

CITY OF HIGHLAND REGULAR MEETING OF THE PLANNING COMMISSION AGENDA

MEMBERS

Randall Hamerly, Chair
Chandra Thomas, Vice Chair
Nicole McCance, Commissioner
Jarrod Miller, Commissioner
Vacant, Commissioner

REGULAR MEETING

June 17, 2025
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

STAFF

Lawrence A. Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Angela Tafolla, Associate Planner
Travis Trejo, Assistant Planner
Tiffany Martinez, Assistant Planner
Camille Duarte, Administrative Assistant III
Octavio Duran, Public Works Director/City Engineer
Matt Wirz, Building Official
Scott Rice, City Landscape Architect

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

CITY OF HIGHLAND • 27215 BASE LINE • HIGHLAND, CALIFORNIA 92346 • (909) 864-6861 ☎ • (909) 862-3180 📠

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 Planning Commission, less than 72 hours prior to that meeting, are available for public inspection at Highland 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, please submit your comments by email to be read aloud at the meeting. Email comments must be submitted by 5:00 p.m. on June 17, 2025 to publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the June 17, 2025 agenda, please identify the agenda item number in the subject line.

For those wishing to make public comments regarding a public hearing item 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 at publiccomment@cityofhighland.org.

Members of the public will be permitted to make public comments in person.

**PLANNING COMMISSION
REGULAR MEETING AGENDA
June 17, 2025 - 6:00 P.M.**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

To address the Planning Commission, please complete a speaker form located at the entrance and give it to the Administrative Assistant prior to the beginning of the meeting. Your name will be called when it is your turn to speak. Individual speakers are limited to three minutes each. Comments received via email by June 17, 2025, 5:00 p.m., will be read into the record, provided that the reading shall not exceed three (3) minutes.

CONSENT CALENDAR

1. Minutes from the May 20, 2025 Regular Meeting.

RECOMMENDATION: That the Planning Commission approve the minutes, as submitted.

PUBLIC HEARINGS

2. Conformance of the City of Highland's Capital Improvement Program for Fiscal Year 2024-2025 with the City of Highland General Plan.

RECOMMENDATION: Staff recommends the Planning Commission Adopt Resolution No. 2025 - _____ to make a finding that the City of Highlands' Capital Improvement Program (CIP) for Fiscal Year 2025-2026 (FY25/26) is consistent with the City of Highland's General Plan.

3. An Addendum to the previously approved Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the City of Highland Victoria Avenue Roadway Improvements Project; City File No. Environmental Review ENV-18-005.

RECOMMENDATION: Staff recommends the Planning Commission Adopt Resolution No. 2025 - _____ to approve the *Addendum to the Victoria Avenue Roadway Improvements Project Initial Study/Mitigated Negative Declaration*.

ANNOUNCEMENTS

ADJOURN

I, Camille Duarte, Administrative Assistant III of the City of Highland, California, certify that I caused to be posted this agenda on or before the 12th of June 2025 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: June 12, 2025



Camille Duarte, Administrative Assistant III



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: June 17, 2025

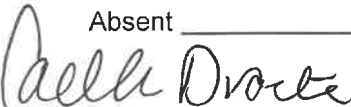
FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Duarte, Administrative Assistant III

SUBJECT: Minutes from the May 20, 2025 Planning Commission Regular Meeting.

RECOMMENDATION: Staff recommends the Planning Commission approve the minutes as submitted.

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. <u>1</u>
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		
			
Recording Secretary		Community Development Director	

**PLANNING COMMISSION REGULAR MEETING MINUTES
May 20, 2025 – 6:00 P.M.**

CALL TO ORDER

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

Present:	Chair	Randall Hamerly
	Vice Chair	Chandra Thomas
	Commissioner	Jarrold Miller
	Commissioner	Nicole McCance
	Commissioner	Vacant

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Gary Chambers, Code Compliance Officer
Camille Duarte, Administrative Assistant III

Chair Hamerly led the Pledge of Allegiance.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

CONSENT CALENDAR

1. Minutes from the April 1, 2025 Regular Meeting.

A MOTION was made by Vice Chair Thomas and seconded by Commissioner McCance to approve the minutes as submitted. Motion carried 4-0.

PUBLIC HEARING

2. Public Hearing to declare the existence of a Public Nuisance in accordance with Title 8, Chapter 8.32, of the Highland Municipal Code, and authorize the abatement thereof, at the Property located at 26187 Baseline St, Highland, CA 92346 Tax Assessor's Parcel Number 1192-091-02. (Property Owner: Randall Linde and Gary M Myers)

Code Enforcement Officer Chambers presented the staff report.

Chair Hamerly opened the public hearing.

Commissioner Miller asked are the vehicles still parked on the sidewalk?

Code Enforcement Officer Chambers stated there was a white GMC SUV there. The cars

were off the front yard on the property. There one trailer was gone, however the carrier trailer remains.

Chair Hamerly asked is street parking restricted in the neighborhood?

Code Enforcement Officer Chambers stated I cannot answer that.

Vice Chair Thomas stated it looks like there is a bike lane.

Assistant Community Development Director Stater stated on page 27, it looks like there is a bike lane and typically no permitted parking in the bike lane.

Property Owner Randall Linde stated the trailer, and the white Tahoe do not belong to me. I had a renter there and had to evict them. The enclosed trailer it is going to be gone within a week, and I do not have a place to put it. I do not have any income, so there is nothing I can do. I have done everything I can do; we cleaned up trash and I am working on getting all that stuff out of there. They can park in the driveway; there is room for two cars in the driveway now.

Vice Chair Thomas asked is this a rental unit?

Property Owner Randall Linde stated no, this is my family home.

Vice Chair Thomas stated it was mentioned that you had evicted a tenant.

Property Owner Randall Linde stated yes. They had their trailer in my driveway, and they were living in it.

Commissioner Miller asked how much time do you need to get the trailer out of the property?

Property Owner Randall Linde stated a month.

Chair Hamerly closed the public hearing.

A MOTION was made by Vice Chair Thomas and seconded by Commissioner Miller to conduct the required Public Hearing and adopt Appeals Board Resolution No 2025 - 011, declaring the existence of a public nuisance on the Property generally located at 26187 Baseline St., Highland, CA 92346 and order the abatement thereof. Motion carried, 4-0.

RESOLUTION NO. 2025 - 011

A RESOLUTION OF THE PLANNING COMMISSION/APPEALS BOARD OF THE CITY OF HIGHLAND, CALIFORNIA, DECLARING THAT A PUBLIC NUISANCE EXISTS ON THE PROPERTY IDENTIFIED AS APN: 1192-091-02, LOCATED At

26187 BASELINE ST., HIGHLAND, CA 92346, AND ORDERING THE OWNER(S)
OF THE PROPERTY TO ABATE THE NUISANCE CONTAINED THEREON.

ANNOUNCEMENTS

Annual Trails Day is June 7, 2025 at the Mediterra Park starting at 8:30 a.m.

The next Planning Commission Regular Meeting is scheduled June 17, 2025.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 6:21 p.m.

Submitted by:

Approved by:

Camille Duarte, Administrative Assistant III

Randall Hamerly, Chair



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: June 17, 2025

FROM: Lawrence A. Mainez, Community Development Director

PREPARED BY: Octavio Duran, Public Works Director/City Engineer *OD*

SUBJECT: Conformance of the City of Highland's Capital Improvement Program for Fiscal Year 2024-2025 with the City of Highland General Plan

**(SB 1439 Campaign Contributions and Conflicts of Interest – Government Case
Section 84308 is not applicable)**

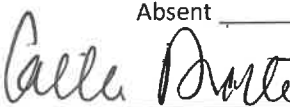
RECOMMENDATION: Staff recommends the Planning Commission Adopt Resolution No. 2025 - _____ to make a finding that the City of Highland's Capital Improvement Program (CIP) for Fiscal Year 2025-2026 (FY25/26) is consistent with the City of Highland's General Plan

FISCAL IMPACT: No impacts as a result of this action.

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:

California Government Code Section 65401 requires that *"If a general plan or part thereof has been adopted, within such time as may be fixed by the legislative body, each county or city officer, department, board, or commission, and each governmental body, commission, or board, including the governing body of any special district or school district, whose jurisdiction lies wholly or partially within the county or city, whose functions include recommending, preparing plans for, or constructing, major public works, shall submit to the official agency, as designated by the respective county board of supervisors or city council, a list of the proposed public works recommended for planning, initiation or construction during the ensuing fiscal year."*

Approved _____	Motion _____	Second _____	Agenda Item No. <u>2</u>
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		
			
Recording Secretary		Community Development Director	

June 17, 2025

Conformance of the City of Highland's Capital Improvement Program for Fiscal Year 2024-2025 with the City of Highland General Plan

The official agency receiving the list of proposed public works shall list and classify all such recommendations and shall prepare a coordinated program of proposed public works for the ensuing fiscal year. Such coordinated program shall be submitted to the county or city planning agency for review and report to said official agency as to conformity with the adopted general plan or part thereof."

The conformity determination or consistency analysis of the City's Capital Improvement Program (CIP) with the General Plan determines the listed project categories are intended to accomplish the following:

1. Implement and accomplish an adopted City goal, policy or program.
2. Determine the proposed action will not obstruct or preclude the achievement of other General Plan goals, policies or programs.

The Department of Public Works staff has prepared the City of Highland five-year Capital Improvement Program (CIP) for FY 25/26 through FY 29/30. A copy of the draft five-year CIP is included as "Exhibit 1" of Attachment 1 (Resolution).

ANALYSIS:

On April 21, 2025, the Public Works Subcommittee reviewed and recommended the 5 Year Capital Improvement Program (CIP) for Fiscal Years 2024/2025 - 2028/2029 be brought forward to the City Council for approval. The CIP will be brought to the City Council for approval on June 24, 2025.

The five-year CIP includes 40 projects and Public Works Operations and Maintenance, totaling approximately \$224.9 million. The proposed capital budget for Fiscal Year 2025-26 & FY2026/27 includes 38 projects and about \$96.7 million in available funding which includes carryover projects from previous fiscal years. These projects are scheduled to begin design, construction and/or be completed in Fiscal Year 2025-26 FY2026-27. Although all sources are applicable to the CIP, not all funds are utilized in the current fiscal year. Project categories are summarized below.

FY 25/26 CIP Major Categories

- *Bridges*
- *Interchanges*
- *Pavement management program*
- *Storm drains*
- *Signals*
- *Streets*
- *Sidewalks*
- *Facilities*
- *Operations and maintenance*

June 17, 2025

*Conformance of the City of Highland's Capital Improvement Program for Fiscal Year 2024-2025
with the City of Highland General Plan*

GENERAL PLAN CONSISTENCY:

Staff has reviewed the proposed CIP and concludes that its components are consistent with the existing Circulation, Conservation Open Space, Public Health, Safety & Environmental Justice, and Community Design Elements and related goals and policies of the City of Highland's General Plan. More specifically, the new projects are consistent with and accomplish the following General Plan Policies:

- Goal 3.1 Provide a comprehensive transportation system that facilitates current and long-term circulation in and through the City.
- Goal 3.2 Provide a well-maintained roadway system.
- Goal 3.3 Preserve and enhance uniquely scenic or special visual resource areas along appropriate routes for the enjoyment of all travelers.
- Goal 3.4 Provide a safe circulation system.
- Goal 3.5 Promote bus service and paratransit improvements.
- Goal 3.6 Provide a circulation system that reduces conflicts between commercial trucking, private/public transportation and land use.
- Goal 3.7 Protect and encourage bicycle travel.
- Goal 3.8 Incorporate consideration of regional transportation implications into decisions made by the City of Highland and, conversely, incorporate consideration of the local transportation implications on the City of Highland into decisions made by other local agencies, as well as into decisions made by state and federal agencies.
- Roadway Network Figure 3-2
- Bikeways Figure 3-5
- Goal 4.4 Maintain an effective drainage system that protects people and property from overflows and flood disasters.
- Goal 5.1 Preserve, maintain and create views and vistas throughout the community to enhance the visual experience of Highland.
- Goal 5.11 Provide excellent opportunities and facilities for hiking, equestrian and bicycle use through the Multi-Use Trail Master Plan
- Goal 5.12 Develop and maintain trail and bikeway connections to recreational facilities, schools, existing transportation routes, natural features and regional trail systems.
- Goal 5.13 Ensure the maximum safety and enjoyment of all trail system users.
- Multi-use Trails Figure 5-6
- Goal 6.3: Minimize risks, such as loss of life, injury, property damage, and natural resource destruction from natural and human-caused hazards
- Goal 6.10: Prioritize improvements and programs that address the needs of residents in Disadvantaged Communities (DACs).
- Goal 7.2 Encourage the reduction of noise from transportation-related noise sources such as automobile and truck traffic.

June 17, 2025

*Conformance of the City of Highland's Capital Improvement Program for Fiscal Year 2024-2025
with the City of Highland General Plan*

- Goal 10.1 Create a unified and attractive community identity within the context of diverse neighborhoods and land uses.
- Goal 10.2 Create attractive and visually unified major arterial corridors through specialized streetscape and landscape improvement plans.
- Community Design Map Figure 10.1

ENVIRONMENTAL REVIEW:

Pursuant to California Environmental Quality Act ("CEQA"), Chapter 3, Guidelines for Implementation of the California Environmental Quality Act, Section 15378(b)(4), City staff determined that the City of Highland's Capital Improvement Program (CIP) for Fiscal Year 2025/2026 through Fiscal Year 2029/2030 is not a project as defined by CEQA.

