

# PLANNING COMMISSION

## ***REGULAR MEETING***

**Date: May 10, 2018**

**Time: 6:30 P.M.**

### **COMMISSION MEMBERS**

Tom Murphy, Chair

Cody Leis, Vice Chair

Rusty Caldwell, Commissioner

Joline Hahn, Commissioner

Jim Heywood, Commissioner

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Jeff Codega, Principal Planner

Jeff M. Malawy, Assistant City Attorney



## **CITY OF HESPERIA**

**9700 Seventh Avenue**

**Council Chambers**

**Hesperia, CA 92345**

**City Offices: (760) 947-1000**

The Planning Commission, in its deliberation, may recommend actions other than those described in this agenda.

Any person affected by, or concerned regarding these proposals may submit written comments to the Planning Division before the Planning Commission hearing, or appear and be heard in support of, or in opposition to, these proposals at the time of the hearing. Any person interested in the proposal may contact the Planning Division at 9700 Seventh Avenue (City Hall), Hesperia, California, during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday, and 7:30 a.m. to 4:30 p.m. on Fridays) or call (760) 947-1200. The pertinent documents will be available for public inspection at the above address.

If you challenge these proposals, the related Negative Declaration and/or Resolution in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to the public hearing.

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact Jeff Codega, Principal Planner (760) 947-1200. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.10235.104 ADA Title 11]

Documents produced by the City and distributed less than 72 hours prior to the meeting regarding any item on the Agenda will be made available in the Planning Division, located at 9700 Seventh Avenue during normal business hours or on the City's website.

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# City of Hesperia

City Council Chambers  
9700 Seventh Ave.  
Hesperia CA, 92345  
[www.cityofhesperia.us](http://www.cityofhesperia.us)

## Meeting Agenda Planning Commission

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Thursday, May 10, 2018

6:30 PM

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### AGENDA HESPERIA PLANNING COMMISSION

**As a courtesy, please silence your cell phones, pagers, and other electronic devices while the meeting is in session. Thank you.**

*Prior to action of the Planning Commission, any member of the audience will have the opportunity to address the legislative body on any item listed on the agenda, including those on the Consent Calendar. PLEASE SUBMIT A COMMENT CARD TO THE COMMISSION SECRETARY WITH THE AGENDA ITEM NUMBER NOTED.*

#### **CALL TO ORDER - 6:30 PM**

- A. Pledge of Allegiance to the Flag
- B. Invocation
- C. Roll Call

*Tom Murphy Chair  
Cody Leis Vice Chair  
Rusty Caldwell Commissioner  
Joline Bell Hahn Commissioner  
James Heywood Commissioner*

#### **JOINT PUBLIC COMMENTS**

*Please complete a "Comment Card" and give it to the Commission Secretary. Comments are limited to three (3) minutes per individual. State your name for the record before making your presentation. This request is optional, but very helpful for the follow-up process.*

*Under the provisions of the Brown Act, the Commission is prohibited from taking action on oral requests. However, Members may respond briefly or refer the communication to staff. The Commission may also request the Commission Secretary to calendar an item related to your communication at a future meeting.*

#### **CONSENT CALENDAR**

- 1. Page 5 Consideration of the April 12, 2018, Planning Commission Draft Meeting Minutes

#### **Recommended Action:**

It is recommended that the Planning Commission approve the Draft Minutes from the Regular Meeting held on April 12, 2018.

**Staff Person:** Senior Office Specialist Denise Bossard

**Attachments:** [04-12-2018 PC MINUTES](#)

## **PUBLIC HEARINGS**

2. Page 9 Consideration of Site Plan Review SPR17-00016 in conjunction with Specific Plan Amendment SPLA17-00004, to amend the Main Street and Freeway Corridor Specific Plan from Neighborhood Commercial (NC) to Medium Density Residential (MDR) to construct a 14-unit apartment complex on 2.1 gross acres located on the southwest corner of Hercules Street and Hesperia Road (Applicant: 9980 Hesperia, LLC; APN: 0407-061-11)

**Recommended Action:**

It is recommended that the Planning Commission adopt Resolution No. PC-2018-07 recommending that the City Council introduce and place on first reading an ordinance approving Specific Plan Amendment SPLA17-00004 and adopt Resolution No. 2018-08 approving Site Plan Review SPR17-00016.

**Staff Person:** Senior Planner Ryan Leonard

**Attachments:** [Staff Report](#)

[A1- Site Plan](#)

[A2 - MSFCSP](#)

[A3 - Aerial](#)

[A4 - Floor Plan](#)

[A5 - Elevations](#)

[A6 - Initial Study](#)

[Resolution No. 2018-07 \(SPLA\)](#)

[Exhibit A \(SPLA\)](#)

[Resolution No. 2018-08 \(SPR\)](#)

[Conditions of Approval](#)

## **NEW BUSINESS**

3. Page 67 Determination of General Plan Conformity - 2018-2019 Capital Improvement Program

**Recommended Action:**

It is recommended that the Planning Commission adopt Resolution No. PC-2018-09, finding that the 2018-2019 Capital Improvement Program as shown in Exhibit "A" is in conformance with the Hesperia General Plan, and direct that this finding be forwarded to the Hesperia City Council, and the Hesperia Water and Fire Protection Districts.

**Staff Person:** Principal Planner Jeff Codega



**Attachments:**    [Staff Report](#)  
[Resolution CIP 2018-2019](#)  
[CIP Proposal Draft](#)  
[CIP 2017-2018](#)

## **PRINCIPAL PLANNER'S REPORT**

*The Principal Planner or staff may make announcements or reports concerning items of interest to the Commission and the public*

### **D.        DRC Comments**

Page 135        DRC Agendas

**Staff Person:**    Principal Planner Jeff Codega  
**Attachments:**    [A1 - 04-18-2018 DRC Agenda With Action](#)  
                              [A2 - 05-02-2018 DRC Agenda with Action](#)

### **E.        Major Project Update**

## **PLANNING COMMISSION BUSINESS OR REPORTS**

*The Commission Members may make comments of general interest or report on their activities as a representative of the Planning Commission.*

## **ADJOURNMENT**

*I, Denise Bossard, Planning Commission Secretary of the City of Hesperia, California do hereby certify that I caused to be posted the foregoing agenda on Thursday, May 3, 2018, at 5:30 p.m. pursuant to California Government Code §54954.2.*

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Denise Bossard,  
Planning Commission Secretary

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# City of Hesperia Meeting Minutes Planning Commission

City Council Chambers  
9700 Seventh Ave.  
Hesperia CA, 92345

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Thursday, April 12, 2018

6:30 PM

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## AGENDA HESPERIA PLANNING COMMISSION

### **CALL TO ORDER - 6:30 PM:**

#### **A. Pledge of Allegiance to the Flag:**

Pledge of Allegiance led by Vice Chair Cody Leis.

#### **B. Invocation:**

Invocation led by Commissioner Joline Hahn.

#### **C. Roll Call:**

Present: Chair Tom Murphy  
Vice Chair Cody Leis  
Commissioner Joline Hahn  
Commissioner Jim Heywood  
Commissioner Rusty Caldwell

### **JOINT PUBLIC COMMENTS:**

Chair Tom Murphy opened the Joint Public Comments at 6:32 pm.  
There were no Public Comments  
Chair Tom Murphy closed the Joint Public Comments at 6:32 pm.

### **CONSENT CALENDAR:**

#### **1. Approval of Minutes of March 8, 2018, Planning Commission Meeting Draft Minutes**

##### **Recommended Action:**

**It is recommended that the Planning Commission approve the Draft Minutes from the Regular Meeting held on March 8, 2018.**

**Sponsor:** Senior Office Specialist Denise Bossard

**Motion by Commissioner Joline Hahn to approve the Draft Minutes from the Regular Meeting held on March 8, 2018, Seconded by Vice Chair Cody Leis, passed with the following roll call vote:**

PRESENT: Vice Chair Cody Leis  
Commissioner Joline Hahn  
Commissioner Jim Heywood  
Commissioner Rusty Caldwell

ABSTAIN: Chair Tom Murphy

**PUBLIC HEARINGS:**

2. **Consideration of Conditional Use Permit CUP17-00011 and Variance VAR17-00002 to construct a 60-foot high wireless communications facility at 11352 Hesperia Road (Applicant: Verizon Wireless; APN: 0415-081-41)**

**Recommended Action:**

**It is recommended that the Planning Commission adopt Resolution Nos. PC-2018-05 and PC-2018-06, approving CUP17-00011 and VAR17-00002.**

**Sponsor:** Senior Planner Daniel Alcayaga

Senior Planner Daniel Alcayaga presented Conditional Use Permit CUP17-00011 and Variance VAR17-00002.

