interest in your City Government?

I am interested in economic development, land use and community impact. I have some experience in these areas given my work with businesses, energy and utlities and telecommunications in Sacramento. My partner and I are happy to have recently moved back to Highland. I am passionate about my hometown and we are hoping to make a meaningful contribution to my community. I am also looking forward to the opportunity to learn and collaborate with other Highland residents.

Education, training or special knowledge which might be relevant to this appointment:

I have a bachelor's in government and masters in public policy and administration. I also participated in the Panetta Institute's Leadership Seminar, which included lessons on city government and civic engagement.

Employment, membership in service or community organizations or volunteer work which might be relevant to this appointment:

Given the nature of my work, I have nearly 10 years of experience working across government, community-based organizations and the private sector. I am also participating in the 2023-24 Inland Empire Economic Partnership Region Leaders Academy.

Have you been, or are you now, a member of a governmental board, commission or committee? ☐ Yes ☑ No

If so, please list the name and dates served:

N/A

REMARKS:

Please indicate any further information you wish to add regarding your desired appointment (use other side of paper if needed).

Attached is a resume for review. Thank you for the opportunity to be considered. Look forward to further discussing my qualifications and interest.

SIGNATURE: _____

DATE: 10/3/2023

☑ **Check box to confirm you have read the attached roles and responsibilities related to the committee, board or commission you are applying for.**

When you have completed this application, please submit to:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, EXT. 226

This application will be kept on file for a period of one year from the date signed.

Patrick K. Dorsey

Greater Los Angeles | 909.499.1972 | patrickirkdorsey04@gmail.com

Professional Experience

DIRECTOR – Lucas Public Affairs **2019 – Present**

California School Boards Association brings together school governing boards, and administrators from districts and county offices of education to advocate for effective policies that advance the education and well-being of the state's more than 6 million school-age children.

- Developed legislative and media strategy, as well as messaging and an opinion editorial, for increased funding for home-to-school transportation in the 2022 -23 State Budget.
- Created a run-of-show and supported the development of other media materials for a press event with Assemblymember O'Donnell to spotlight the lack of funding for home-to-school transportation programs.

TimelyCare aims to improve the health and well-being of college students by making virtual medical and mental health care accessible anytime, anywhere.

- Develop messaging, FAQs, "Myths V. Facts," "What Students Are Saying," fact sheets and other materials to highlight the student mental health crisis and the importance of expanding virtual care to students in need.

Office of the California Governor's "Your Actions Save Lives" and "Vaccinate All 58" public awareness campaigns educated and encouraged behavior change among underserved and diverse communities across the state with compassion and cultural humility on the latest public health guidelines, safety practices and vaccine safety.

- Led strategy and project management of the campaigns' earned media, which includes managing a team of six subcontractors and over 20 media and communications specialists to secure print, radio, and TV coverage in the general market, Spanish, Asian American and Pacific Islander, American Indian and Alaskan Native, and Black/African American outlets. Scope includes drafting articles for placement, conducting virtual media briefings and community town halls, developing a robust speakers bureau with third-party influencers, and conducting biweekly media training.
- Provided strategic counsel to the Governor's Office, California Health and Human Services Agency, and California Department of Public Health on reputation management and executive visibility.
- Drafted messaging documents utilized across the campaigns including talking points, Q&As, fact sheets, and scripts for paid/added value opportunities.
- Utilized campaigns' data and insights to recalibrate strategy, retool messaging, or refocus efforts.

LeadingAge California is the state's leading advocate for quality, non-profit senior living and health care.

- Developed strategic communications plans and key messages on older adult policy issues including COVID-19, isolation in skilled nursing facilities, affordable senior housing, long-term services and supports, and growing the caregiver workforce.
- Drafted press releases and talking points on topics including California Master Plan for Aging and the national Coronavirus Commission on Safety and Quality in Nursing Homes.
- Wrote and pitched op-eds to support the organization's thought leadership and spotlight the state's growing aging population.