CONCLUSION:

It's recommended that the Planning Commission find that the City of Highland's Capital Improvement Program (CIP) for Fiscal Year 2025-2026 (FY 25/26) is consistent with the City of Highland General Plan.

ATTACHMENTS:

- 1) Resolution No. 20255 - ____, a Resolution of the Planning Commission of the City of Highland finding the City of Highland Capital Improvement Program (CIP) for Fiscal Year 2025/26 in Conformance with the City of Highland General Plan.

Exhibit 1 - Draft Capital Improvement Program for Fiscal Year 2025/2026 through
Fiscal Year 2029/2030

ATTACHMENT 1

Resolution

PC RESOLUTION NO. 2025 - ____

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
HIGHLAND FINDING THE CITY OF HIGHLAND CAPITAL IMPROVEMENT
PROGRAM (CIP) FOR FISCAL YEAR 2025-2026 IN CONFORMANCE
WITH THE CITY OF HIGHLAND GENERAL PLAN**

A. RECITALS

1. Government Code Section 65401 provides that if a general plan or part thereof has been adopted, within such time as may be fixed by the legislative body, each county or city officer, department, board, or commission, and each governmental body, commission, or board, including the governing body of any special district or school district, whose jurisdiction lies wholly or partially within the county or city, whose functions include recommending, preparing plans for, or constructing, major public works, shall submit to the official agency, as designated by the respective county board of supervisors or city council, a list of the proposed public works recommended for planning, initiation or construction during the ensuing fiscal year. The official agency receiving the list of proposed public works shall list and classify all such recommendations and shall prepare a coordinated program of proposed public works for the ensuing fiscal year. Such coordinated program shall be submitted to the county or city planning agency for review and report to said official agency as to conformity with the adopted general plan or part thereof.
2. The City Engineer of the City of Highland has prepared a draft Capital Improvement Program (CIP) for Fiscal Year 2025-2026 and is prepared to submit same to the City of Highland City Council (attached as "Exhibit 1").
3. The proposed capital budget for Fiscal Year 2024-25 includes 40 projects consisting of facility, roadway and traffic signal improvements.
4. All legal preconditions to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

- Section 1. The Planning Commission hereby recommends that the City Council of the City of Highland make the following environmental findings and determinations in connection with the approval of the Capital Improvement Program (CIP) for Fiscal Year 2025-2026:
- a. City staff has determined that the City of Highland's Capital Improvement Program (CIP) for Fiscal Year 2025-2026 is exempt from the requirements of the California Environmental Quality Act ("CEQA") and the City's CEQA Guidelines pursuant to CEQA Guidelines Section 15378(b)(4) because the 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. The City Council has reviewed City staff's determination of exemption and, based on its own independent judgment, concurs with staff's determination of exemption.

Section 2. The Planning Commission of the City of Highland does hereby recommend that the City Council of the City of Highland find and determine that the proposed Capital Improvement Program (CIP) for Fiscal Year 2025-2026 should be adopted because:

- a. The City of Highland's Capital Improvement Program (CIP) for Fiscal Year 2025-2026 is consistent with the City of Highland's General Plan.
- b. The proposed CIP projects are consistent with the existing Circulation, Conservation, Open Space, Public Health, Safety & Environmental Justice and Community Design Elements and related goals and policies as set forth in the Staff Report which is hereby incorporated by this reference.
- c. The proposed CIP projects are consistent with the existing Circulation, Conservation, Open Space, Public Health, Safety & Environmental Justice and Community Design Elements and related goals and policies as set forth in the Staff Report which is hereby incorporated by this reference.

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 17th day of June, 2025.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

EXHIBIT 1

Capital Improvement Program FY 2024/2025-2028/2029

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)								
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts	
BRIDGES								
1	Base Line Bridge over City Creek						brg07001	
	Environmental	\$ -	\$ 150	\$ -	\$ -	\$ -	HBP	\$ 62,347
	Design	\$ 160	\$ 570	\$ -	\$ -	\$ -	RDA-07	\$ 790
	Right-of-Way	\$ -	\$ 3,070	\$ -	\$ -	\$ -	GCF	\$ 80
	Construction Engineering	\$ -	\$ -	\$ 2,921	\$ 2,921	\$ 1,600	Unfunded	\$ 7,627
	Construction	\$ -	\$ -	\$ 23,176	\$ 23,176	\$ 12,700		
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		
	Project Management	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80		
	PROJECT TOTAL	\$ 240	\$ 3,870	\$ 26,177	\$ 26,177	\$ 14,380	\$ 70,844	\$ 70,844
2	Orange Street Bridge at Plunge Creek Overflow						brg12001	
	Environmental	\$ -	\$ 492	\$ -	\$ -	\$ -	DIF-Reg	\$ 769
	Design	\$ 48	\$ -	\$ 1,272	\$ 780	\$ -	HBP	\$ 31,938
	Right-of-Way	\$ -	\$ -	\$ 885	\$ 2,354	\$ -	Unfunded	\$ 3,469
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ 3,945	GCF	\$ 30
	Construction	\$ -	\$ -	\$ -	\$ -	\$ 26,300		
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		
	Project Management	\$ 30	\$ 25	\$ 25	\$ 25	\$ 25		
	PROJECT TOTAL	\$ 78	\$ 517	\$ 2,182	\$ 3,159	\$ 30,270	\$ 36,206	\$ 36,206
BRIDGES		\$ 318	\$ 4,387	\$ 28,359	\$ 29,336	\$ 44,650	\$ 107,050	\$ 107,050

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
INTERCHANGES									
1	SR-210/5th Street Interchange Phase 1 (On & Off Ramps)							ich17004 Ph 1	
	Environmental	\$ -	\$ 653	\$ -	\$ -	\$ -		Caltrans	\$ 1,250
	Design	\$ -	\$ 725	\$ -	\$ -	\$ -		IVDA-Agmt	\$ 2,649
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		MSR I -Mjr St (DIF-Loan)	\$ 4,070
	Construction Engineering	\$ -	\$ -	\$ -	\$ 1,091	\$ -		Public Share-SBCTA	\$ 532
	Construction	\$ -	\$ -	\$ -	\$ 7,252	\$ -		eamarks	\$ 1,220
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		GCF	\$ 150
	Project Management	\$ 50	\$ 25	\$ 25	\$ 25	\$ 25			\$ -
									\$ -
	PROJECT TOTAL	\$ 50	\$ 1,403	\$ 25	\$ 8,368	\$ 25		\$ 9,871	\$ 9,871
2	SR-210/5th Street Interchange Phase 2 (5th Street Widening between ramps)							ich17004 Ph 2	
	Environmental	\$ -	\$ 900	\$ -	\$ -	\$ -		eamarks	\$ 1,780
	Design	\$ -	\$ 1,344	\$ -	\$ -	\$ -		DIF (5th St)	\$ 697
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		Public Share-SBCTA	\$ 5,058
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ 1,504		COR	\$ 121
	Construction	\$ -	\$ -	\$ -	\$ -	\$ 9,656		COSB	\$ 450
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		RDA-07	\$ 376
	Project Management	\$ -	\$ 25	\$ 25	\$ 25	\$ 25		GCF	\$ 100
								MSR I -Mjr St (DIF-Loan)	\$ 4,922
	PROJECT TOTAL	\$ -	\$ 2,269	\$ 25	\$ 25	\$ 11,185		\$ 13,504	\$ 13,504
3	SR-210/Victoria Avenue Interchange (PAED Phase Only - Local Share)							ich17006	
	Environmental	\$ 208	\$ 275	\$ 275	\$ -	\$ -			
	Design	\$ -	\$ -	\$ -	\$ -	\$ -		SMBMI-IGG	\$ 858
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		GCF	\$ 10
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ -	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 60	\$ 25	\$ 25	\$ -	\$ -			
	PROJECT TOTAL	\$ 268	\$ 300	\$ 300	\$ -	\$ -		\$ 868	\$ 868
INTERCHANGES		\$ 318	\$ 3,972	\$ 350	\$ 8,393	\$ 11,210		\$ 24,243	\$ 24,243

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
PAVEMENT MANAGEMENT PROGRAM									
1	2025 Arterial Resurfacing Project						ola23002 (str23005)		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$	1,864
	Design	\$ 30	\$ -	\$ -	\$ -	\$ -	MOE	\$	145
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	RAC	\$	93
	Construction Engineering	\$ 20	\$ 80	\$ -	\$ -	\$ -	EVWD	\$	-
	Construction	\$ 345	\$ 3,922	\$ -	\$ -	\$ -	GCF	\$	1,300
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -	SB 1-RMRA	\$	1,000
	Project Management	\$ 5	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 400	\$ 4,002	\$ -	\$ -	\$ -	\$ 4,402	\$	4,402
2	FY 22/23 & 23/24 CDBG Pavement Improvement Project						ola23001/ola24001 & ola23001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	CDBG	\$	581
	Design	\$ 60	\$ -	\$ -	\$ -	\$ -	MSR I	\$	193
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ 78	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ 636	\$ -	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 774	\$ -	\$ -	\$ -	\$ -	\$ 774	\$	774
3	11th St & Sparks St Pavement Rehab (25/26 CDBG)						ola25001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	CDBG	\$	230
	Design	\$ -	\$ 20	\$ -	\$ -	\$ -	MSR I	\$	65
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	RAC	\$	-
	Construction Engineering	\$ -	\$ 45	\$ -	\$ -	\$ -	EVWD	\$	-
	Construction	\$ -	\$ 230	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 295	\$ -	\$ -	\$ -	\$ 295	\$	295
4	Pacific Street (Joint Project with SB County - City's Share)						str22001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	SBCo	\$	-
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$	401
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	RAC	\$	8
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ 409	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 409	\$ -	\$ -	\$ -	\$ 409	\$	409

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
5	Sector A & B Pavement Rehab						str23003		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	GCF Pmp	\$	653
	Design	\$ 60	\$ -	\$ -	\$ -	\$ -	MSR I	\$	1,175
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	SB 1-RMRA	\$	1,088
	Construction Engineering	\$ -	\$ 93	\$ -	\$ -	\$ -	RAC	\$	33
	Construction	\$ -	\$ 2,934	\$ -	\$ -	\$ -	MOE	\$	145
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 7	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 67	\$ 3,027	\$ -	\$ -	\$ -	\$ 3,094	\$	3,094
6	Sector A, B, & C Pavement Maintenance						str25002		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	GCF Pmp	\$	-
	Design	\$ -	\$ -	\$ -	\$ -	\$ -			
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$	1,500
	Construction Engineering	\$ -	\$ 100	\$ -	\$ -	\$ -	SB 1-RMRA	\$	-
	Construction	\$ -	\$ 1,400	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ 1,500	\$	1,500
7	Sector C Pavement Rehab						str25001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	GCF Pmp	\$	326
	Design	\$ -	\$ 50	\$ -	\$ -	\$ -			
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$	787
	Construction Engineering	\$ -	\$ 100	\$ -	\$ -	\$ -	SB 1-RMRA	\$	793
	Construction	\$ -	\$ 1,756	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 1,906	\$ -	\$ -	\$ -	\$ 1,906	\$	1,906
8	26-27 Pavement Rehab (26/27 CDBG)						ola26001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	CDBG	\$	230
	Design	\$ -	\$ -	\$ 20	\$ -	\$ -	MSR I	\$	65
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	RAC	\$	-
	Construction Engineering	\$ -	\$ -	\$ 45	\$ -	\$ -	EVWD	\$	-
	Construction	\$ -	\$ -	\$ 230	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ -	\$ 295	\$ -	\$ -	\$ 295	\$	295

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)								
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts	
9	Sector D Pavement Rehab and Maintenance						str26001	
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	GCF Pmp	\$ 50
	Design	\$ -	\$ -	\$ 50	\$ -	\$ -	MOE	\$ 145
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$ 800
	Construction Engineering	\$ -	\$ -	\$ 100	\$ -	\$ -	SB 1-RMRA	\$ 753
	Construction	\$ -	\$ -	\$ 1,598	\$ -	\$ -		
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -		
	PROJECT TOTAL	\$ -	\$ -	\$ 1,748	\$ -	\$ -	\$ 1,748	\$ 1,748
10	27-28 Pavement Rehab (26/27 CDBG)						ola27001	
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	CDBG	\$ 230
	Design	\$ -	\$ -	\$ -	\$ 20	\$ -	MSR I	\$ 65
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		
	Construction Engineering	\$ -	\$ -	\$ -	\$ 45	\$ -		
	Construction	\$ -	\$ -	\$ -	\$ 230	\$ -		
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -		
	PROJECT TOTAL	\$ -	\$ -	\$ -	\$ 295	\$ -	\$ 295	\$ 295
11	Sector E Pavement Rehab and Maintenance						str27001	
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	GCF Pmp	\$ 50
	Design	\$ -	\$ -	\$ 50	\$ -	\$ -	MOE	\$ -
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$ 800
	Construction Engineering	\$ -	\$ -	\$ -	\$ 100	\$ -	SB 1-RMRA	\$ 793
	Construction	\$ -	\$ -	\$ -	\$ 1,493	\$ -		
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -		
	PROJECT TOTAL	\$ -	\$ -	\$ 50	\$ 1,593	\$ -	\$ 1,643	\$ 1,643
12	28-29 Pavement Rehab (27/28 CDBG)						ola28001	
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	CDBG	\$ 230
	Design	\$ -	\$ -	\$ -	\$ -	\$ 20	MSR I	\$ 65
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	MOE	\$ 145
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ 45		
	Construction	\$ -	\$ -	\$ -	\$ -	\$ 375		
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -		
	PROJECT TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 440	\$ 440	\$ 440
PAVEMENT MANAGEMENT PROGRAM		\$ 1,241	\$ 11,139	\$ 2,093	\$ 1,888	\$ 440	\$ 16,801	\$ 16,801