The Commission asked questions of staff with discussions ensuing.

Chair Tom Murphy opened the Public Hearing at 6:39 pm.

Representative for Verizon Wireless Peter Blind spoke on the project.

Resident Michael Winetrob spoke in opposition of the project and presented a petition to the Commission.

Resident Alesky Seboyatov spoke in opposition of the project.

Resident Maksim Beda spoke in opposition of the project.

Chair Tom Murphy closed the Public Hearing at 6:49 pm.

Assistant City Attorney Jeff Malawy informed the Commission there is federal law that prevents cities from considering health effects of cell phone towers. Therefore, under federal law the Commission cannot take health effects under consideration when making their decision.

The Commission commented on the project with discussions ensuing.

**Motion by Commissioner Jim Heywood to adopt Resolution No. PC-2018-05 and PC-2018-06, approving CUP17-00011 and VAR17-00002, Seconded by Commissioner Rusty Caldwell, passed with the following roll call vote:**

AYES: Chair Tom Murphy  
Vice Chair Cody Leis  
Commissioner Joline Hahn  
Commissioner Jim Heywood  
Commissioner Rusty Caldwell

**PRINCIPAL PLANNER'S REPORT:**

3. **General Plan Annual Report**

**Recommended Action:**

**Staff recommends the Planning Commission review this Annual Report and forward it to the City Council with the intent to direct staff to transmit copies to the Governor's Office of Planning and Research, and the Department of Housing and Community Development as required by California law.**

**Sponsor:** Principal Planner Jeff Codega

Principal Planner Jeff Codega reported on the status of "General Plan Annual Report."

Commissioner Joline Hahn spoke on the issue of the City's water storage in the event of an emergency.

**Motion by Vice Chair Cody Leis to forward to the City Council with the intent to direct staff to transmit copies to the Governor's Office of Planning and Research, and the Department of Housing and Community Development as required by California law, Seconded by Commissioner Joline Hahn, passed with the following roll call vote:**

AYES: Chair Tom Murphy  
Vice Chair Cody Leis  
Commissioner Joline Hahn  
Commissioner Jim Heywood  
Commissioner Rusty Caldwell

**D. DRC Comments**

No comments given.

**E. Major Project Update**

Principal Planner Jeff Codega reported on the following:

- 230 single-family housing permits to date and should be at 250 by the end of the year.
- May 2<sup>nd</sup> Planning Commission Agenda
  - Specific Plan Amendment to amend the Main Street and Freeway Corridor Specific Plan from Neighborhood Commercial to Medium Density Residential to construct a 14-unit apartment complex.
  - Cell Tower on "I" Avenue.
  - Capital Improvement Program.
- Suggestion of putting specific items on the agenda to start conversations on various topics.

**PLANNING COMMISSION BUSINESS OR REPORTS:**

Commissioner Joline Hahn commented on receiving updates on what other City committees' are discussing.

Chair Tom Murphy and Commissioner Joline Hahn expressed their support for the City Council's decision on the Sanctuary City Amicus Brief.

**ADJOURNMENT:**

Meeting adjourned at 7:06 pm until Thursday, May 10, 2018.

Tom Murphy,  
Chair

By: Denise Bossard,  
Commission Secretary

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**DATE:** May 10, 2018  
**TO:** Planning Commission  
**FROM:** Jeff Codega, Principal Planner  
**BY:** Ryan Leonard, Senior Planner  
**SUBJECT:** Specific Plan Amendment SPLA17-00004 & Site Plan Review SPR17-00016;  
Applicant: 9980 Hesperia LLC; APN: 0407-061-11

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## RECOMMENDED ACTION

It is recommended that the Planning Commission adopt Resolution No. PC-2018-07 recommending that the City Council introduce and place on first reading an ordinance approving Specific Plan Amendment SPLA17-00004 and adopt Resolution No. 2018-08 approving Site Plan Review SPR17-00016.

## BACKGROUND

**Proposal:** A Specific Plan Amendment from Neighborhood Commercial (NC) to Medium Density Residential (MDR) on 2.1 gross acres, and a Site Plan Review to construct a 14-unit apartment complex (Attachment 1).

**Location:** Southwest corner of Hesperia Road and Hercules Street.

**Current General Plan, Zoning and Land Uses:** The property is within the Neighborhood Commercial (NC) Zone as part of the Main Street and Freeway Corridor Specific Plan. The surrounding land is designated as noted on Attachment 2. The project site is bounded by Hercules Street to the north and Hesperia Road to the east, followed by the BNSF railroad tracts. The properties on the opposite sides of Hercules Street and Hesperia Road are vacant. The property to the south is built with a church. The property to the west is built with an apartment complex (Attachment 3).

## ISSUES/ANALYSIS

**Site Plan Review:** The Applicant is requesting a Specific Plan Amendment from Neighborhood Commercial (NC) to Medium Density Residential (MDR). The MDR Zone allows residential densities between 8 and 15 dwelling units per gross acre (du/ac). In conjunction with this Amendment, the Applicant is requesting approval of a Site Plan Review to construct a 14-unit apartment complex. In order to comply with the minimum required density of 8 du/ac the applicant is proposing a lot line adjustment to reduce the gross lot size from 94,521 square feet to 78,705 square feet. The lot line adjustment will be processed during the plan check process.

The development, which is designed in a duplex fashion, includes 14 total units. There are 7 buildings, all of which are single story and have two units. Each building is 2,950 total square feet. Each floor plan is a two-bedroom floor plan which contains 1,039 square foot of livable space and a 436 square foot two-car garage (Attachment 4). All units will also have private rear yards enclosed by six-foot high vinyl fences.

The units have a contemporary craftsman architectural theme (Attachment 5). All roof materials will be made of "S" concrete tiles. The buildings will include masonry veneer or texture stucco along the base of the front elevations, window shutters, arches above the windows, recessed windows and decorative lights. All buildings will have contrasting, but complimentary colors. The proposed building elevations comply with the architectural standards outlined in the Main Street and Freeway Corridor Specific Plan.

The proposed development complies with all site development regulations, including the minimum building requirements, landscaping, minimum number of parking spaces, and open space amenities. A total of 42 parking spaces are provided. Each unit will have an attached 2-car garage. Parking spaces include 13 guest parking spaces, and one accessible (handicap) parking space. The development will also have community recreational areas, which include a tot lot, picnic tables, and bbq areas with gazebos. In addition 1,577 square feet of passive and active open space is provided adjacent to the tot lot.

**Specific Plan Amendment:** The proposed Specific Plan Amendment from Neighborhood Commercial (NC) to Medium Density Residential (MDR) can be justified as the site is adjacent to other multi-family apartments to the west. The project is compatible with the adjacent commercial uses including the Spirit Filled Church to the south. In addition, the site is located on a corner lot and will have access from Hercules Street. Hercules Street is identified as a Local road in the City's General Plan and will provide a second point of access off of Hesperia Road.

Staff is also requesting that the Commission provide direction to staff on how to proceed with future applications that request a residential zone change on Hesperia Road. There is a potential that approval of the proposed project could set a precedent that could lead to future residential zone change requests from other applicants. Furthermore, the portion of Hesperia Road between Bear Valley Road and Main Street is zoned either Neighborhood Commercial (NC) or General Commercial (C2) and contains a large number of vacant properties. There are only a handful of single family homes that are located on Hesperia Road but they are legal non-conforming with regard to zoning. Currently there are no multi-family developments on Hesperia Road between Bear Valley Road and Main Street.