- Contribute to relationship-building efforts including executive participation in conferences, state and national workgroups, commissions and committees, and events.

California Business Roundtable is comprised of the state's largest employers and advocates on issues critical to building a strong economy and creating jobs.

- Developed a strategic plan to support the organization's D&I goals including developing relationships with the ethnic legislative caucuses, conducting implicit bias training, and implementing a C-suite mentoring program to improve the diversity of executives.

Visit California develops and maintains marketing programs that inspire travel to, and within, the state.

- Developed strategy and led statewide earned media efforts for California Tourism Month and the release of economic impact numbers in 2019, garnering more than 245 pieces of news coverage.
- Led the creative development and execution of California Surfing Day at the Capitol, which included the development of social media for Lt. Governor Eleni Kounalakis, Sen. Toni Atkins, the legislative Surfing Caucus," and members of the capitol press corps.

SENIOR PUBLIC INFORMATION OFFICER – California Department of Public Health 2021 – 2021

- Led California's efforts to promote and explain COVID-19 vaccine administration to state, local and national media.
- Drove strategic planning, message development and execution of the department's media and public relations program regarding the processes, policies, practices, legislative and court-decided mandates, and issues of vaccine administration.
- Directed brand and messaging consistency across internal and external communication efforts.
- Developed briefing materials and presentations to facilitate communication of complex vaccination issues.
- Managed relationships with local and statewide stakeholders – private, government and community-based – to advance California's vaccination efforts.

ACCOUNT EXECUTIVE – Ogilvy **2017 – 2019**

Covered California connects Californians with brand-name health insurance under the Patient Protection and Affordable Care Act.

- Served as the client liaison to the director of communications and public relations and contributed to the creative development and execution of two statewide open enrollment campaigns including the PRWeek-nominated "Covered in Art" open enrollment bus tour.
- Coordinated the placement of five murals and helped lead 20 press events across all major and secondary media markets.

Education

Master of Public Policy and Administration
California State University, Sacramento

The Panetta Institute for Public Policy – Leadership Seminar
California State University, Monterey Bay

Bachelor of Arts – Government
California State University, Sacramento

PUBLIC SERVICE APPLICATION

Craig A. Graves

RECEIVED
APR 25 2023
CITY OF HIGHLAND

For Office Use Only:
Expires: 04/2024

PUBLIC SERVICE APPLICATION

Appointees must be residents within the corporate city limits of the City of Highland, serve without compensation, submit a Statement of Economic Interests Form 700 and complete an ethics training course pursuant to AB 1234.

BOARD/COMMISSION/COMMITTEE YOU ARE APPLYING FOR:

- ☐ Community Trails Committee (see attached roles and responsibilities)
- ☐ Historic and Cultural Preservation Board (see attached roles and responsibilities)
- ☒ Planning Commission (see attached roles and responsibilities)

PERSONAL INFORMATION:

Name: Craig A. GRAVES

Address: 7764 Jack Rabbit LN

How long have you resided in Highland? 6 years

Home phone: (909) 362-3538 Cell phone (760) 409-1254

Work phone: —

Email address: craiggraves1975@gmail.com

Occupation/Employer: Retired

Employer address: —

Position held: Retired Director of Finance (see attached resume)

Available for meetings: ☐ Daytime ☐ Evenings ☒ Both

INTEREST IN THE POSITION:

What are your principal areas of interest in your City Government?