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
STORM DRAINS									
1	5th Street Storm Drain (Connection to City Creek)						str07004a		
	Environmental	\$ 20	\$ 50	\$ -	\$ -	\$ -	RDA-07	\$ 1,565	
	Design	\$ 15	\$ 10	\$ -	\$ -	\$ -	GCF	\$ 200	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ 200	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ 1,430	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 25	\$ 15	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 60	\$ 1,705	\$ -	\$ -	\$ -	\$ 1,765	\$ 1,765	
2	Sycamore Storm Drain and Trail						sdr06002		
	Environmental	\$ 20	\$ 40	\$ -	\$ -	\$ -	GCF	\$ 63	
	Design	\$ 10	\$ 5	\$ -	\$ -	\$ -	RDA-07	\$ 42	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	Unfunded	\$ 900	
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ 100	DIF-Park	\$ 400	
	Construction	\$ -	\$ -	\$ -	\$ -	\$ 1,200			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 15	\$ 15	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 45	\$ 60	\$ -	\$ -	\$ 1,300	\$ 1,405	\$ 1,405	
3	Bledsoe Creek Outlet Repair (s/o Highland ave)						sdr17001		
	Environmental	\$ 4	\$ -	\$ -	\$ -	\$ -	DIF-Loc	\$ 16	
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	GCF	\$ -	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	Unfunded	\$ 1,950	
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ 200			
	Construction	\$ -	\$ -	\$ -	\$ -	\$ 1,750			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 12	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 16	\$ -	\$ -	\$ -	\$ 1,950	\$ 1,966	\$ 1,966	
4	Elder Gulch Storm Drain						sdr19001		
	Environmental	\$ -	\$ 70	\$ -	\$ -	\$ -	DIF-Flood	\$ 795	
	Design	\$ 15	\$ 110	\$ -	\$ -	\$ -	GCF	\$ 700	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
	Construction Engineering	\$ -	\$ 150	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ 1,150	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 15	\$ 1,480	\$ -	\$ -	\$ -	\$ 1,495	\$ 1,495	
5	Elder Creek/Plunge Creek Confluence (Lead Agency: County of San Bernardino)						SBCO Project		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	SBCFCD - \$15M*		
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	*no City funds		
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ -	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STORM DRAINS		\$ 136	\$ 3,245	\$ -	\$ -	\$ 3,250	\$ 6,631	\$ 6,631	

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
SIGNALS									
1	Signal Coordination (AGA)						Signal Monitoring		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	AB2766	\$	376
	Design	\$ -	\$ -	\$ -	\$ -	\$ -			
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ 72	\$ 72	\$ 76	\$ 76	\$ 80			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 72	\$ 72	\$ 76	\$ 76	\$ 80	\$ 376	\$	376
2	Citywide Signal Pedestrian Head Installation (HSIP Cycle 10)						sig21001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	HSIP	\$	130
	Design	\$ -	\$ -	\$ -	\$ -	\$ -			
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ 20	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ 110	\$ -	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 130	\$ -	\$ -	\$ -	\$ -	\$ 130	\$	130
3	Base Line/Starbucks Traffic Signal						sig23001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	RDA-07	\$	250
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	Developer	\$	715
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	Unfunded	\$	335
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ -	\$ -	\$ -	\$ 1,300			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ 1,300	\$	1,300
4	Church St/Love St Signal & Citywide Signal Head Retroreflectivity						sig25001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	HBP	\$	1,393
	Design	\$ -	\$ 112	\$ -	\$ -	\$ -	MSR I	\$	156
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ -	\$ 154	\$ -	\$ -			
	Construction	\$ -	\$ -	\$ 1,283	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 112	\$ 1,437	\$ -	\$ -	\$ 1,549	\$	1,549
5	Base Line & Greenspot Corridor Signal Equipment Upgrades						sig25002		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	Measure I - TMS	\$	1,004
	Design	\$ -	\$ 80	\$ -	\$ -	\$ -	MSR I	\$	110
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	AB2766	\$	225
	Construction Engineering	\$ -	\$ -	\$ 100	\$ -	\$ -			
	Construction	\$ -	\$ -	\$ 1,159	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 80	\$ 1,259	\$ -	\$ -	\$ 1,339	\$	1,339
SIGNALS		\$ 202	\$ 264	\$ 2,772	\$ 76	\$ 1,380	\$ 4,694	\$	4,694

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
STREETS									
1	Highland/Redlands Regional Connector (SBCTA Lead - Highland and Redlands Joint Project)						str15002		
	Environmental	\$ -	\$ 500	\$ -	\$ -	\$ -	Measure I	\$ -	
	Design	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
	Right-of-Way	\$ -	\$ 8,600	\$ -	\$ -	\$ -		\$ -	
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	Unfunded	\$ 15,100	
	Construction	\$ -	\$ 6,000	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 15,100	\$ -	\$ -	\$ -	\$ 15,100	\$ 15,100	
2	Victoria Avenue Storm Drains, Street Imps and Pavmt Rehab (9th St to 3rd St)						str17002		
	Environmental	\$ 40	\$ -	\$ -	\$ -	\$ -	Earmarks	\$ 875	
	Design	\$ 220	\$ 40	\$ -	\$ -	\$ -	SMBMI-IGG	\$ 132	
	Right-of-Way	\$ -	\$ 875	\$ -	\$ -	\$ -	CCF	\$ 6,900	
	Construction Engineering	\$ -	\$ 382	\$ -	\$ -	\$ -	COSB	\$ 1,150	
	Construction	\$ -	\$ 7,700	\$ -	\$ -	\$ -	GCF	\$ 310	
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 60	\$ 25	\$ 25	\$ -	\$ -			
	PROJECT TOTAL	\$ 320	\$ 9,022	\$ 25	\$ -	\$ -	\$ 9,367	\$ 9,367	
3	3rd St (Palm to 5th)/5th St (Victoria to SR-210)/Palm Ave and Central Ave (3rd to 5th)						str18001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	MOE	\$ -	
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	RDA-07	\$ 99	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	SB1-LPP	\$ 41	
	Construction Engineering	\$ 75	\$ -	\$ -	\$ -	\$ -	EDA	\$ -	
	Construction	\$ 65	\$ 75	\$ -	\$ -	\$ -	IVDA	\$ 54	
	Contingency	\$ 58	\$ -	\$ -	\$ -	\$ -	SMBMI	\$ 54	
	Project Management	\$ 4	\$ -	\$ -	\$ -	\$ -	IVDA-Agmt	\$ 25	
							GCF	\$ 4	
	PROJECT TOTAL	\$ 202	\$ 75	\$ -	\$ -	\$ -	\$ 277	\$ 277	
4	Highland Regional Connector						str22002		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$ 286	
	Design	\$ 10	\$ -	\$ -	\$ -	\$ -	Carbon Reduc.	\$ 702	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	EVWD	\$ -	
	Construction Engineering	\$ 89	\$ -	\$ -	\$ -	\$ -	SBCo	\$ -	
	Construction	\$ 874	\$ -	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 15	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 988	\$ -	\$ -	\$ -	\$ -	\$ 988	\$ 988	
5	Sign Replacement Phase 1 (City-wide)						str23004		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	SB 1-RMRA	\$ 200	
	Design	\$ -	\$ 5	\$ -	\$ -	\$ -	GCF Pmp	\$ 15	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ 10	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ 200	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 215	\$ -	\$ -	\$ -	\$ 215	\$ 215	

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
6	Sign Replacement Phase 2 (City-wide)						str24002		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	SB 1-RMRA	\$	200
	Design	\$ -	\$ -	\$ 5	\$ -	\$ -	GCF Pmp	\$	15
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ -	\$ 10	\$ -	\$ -			
	Construction	\$ -	\$ -	\$ 200	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ -	\$ 215	\$ -	\$ -	\$ 215	\$	215
7	Greenspot Road Parkway & Median Improvements						str23002		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	RDA-07	\$	1,096
	Design	\$ 75	\$ -	\$ -	\$ -	\$ -			
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ 65	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ 951	\$ -	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 5	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 1,096	\$ -	\$ -	\$ -	\$ -	\$ 1,096	\$	1,096
8	Base Line & SR210 Improvements (Striping, Public Art, and Landscaping)						str25001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	RDA-07	\$	283
	Design	\$ -	\$ 50	\$ -	\$ -	\$ -	Developer	\$	17
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ 50	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ 200	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ 300	\$	300
9	5th Street Corridor Improvements (Joint Project with COSB, San Manuel & IVDA)						strxxxx		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ 1,397		\$	-
	Design	\$ -	\$ -	\$ -	\$ -	\$ 1,397	Unfunded	\$	22,064
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ 1,118		\$	-
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ 1,304		\$	-
	Construction	\$ -	\$ -	\$ -	\$ -	\$ 15,675			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ 1,113			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ 60			
	PROJECT TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 22,064	\$ 22,064	\$	22,064
STREETS		\$ 2,606	\$ 24,712	\$ 240	\$ -	\$ 22,064	\$ 49,621	\$	49,621

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)									
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts		
SIDEWALKS									
1	9th St Transit Stops, Sidewalk and Bikeway Improvements (Eucalyptus Dr to Victoria Ave)						swk19001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	MSR I	\$ 577	
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	Art 3	\$ 430	
	Right-of-Way	\$ 90	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ 70	\$ 25	\$ -	\$ -	\$ -			
	Construction	\$ 385	\$ 427	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 10	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 555	\$ 452	\$ -	\$ -	\$ -	\$ 1,007	\$ 1,007	
2	City-Wide Sidewalk Repairs						swk23001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	Insurance	\$ 540	
	Design	\$ -	\$ 40	\$ -	\$ -	\$ -	MSR I	\$ 15	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction Engineering	\$ -	\$ 75	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ 425	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ 15	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 555	\$ -	\$ -	\$ -	\$ 555	\$ 555	
SIDEWALKS		\$ 555	\$ 1,007	\$ -	\$ -	\$ -	\$ 1,562	\$ 1,562	
FACILITIES									
1	Natural Parkland Trail						tra20001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	GCF	\$ 234	
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	RTP	\$ 1,560	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
	Construction Engineering	\$ 19	\$ 190	\$ -	\$ -	\$ -			
	Construction	\$ 200	\$ 1,379	\$ -	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ 6	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ 225	\$ 1,569	\$ -	\$ -	\$ -	\$ 1,794	\$ 1,794	
2	City Hall Office Remodel						fac25001		
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	DIF-Facilities	\$ 500	
	Design	\$ -	\$ 50	\$ -	\$ -	\$ -		\$ -	
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -			
	Construction	\$ -	\$ -	\$ 450	\$ -	\$ -			
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -			
	Project Management	\$ -	\$ -	\$ -	\$ -	\$ -			
	PROJECT TOTAL	\$ -	\$ 50	\$ 450	\$ -	\$ -	\$ 500	\$ 500	
FACILITIES		\$ 225	\$ 1,619	\$ 450	\$ -	\$ -	\$ 2,294	\$ 2,294	

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)								
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts	
OPERATIONS and MAINTENANCE								
1	Public Works O&M						No Proj. No.	
	Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	Gas Tax	\$ 9,002
	Design	\$ -	\$ -	\$ -	\$ -	\$ -	SB 1-RMRA	\$ 3,000
	Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -		
	Construction Engineering	\$ -	\$ -	\$ -	\$ -	\$ -		
	Construction	\$ -	\$ -	\$ -	\$ -	\$ -		
	Public Outreach	\$ -	\$ -	\$ -	\$ -	\$ -		
	Project Management	\$ 2,068	\$ 2,354	\$ 2,436	\$ 2,525	\$ 2,619		
		\$ -	\$ -	\$ -	\$ -	\$ -		
	PROJECT TOTAL	\$ 2,068	\$ 2,354	\$ 2,436	\$ 2,525	\$ 2,619	\$ 12,002	\$ 12,002
	OPERATIONS and MAINTENANCE	\$ 2,068	\$ 2,354	\$ 2,436	\$ 2,525	\$ 2,619	\$ 12,002	\$ 12,002
TOTAL 5-YEAR CIP EXPENDITURES		\$ 7,669	\$ 52,699	\$ 36,700	\$ 42,218	\$ 85,613	\$ 224,898	\$ 224,898