Staff has prepared the following recommendations for the Commission's consideration. It is important to point out that the list below only applies to that portion of Hesperia Road that is between Bear Valley Road and Main Street and only applies to a zone change from commercial to residential. The list below is not exhaustive and the Commission may recommend additional criteria:

- a. A parcel considered for a zone change must be contiguous with another parcel that is zoned Medium Density Residential (MDR). This would only allow multi-family developments on those lots that are located between Yucca Street and Mauna Loa Street.
- b. A parcel considered for a zone change must be located on a corner lot. This would reduce traffic impacts on Hesperia Road by directing residential traffic to other streets that are located off of Hesperia Road.
- c. Not allow a zone change to single-family residential.
- d. The Commission could choose not to make any recommendations. All zone change requests would continue to be reviewed on a case-by-case basis.

If the Commission provides specific direction to staff regarding the future location of multi-family residential uses on Hesperia Road then it would serve as guidance to staff. Staff would use the Commission's direction to adequately inform an applicant and to advise them accordingly.



**Drainage:** The development is required to handle the increase in storm water runoff as a result of construction of this project. The site plan proposes an underground drainage system to handle storm water runoff. Upon completion of the on-site drainage improvements, the impact of the project upon properties downstream is not considered significant. The site is also not impacted by existing drainage from upstream properties.

**Water and Sewer:** The Developer is required to connect to the existing 12-inch water line and 12-inch sewer line in Hesperia Road.

**Traffic/Street Improvements:** As part of developing the site, the developer is required to construct street improvements, including curb, gutter, and sidewalk along the project frontages of Hesperia Road and Hercules Street. The developer is required to pay all applicable City development impact fees to offset the project's impact on local traffic.

**Schools and Parks:** Joshua Circle Elementary is located 1 mile to the west and Mojave High School is located 0.8 mile to the north. The project is approximately 1 mile from Civic Center Park.

**Environmental:** Approval of this development requires adoption of a mitigated negative declaration pursuant to the California Environmental Quality Act (CEQA). The mitigated negative declaration and initial study (Attachment 6) prepared for the development conclude that there are no significant adverse impacts resulting from the project. A biological assessment and a protected plant plan were required. The biological assessment shows that the site does not contain habitat for the desert tortoise nor any other threatened or endangered species. However, a pre-construction survey for the burrowing owl will be conducted prior to issuance of a grading permit. A protected plant plan was also submitted, which found that there are protected plants that are suitable for transplant. In addition, due to the proximity of the BNSF railroad, an acoustical study shall be submitted to ensure that interior noise levels within the buildings do not exceed 45 dB(A).

**Conclusion:** The project conforms to the goals and policies of the City's General Plan. The project meets the standards of the Main Street and Freeway Corridor Specific Plan and Development Code with approval of the proposed Specific Plan Amendment and Site Plan Review.

## **FISCAL IMPACT**

Development will be subject to payment of all development impact fees adopted by the City.

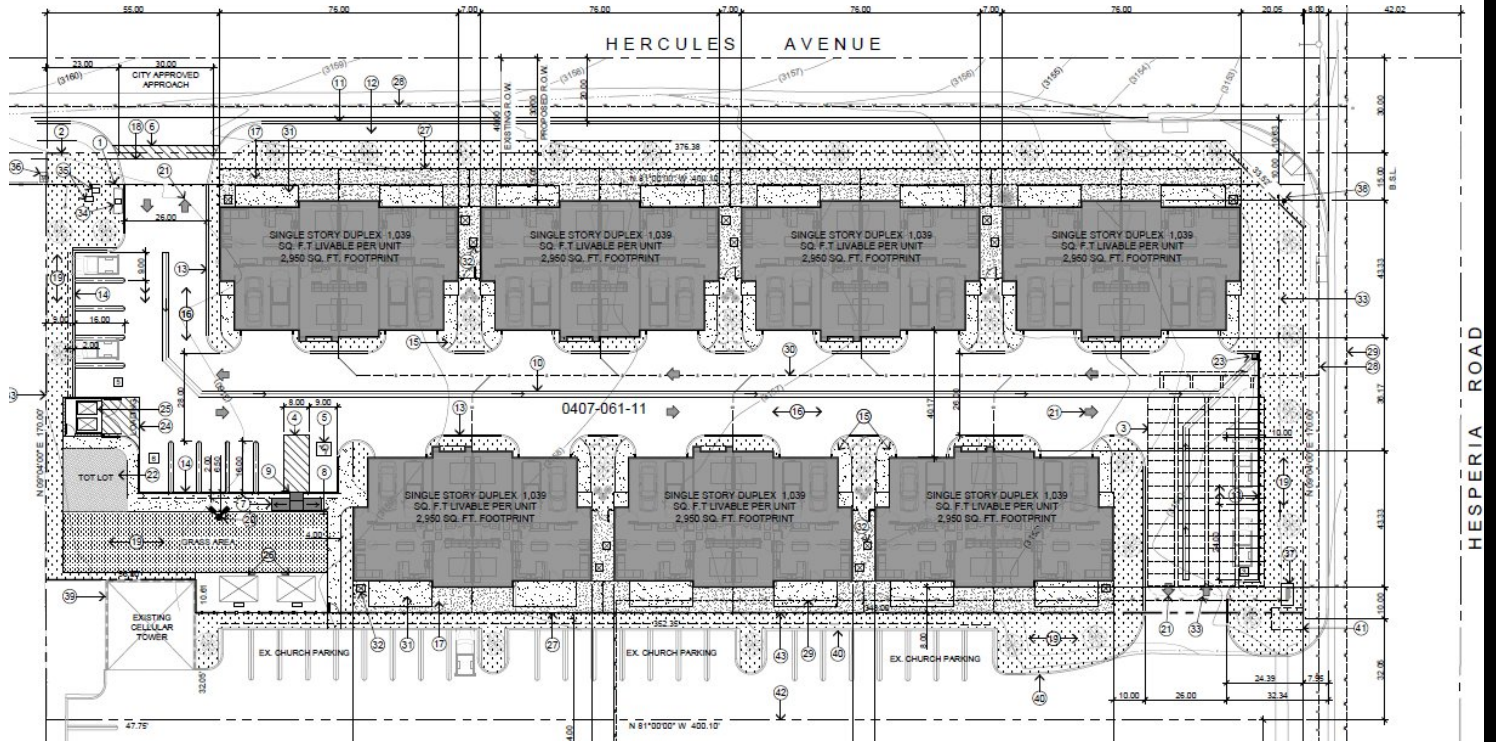
## **ALTERNATIVE(S)**

1. Provide alternative direction to staff.

## **ATTACHMENTS**

1. Site Plan
2. Main Street and Freeway Corridor Specific Plan Zone Map
3. Aerial Photo
4. Floor Plan
5. Building Elevations
6. Negative Declaration ND-2018-01 with Initial Study
7. Resolution No. 2018-07, with Exhibit "A"
8. Resolution No. 2018-08, with list of conditions