(1) Quality development with appropriate balance of retail, residential & manufacturing
(2) Fiscal Stability for the City
(3) Adequate public safety services
(4) Appropriate Housing densities

Education, training or special knowledge which might be relevant to this appointment:

(1) Master of PUBLIC Administration degree
(2) Working knowledge of municipal government
(3) Resident of Inland Empire 54 years

Employment, membership in service or community organizations or volunteer work which might be relevant to this appointment: (see attached resume too)

(1) Twenty seven years experience wit 4 different cities with 20 years as either Director of Finance or City Treasurer (see attached resume)
(2) Active in multiple community organizations in both SAN Bernardino and Coachella Valley
(3) Active and demonstrated leadership in professional organizations

a strong understanding of the importance of land use planning, zoning and development standards. A balanced zoning of retail/ commercial, manufacturing, single family homes to multifamily is imperative for a fiscally healthy, safe, quality community. A quality community must have high standards but they must also be reasonable.

Having worked closely with planning staffs in all four cities, I understand the important roles they have and the special knowledge and training they bring to the process.

Highland still has major areas to develop. These include the area above Greenspot between the 210 & Boulder, the area above San Bernardino International and the west end of Highland. Several have specific plans that will need to implemented correctly.

Quality development, appropriate zoning and adequate infrastructure will make a huge difference with the future of Highland. I would like to be part of helping to shape this to make Highland the best city it can be.

Have you been, or are you now, a member of a governmental board, commission or committee? ☐ Yes ☒ No

If so, please list the name and dates served:

_____

_____

REMARKS:

Please indicate any further information you wish to add regarding your desired appointment (use other side of paper if needed).

I have 27 years experience with 4 different cities 20 years as a department head as City Treasurer and/or Director of Finance. I have an in depth understanding of city government and various roles and responsibilities. I also gained

(see back page)

SIGNATURE: _____

DATE: 4-18, 2023

☒ **Check box to confirm you have read the attached roles and responsibilities related to the committee, board or commission you are applying for.**

When you have completed this application, please submit to:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND, CA 92346
(909) 864-6861, EXT. 226

This application will be kept on file for a period of one year from the date signed.

Craig A. Graves

7764 Jack Rabbit Lane
Highland, CA 92346
Home - (909) 362-5358
Cell-(760) 409-1254

QUALIFICATIONS:

- Twenty years of senior financial experience in municipal governments
- Strong communication skills, team player and an excellent administrator
- Served in both elected and appointed department head positions
- Possess significant experience in community and volunteer activities

EDUCATION:

University of Southern California -1979
M.P.A., Specialization in Finance and Budget
University of Redlands - 1975
B.A., Magna Cum Laude, Major in Political Science
California State University, San Bernardino -1994
Certificate in Accounting

PROFILE:

City of Baldwin Park
Director of Finance **12/2013-6/2015**
Department Head responsible for managing fiscal and accounting operations
-Responsible for accounting, payroll, accounts payable, accounts receivable for the City, Successor Agency and Housing Authority
-Responsible for preparing $76 million budget and developed new procedures for the preparation and presentation of the City's Budget
- Responsible for preparing the City's Comprehensive Annual Financial Reports (GFOA Award of Excellence) and coordinating audit
- Served as Acting City Manager in absence of CEO/City Manager

Interim Director of Finance **5/2013-12/2013**
Served as Interim overseeing operations of the Department of Finance
-Developed ten year projections for City
-Developed Annual Budget and oversaw preparation of audit and CAFR

City of Palm Springs
Director of Finance and Treasurer **5/2005 - 1/2008**
Department Head responsible for the managing of fiscal and accounting operations
-Manages the Department of Finance and Treasury of a full-service City that also includes a Redevelopment Agency, International Airport, Convention Center, Municipal Golf Course, Library and Animal Shelter-Responsible for accounting, payroll, accounts payable, accounts receivable for the City, the Redevelopment Agency and International Airport
-Responsible for preparing $171 million budget and developed new budget procedures for the preparation and presentation of the City's Budget
- Responsible for the City's CAFR (GFOA Award of Excellence) and coordinating audit
-Managed investment of funds in the City's portfolio and the cash management program
-Oversaw computer upgrade and conversion of financial programs
-Coordinated City, Redevelopment and Airport Financings, established Public Safety CFD
-Responsible for Business Licenses, Cashiering and Transient Occupancy Taxes (TOT)