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)							
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts
SUMMARY OF EXPENDITURES (in \$1,000's)							
BRIDGES							\$ 107,050
INTERCHANGES							\$ 24,243
PAVEMENT MANAGEMENT PROGRAM							\$ 16,801
STORM DRAINS							\$ 6,631
SIGNALS							\$ 4,694
STREETS							\$ 49,621
SIDEWALKS							\$ 1,562
FACILITIES							\$ 2,294
OPERATIONS and MAINTENANCE							\$ 12,002
TOTAL OF 5-YEAR CAPITAL IMPROVEMENT PROGRAM EXPENDITURES							\$ 224,898
SUMMARY OF FUND SOURCES (in \$1,000's)							
City Funds				Unfunded	Grant	Other Agency	City
AB2766	AB2766 (South Coast Air Quality Management District AB2766 Subvention Program)						\$ 601
CDBG	CDBG (Community Development Block Grant)					\$ 1,501	
DIF-Facilities	DIF-Facilities						\$ 500
DIF-Flood	DIF-Flood (Development Impact Fees - Flood Control)						\$ 795
DIF-Loc	DIF-Loc (Development Impact Fees - Local Circulation)						\$ 16
DIF-Park	DIF-Park (Development Impact Fees - Parks & Recreation Facilities)						\$ 400
DIF-Reg	DIF-Reg (Development Impact Fees - Regional Circulation)						\$ 769
DIF (5th St)	DIF-Reg (Development Impact Fees - Regional Circulation 5th St)						\$ 697
Gas Tax	Gas Tax						\$ 9,002
GCF	GCF (General Capital Financing)						\$ 3,181
GCF Pmp	Pavement Impact Fee						\$ 1,109
Insurance	Insurance Fund						\$ 540
IVDA-Agmt	IVDA-Agmt (Inland Valley Development agency Agreement)						\$ 2,674
MOE	MOE (Maintenance of Effort)						\$ 580
MSR I	MSR I (Measure I)						\$ 8,923
Measure I - TMS	Valley Measure I Traffic Management System						\$ 1,004
RDA-07	RDA-07 (Redevelopment Agency 2007 Bonds)						\$ 4,501
SB 1-RMRA	SB1-RMRA (Senate Bill 1-Road Repair and Accountability Act of 2017)						\$ 7,827
County Funds				Unfunded	Grant	Other Agency	City
Art 3	Art 3 (Transportation Development Authority Article 3)				\$ 430		
MSR I -Mjr St (DIF-Loan)	MSR I-Mjr-St (Measure I Major Street)					\$ 8,992	
Public Share-SBCTA	Public Share (San Bernardino County Transportation Authority Public Share)					\$ 5,590	
State Funds				Unfunded	Grant	Other Agency	City
Caltrans	Caltrans (California Department of Transportation)				\$ 1,250		
RAC	RAC (CalRecycle Rubberized Pavement Program)				\$ 134		
SB1-LPP	SB 1-LPP (Senate Bill 1-Local Partnership Program)				\$ 41		
SMBMI-IGG	SMBMI-IGG (San Manuel Band of Mission Indians Indian Gaming Grant)				\$ 990		

City of Highland
Capital Improvement Program (CIP) FY 2024/2025-2028/2029

(IN \$1,000's)							
PROJECT		24/25	25/26	26/27	27/28	28/29	City Project Number and Fund Sources and Amounts
Federal Funds					Unfunded	Grant	Other Agency City
<i>Carbon Reduc.</i>	Carbon Reduction-Grant					\$ 702	
<i>Earmarks</i>	Earmarks (Federal Earmark Repurposing)					\$ 3,875	
<i>HBP</i>	HBP (Highway Bridge Program)					\$ 95,678	
<i>HSIP</i>	HSIP (Highway Safety Improvement Program)					\$ 130	
<i>RTP</i>	RTP (Recreational Trails Program)					\$ 1,560	
Other Agency Funds					Unfunded	Grant	Other Agency City
<i>CCF</i>	SMBMI-CFF (San Manuel Band of Mission Indian Community Credit Fund)						\$ 6,900
<i>COR</i>	COR (City of Redlands Match Fund)						\$ 121
<i>COSB</i>	COSB (City of San Bernardino Match Fund)						\$ 1,600
<i>Developer</i>	Various Developers						\$ 732
<i>IVDA</i>	IVDA (Inland Valley Development Agency Match Fund)						\$ 54
<i>SMBMI</i>	SMBMI (San Manuel Band of Mission Indian Match Fund)						\$ 54
<i>Unfunded</i>	Unfunded				\$ 51,445		
				SOURCE FUNDING TOTALS	\$ 51,445	\$ 104,790	\$ 25,544 \$ 43,119
				Funding Source Percentages	22.87%	46.59%	11.36% 19.17%
TOTAL 5-YEAR CIP EXPENDITURES					\$	224,898	



STAFF REPORT

TO THE PLANNING COMMISSION

DATE: June 17, 2025

FROM: Lawrence A. Mainez, Community Development Director

PREPARED BY: Octavio Duran, Public Works Director/City Engineer *oD*

SUBJECT: An Addendum to the previously approved Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the City of Highland Victoria Avenue Roadway Improvements Project; City File No. Environmental Review ENV-18-005.

(SB 1439 Campaign Contributions and Conflicts of Interest – Government Case Section 84308 is not applicable)

LOCATION: Victoria Avenue corridor between 9th Street on the north and 3rd Street to the south within the City of Highland and a small portion of the City of San Bernardino.

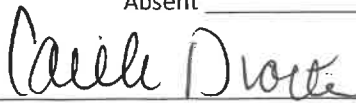
APPLICANTS: City of Highland

RECOMMENDATION: Staff recommends the Planning Commission Adopt Resolution No. 2025 - _____ to approve the *Addendum to the Victoria Avenue Roadway Improvements Project Initial Study/Mitigated Negative Declaration*.

FISCAL IMPACT: Review of the Addendum and adoption of a resolution has minimal costs related to preparation of the Staff Report. Future design and construction cost related to the Project is anticipated to be funded in part Federal and City funds.

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

PREVIOUS ACTION: On August 7, 2018, the Planning Commission adopted Resolution No. 2018-010, certifying a Mitigated Negative Declaration and Mitigation and Monitoring Reporting Program for the project. A Notice of Determination was filed with the San Bernardino County Clerk of the Board of Supervisors.

Approved _____	Motion _____	Second _____	Agenda Item No. <u>3</u>
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		
			
Recording Secretary		Community Development Director	

June 17, 2025

Addendum to an MND for the Victoria Avenue Roadway Improvements Project; ENV 18-005

PROJECT REVIEW: The purpose of the proposed project is to improve existing roadway and drainage infrastructure conditions for the Victoria Avenue corridor between Highland Avenue to the north and 3rd Street to the south. A description of the work to be done is paraphrased from the Initial Study below:

2018 Project Description

"The City of Highland desires to improve existing roadway and drainage infrastructure conditions for the Victoria Avenue corridor between Highland Avenue to the north and 3rd Street to the south within the City of Highland and a small portion of the City of San Bernardino. The project will rehabilitate the pavement on Victoria Avenue from 6th Street to Highland Avenue, which is a distance of approximately 9,200 linear feet (LF)—the large majority of which is 64 feet in width from curb to curb—as an effort to maintain this roadway segment with acceptable pavement condition index (PCI) rating. The rehabilitation of this section of roadway will involve the following: cold in-place recycling (CIR) and street pavement asphalt concrete overlay; remove and replace limited amounts of asphalt concrete pavement, concrete gutters; construct new handicap ramps; upgrade existing handicap ramps with detectable warning surfaces; install striping, pavement marking, and signing for vehicular and bike traffic; and install buried conduit for future fiber-optic cable installation. The project includes street improvements on Victoria Avenue from 3rd Street to 6th Street, including the widening of the roadway. The intersection at Victoria Avenue and 5th Street will be improved to include widening the street for turn lanes and traffic signal improvements. Additionally, the project proposes to develop a landscaped median that would extend from 6th Street to Ward Street within Victoria Avenue, which will prevent west bound left turns from Ward Street to Victoria Avenue. The proposed drainage improvements include a storm drain within Victoria Avenue from 9th Street to the trapezoid channel along the south side of 3rd Street. In order to redirect drainage at this location, the channel will need to be regraded approximately 1,400 Lineal Feet (LF) west of the storm drain outlet. The project may underground utilities from 6th Street south to 3rd Street. Additionally, in order to develop a new storm drain alignment, the proposed project would require acquisition of ROW from property owners on the west side of Victoria Avenue between 6th Street and 3rd Street."

2018 Environmental Review of the Original Project

The initial environmental documents were prepared and circulated in 2018. With the implementation of Mitigation Measures, it was not anticipated that the Project would have a significant impact upon the environment. A Mitigated Negative Declaration was approved as noted above and Mitigation Measures were adopted for the topics of Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality to reduce impacts to a less than significant level.

2025 Updated Project Details

The Revised Victoria Avenue Roadway Improvements Project analyzed in this Addendum is being prepared as a second-tier CEQA evaluation of the proposed modifications to the Original Project. These Include:

June 17, 2025

Addendum to an MND for the Victoria Avenue Roadway Improvements Project; ENV 18-005

- Installation of new pavement, on Victoria Avenue from 9th Street south to 3rd Street and 5th Street at the Victoria/5th Street intersection.
- The westerly street improvements on 5th Street extend about 1,080 LF and the easterly improvements on 5th Street extend about 341 LF. Total length of street to be re-paved is about 1,340 LF.
- Street pavement asphalt concrete overlay; remove and replace limited amounts of asphalt concrete pavement, concrete gutters; construct new handicap ramps; upgrade existing handicap ramps with detectable warning surfaces; and install striping, pavement marking, and signing for vehicular and bike traffic.
- Widening of the roadway on Victoria Avenue from 3rd Street to 6th Street
- Addition of Class II or Class III bike lanes from 3rd to 9th Streets.
- Installation of conduit for future traffic signal interconnect within Victoria Avenue right-of-way from 5th Street to 6th Street.
- Addition of a stormwater drainage system from 9th Street south to the City Creek Bypass channel along Victoria Avenue.
- Acquisition of easements from property owners and construction of a new drainage facility on the west side of Victoria Avenue between 6th Street and 5th Street.

2025 Environmental Review

These modifications were reviewed under CEQA to determine if further environmental analysis was necessary. Upon review, it was found that the proposed project has not substantially changed, the existing environmental conditions have not changed, and there is no new information of substantial importance. The proposed project would not alter the findings in the 2018 IS/MND. On the basis of this evaluation, an Addendum is the appropriate CEQA document to be prepared.

CEQA topics were evaluated to identify whether additional mitigation measures beyond those identified in the 2018 IS/MND would be warranted. This Addendum provides City of Highland with the information substantiating the conclusion that the Revised Project will not cause substantial additional adverse physical changes in the environment which would require preparation and processing of a new negative declaration or an updated environmental impact report.

Attachment: 1. Resolution No. 2025 - _____ Approving the Addendum
 - Exhibit 1. Addendum

ATTACHMENT 1

Resolution Approving the Addendum

PC RESOLUTION NO. 2025 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING AND ADOPTING AN ADDENDUM TO THE PREVIOUSLY CERTIFIED BASE LINE BRIDGE REPLACEMENT PROJECT MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (CITY FILE NO. ENVIRONMENTAL REVIEW ENV 18-005).

APPLICANT: CITY OF HIGHLAND

A. RECITALS

1. The proposed Victoria Avenue Roadway Improvements Project (“Project”) includes the following work:

The City of Highland desires to improve existing roadway and drainage infrastructure conditions for the Victoria Avenue corridor between Highland Avenue to the north and 3rd Street to the south within the City of Highland and a small portion of the City of San Bernardino. The project will rehabilitate the pavement on Victoria Avenue from 6th Street to Highland Avenue, which is a distance of approximately 9,200 linear feet (LF)—the large majority of which is 64 feet in width from curb to curb—as an effort to maintain this roadway segment with acceptable pavement condition index (PCI) rating. The rehabilitation of this section of roadway will involve the following: cold in-place recycling (CIR) and street pavement asphalt concrete overlay; remove and replace limited amounts of asphalt concrete pavement, concrete gutters; construct new handicap ramps; upgrade existing handicap ramps with detectable warning surfaces; install striping, pavement marking, and signing for vehicular and bike traffic; and install buried conduit for future fiber-optic cable installation. The project includes street improvements on Victoria Avenue from 3rd Street to 6th Street, including the widening of the roadway. The intersection at Victoria Avenue and 5th Street will be improved to include widening the street for turn lanes and traffic signal improvements. Additionally, the project proposes to develop a landscaped median that would extend from 6th Street to Ward Street within Victoria Avenue, which will prevent west bound left turns from Ward Street to Victoria Avenue. The proposed drainage improvements include a storm drain within Victoria Avenue from 9th Street to the trapezoid channel along the south side of 3rd Street. In order to redirect drainage at this location, the channel will need to be regraded approximately 1,400 Lineal Feet (LF) west of the storm drain outlet. The project may underground utilities from 6th Street south to 3rd Street. Additionally, in order to develop a new storm drain alignment, the proposed project would require acquisition of ROW from property owners on the west side of Victoria Avenue between 6th Street and 3rd Street.

2. Pursuant to the provision of the California Environmental Quality Act (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.