# ATTACHMENT 1



**APPLICANT(S):**  
9980 HESPERIA LLC

**FILE NO(S):** SPLA17-00004 &  
SPR17-00016

**LOCATION:**  
SOUTHWEST CORNER OF HESPERIA ROAD AND HERCULES STREET

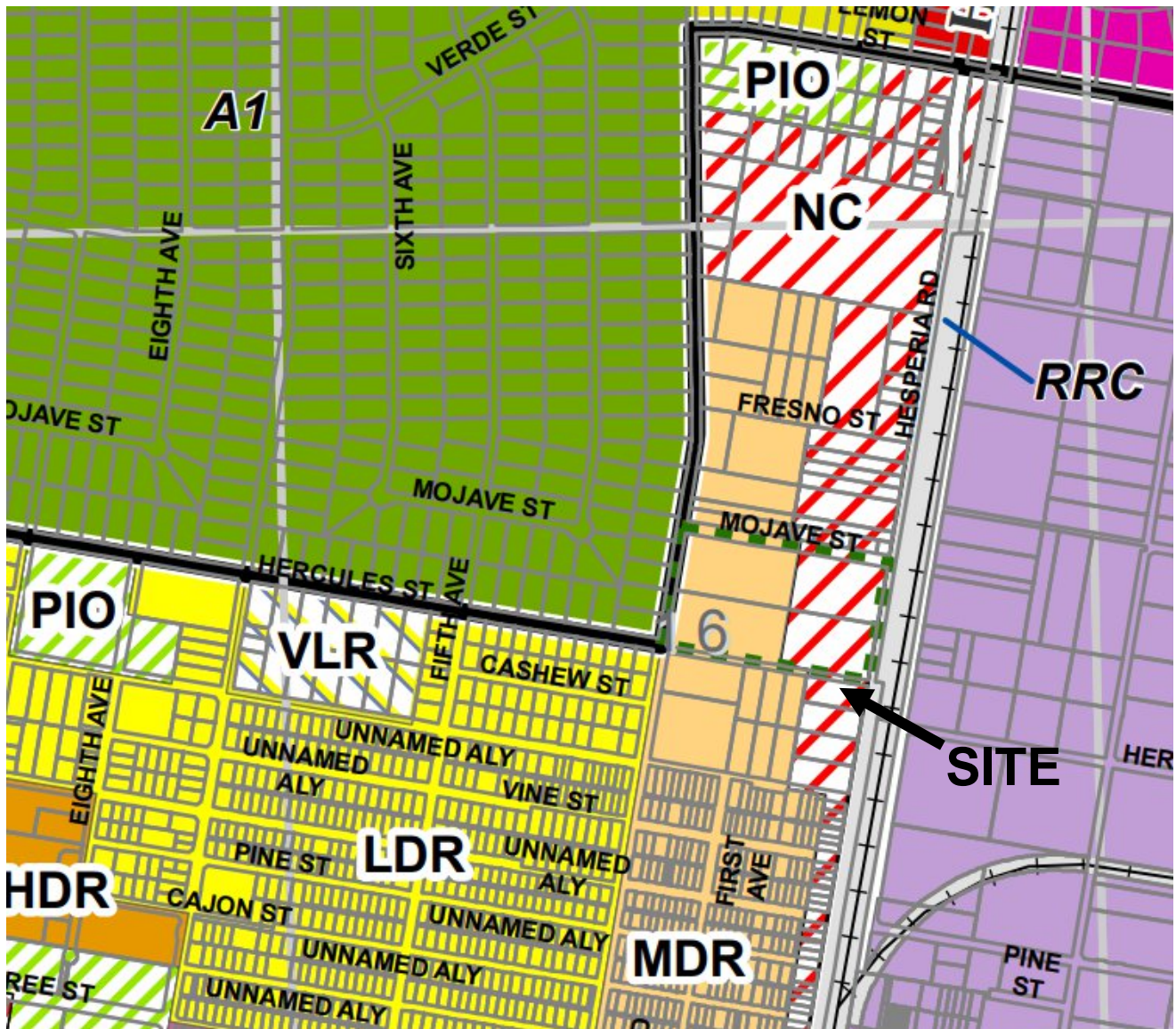
**APN(S):**  
0407-061-11

**PROPOSAL:**  
A SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD COMMERCIAL (NC) TO MEDIUM DENSITY RESIDENTIAL (MDR) ON 2.1 GROSS ACRES, AND A SITE PLAN REVIEW TO CONSTRUCT A 14-UNIT APARTMENT COMPLEX



## SITE PLAN

# ATTACHMENT 2



**APPLICANT(S):**  
9980 HESPERIA LLC

**FILE NO(S):** SPLA17-00004 &  
SPR17-00016

**LOCATION:**  
SOUTHWEST CORNER OF HESPERIA ROAD AND HERCULES STREET

**APN(S):**  
0407-061-11

**PROPOSAL:**  
A SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD COMMERCIAL (NC) TO MEDIUM DENSITY RESIDENTIAL (MDR) ON 2.1 GROSS ACRES, AND A SITE PLAN REVIEW TO CONSTRUCT A 14-UNIT APARTMENT COMPLEX



## MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN



# ATTACHMENT 3



**APPLICANT(S):**  
9980 HESPERIA LLC

**FILE NO(S):** SPLA17-00004 &  
SPR17-00016

**LOCATION:**  
SOUTHWEST CORNER OF HESPERIA ROAD AND HERCULES STREET

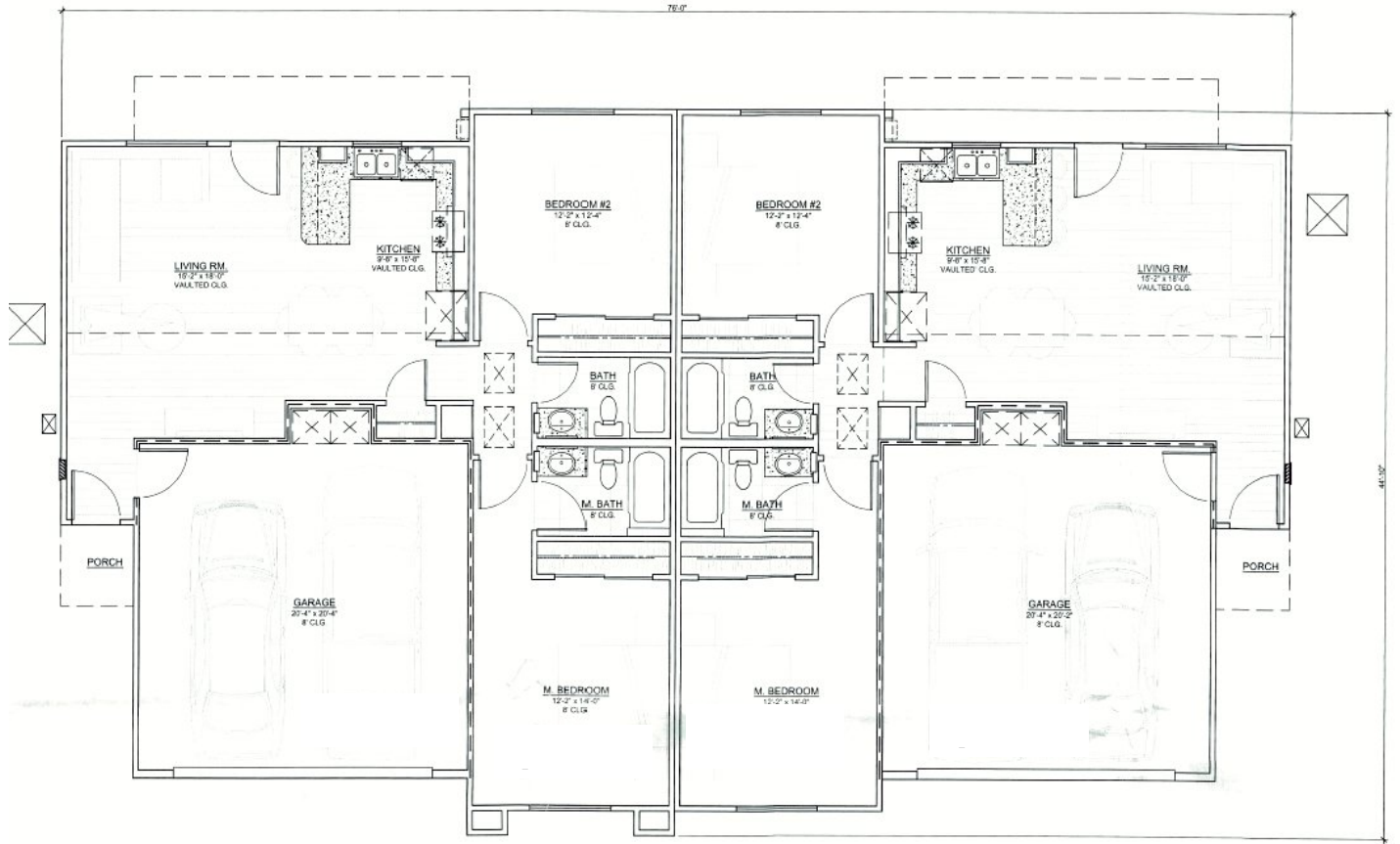
**APN(S):**  
0407-061-11

**PROPOSAL:**  
A SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD COMMERCIAL (NC) TO MEDIUM DENSITY RESIDENTIAL (MDR) ON 2.1 GROSS ACRES, AND A SITE PLAN REVIEW TO CONSTRUCT A 14-UNIT APARTMENT COMPLEX