City of Coachella

Finance Director 9/1999 - 4/2005

Department head responsible for managing Finance Department

-Staff Liaison for City Contract for Police, Fire and Animal Control Services With Riverside County
-Responsible for City, Redevelopment and Water and Sewer Accounting operations
-Responsible for City, Redevelopment Agency and Special District Budgets
-Supervise preparation of materials for Financial Audit and Single Audit
-Supervise payroll, accounts payable, purchasing, business licenses and cashiering
-Responsible for banking, investing of funds, prepare various studies and staff reports
-Coordinate and administer City Bond Programs and Financings
-Coordinated funding for upgrades to Wastewater Treatment Plant and Sewer System
-Coordinated financing for water system and infrastructure improvements
-Coordinated computer upgrade and conversion

Assistant Finance Director 1/1999 - 9/1999

Assistant department head, helping to manage fiscal and accounting programs

-Served as Acting Finance Director from 6/99 to 9/99
-Responsible for coordinating and preparing the City's various Budgets
-Worked with staff on variety of accounting operations
-Prepared various studies and staff report to City Manager and City Council

Accountant (through Robert Half) 9/1998 -1/1999

Accomplished various studies and accounting tasks

Ski Cable Company

General Manager 7/1993 - 6/1998

Responsible for administrative and fiscal operations for cable TV contracting business

City of San Bernardino

City Treasurer (Elected 1981, Re-elected 1983 &1987) 6/1981 - 6/1991

Department head, managed and coordinated a variety of fiscal programs

-member of budget team preparing and balancing annual city budget
-handled investments and city's cash management program, initiated new investment strategies, doubling earnings the first year
-administered over twenty bond issues using seven different instruments; worked on redevelopment financings, developed finance plan for funding of $3 million fire station
-monitored payroll, A/P and worker's compensation insuring accuracy and policy compliance
-served as chairman of data processing search committee
-assisted auditors with the State Controller's report and Financial Statements
-initiated changes in banking services, improved information flow and cash management, consolidated to one bank, added on-line services, setup a third party trustee

Business License Supervisor 7/1978 - 5/1981

Organized and Managed First Business License Division and staffed Franchise Board

Office Manager 7/1977 – 6/1978

Supervised administrative staff supporting the City's CETA program and participants

PROFESSIONAL AND COMMUNITY HONORS/ACTIVITIES

Little League Baseball
Assistant District Administrator - League President
1987 International Congress Executive Host Committee
Western Regional Tournament Media Relations Director
Liaison with ESPN on Western Regional Championship Broadcasts
Umpire: 1987 Little League World Series - 1984 Big League World Series

Junior All-American Football

American Society for Public Administration
President - Inland Empire Chapter

California Society of Municipal Finance Officers
Chapter Chair - Coachella Valley Chapter
Vice Chairman - Intergovernmental Relations Committee
Program Chair and Host City - 2006 Annual State Conference

California Municipal Treasurer's Association
Former Certified California Municipal Treasurer

California Municipal Business Tax Association
President
Southern California Division President
1986 Distinguished Service Award

White House Intern

United States Congressional Page

San Bernardino Valley Community Concert Association
Board of Directors

University of Redlands
Ray Whitmus Outstanding Young Alumni Award
Town and Gown Board of Directors

Boy Scouts of America
Eagle Scout - District Award of Merit
Good Shepherd Award - God and Country Award - Scouter's Key Award
District Commissioner - District Executive Board

Calvary Baptist Church, San Bernardino, CA
Moderator, Treasurer, Board of Deacons

Athletic Official
College and High School Football & Basketball Referee
High School Baseball Umpire

PUBLIC SERVICE APPLICATION

David (Dave) Saran

RECEIVED

JUL 31 2023

CITY OF HIGHLAND
CITY CLERK

For Office Use Only:

Expires: 07/2024

PUBLIC SERVICE APPLICATION

Appointees must be residents within the corporate city limits of the City of Highland, serve without compensation, submit a Statement of Economic Interests Form 700 and complete an ethics training course pursuant to AB 1234.