3. An Initial Study prepared for the Project was made available for public review from May 30, 2018, to July 2, 2018.
4. The Initial Study found that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural Resources, Geology and Soils, Greenhouse Gas Emissions, Land Use and Planning, Noise, Mineral Resources, Population, Public Services, Recreation, Transportation/Traffic, Tribal Cultural Resources, Utilities and Service Systems.
5. The Initial Study also found that the issues of Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality require the implementation of mitigation measures to reduce impacts to a less than significant level, and a Mitigated Negative Declaration was the appropriate document for the 2018 Project.
6. On August 7, 2018, the Planning Commission adopted Resolution No. 2018-010, adopting a Mitigated Negative Declaration and Mitigation and Monitoring Reporting Program for the project. A Notice of Determination was filed with the San Bernardino County Clerk of the Board of Supervisors.
7. Subsequently the City began preparation of construction plans. The Project is currently in the 90 percent PS&E phase, which requires design modifications and details that are necessary to continue with implementation and future construction of the project. As such, slight modifications and design details have occurred through project design refinement. The proposed project will rehabilitate the street section, including installation of new pavement on Victoria Avenue from 9th Street south to 3rd Street, which is a distance of approximately 1,340 linear feet (LF)—the large majority of which is 64 feet in width from curb to curb—as an effort to maintain this roadway segment with acceptable pavement condition index (PCI) rating. Similar improvements will be constructed on 5th Street at the Victoria/5th Street intersection. The westerly street improvements on 5th Street extend about 1,080 LF and the easterly improvements on 5th Street extend about 341 LF. Total length of street to be re-paved is about 1,340 LF. The rehabilitation of the referenced sections of roadway will involve the following: street pavement asphalt concrete overlay; remove and replace limited amounts of asphalt concrete pavement, concrete gutters; construct new handicap ramps; upgrade existing handicap ramps with detectable warning surfaces; and install striping, pavement marking, and signing for vehicular and bike traffic. The project also includes street improvements on Victoria Avenue from 3rd Street to 6th Street, including the widening of the roadway. The project improvements will enhance the multi-modal flow of traffic on the area circulation system (vehicle traffic, pedestrian and bicycle) and substantially increase safety on the affected roadways. The project will develop Class II or Class III bike lanes from 3rd to 9th Streets. Upon completion of the proposed project, all pavement within Project limits will have a PCI of 100.
8. Pursuant to CEQA, the City evaluated the design modifications and details to determine the potential for the proposed project to result in new significant environmental effects or a substantial increase in the severity of significant environmental effects previously identified in the approved 2018 IS/MND. The information used in this evaluation includes the approved 2018 IS/MND, the

proposed project description, the 2018 IS/MND Natural Environmental Study (NES), an Amended Biological Assessment (BA), an Updated Jurisdictional Delineation Report, the 2018 IS/MND Historic Property Survey Report (HPSR), the 2018 IS/MND Initial Site Assessment (ISA), the 2018 IS/MND Water Quality Study and 2018 IS/MND Noise Study Report (NSR).

9. The analysis confirmed that the proposed project is within the scope of the 2018 IS/MND and that the project would cause no new or more severe significant effects. An Addendum is the appropriate CEQA document to evaluate the updated project.
10. On June 17, 2025, the Planning Commission of the City of Highland, held a meeting regarding the subject Project and concluded the meeting on that date.
11. All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION

NOW THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Highland as follows:

- Section 1. The Planning Commission 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 Planning Commission during the June 17, 2025, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission 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. The Addendum together with the previous analysis proposed for the project collectively constitute the environmental documentation under and pursuant to CEQA and the State CEQA Guidelines relating to the project shall be referred to herein collectively as the "CEQA Documents".
- Section 4. The Planning Commission hereby adopts the Addendum to the Victoria Avenue Roadway Improvements Project Initial Study / Mitigated Negative Declaration as set forth in Exhibit 1 attached hereto and incorporated herein.
- Section 4. The Planning Commission hereby instructs City staff to file the Addendum with the project's administrative record, pursuant to the Public Resources Code and State CEQA Guidelines.

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 17th day of June, 2025.

ATTEST:

Randall Hamerly, Chairman
Planning Commission

Lawrence A. Mainez,
Community Development Director

EXHIBIT 1
Addendum

**ADDENDUM NO. 1
TO THE ADOPTED INITIAL STUDY/MITIGATED
NEGATIVE DECLARATION
(SCH NO. 2018051069)
PREPARED FOR THE
VICTORIA AVENUE ROADWAY IMPROVEMENTS
PROJECT**

Prepared for:

City of Highland
27215 Base Line
Highland, California 92346

Prepared by:

Tom Dodson & Associates
P.O. Box 2307
San Bernardino, California 92406
(909) 882-3612

**Original MND Adopted: August 7, 2018
Addendum No. 1 Compilation Completed: June 2025**

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FIGURES

- Figure 1 Revised Project Right-of-Way Exhibit/Area of Potential Effect
Figure 2 Original Project Right-of-Way Exhibit

APPENDICES

- Appendix 1 – Final IS/MND and Appendices

**ADDENDUM NO. 1
TO THE ADOPTED INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
(SCH NO. 2018051069)
PREPARED FOR THE
VICTORIA AVENUE ROADWAY IMPROVEMENTS PROJECT**

I. PROJECT INFORMATION

2. **Lead Agency Name:** City of Highland
Address: 27215 Base Line, Highland, CA 92346
3. **Contact Person:** Octavio Duran
Phone Number: (909) 864-6861 x221
E-mail: oduran@cityofhighland.org
4. **Project Location:** The proposed project will occur within existing road rights of way, and within minimal land adjacent to the road rights of way. The project would improve existing roadway conditions for the Victoria Avenue corridor between 9th Street on the north and 3rd Street to the south within the City of Highland and a small portion of the City of San Bernardino (refer to **Figure 1**, area of potential effect [APE Map]). The APE Map demonstrates that while the majority of the proposed improvements occur along Victoria Avenue, encroachments less than 50 feet from the roadway occur along 6th Street (east and west of Victoria Avenue), Ward Street (east of Victoria), Cypress Street (east of Victoria Avenue), Union Street (east of Victoria Avenue), 9th Street (east and west of Victoria Avenue), 5th Street about 341 feet east and about 1,080 feet west of Victoria Avenue, and 3rd Street about 1,600 feet west and 100 feet east of Victoria Avenue. The project also includes improvements to the City Creek Bypass Channel south of 3rd Street, and would encroach on APNs 1192-531-33, -32, -17, -16, -15, and -14 which are just north and south of Ward Street's intersection with Victoria Avenue.

The project is located in Township 1 South and 1 North, Range 3 West in the Harrison Mountain and Redlands, CA USGS Topographic 7.5-minute series maps with an approximate Latitude/Longitude of 34.123973°, -117.226243° near the center of the project alignment. **Figure 1** outlines the Project alignment location at a site level.

5. **Project Sponsor's Name and Address:** City of Highland
27215 Base Line, Highland, CA 92346
6. **General Plan Designation:** N/A (Roadway Improvements)
7. **Zoning:** N/A (Roadway Improvements)

II. PROJECT DESCRIPTION

A. Introduction

This document is prepared as an Addendum to the Initial Study/Mitigated Negative Declaration (IS/MND) adopted by the City of Highland (City) in August of 2018 (SCH No. 2018051069). In 2018, the City processed an IS/MND that resulted in the City adopting the IS/MND for the Victoria

Avenue Roadway Improvements Project. The IS/MND evaluated the City's proposed Victoria Avenue Roadway Improvements Project to comply with the California Environmental Quality Act (CEQA), and was prepared to meet National Environmental Policy Act (NEPA) standards in anticipation of receipt of federal funding. The City desired to improve existing roadway and drainage infrastructure conditions for the Victoria Avenue corridor between Highland Avenue to the north and 3rd Street to the south within the City of Highland and a small portion of the City of San Bernardino. The project also contemplated storm drain improvements from 9th Street to the City Creek Bypass Channel along the south side of 3rd Street. The City approved the original IS/MND for the Victoria Avenue Roadway Improvements Project as outlined in the following summary project description. A copy of this IS/MND is provided as Appendix 1 of this document.

Note that the 2018 IS/MND contemplated roadway improvements from Highland Avenue south to 3rd Street along Victoria Avenue, along with adjacent right-of-way and storm drain improvements. The Revised Project only addresses the portion of the 2018 IS/MND from 9th Street to 3rd Street along Victoria Avenue, including adjacent right-of-way and storm drain improvements. For comparison purposes, the Revised Project will be compared against the 2018 IS/MND only within this portion of the original alignment. For the purposes of this Addendum, the term "Original Project" refers to the portion of the 2018 IS/MND from 9th Street to 3rd Street described below.

B. 2018 Victoria Avenue Roadway Improvements Project Description

The City proposed to rehabilitate the pavement on Victoria Avenue from 3rd Street to 9th Street as an effort to maintain this roadway segment with acceptable pavement condition index (PCI) rating. The rehabilitation of this section of roadway was planned to involve the following: cold in-place recycling (CIR) and street pavement asphalt concrete overlay; remove and replace limited amounts of asphalt concrete pavement, concrete gutters; construct new handicap ramps; upgrade existing handicap ramps with detectable warning surfaces; install striping, pavement marking, and signing for vehicular and bike traffic; and install buried conduit for future fiber-optic cable installation. The Original Project included street improvements on Victoria Avenue from 3rd Street to 6th Street, including the widening of the roadway. The intersection at Victoria Avenue and 5th Street was proposed to be improved to include widening the street for turn lanes and traffic signal improvements. Additionally, the Original Project proposed to develop a landscaped median that would extend from 6th Street to Ward Street within Victoria Avenue, which will prevent west bound left turns from Ward Street to Victoria Avenue. The Original Project improvements were intended to enhance the multi-modal flow of traffic on the area circulation system (vehicle traffic, pedestrian and bicycle) and substantially increase safety on the affected roadways. The Original Project proposed to develop Class II or Class III bike lanes along the entirety of the alignment. Upon Original Project completion, all pavement within Original Project limits was planned to have a PCI of 100. The Original Project also proposed to construct new sidewalk on the east and west side of Victoria from 6th Street to approximately 400 feet northerly to join existing sidewalk and modify existing ADA ramps at various locations.

Right-of-way (ROW) acquisition was required along Victoria Avenue from 6th Street to 3rd Street for street and storm drain improvements. Additional ROW acquisition was also needed at the northwest corner of 6th Street for ADA ramps. The Original Project required utility relocations that included gas and sewer lines.

The Original Project proposed drainage improvements that included a storm drain within Victoria Avenue from 9th Street to the trapezoid channel along the south side of 3rd Street. In order to redirect drainage at this location, the channel will need to be regraded approximately 1,400 Lineal Feet (LF) west of the storm drain outlet. The project may underground utilities from 6th Street

south to 3rd Street.

The Original Project proposed to install conduit for future traffic signal interconnect within Victoria Avenue right-of-way from 5th Street north. The conduit installation will involve furnishing and installing several new pull boxes, and new PVC conduit, as well as installation of conduit into existing pull boxes.

Purpose of this Addendum

The focus of this Addendum is on the construction of the Victoria Avenue Roadway Improvements Project, addressing only the portion of the Original Project from 9th Street to 3rd Street along Victoria Avenue, including adjacent right-of-way, and storm drain improvements. For comparison purposes, the Revised Project will be compared against the Original Project only within this portion of the original alignment. The project APE has been modified slightly to accommodate temporary construction easements necessary to carry out construction of the proposed roadway and storm drain improvements. The modified right-of-way is demonstrated on **Figure 1** and demonstrates what must be modified from that which was contemplated in the IS/MND (illustrated on **Figure 2**), resulting in a slightly extended project construction footprint.

C. Revised Victoria Avenue Roadway Improvements Project Description

The Revised Victoria Avenue Roadway Improvements Project (Revised Project) is being proposed as an addition to the Original Victoria Avenue Roadway Improvements Project (Original Project), as described above, that does not meet any of the conditions described in CEQA Statute §15162 calling for the preparation of a subsequent IS/MND or Environmental Impact Report (EIR). The Revised Victoria Avenue Roadway Improvements Project analyzed in this Addendum is being prepared as a second-tier CEQA evaluation of the proposed modifications to the Original Project.

As shown on the Right-of-Way Exhibit provided as **Figure 1**, the Revised Project proposes to expand the construction footprint beyond that which was defined as part of the Original Project.

As it stands, the Revised Victoria Avenue Roadway Improvements Project is described below:

The proposed project will rehabilitate the street section, including installation of new pavement, on Victoria Avenue from 9th Street south to 3rd Street, which is a distance of approximately 1,340 linear feet (LF)—the large majority of which is 64 feet in width from curb to curb—as an effort to maintain this roadway segment with acceptable pavement condition index (PCI) rating. Similar improvements will be constructed on 5th Street at the Victoria/5th Street intersection. The westerly street improvements on 5th Street extend about 1,080 LF and the easterly improvements on 5th Street extend about 341 LF. Total length of street to be repaved is about 1,340 LF. The rehabilitation of the referenced sections of roadway will involve the following: street pavement asphalt concrete overlay; remove and replace limited amounts of asphalt concrete pavement, concrete gutters; construct new handicap ramps; upgrade existing handicap ramps with detectable warning surfaces; and install striping, pavement marking, and signing for vehicular and bike traffic. The project also includes street improvements on Victoria Avenue from 3rd Street to 6th Street, including the widening of the roadway. The project improvements will enhance the multi-modal flow of traffic on the area circulation system (vehicle traffic, pedestrian and bicycle) and substantially increase safety on the affected roadways. The project will develop Class II or Class III bike lanes from 3rd to 9th Streets. Upon completion of the proposed project, all pavement within Project limits will have a PCI of 100.

Right-of-way (ROW) is required at various locations along the affected alignment for street and storm drain improvements. Refer to the aerial photo in **Figure 1** which shows the proposed ROW property acquisitions. There will also be utility relocations that include gas and sewer lines and some utility poles. The project may underground utilities from 6th Street south to 3rd Street.

The proposed project will install conduit for future traffic signal interconnect within Victoria Avenue right-of-way from 5th Street to 6th Street. The conduit installation will involve furnishing and installing several new pull boxes, and new PVC conduit, as well as installation of conduit into existing pull boxes.

In cooperation with the City of San Bernardino and the Inland Valley Development Agency (IVDA), the City of Highland is proposing to improve that portion of Victoria Avenue from 6th Street on the north to the City Creek Bypass Channel on the south. This will include a stormwater drainage system from 9th Street south to the City Creek Bypass channel along Victoria Avenue. In order to redirect drainage at this location, the channel will need to be regraded approximately 1,400 Lineal Feet (LF) west of the storm drain outlet. Additionally, in order to develop a new storm drain alignment, the proposed project would require acquisition of easements from property owners and construct a new drainage facility on the west side of Victoria Avenue between 6th Street and 5th Street.