## AERIAL PHOTO

# ATTACHMENT 4



DUPLEX FLOOR PLAN

SCALE: 1/4" = 1'-0"

**APPLICANT(S):**  
9980 HESPERIA LLC

**FILE NO(S):** SPLA17-00004 &  
SPR17-00016

**LOCATION:**  
SOUTHWEST CORNER OF HESPERIA ROAD AND HERCULES STREET

**APN(S):**  
0407-061-11

**PROPOSAL:**  
A SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD COMMERCIAL (NC) TO MEDIUM DENSITY RESIDENTIAL (MDR) ON 2.1 GROSS ACRES, AND A SITE PLAN REVIEW TO CONSTRUCT A 14-UNIT APARTMENT COMPLEX



## FLOOR PLAN



# ATTACHMENT 5



**APPLICANT(S):**  
9980 HESPERIA LLC

**FILE NO(S):** SPLA17-00004 &  
SPR17-00016

**LOCATION:**  
SOUTHWEST CORNER OF HESPERIA ROAD AND HERCULES STREET

**APN(S):**  
0407-061-11

**PROPOSAL:**  
A SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD COMMERCIAL (NC) TO MEDIUM DENSITY RESIDENTIAL (MDR) ON 2.1 GROSS ACRES, AND A SITE PLAN REVIEW TO CONSTRUCT A 14-UNIT APARTMENT COMPLEX



## ARCHITECTURAL ELEVATIONS

# ATTACHMENT 6

PLANNING DIVISION  
9700 Seventh Avenue, Hesperia, California 92345  
(760) 947-1224 FAX (760) 947-1221

NEGATIVE DECLARATION ND-2018-01  
Preparation Date: April 9, 2018

Name or Title of Project: Specific Plan Amendment SPLA17-00004 & Site Plan Review SPR17-00016

Location: On the southwest corner of Hercules Road and Hesperia Road (APN: 0407-061-11).

Entity or Person Undertaking Project: Steeno Design.

Description of Project: Consideration of Specific Plan Amendment SPLA17-00004, amending the Main Street and Freeway Corridor Specific Plan from Neighborhood Commercial (NC) to Medium Density Residential (MDR) in conjunction with Site Plan Review SPR17-00016, to allow for development of a 14-unit apartment complex on 2.2 gross acres located on the southwest corner of Hercules Street and Hesperia Road (Applicant: 9980 Hesperia, LLC; APN: 0407-061-11).

Statement of Findings: The Planning Commission has reviewed the Initial Study for this proposed project and has found that there are no significant adverse environmental impacts to either the man-made or physical environmental setting with inclusion of the following mitigation measures and does hereby direct staff to file a Notice of Determination, pursuant to the California Environmental Quality Act (CEQA).

Mitigation Measures:

1. A pre-construction survey for the burrowing owl shall be conducted by a City approved, licensed biologist, no more than 30 days prior to commencement of grading.
2. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
3. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted by the Lead Agency if any such find occurs and be provided, by the Lead Agency, the information collected by the archaeologist, and be permitted/invited to perform a site visit prior to treatment and disposition, so as to provide Tribal input.
4. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
  - a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
  - b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.
5. An acoustical study shall be submitted, addressing the noise impact from the Burlington Northern & Santa Fe Railroad and traffic on the perimeter streets upon the project. The construction techniques of the acoustical study shall be implemented to ensure that interior noise levels within the buildings do not exceed 45 dB (A).

A copy of the Initial Study and other applicable documents used to support the proposed Mitigated Negative Declaration is available for review at the City of Hesperia Planning Department.

Public Review Period: April 11, 2018 through May 10, 2018.

Adopted by the Planning Commission: May 10, 2018

Attest:

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JEFF CODEGA, AICP, PRINCIPAL PLANNER



**CITY OF HESPERIA INITIAL STUDY  
ENVIRONMENTAL CHECKLIST FORM**

**PROJECT DESCRIPTION**

1. **Project Title:** Specific Plan Amendment SPLA17-00004 and Site Plan Review SPR17-00016
2. **Lead Agency Name:** City of Hesperia Planning Division  
**Address:** 9700 Seventh Avenue, Hesperia, CA 92345.
3. **Contact Person:** Ryan Leonard, AICP, Senior Planner  
**Phone number:** (760) 947-1651.
4. **Project Location:** On the southwest corner of Hercules Road and Hesperia Road (APN: 0407-061-11).
5. **Project Sponsor:** Steeno Design Studio  
**Address:** 11774 Hesperia Road, Suite B1, Hesperia CA, 92345
6. **General Plan & Zoning:** The site is currently within the Neighborhood Commercial (NC) zoning designation in the Main Street and Freeway Corridor Specific Plan.
7. **Description of project:**

The project consists of a Specific Plan Amendment to amend the Main Street and Freeway Corridor Specific Plan from Neighborhood Commercial (NC) to Medium Density Residential (MDR) in conjunction with a Site Plan Review to allow for the development of a 14-unit apartment complex. The project site is located on 2.2 gross acres at the southwest corner of Hercules Street and Hesperia Road.
8. **Surrounding land uses and setting:** (Briefly describe the project's surroundings.) The properties to the north and south are within the Neighborhood Commercial (NC) zone of the Main Street and Freeway Corridor Specific Plan. The property to the west is within the Medium Density Residential (MDR) zone of the Specific Plan. Hesperia Road is located to the east of the site, followed by the BNSF railroad tracts. The property to the south is built with a church. The property to the north is vacant. The property to the west is built with an apartment complex. The properties to the east of the site are vacant and are separated from the site by railroad tracts.
9. **Other public agency whose approval is required** (e.g., permits, financing approval, or participation agreement.) Review and approval is required from the City.

## Exhibit "A"- Aerial Photo



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture & Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology / Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation / Traffic	<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

**DETERMINATION:** (Completed by the Lead Agency)

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	"De minimis"
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.	

Signature

Ryan Leonard, AICP, Senior Planner, Hesperia Planning Division

Date

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

<b>I. AESTHETICS.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista <b>(1 &amp; 2)</b> ?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway <b>(1 &amp; 2)</b> ?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings <b>(1, 2, 3 &amp; 4)</b> ?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area <b>(5)</b> ?			X	

**Comments.**

The subject property is currently vacant and is adjacent to Hesperia Road and Hercules Road, multi-family uses to the west, a church to the south, and railroad tracts to the east **(1 & 2)**. Given the site's proximity to existing multi-family and commercial uses, the site is not considered a scenic resource. Further, the site contains frontage on Hesperia Road and Hercules Road. None of these roadways are a scenic highway nor is the site in close proximity to any scenic resources or historic buildings.

Approval of the proposed project will not pose a significant adverse impact to the aesthetics of the area as the development is subject to Specific Plan and Title 16 regulations **(6)**, which limit the building height and provide for minimum yard and lot coverage standards. Although new development will produce additional light and glare, any light or glare produced would be subject to Title 16 regulations which requires that all exterior lighting fixtures to be hooded and directed downward to minimize light and glare impacts on neighboring properties **(1 & 5)**. While development of the site will have the potential to negatively impact the residentially designated properties to the west, implementation of the Title 16 zoning regulations will assure that adjacent residential land uses are buffered through the incorporation of setbacks, landscaping buffers, site planning, and other design techniques **(1 & 6)**. Consequently, development of the site will not substantially degrade the existing visual character or quality of the site and its surroundings. As such, development of the project would have a less than significant impact upon aesthetics.