BOARD/COMMISSION/COMMITTEE YOU ARE APPLYING FOR:

- ☐ Community Trails Committee (see attached roles and responsibilities)
- ☐ Historic and Cultural Preservation Board (see attached roles and responsibilities)
- ☑ Planning Commission (see attached roles and responsibilities)

PERSONAL INFORMATION:

Name: David (Dave) Saran

Address: 6395 Emmerton Lane, Highland, CA 92346

How long have you resided in Highland? 17 years

Home phone: (909) 864-9944 Cell phone: (909) 472-2663

Work phone: N/A

Email address: dcsaran10@gmail.com

Occupation/Employer: Retired (LACoFD)

Employer address:

Position held: Police Officer, Firefighter, Fire Capt, Arson & Background Inv, Fire Marshall, Batt Chief

Available for meetings: ☐ Daytime ☐ Evenings ☑ Both

INTEREST IN THE POSITION:

What are your principal areas of interest in your City Government?

BEING A CONTRIBUTING MEMBER OF MY CITY AND COMMUNITY HAS ALWAYS BEEN IMPORTANT TO ME. OVER THE YEARS HIGHLAND'S CITY LEADERS, DEPT HEADS & STAFF HAVE BEEN VERY ACCESSABLE AND HELPFULL FOR MANY NEIGH-BORHOOD SAFETY PROJECTS. NOW, I WANT TO "GIVE BACK" AND CONTRIBUTE TO THE CITY AND SERVE ON THE PLANNING COMMISSION.

Education, training or special knowledge which might be relevant to this appointment:

DURING MY FIRE CAREER I INSPECTED NUMEROUS SMALL & LARGE COMMERCIAL & INDUSTRIAL OCCU-PANCIES. I WAS ASSIGNED AS FIRE MARSHAL AND OVERSAW MAJOR CONSTRUCTION PROJECTS.

Employment, membership in service or community organizations or volunteer work which might be relevant to this appointment:

1. "ROOM-POPS" & READING MENTOR AT ARROYO VERDE.
2. EMMERTON/CLOVERHILL NEIGHBORHOOD SAFETY SPOKESMAN.
3. EHR BOARD MEMBER (FORMER)
4. EHR COVENANTS COMMITTE MEMBER (CURRENT)
5. ANNUAL ENTRANT IN THE CITY'S 4TH OF JULY ~~PARADE~~.

Have you been, or are you now, a member of a governmental board, commission or committee? ☐ Yes ☒ No

If so, please list the name and dates served:

N/A

REMARKS:

Please indicate any further information you wish to add regarding your desired appointment (use other side of paper if needed).

I WOULD LOVE TO SERVE OUR CITY AND CONTRIBUTE TO ITS BETTERMENT AS A MEMBER OF THE PLANNING COMMISSION.

SIGNATURE: _____

DATE: 08/01/2023

☑ **Check box to confirm you have read the attached roles and responsibilities related to the committee, board or commission you are applying for.**

When you have completed this application, please submit to:

CITY CLERK
CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, EXT. 226

This application will be kept on file for a period of one year from the date signed.

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: City Manager Report and Comments
(Work Program, Regional/Legislative/Development Issues, Subcommittees, etc.)

RECOMMENDATION: Discussion and possible action.

Approved _____ Motion _____ Second _____ Agenda Item No. 23

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: October 10, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Council Member Comments
(Agency/Committee/AB1234 Reports, District Updates, etc.)

RECOMMENDATION: Discussion and possible action.

Approved _____ Motion _____ Second _____ Agenda Item No. 24

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

_____
City Clerk

_____
City Manager