The objective of these improvements is to enhance routes of travel north of the Airport to the surrounding freeway system (I-210) and the purpose is to complete the improvements to Victoria to serve as one of the essential north-south corridors from the San Bernardino Airport and adjacent industrial areas to the I-210 Freeway.

Staging area(s) will be located on vacant property directly adjacent to the existing roadway, probably near the 5th Street/Victoria Avenue intersection. Construction access will be along Victoria Avenue from adjacent cross streets (9th, 6th, 5th, and 3rd Streets). Minimal cut and fill will be required due to the shallow grade of this alignment, so only limited import/export of materials will occur from nearby sand and gravel operations (within one mile).

At the proposed 5th Street and Victoria Avenue intersection the project will install improvements to meet the City's General Plan requirements with the addition of dedicated left- and right-turn lanes. These lanes are intended to improve traffic circulation and improve safety by establishing dedicated lanes for these turning movements.

On 5th Street there is currently one dedicated left-turn lane painted on both sides of the intersection. These left-turn lanes remain with the proposed improvements, but the left-turn pockets will be lengthened. In the westbound direction of the intersection there is a single painted right-turn lane; this lane will remain with the proposed improvements. In the east-bound direction of the intersection the pavement has been widened for use as a right-turn lane, but is not painted as a dedicated lane. The project will be adding the striping to designate a dedicated right-turn lane.

On Victoria Avenue there are currently two travel lanes in each direction with a centerline stripe. In both directions the pavement has been widened to allow a vehicle to make a right-turn onto 5th Street, but is not painted as a separate lane. The proposed improvements will add a dedicated left-turn lane in each direction. The proposed improvements will also add a dedicated right-turn lane in each direction. The existing traffic signal will be modified and upgraded to allow for the new dedicated turning movements.

Construction Scenario

ROW Acquisition is anticipated to be completed by end of 2025. Additional truck trips on the order of 20 will likely be required for removal of concrete and pavement to be replaced and a similar number for delivery of replacement materials on 3 intersecting streets. The estimated timing for actual on the ground construction is estimated to be about one year. It is also estimated that construction will likely commence Quarter 2 of 2026.

Construction of the proposed project improvements are forecast to consist of construction crew of ten to twenty personnel on the road alignment during the construction period. Demolition of roadway, sidewalk, adjacent rights-of-way (such as small portions of front-lots to accommodate the proposed roadway improvements), and removal of any trees, etc., is anticipated to require one or more of the following equipment types: bull dozer, hydro-hammer, front-end loader, dump truck, chipper, water truck, and service truck. Major pieces of equipment to be engaged during construction will include one or more of the following: pavement grinder and saw cut machines, earth excavators, backhoe, boom truck, grader, water truck, front-end loader, compaction equipment, and service truck and delivery vehicles for deposit of aggregate base and asphalt concrete and Portland cement concrete. During the undergrounding of utilities, an estimated ten personnel will be required. Equipment will include one or more of the following: boom truck, excavator, backhoe, concrete backfill truck, and miscellaneous service and delivery truck

The contractor(s) will maintain one lane open in each direction throughout the construction process, as well as access at all times for emergency vehicles and access to all driveways, mailboxes, and bus stop(s).

D. Specific Revisions to the Project Description

The Revised Project described under “C,” above, largely echoes the project description that was contemplated in the 2018 IS/MND (Original Project). The main differences are shown in Green and Yellow on **Figure 1**, which depicts the Revised Project ROW map; the areas in Green shown on **Figure 1** are the temporary construction easements, located beyond existing or proposed street rights-of-way, required to conduct construction of the proposed project improvements along Victoria Avenue and 5th Street; the areas in Yellow are the permanent drainage easements required to construct a new drainage facility on the west side of Victoria Avenue between 6th Street and 5th Street. These were not identified as part of the Original Project and as a result, the City has elected to prepare this Addendum. Furthermore, as previously described, the focus of this Addendum is on the construction of the Victoria Avenue Roadway Improvements Project, addressing only the portion of the Original Project from 9th Street to 3rd Street along Victoria Avenue, including adjacent right-of-way, and storm drain improvements. For comparison purposes, the Revised Project will be compared against the Original Project only within this portion of the original alignment.

E. Substantiation for Adopting an Addendum

Pursuant to CEQA and the State CEQA Guidelines, this Addendum has been prepared in order to determine whether the modifications proposed as part of the Revised Victoria Avenue Roadway Improvements Project will have different or greater impacts from being installed and operated within the Original Project site boundaries, or would result in any other conditions that would require a subsequent environmental document to be prepared because of changes in circumstances or new or additional adverse environmental impacts. This Addendum also reviews any new information of substantial importance that was not known and could not have been known

with the exercise of reasonable diligence at the time the Original Project IS/MND was adopted in 2018. This examination includes an analysis in accordance with the provisions of Sections 15164 and 15162 of the State CEQA Guidelines, which outline the criteria and procedures for preparing an Addendum and conducting a second-tier environmental evaluation based on a previous environmental document, in this case the 2018 IS/MND for the Original Victoria Avenue Roadway Improvements Project.

Also pursuant to CEQA and the State CEQA Guidelines, the City's environmental review of the proposed project modifications is limited to examining the environmental effects associated with the physical changes in the environment from implementing the Modified Project in comparison to the approved project (Original Project). This narrow focus is due to the fact that the previously adopted IS/MND has already addressed all of the environmental impacts of implementing the Original Victoria Avenue Roadway Improvements Project. As permitted by CEQA Section 15150 of the State CEQA Guidelines the 2018 IS/MND for the Original Victoria Avenue Roadway Improvements Project (SCH No. 2018051069) is hereby incorporated by reference as part of the Addendum evaluation. A copy of this document is available to review as **Appendix 1** of this document.

III. CEQA REQUIREMENTS FOR AN ADDENDUM

This Addendum has been prepared in accordance with the current CEQA Statutes and Guidelines for implementing CEQA. CEQA Section 15164 includes the following procedures for the preparation and use of an Addendum:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously adopted IS/MND if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent IS/MND have occurred.
- (c) An addendum need not be circulated for public review, but can be included in or attached to the Final IS/MND or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the Final IS/MND or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent IS/MND pursuant to Section 15162 should be included in an addendum to an IS/MND, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

If changes to a project or its circumstances occur or new information becomes available after certification of an IS/MND, the lead agency may: (1) prepare a subsequent IS/MND if the criteria of State CEQA Guidelines Section 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines Section 15162(b)) When only minor technical changes or additions to the approved Negative Declaration are necessary and none of the conditions described in Section 15162 calling for the preparation of a subsequent IS/MND or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines, Section 15164(b))

Under Section 15162, a subsequent IS/MND or negative declaration is required only when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a

substantial increase in the severity of previously identified significant effects;

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous IS/MND;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

IV. ENVIRONMENTAL ANALYSIS OF THE PROPOSED MODIFICATION

As previously indicated, City of Highland prepared a comprehensive review of the Original Victoria Avenue Project using an IS/MND that was adopted by the City along with technical studies to substantiate findings for site specific environmental issues, such as air quality, biology, cultural resources (refer Appendix 1). The Notice of Determination (NOD) for the IS/MND was filed on August of 2018 (SCH No. 2018051069). The City considered the options for CEQA compliance with this second-tier CEQA decision for a Revised Project under the adopted IS/MND. Based on the scope of the proposed project modifications (refer to pages 3-5 of this document), a decision was made to prepare an Addendum for the project modifications. After considering the available compliance alternatives, a decision was made by the Staff to recommend that the City consider Addendum No. 1 to the adopted IS/MND as the appropriate CEQA second-tier environmental determination for the modified project.

Based on the status of information available for this second-tier evaluation, an Addendum, supported by the adopted IS/MND provided in Appendix 1, was concluded to provide the appropriate level of evaluation of the modified project for compliance with CEQA. Thus, the purpose of this Addendum is to assess the related potential environmental impacts that would result from implementing the modified project, in comparison to the impact forecast contained in the IS/MND. The following evaluation provides an analysis of potential environmental impacts in relation to the facts and findings contained in the IS/MND as presented in Appendix 1 of this document. The following conclusions were developed regarding potential impacts from approval and implementation of the modified project.

Note that a review of changes in environmental circumstances over the past few years since the IS/MND was adopted (2018) indicates that the no major changes have occurred for any environmental issue in the intervening years beyond minor modifications that have been made to

the project area since August 1018. No changes in general land use have occurred in the vicinity of the project site beyond development surrounding the project site that has occurred in recent years. Also, overall demand for public services and utilities has grown since the IS/MND was prepared, but the population has not exceeded or even met the planned growth projected and utilized to forecast impacts in the Original Project IS/MND.

Biological/Cultural Resources

- a) *POTENTIAL TO DEGRADE: 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/No Changes or No New Information Requiring Preparation of an additional environmental document.

Biological Resources: Biological resources are evaluated in the Original Project IS/MND on pages 28 through 30. The biological data for the Original Project IS/MND utilized the Biological Resources Assessment (BRA) and Jurisdictional Delineation Report prepared for the proposed project. The BRA is provided as Appendix 2 to the 2018 IS/MND. The impact evaluation concluded that impacts from implementing the Original Project could be controlled (mitigated) to a less than significant impact level. The Original Project IS/MND identified 2 mitigation measures that are designed to minimize direct impacts on biology resources, including a requirement that a nesting bird survey be conducted prior to vegetation clearing, and a requirement for acquisition of regulatory permits prior to initiating construction within the City Creek Bypass channel.

The BRA site survey was conducted in 2018, and the general circumstances at the project site have not changed. Furthermore, though the Revised Project includes additional area beyond that Original Project boundaries, the BRA site survey included a buffer that included the Revised Project boundaries. Thus, with implementation of the Original Project mitigation measures, it is anticipated the Revised Project would have no greater 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 than that which was identified in the IS/MND.

In conclusion, relative to the biological resource impacts forecast in the Original Project IS/MND for the approved project, no significant adverse change or effect is forecast to occur in approving and implementing the Revised Project.

Cultural Resources: The Original Project IS/MND examined cultural resources on pages 31 through 33. A cultural resources report was compiled in support of the Original Project IS/MND and a copy of that report was included as Appendix 3 to the IS/MND. The cultural resources site survey was conducted in 2018, and the general circumstances at the project site have not changed. Furthermore, though the Revised Project includes additional area beyond that Original Project boundaries, the cultural resources site survey and records search included a buffer that included the Revised Project boundaries. The IS/MND concluded that all cultural resource impacts could be mitigated to a level of less than significant impact based on implementation of three mitigation measures. Thus, with implementation of the Original Project mitigation measures, it is anticipated the Revised Project would have no greater potential to eliminate important

examples of the major periods of California history or prehistory than that which was identified in the IS/MND. In conclusion, relative to the cultural impacts forecast in the Original Project IS/MND for the approved project, no significant adverse change or effect is forecast to occur in approving and implementing the Revised Project.

- b) *CUMULATIVE IMPACTS: 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 reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project.)*

Less than Significant Impact/No Changes or No New Information Requiring Preparation of an IS/MND. Those project-related environmental resources or issues subject to cumulative effects include the following: Aesthetics, Agricultural and Forestry Resources, Air Quality, Energy, Greenhouse Gas, Hazards And Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services and Recreation, Transportation, Tribal Cultural Resources, Utilities And Service Systems, and Wildfire. Since the Original Project IS/MND was adopted in 2018, a few additional issues have been added to the CEQA Initial Study Environmental Checklist Form: Wildfire and Energy. The Original Project IS/MND concluded that the all environmental issues could be mitigated to a level of less than significant. Based on the analyses in support of this Addendum, implementation of the modified project will not result in any greater cumulative impacts for any issue than that which were identified or would have occurred under the Original Project IS/MND. Substantiation for this conclusion is provided in the following text.