<b>II. AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and State Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use <b>(2 &amp; 8)</b> ?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract <b>(8, 9 &amp; 10)</b> ?				X
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) <b>(10)</b> ?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use <b>(1, 10 &amp; 11)</b> ?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use <b>(1, 9 &amp; 10)</b> ?				X

### Comments.

The project site is not presently, nor does it have the appearance of previous agricultural uses. The soil at this location is classified by the U.S. Soil Conservation Service as *Hesperia loamy fine sand, two to five percent slopes*. These soils are limited by high soil blowing hazard, high water intake rate, low available water capacity, and low fertility **(12)**. Further, the proximity of residential uses does not make this site viable for agriculture. The U.S. Department of Agriculture, Soil Conservation Service (SCS) Soil Survey of San Bernardino County California Mojave River Area states that "Urban and built-up land and water areas cannot be considered prime farmland..." The project site does not contain any known agricultural activities or any known unique agricultural soils. Based on the lack of designated agricultural soils on the project site, it is concluded that the project will not result in significant adverse impacts to agriculture or significant agricultural soils. The project is located within an urbanized area which, according to the SCS, is not considered prime farmland. Further, the site is not within the area designated by the State of California as "unique farmland."

The City and its Sphere Of Influence (SOI) is located within the Mojave bioregion, primarily within the urban and desert land use classes **(13)**. The southernmost portions of the City and SOI contain a narrow distribution of land within the shrub and conifer woodland bioregions. These bioregions do not contain sufficient forest land for viable timber production and are ranked as low priority landscapes **(14)**. The project site is located in the central portion of the City within the suburban area and is substantially surrounded by multi-family and commercial properties **(1)**. During the nineteenth century, juniper wood from Hesperia was harvested for use in fueling bakery kilns. Use of juniper wood was discontinued when oil replaced wood in the early twentieth century **(11)**. Local timber production has not occurred since that time. Therefore, this project will not have an impact upon forest land or timberland.

The limited size of the property (2.2 gross acres), as well as the proximity of residential uses, does not make this site viable for agriculture. In addition, the site is presently zoned Neighborhood Commercial (NC), which permits commercial development. According to the City of Hesperia General Plan, no agriculture-specific land use exists within the project site and the land is not within a Williamson Act contract. **(10)**. This project has no potential to conflict with existing zoning for agricultural uses or a Williamson Act contract and will not have an impact upon agricultural resources. As such, approval of the proposed project would not have an impact upon agricultural resources.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan <b>(15, 16 &amp; 17)?</b>				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation <b>(15, 16 &amp; 17)?</b>			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) <b>(15, 16 &amp; 17)?</b>			X	
d) Expose sensitive receptors to substandard pollutant concentrations <b>(2, 15 &amp; 16)?</b>			X	
e) Create objectionable odors affecting a substantial number of people <b>(1, 2, 15 &amp; 16)?</b>				X

### Comments.

The General Plan Update and its Environmental Impact Report (EIR) address the impact of build-out in accordance with the Land Use Plan, with emphasis upon the impact upon sensitive receptors **(15 & 16)**. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The closest sensitive receptors are the occupants of the multi-family residences located immediately adjacent to the west of the site **(1)**. These adjacent residences are currently within the Medium Density Residential zone of the Main Street and Freeway Corridor Specific Plan.

The Mojave Desert Air Quality Management District (MDAQMD) has published a number of studies that demonstrate that the Mojave Desert Air Basin (MDAB) can be brought into attainment for particulate matter and ozone, if the South Coast Air Basin (SCAB) achieves attainment under its adopted Air Quality Management Plan. The High Desert and most of the remainder of the desert has been in compliance with the federal particulate standards for the past 15 years **(15)**. The ability of MDAQMD to comply with ozone ambient air quality standards will depend upon the ability of SCAQMD to bring the ozone concentrations and precursor emissions into compliance with ambient air quality standards **(15 & 16)**.

All uses identified within the Hesperia General Plan are classified as area sources by the MDAQMD **(17)**. Programs have been established in the Air Quality Attainment Plan which address emissions caused by area sources. Both short-term (construction) emissions and the long-term (operational) emissions associated with the development were considered. Short-term airborne emissions will occur during the construction phase related to site preparation, land clearance, grading, excavation, and building construction; which will result in fugitive dust emissions. Also, equipment emissions, associated with the use of construction equipment during site preparation and construction activities, will generate emissions. Construction activities generally do not have the potential to generate a substantial amount of odors. The primary source of odors associated with construction activities are generated from the combustion petroleum products by equipment. However, such odors are part of the ambient odor environment of urban areas. In addition, the contractor will be required to obtain all pertinent operating permits from the Mojave Desert Air Quality Management District (MDAQMD) for any equipment

requiring AQMD permits.

The General Plan Update identifies large areas where future residential, commercial, industrial, and institutional development will occur. The General Plan Update Environmental Impact Report (GPUEIR) analyzed the impact to air quality upon build-out of the General Plan. Based upon this analysis, the City Council adopted a finding of a Statement of Overriding Considerations dealing with air quality impacts **(7)**. As part of the GPUEIR, the impact of commercial and residential development to the maximum allowable intensity permitted by the Land Use Plan was analyzed. The projected number of vehicles trips and turning movements associated with this project is analyzed within Section XV. Transportation/Traffic. The proposed development will decrease potential traffic in the area and will not result in the creation of an unacceptable level of service (LOS). Therefore approval of this project will not result in a significant impact upon air quality.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service <b>(10 &amp; 21)</b> ?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service <b>(1, 10 &amp; 23)</b> ?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means <b>(1, 10 &amp; 23)</b> ?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites <b>(1&amp;10 )</b> ?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance <b>(10 &amp; 19)</b> ?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan <b>(10, 21 &amp; 23)</b> ?				X

#### Comments.

The site is not expected to support the Mohave ground squirrel, given the very low population levels of the species in the region and proximity to existing development. Further, the project site is outside the area considered suitable habitat for the species **(22)**. The desert tortoise is also not expected to inhabit the site, given its proximity to existing residences **(1)**. The site is also outside the range of the arroyo toad, which has been documented to inhabit a portion of the Rancho Las Flores Specific Plan and adjacent areas **(23)**.



RCA Associates, LLC prepared a Biological Report for the project site, which concluded that no sensitive species or specie habitats were observed on the site including desert tortoise, Mojave ground squirrel, burrowing owls, or any other special-status species **(18)**. The biological report states that none of these or any other threatened or endangered species inhabit the site. Due to the unpredictability of the burrowing owl, a pre-construction survey shall be conducted by a City approved, licensed biologist, no more than 30 days prior to commencement of grading. The mitigation measure is listed on page 25.

A Protected Plant Plan was also prepared by RCA Associates, LLC **(18)**. The site was previously cleared of most native vegetation and currently supports a ruderal desert community. A limited number of plants were observed including Russian thistle (*Salsola tragus*), yellow-green matchweed (*Gutierrezia sarothrae*), schismus (*Schismus barbatus*, brome grasses (*Bromus sp.*) and Sahara mustard (*Brassica tournefortii*). The only protected plant observed onsite was one Joshua tree which showed significant signs of poor health. The biological report concluded that the site does not support any sensitive plant or wildlife species or sensitive habitats **(18)**.

The project site is not within the boundary of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The General Plan Background Technical Report identifies two sensitive vegetation communities. The Southern Sycamore Alder Woodland and Mojave Riparian Forest vegetation communities exist within the Rancho Las Flores Specific Plan and vicinity **(24)**. Consequently, approval of the proposed development will not have an impact upon biological resources, subject to the enclosed mitigation measures.

<b>V. CULTURAL RESOURCES.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 <b>(24, 26 &amp; 79)</b> ?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 <b>(24, 26 &amp; 79)</b> ?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature <b>(24 &amp; 79)</b> ?				X
d) Disturb any human remains, including those interred outside of formal cemeteries <b>(27)</b> ?		X		

#### Comments.

Based upon a site visit and review of the aerial photos **(1)**, there is no evidence that historic resources exist within the project site. In addition, the site is not on the list of previously recorded cultural resources **(25)**. This list, which was compiled as part of the 2010 General Plan Update; was created from the inventory of the National Register of Historic Properties, the California Historic Landmarks list, the California Points of Historic Interest list, and the California State Resources Inventory for San Bernardino County. The Cultural Resources Sensitivity Map indicates that the site has a high sensitivity potential for containing cultural resources **(26)**.

Since this project requires approval of a General Plan Amendment and is not exempt from the California Environmental Quality Act (CEQA), the City sent a letter dated March 6, 2018 giving all interested Native American tribes the opportunity to consult pursuant to the California Public Resources Code (AB 52 and SB-18). The City will also notify the tribes in writing of the Planning Commission and

City Council meeting dates. As of the date of preparation of this document, staff has not received a consultation request. However staff did receive comments from the San Manuel Band of Mission Indians requesting mitigation measures in the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 100-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. These mitigation measures are listed on page 25.

The site was investigated by RCA Associates Inc. on February 3, 2018 **(79)**. After a thorough field investigation RCA Associates did not find evidence of archaeological or paleontological resources as evidenced by the Phase I Cultural Resource Assessment prepared in February of 2018. However, there is a possibility that resources may exist below the surface. Therefore, mitigation measures are listed on page 25, which will be imposed should any cultural resources be unearthed during construction.

In the event that human remains are discovered during grading activities, grading shall cease until the County Coroner has made the necessary findings in accordance with the California Environmental Quality Act (CEQA) **(27)**. Should the Coroner determine that the remains are Native American, the Native American Heritage Commission (NAHC) shall be contacted and the remains shall be handled in accordance with Public Resources Code Section 5097.98. Consequently, this project is not expected to have an impact upon cultural resources.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 <b>(29, 30 &amp; 31)</b> .				X
ii) Strong seismic ground shaking <b>(32 &amp; 33)?</b>			X	
iii) Seismic-related ground failure, including liquefaction <b>(12 &amp; 32)?</b>				X
iv) Landslides <b>(32)?</b>				X
b) Result in substantial soil erosion or the loss of topsoil <b>(12)?</b>			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse <b>(12 &amp; 32)?</b>				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property <b>(12)?</b>				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater <b>(12)?</b>				X

#### Comments.

The project site contains generally flat topography with slopes of two to five percent. No large hills or mountains are located within the project site. The state geologist has identified (zoned) several faults in California for which additional geologic studies are required. According to Exhibit SF-1 of the General Plan Safety Element, no active faults are known or suspected to occur adjacent to or within the project site or within its vicinity and the site is not within an Alquist-Priolo Special Studies Zone or Earthquake Fault Zone **(29)**. The City and Sphere of Influence (SOI) is near several major faults, including the San Andreas, North Frontal, Cleghorn, Cucamonga, Helendale, and San Jacinto faults **(29 & 30)**. The nearest fault to the site is the North Frontal fault, located approximately five miles to the east of the City.

The Alquist-Priolo Earthquake Fault Zoning Act prohibits structures designed for human occupancy within 500 feet of a major active fault and 200 to 300 feet from minor active faults **(34)**. The project site is not located in an Alquist-Priolo Earthquake Fault Zone or within 500 feet of a fault **(29 & 30)**. Further, the soil at this site does not have the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse **(12)**.

The soil at this location is identified as Hesperia loamy fine sand, two to five percent slopes **(12)**. This soil is limited by high soil blowing hazard, high water intake rate, and moderate to high available water capacity. The site's shallow slope and moderately rapid permeability negates the potential for soil instability.

Because the project disturbs more than one acre of land area, the project is required to file a Notice of Intent (NOI) and obtain a general construction National Pollution Discharge Elimination System (NPDES) permit prior to the start of land disturbance activities. Issuance of these permits requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) which specifies the Best Management Practices (BMP) that will be implemented to prevent construction pollutants from contacting stormwater. Obtaining the NPDES and implementing the SWPPP is required by the State Water Resources Control Board (WRCB) and the California Regional Water Quality Control Board (RWQCB). These are mandatory and NPDES and SWPPP have been deemed adequate by these agencies to mitigate potential impacts.

As a function of obtaining a building final, the proposed development will be built in compliance with the Hesperia Municipal Code **(6)** and the 2017 Building Code, which ensures that the structures will adequately resist the forces of an earthquake. In addition, prior to issuance of a grading permit, a soil study is required, which shall be used to determine the load bearing capacity of the native soil. Should the load bearing capacity be determined to be inadequate, compaction or other means of improving the load bearing capacity shall be performed in accordance with all development codes to assure that all structures will not be negatively affected by the soil. Consequently, the impact upon geology and soils associated with the proposed development is considered less than significant.

<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment <b>(35)</b> ?				X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases <b>(35, 36 &amp; 37)</b> ?				X	

**Comments.**

Assembly Bill 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions to 1990 levels by 2020. In addition, Senate Bill 97 requires that all local agencies analyze the impact of greenhouse gases under CEQA and task the Office of Planning and Research (OPR) to develop CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions..."

On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97 (Chapter 185, 2007). The Natural Resources Agency forwarded the adopted amendments and the entire rulemaking file to the Office of Administrative Law (OAL) on December 31, 2009. On February 16, 2010, OAL approved the Amendments, which became effective on March 18, 2010 **(37)**. This initial study has incorporated these March 18, 2010 Amendments.

Lead agencies may use the environmental documentation of a previously adopted Plan to determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements of the Plan or mitigation program under specified circumstances. As part of the General Plan Update, the City adopted a Climate Action Plan (CAP)**(35)**. The CAP provides policies along with implementation and monitoring which will enable the City of Hesperia to reduce greenhouse emissions 28 percent below business as usual by 2020, consistent with AB 32 **(36)**.

Development of the proposed project will not significantly increase greenhouse gas (GHG) emissions beyond that analyzed within the GPUEIR. The additional job creation from this development will also reduce the number of residents commuting to other communities for work, reducing vehicle miles traveled and resulting in additional GHG reductions. All buildings will be equipped with energy efficient mechanical systems for heating and cooling. That, in combination with use of dual pane glass and insulation meeting current Building Code regulations **(35)** will cause a reduction in GHG emissions from use of less efficient systems, resulting in additional community emission reduction credits. The building size is below the allowable floor area ratio.

Development of the proposed project will not significantly increase greenhouse gas (GHG) emissions beyond that analyzed within the GPUEIR. Additionally, the use will provide additional jobs to the area, creating a reduction in the number of commuters into the Inland Empire. Consequently, the impact upon GHG emissions associated with the proposed project is less than significant.

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials <b>(2 &amp; 38)</b> ?			X	
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment <b>(2 &amp; 38)</b> ?			X	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school <b>(2)</b> ?				X

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment <b>(2)</b> ?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area <b>(39)</b> ?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area <b>(39)</b> ?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan <b>(40)</b> ?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands <b>(41)</b> ?				X

### Comments.

The property is currently vacant and has no history of commercial development. There is no evidence that hazardous materials have been used on the property. The project site is not listed in any of the following hazardous sites database systems, so it is unlikely that hazardous materials exist on-site:

- National Priorities List [www.epa.gov/superfund/sites/query/basic.htm](http://www.epa.gov/superfund/sites/query/basic.htm). List of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States. There are no known National Priorities List sites in the City of Hesperia.
- Site Mitigation and Brownfields Reuse Program Database [www.dtsc.ca.gov/database/Calsites/Index.cfm](http://www.dtsc.ca.gov/database/Calsites/Index.cfm). This database (also known as CalSites) identifies sites that have known contamination or sites that may have reason for further investigation. There are no known Site Mitigation and Brownfields Reuse Program sites in the City of Hesperia.
- Resource Conservation and Recovery Information System [www.epa.gov/enviro/html/rcris/rcris\\_query\\_java.html](http://www.epa.gov/enviro/html/rcris/rcris_query_java.html). Resource Conservation and Recovery Information System is a national program management and inventory system of hazardous waste handlers. There are 53 Resource Conservation and Recovery Act facilities in the City of Hesperia, however, the project site is not a listed site.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) (<http://cfpub.epa.gov/supercpad/cursites/srchsites.cfm>). This database contains information on hazardous waste sites, potentially hazardous waste sites, and remedial activities across the nation. There is one Superfund site in the City of Hesperia, however, the project site is not located within or adjacent to the Superfund site.
- Solid Waste Information System (SWIS) (<http://www.ciwmb.ca.gov/SWIS/Search.asp>). The SWIS database contains information on solid waste facilities, operations, and disposal sites throughout the State of California. There are three solid waste facilities in the City of Hesperia, however the project site is not listed.
- Leaking Underground Fuel Tanks (LUFT)/ Spills, Leaks, Investigations and Cleanups (SLIC) (<http://geotracker.waterboards.ca.gov/search/>). This site tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies. There are fourteen LUFT sites in the City of Hesperia, six of which are closed cases. The project site is not listed as a LUFT site and there are no SLIC sites in the City of Hesperia.
- There are no known Formerly Used Defense Sites within the limits of the City of Hesperia.