Aesthetics: The Aesthetic issue was found to be less than significant in the Initial Study prepared to scope the environmental issues to be analyzed further in the Original Project IS/MND. Aesthetic impacts were evaluated on pages 10 and 11 of the Initial Study. The evaluation of aesthetic issues in the Initial Study concluded that all aesthetic issues would be less than significant without any mitigation. The Revised Project adds a small amount of area to the Original Project but does not propose any additional facilities. The alignment of the roadway improvements is already occupied with the roadway facilities and any changes in the visual setting will continue to be integrated into a comparable aesthetic setting with the project modifications. Thus, the Revised Project does not represent any changes in the project impacts to the existing environmental that could cause new significant or substantially more severe aesthetic effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Agricultural and Forestry Resources: The Agricultural issue was found to be "no impact" in the Initial Study prepared for the Original Project IS/MND. The Agricultural and Forest Resource impacts were evaluated on pages 12 and 13 of the IS/MND. The evaluation of agricultural issues in the Initial Study concluded that no agricultural or forestry resources exist within the project and therefore, no impacts to such resources would result from project implementation. The modified project area also does not contain any agricultural or forestry resources and impacts would not change with implementation of the modified project without the need for mitigation. Thus, the Revised Project does not represent any changes in the project impacts to the existing environmental that could cause new significant or substantially more severe agricultural and forestry resource effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Air Quality: In general, ambient air quality in the project area has not changed substantially since the Original Project IS/MND was adopted in 2018. The Air Quality issue was evaluated in the IS/MND on pages 14 through 27. The analysis concluded that neither construction nor operational

air emissions would exceed the SCAQMD thresholds with implementation of mitigation measures to control fugitive dust and construction equipment exhaust emissions. Note that the SCAQMD thresholds for the South Coast Air Basin (SCAB) have not been substantially altered since 2018, and alterations have been to further reduce emissions. The Revised Project's air emissions have been modeled and were also found to be less than significant. This finding is consistent with the finding in the Original Project IS/MND. Thus, the Revised Project does not represent any changes in the project impacts to the existing environmental that could cause new significant or substantially more severe air quality effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Energy: Energy impacts were not evaluated in the Original Project IS/MND. However, the Revised Project does not add any new construction activities or equipment to the Original Project. The Revised Project solely includes some additional area within which the new roadway will be constructed. Therefore, no additional energy will be consumed in the construction process when compared to the 2018 project. Thus, the Revised Project does not represent any cumulatively considerable changes in the project impacts to energy resources that could cause new significant or substantially more severe effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Greenhouse Gas: GHG impacts evaluated in the Original Project IS/MND on pages 37 and 38. The analysis concluded that neither construction nor operational GHG emissions would exceed the SCAQMD thresholds. No mitigation was required to reduce GHG emissions below thresholds. As with Air Quality, discussed above, GHG emissions to this specific project were modeled as part of the Original Project IS/MND; however, as the construction footprint would be slightly larger than originally envisioned, the construction scope from the Revised Project would be slightly altered when compared to the Original Project. The Revised Project's GHG emissions have been modeled and were also found to be less than significant. This finding is consistent with the finding in the Original Project IS/MND. Thus, the Revised Project does not represent any changes in the project impacts to the existing environmental that could cause new significant or substantially more severe GHG effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Hazards and Hazardous Materials: Hazards and hazardous material issue impacts were evaluated on pages 39 through 41 of the Original Project IS/MND. The evaluation of hazards and hazardous material issues in the IS/MND concluded that all such issues would either be less than significant or could be mitigated to a less than significant level based on implementation of one mitigation measure, and two transportation mitigation measures. A current review of the potential contamination at this site and in the surrounding area indicates that no new contamination sites have emerged since the adoption of the IS/MND in 2018. The Revised Project will require compliance with mitigation identified in the IS/MND to ensure that, in the event of accidental contamination of hazardous materials, remediation occurs, and that mitigation to address traffic disruption and emergency access issues is implemented. Construction of the Revised Project would include a slightly larger footprint, but the additional construction footprint area does not contain any greater potential for use of hazardous materials or accidental exposure to hazardous contamination than that which was identified in the Original Project IS/MND. As the Revised Project operations would remain the same as the Original Project operations, the Revised Project is not anticipated to result in any operational risk associated with hazardous materials. In conclusion, under Hazards and Hazardous Materials, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Hydrology and Water Quality: The Original Project IS/MND analyzes the potential hydrology/water quality impacts on pages 42 through 45. The Original Project IS/MND identifies one mitigation measure to control hydrology and water quality impacts to a less than significant impact level. The Revised Project will slightly expand the construction area, but the overall construction will adhere to the mitigation measure identified in the Original Project IS/MND, which would ensure that drainage, water quality, runoff, and erosion impacts would continue to be mitigated to a level of less than significant. As the Revised Project operations would remain the same as the Original Project operations, the Revised Project is not anticipated to result in greater impacts under hydrology and water quality than that which was identified in the IS/MND. The proposed modified project can be implemented without new or additional hydrology or water quality adverse impacts, with implementation of the Original Project mitigation measures. In conclusion, under Hydrology and Water Quality, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Land Use and Planning: The Original Project IS/MND analyzes the potential land use and planning impacts of the on pages 45 and 46. The Original Project IS/MND concluded that potential land use impacts would not result in significant adverse impacts, without the need for added mitigation. No new significant adverse land use impacts will result from implementing the Revised Project, as the underlying land use of the Revised Project footprint has not changed (Victoria is an essential component of the City's circulation system). No changes in the circumstances regarding land use and planning issues have occurred within the Revised Project area of potential impact since the Original Project IS/MND was adopted. Based on the above discussion, no cumulative changes in land use or effects on planned land uses will result from implementing the Revised Project. In conclusion, under Land Use and Planning, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Mineral Resources: The mineral resource issues were found to be less than significant in the Original Project IS/MND. The IS/MND analyzes the potential mineral resource impacts of the modified project on page 46. Because no significant mineral resources were identified within the Original Project footprint, this issue was found not to have a significant impact. The Revised Project footprint does not contain any known mineral resources, nor is the area delineated as containing mineral resources by maps prepared for the San Bernardino Countywide Plan. No changes in the circumstances regarding mineral resource issues have occurred within the Revised Project footprint since the original IS/MND was adopted. In conclusion, under Mineral Resources, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Noise: The Original Project IS/MND analyzes the potential noise impacts on pages 47 through 52. The IS/MND concluded that all noise impacts would be less than significant with implementation of 8 mitigation measures, specifically geared towards minimizing construction noise impacts. Construction noise will be generated by the Revised Project comparable to that which was analyzed as part of the whole of the Original Project. The project will be subject to construction noise minimization measures including the following requirements: construction vehicles and fixed or mobile equipment equipped with operating and maintained mufflers; proper

hearing provisions for workers; limitations on timing of construction activities; construction equipment shut off after 5 minutes; maintaining construction equipment to prevent banging and rattling; training construction workers in proper operation of construction equipment; requiring construction equipment to be operated with mandated noise control equipment; and, construction staging areas located as far away from sensitive receptor locations.

The circumstances regarding noise levels in the general area have not changed since the Original Project IS/MND was adopted in 2018. As the Revised Project operations would remain the same as the Original Project operations, the Revised Project is not anticipated to result in greater operational impacts under noise than that which was identified in the IS/MND. has no potential to alter the cumulatively considerable noise effects from construction noise levels or Revised Project operational activities. In conclusion, under Noise, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Population and Housing: The Original Project IS/MND analyzes the potential population and housing impacts of the Original Project on page 52. The IS/MND concluded that all population and housing impacts would be less than significant as a result of project implementation. The Revised Project does not alter this finding as the roadway alignment selected will not adversely impact any existing housing. As the Revised Project operations would remain the same as the Original Project operations, the Revised Project is not anticipated to result in greater temporary or permanent employees and there would be no potential for greater indirect population growth impacts than that which was identified in the IS/MND. No substantial changes in the regional population have occurred since the Original Project IS/MND was adopted and no changes would occur due to the Revised Project. In conclusion, under Population and Housing, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe population and housing effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Public Services and Recreation: The Original Project IS/MND analyzes the potential public service and recreation impacts on pages 53 through 55. The Original Project IS/MND concluded that all public service and recreation impacts would be less than significant as a result of project implementation. Furthermore, as the Original and Revised Projects consist of roadway improvements. The impact conclusion under recreational facilities in the IS/MND would remain the same under the Revised Project. The IS/MND determined that the proposed construction of the roadway improvements would not be anticipated to cause a substantial adverse impact on the environment under any issue, and as demonstrated throughout this Addendum, the Revised Project would not alter this conclusion even though the construction footprint would extend into additional adjacent areas. No new cumulative considerable or significant demand for public services or recreation is forecast to result from implementing proposed Revised Project. This is because the Revised Project operations would remain the same as the Original Project operations, the Revised Project is not anticipated to result in greater recreation, fire, police protection, schools, parks, or other public facility impacts than that which was identified in the IS/MND. No substantial changes in the public services or recreation have occurred since the Original Project IS/MND was adopted and no changes would occur due to the Revised Project. In conclusion, under Public Services and Recreation, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe public service and recreation effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of

the State CEQA Guidelines.

Transportation: The transportation issues were found to be less than significant in the Initial Study prepared to scope the Original Project IS/MND. Transportation issue impacts were evaluated on pages 56 through 58 of the Initial Study. The evaluation of transportation issues in the Initial Study concluded that all such issues would either be less than significant or could be mitigated to a less than significant level based on implementation of one mitigation measure, intended to ensure a traffic management plan is implemented and ensure that roadways that are disturbed by construction would be returned to their original condition. As Vehicle Miles Traveled (VMT) is analyzed on an operational basis, and given that the Revised Project operations would remain the same as the Original Project operations, the VMT analysis provided in the Original Project IS/MND would not change under the modifications proposed by the Revised Project. Construction of the Revised Project would likely not result in greater daily construction worker trips, but could result in a slightly greater duration of construction, which would not cause a greater transportation impact than that which was identified in the IS/MND. In conclusion, under Transportation, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Tribal Cultural Resources: The topic of Tribal Cultural Resources was examined in the Original Project IS/MND on pages 59 and 60. No Native American Tribes have contacted the District, and therefore no impacts under Tribal Cultural Resources were identified in the IS/MND. The District was contacted by the San Manuel Band of Mission Indians under Assembly Bill 52 (AB 52), and as such, even with the modified construction footprint, impacts under this issue would remain the same as that which was identified under the IS/MND. The Original Project IS/MND concluded that the mitigation measures identified under Cultural Resources would suffice to protect Tribal Cultural Resources. In conclusion, under Tribal Cultural Resources, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Utilities and Service Systems: The Original Project IS/MND analyzes the potential utilities and service system impacts on pages 61 through 63. The IS/MND concluded that utilities and service systems impacts would be less than significant as a result of project implementation. One mitigation measure was required to reduce potential adverse impacts to the least significant level feasible, and this mitigation measure pertained to a requirement that all construction and demolition materials must be recycled, that can feasibly be recycled during construction. The Revised Project would not generate additional construction waste as a result of the expanded area that would be impacted by the Revised Project footprint. The continued implementation of mitigation identified in the Original Project would ensure that the Revised Project would not contribute any greater project specific or cumulative impacts related to construction and demolition waste disposal.

The Revised Project would result in a slightly larger project footprint than envisioned under the Original Project, which will not result in a larger construction footprint, and operations under the Revised Project would be the same as those proposed under the Original Project. Water use in support of the landscaping on site would not increase under the Revised Project. Wastewater will not be generated under the Revised Project. For this same reason, operational solid waste generation is not anticipated to be significantly greater than that which was envisioned under the

Original Project.

In conclusion, under Utilities and Service Systems, the Revised Project would not result in any new significant or substantially greater project specific or cumulative severe effects than those which were identified by the Original Project IS/MND that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Wildfire: Wildfire impacts were not evaluated in the Original Project IS/MND. However, the Revised Project does not add any new construction activities or equipment to the Original Project. The Revised Project solely includes some additional area within which the new roadway that will be constructed, but none occurs within a high wildfire hazard area. Therefore, no additional Wildfire hazards will be created when compared to the 2018 project. Thus, the Revised Project does not represent any cumulatively considerable changes in the project impacts to wildfire hazards that could cause new significant or substantially more severe effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Based on the above analysis, the implementation of the Revised Project can proceed under this Addendum level analysis. Implementing the Revised Project will not result in any new, unavoidable significant adverse direct or cumulatively considerable impacts. All cumulative impacts have been fully described in the previously adopted Original Project IS/MND, as modified in the preceding analysis.

c) *ADVERSE IMPACTS ON HUMANS: Does the project have environmental effects on human beings, either directly or indirectly?*

Less than Significant Impact/No Changes or No New Information Requiring Preparation of an IS/MND. Those project-related environmental resources or issues that pose a potential to have direct or indirect adverse effects on human beings include the following: air quality, geology and soils, hazards and hazardous materials, hydrology/water quality, noise, and wildfire. The Original Project IS/MND concluded that most of the above environmental issues would experience less than significant project specific or cumulatively considerable adverse environmental impact, often with the implementation of identified mitigation measures. Based on the analyses in support of this Addendum, implementation of the modified project relative to the project defined in the Original Project IS/MND will not result in substantial direct or indirect effects on humans greater than that identified in that document. Substantiation for these findings is provided in the following text.

Air Quality: Please refer to the Air Quality under cumulative impacts, issue “b” above. In general, ambient air quality in the project area has not changed substantially since the Original Project IS/MND was adopted in 2018. The Air Quality issue was evaluated in the IS/MND on pages 14 through 27. The analysis concluded that neither construction nor operational air emissions would exceed the SCAQMD thresholds with implementation of mitigation measures to control fugitive dust and construction equipment exhaust emissions. Note that the SCAQMD thresholds for the South Coast Air Basin (SCAB) have not been substantially altered since 2018, and alterations have been to further reduce emissions. The Revised Project’s air emissions have been modeled and were also found to be less than significant. No potentially significant local public health impacts would be caused by implementing the Original Project. The Revised Project would not increase number of days of construction due to the Revised Project footprint when compared to the Original Project. Operationally, the Revised Project would remain the same as the Original Project, and therefore operational emissions would not be altered when compared to what was

forecast for the Original Project in the IS/MND. Thus, the Revised Project does not represent any changes in the project impacts to the existing environmental that could cause new significant or substantially more severe air quality effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Geology and Soils: The Original Project IS/MND analyzes the potential geology and soil impacts on pages 34 through 37. The IS/MND concluded that all geology and soil impacts would be less than significant as a result of project implementation with implementation of 4 mitigation measures. The general project area is subject to ground shaking hazards and the modified project will be exposed to limited seismic groundshaking and potential for erosion. Mitigation measures were required for potential erosion hazards. The Revised Project would include a greater overall project footprint, but would be exposed to the same geological hazards identified in the Original Project IS/MND. Thus, implementation of the mitigation measures that would minimize erosion hazards would be required under the Revised Project, and would be sufficient to minimize geologic hazards during construction. Operationally, the Revised Project would remain the same as the Original Project, and therefore the geologic conditions outlined in the IS/MND would continue to apply to the Revised Project and would be sufficient to ensure that operational geological hazards would not result in a greater potential to expose humans to seismic hazards than that which was identified in the Original Project IS/MND. Based on the preceding findings, the proposed Revised Project will not contribute to new or greater geology or soil impacts to human beings at this site. Thus, the Revised Project would not result in any changes in the project cumulative geology and soils impacts that would cause new significant or substantially more severe effects on human beings, either directly or indirectly, that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Hazards and Hazardous Materials: Please refer to the hazards and hazardous materials discussion presented under issue "b" above. Hazards and hazardous material issue impacts were evaluated on pages 39 through 41 of the Original Project IS/MND. All hazards or use of hazardous materials associated with the project site were evaluated in the Original Project IS/MND and no potential for significant impact under this issue was identified. A current review of the potential contamination at this site and in the surrounding area indicates that no new contamination sites have emerged since the adoption of the IS/MND in 2018. The Revised Project will require compliance with mitigation identified in the IS/MND to ensure that, in the event of accidental contamination of hazardous materials, remediation occurs, and that mitigation to address traffic disruption and emergency access issues is implemented. The Revised Project also has a potential to encounter Aerially Deposited Lead (ADL), and the City is implementing a survey and, if necessary, soil removal or blending to avoid hazards during construction. Construction of the Revised Project would include a slightly larger footprint, but the additional construction footprint area does not contain any greater potential for use of hazardous materials or accidental exposure to hazardous materials than that which was identified in the Original Project IS/MND. As the Revised Project operations would remain the same as the Original Project operations, the Revised Project is not anticipated to result in any operational risk associated with hazardous materials. Implementation of all hazards and hazardous material mitigation measures, in addition to compliance with existing regulations pertaining to the handling of hazardous material, will be necessary for the Revised Project. The Revised Project does not increase the potential for significant hazards and hazardous materials impacts. Thus, the Revised Project would not result in any changes in the project cumulative hazards and hazardous materials impacts that would cause new significant or substantially more severe effects on human beings, either directly or indirectly, that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Hydrology and Water Quality: Please refer to the hydrology and water quality discussion presented under issue “b” above. Hydrology and Water Quality is an issue similar to Air Quality in that it has the potential to result in both cumulative impact (incremental increase in runoff downstream and degradation of water quality) and the potential to have direct adverse impacts (flooding and water pollution) on humans. This discussion of Hydrology and Water Quality focuses on direct adverse effects on humans from project implementation. The proposed project site is not located within a flood hazard zone. As the Revised Project would only extend the footprint to provide temporary construction easements, the proposed Revised Project would have no greater potential to expose humans or structures to greater flood hazards than that which was identified in the Original Project IS/MND.

Regarding indirect effects on humans from polluted water or creation of downstream flood hazards, the current mix of storm water treatment methods (from water quality management basins to achieve mechanical removal of pollutants). The Revised Project will continue to be subject to the required National Pollutant Discharge Elimination System (NPDES) permit during grading and implementation of a Water Quality Management Plan (WQMP) Best Management Practices (BMPs) applicable to water quality management as part of operation of the project, which would ensure that direct adverse effects from hydrology and water quality will be controlled. The SWPPP would specify measures intended to provide erosion and sediment control; non-stormwater management; post-construction stormwater management; waste management and disposal; maintenance, inspection and repair the BMPs; employee training to perform inspections of the BMPs at the construction site; sampling and analysis plan for contaminated storm runoff. The Revised Project would continue to be subject to one mitigation measure that would reinforce the requirements of the plans and permits discussed above. Based on this information, no downstream indirect adverse hydrology or water quality impacts would result from implementing the Revised Project. Thus, the Revised Project would not result in any changes in the project cumulative hydrology and water quality impacts that would cause new significant or substantially more severe effects on human beings, either directly or indirectly, that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Noise: Please refer to the noise discussion presented under issue “b” above. An evaluation of on- and off-site noise effects in the Original Project IS/MND during construction and operation indicated that the Original Project will not be exposed to or cause significant adverse noise levels with implementation of 8 mitigation measures. Additionally, a Noise Impact Analysis for the Original Project was prepared, and was provided as Appendix 5 to the Original Project IS/MND. Construction noise will be generated by the Revised Project comparable to that which was analyzed as part of the whole of the Original Project. All of the modified project construction noise can be controlled to a less than significant due to the continued gap in distance between the Revised Project boundary to the nearest sensitive noise receptors. Furthermore, the Revised project would be subject to observance of the daytime construction activity limitations, and other project specific mitigation measures discussed under issue “b.” Furthermore, the circumstances regarding noise levels in the general area have not substantially changed. As the Revised Project operations would remain the same as the Original Project operations, the Revised Project is not anticipated to result in greater operational impacts under noise at nearby sensitive receptors than that which was identified in the IS/MND. However, given the existing noise setting, and that the Revised Project has not been altered such that substantial new noise sources, would be introduced to the existing environment beyond that which was identified in the Original Project IS/MND. Thus, the Revised Project would not result in any changes in the project noise impacts that would cause new significant or substantially more severe effects on human beings, either directly or indirectly, that would warrant further environmental review under CEQA as outlined in

Sections 15162 and 15164 of the State CEQA Guidelines.

Wildfire: Wildfire impacts were not evaluated in the Original Project IS/MND. However, the Revised Project does not add any new construction activities or equipment to the Original Project. The Revised Project solely includes some additional area within which the new roadway that will be constructed, but none occurs within a high wildfire hazard area. Therefore, no additional wildfire hazards will be created when compared to the Original Project. Thus, the Revised Project does not represent any changes in the project impacts to wildfire hazards that could cause new significant or substantially more severe effects that would warrant further environmental review under CEQA as outlined in Sections 15162 and 15164 of the State CEQA Guidelines.

Based on the above analysis, the implementation of the proposed Revised Project will not increase direct or indirect impacts on humans to a significant level. The modified project results in comparable impacts to humans, which is consistent with the findings in the Original Project IS/MND.

V. CONCLUSION

The earlier analyses presented in the Original Project IS/MND were used as a basis for analysis in this Addendum, updated with current information from sources cited, referenced and attached. Upon review of the Original Project IS/MND, the information contained in this Addendum and all of the supporting evidence, it is the conclusion of this Addendum that the potential adverse environmental impacts from implementing the modified project, as defined in Section II of this Addendum, will not be significantly greater than that identified within the adopted Original Project IS/MND. There are no new significant impacts that result from implementing the Revised Project, based on implementing the previous mitigation commitments in the IS/MND. This Addendum provides an update of potential environmental impacts as a result of the Revised Project, which has been established as an addition to the Original Project that does not meet any of the conditions described in CEQA Statute §15162 calling for the preparation of a subsequent IS/MND have occurred. Because of the proposed addition of area to the Original Project site boundary, this Addendum is being prepared as a second-tier CEQA evaluation of this additional area that makes up the Revised Project footprint. There is a continued need to implement the mitigation measures required in the IS/MND to control potential modified project impacts to a less than significant impact level.

This Addendum provides City of Highland with the information substantiating the conclusion that the Revised Project will not cause substantial additional adverse physical changes in the environment which would require preparation and processing of a new negative declaration or an updated environmental impact report. The facts and findings cited above and provided in this Addendum allow the District to use an Addendum in accordance with Section 15164(a) of the State CEQA Guidelines for this second-tier modified project.

Pursuant to CEQA Section 15164, the adopted Original Project IS/MND, as updated with this Addendum, can be relied upon for documentation of the effects of the Revised Project on the environment. Because the changes in the project do not exceed the thresholds outlined in Sections 15162 and 15164 of the State CEQA Guidelines, no further analysis of the environmental impacts of the modified project is required in a supplemental/subsequent IS/MND or MND. The proposed Revised Project modifications do not alter the conclusions contained in the referenced Original Project IS/MND as previously adopted in 2018. The analysis presented above of the changes and additions to the approved Victoria Avenue Roadway Improvements Project substantiates the use of this Addendum to the adopted Original Project IS/MND.

This Addendum to the Original Project IS/MND for modifications to the Victoria Avenue Roadway Improvement Project incorporates the changes or additions necessary to make the adopted environmental document adequate under CEQA for the modified project. This Addendum includes the previously adopted IS/MND, this document (with attachments) and all staff reports, and information submitted to the decision-makers regarding environmental issues affected by the proposed future implementation of the Revised Project. This Addendum is intended as an additional information document to provide decision-makers and others, as appropriate, with an objective assessment of potential environmental impacts associated with the second-tier, site specific modifications associated with the Revised Project.

VI. REVIEW AUTHORITY

The City of Highland serves as the CEQA lead agency for the Revised Project. It is recommended that this Addendum be adopted as the appropriate CEQA environmental determination for this Revised Project if the City decides to approve it for implementation.

VII. CERTIFICATION



City of Highland

VIII. REFERENCES

CRM TECH, "Historical/Archaeological Resources Survey Report: Victoria Avenue Improvement Project, Cities of Highland and San Bernardino, San Bernardino County, California" dated April 25, 2018

Giroux & Associates, "Air Quality and GHG Impact Analyses, Victoria Avenue Roadway Improvements Project, City of Highland, California" dated April 9, 2018,

City of Highland, General Plan

Jericho Systems, Inc. "Biological Resources Assessment Report" dated May 1, 2018

Tom Dodson & Associates, 2018. "City of Highland Victoria Avenue Roadway Improvements Project," dated May 2018

FIGURES

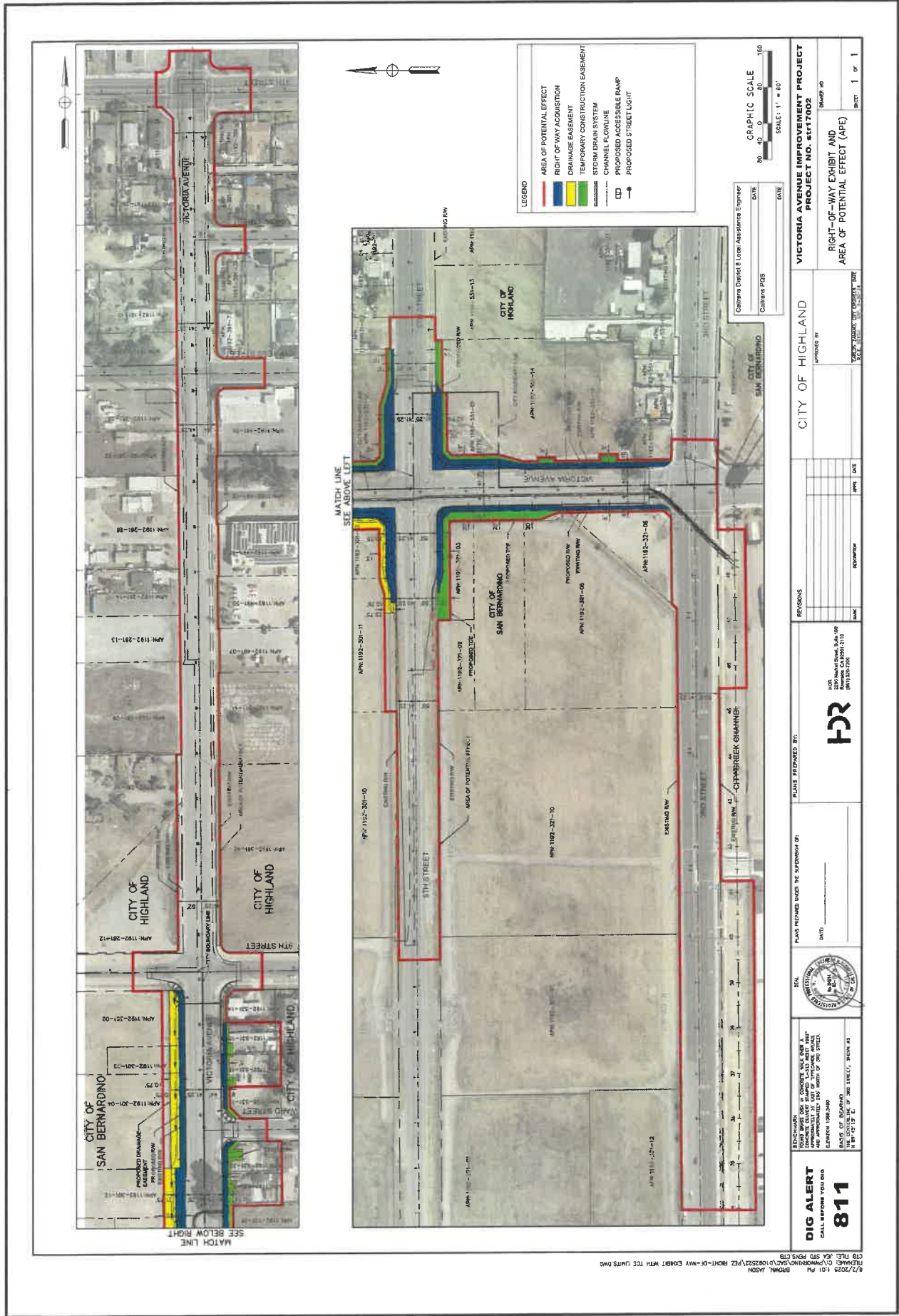


FIGURE 1

Revised Project Area of Potential Effect

Tom Dodson & Associates
Environmental Consultants