Formerly Used Defense Sites

<http://hq.environmental.usace.army.mil/programs/fuds/fudsinv/fudsinv.html>.

The site is 0.8 miles from the nearest school (Mojave High School) at 16633 Lemon Street **(1)**. Any use which includes hazardous waste as part of its operations is prohibited within 500 feet of a school **(78)**. Consequently, HMBP compliance will provide sufficient safeguards to prevent health effects. The project will not pose a significant health threat to any existing or proposed schools.

The proposed project will not conflict with air traffic nor emergency evacuation plans. The site is approximately 5 miles north of the Hesperia Airport, and is not within a restricted use zone associated with air operations **(39)**. Consequently, implementation of the project will not cause safety hazards to air operations. The site is located along Hesperia Road and Hercules Road which are not designated in the General Plan as an emergency evacuation route. The site is not located on or near a potential emergency shelter **(40)** and will not interfere with emergency evacuation plans.

The project's potential for exposing people and property to fire and other hazards was also examined. The site is located within an urbanized area and is not in an area susceptible to wildland fires. The southernmost and westernmost portions of the City are at risk, due primarily to proximity to the San Bernardino National Forest **(41 & 42)**. All new structures associated with this project will be constructed to the latest building standards including applicable fire codes. Consequently, approval of the proposed project will not have any impact upon or be affected by hazards and hazardous materials.

IX. HYDROLOGY AND WATER QUALITY. Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements <b>(43 &amp; 44)</b> ?					X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted) <b>(45 &amp; 46)</b> ?				X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site <b>(47)</b> ?					X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site <b>(5 &amp; 47)</b> ?					X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff <b>(48)</b> ?					X
f) Otherwise substantially degrade water quality <b>(48)</b> ?				X	

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map <b>(2, 41, 49 &amp; 50)</b> ?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows <b>(2, 41 &amp; 50)</b> ?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam <b>(2, 10 &amp; 50)</b> ?				X
j) Inundation by seiche, tsunami, or mudflow <b>(41)</b> ?				X

#### Comments.

Development of the site will disturb more than one-acre of land area. Consequently, the project will be required to file a Notice of Intent (NOI) and obtain a general construction National Pollution Discharge Elimination System (NPDES) permit prior to land disturbance **(52)**. Issuance of a Storm Water Pollution Prevention Plan (SWPPP) will also be required, which specifies the Best Management Practices (BMP) that will be implemented to prevent construction pollutants from contacting storm water **(52)**. Obtaining the NPDES and implementing the SWPPP is required by the State Water Resources Control Board (WRCB) and the California Regional Water Quality Control Board (RWQCB). These are mandatory and NPDES and SWPPP have been deemed adequate by these agencies to mitigate potential impacts to water quality during project construction.

The development may change absorption rates and potential drainage patterns, as well as affect the amount of surface water runoff **(2)**. Therefore, the project shall retain the drainage created on-site beyond that which has occurred historically within an approved drainage system in accordance with City of Hesperia Resolution 89-16 **(51)**. The site is also not within a Flood Zone, based upon the latest Flood Insurance Rate Maps **(50)**. The retention facility required by the City will ensure that no additional storm water runoff impacts the area and that any contaminants will be filtered from storm water runoff prior to any release into a street.

The City is downstream of three dams. These are the Mojave Forks, Cedar Springs, and Lake Arrowhead Dams. In the event of a catastrophic failure of one or more of the dams, the project site would not be inundated by floodwater **(51)**. The areas most affected by a dam failure are located in the low lying areas of southern Rancho Las Flores, most of the Antelope Valley Wash, and properties near the Mojave River. The City of Hesperia is located just north of the Cajon Pass at an elevation of over 2,500 feet above sea level, which is over 60 miles from the Pacific Ocean. As such, the City is not under threat of a tsunami, otherwise known as a seismic sea wave **(53)**. Similarly, the potential for a seiche to occur is remote, given the limited number of large water bodies within the City and its sphere. The subject property exhibits a two percent slope. In addition, the water table is significantly more than 50 feet from the surface. The area north of Summit Valley contains steep slopes which have the potential to become unstable during storm events **(54)**. Therefore, the mechanisms necessary to create a mudflow; a steep hillside with groundwater near the surface, does not exist at this location.

The Mojave Water Agency (MWA) has adopted a regional water management plan for the Mojave River basin. The Plan references a physical solution that forms part of the Judgment in City of Barstow, et. al. vs. City of Adelanto, et. al., Riverside Superior Court Case No. 208548, an adjudication of water rights in the Mojave River Basin Area (Judgment). Pursuant to the Judgment and its physical solution, the overdraft in the Mojave River Basin is addressed, in part, by creating financial mechanisms to import necessary supplemental water supplies. The MWA has obligated itself under the Judgment "to secure

supplemental water as necessary to fully implement the provisions of this Judgment.” Based upon this information the project will not have a significant impact on water resources not already addressed in the Judgment or the City’s Urban Water Management Plan (UWMP) adopted in 1998. Furthermore, a letter dated May 21, 1997 from the MWA’s legal counsel confirmed for the City that the physical solution stipulated to by the Hesperia Water District provides the mechanism to import additional water supplies into the basin **(46)**.

The Hesperia Water District (HWD) is the water purveyor for the City and much of its Sphere of Influence (SOI). The UWMP indicates that the City is currently using available water supply, which is projected to match demand beyond the year 2030 **(46)**. The HWD has maintained a water surplus through purchase of water transfers, allocations carried over from previous years, and recharge efforts. Therefore, the impact upon hydrology and water quality associated with the proposed project is considered less than significant.

<b>X. LAND USE AND PLANNING.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community <b>(1)</b> ?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect <b>(10)</b> ?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan <b>(23)</b> ?				X

#### **Comments.**

The project consists of a Specific Plan Amendment to amend the Main Street and Freeway Corridor Specific Plan from Neighborhood Commercial (NC) to Medium Density Residential (MDR) in conjunction with a Site Plan Review to allow for the development of a 14-unit apartment complex. The proposed project is consistent with the proposed Medium Density Residential zoning designation **(6)** and complies with all development standards in the Development Code and Specific Plan, including building setbacks, building height, and a density of 8-15 units per acre **(2)**.

The proposed Medium Density Residential (MDR) designation can be justified, as the site is adjacent to other properties that are zoned Medium Density Residential (MDR) to the west.

The project site is currently vacant and implementation of the proposed project will not physically divide an established community. The project is compatible with the adjacent land uses through the use of buffering techniques and through compliance with the Specific Plan, Municipal Code and the development review process **(6)**. The project site is not within the boundary of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The General Plan Background Technical Report identifies two sensitive vegetation communities. These vegetation communities, the Southern Sycamore Alder Woodland and Mojave Riparian Forest community, exist within the Tapestry Specific Plan and vicinity **(23)**. The project site is located



approximately 4 miles north of this specific plan within the developed portion of the City. Therefore, the proposed project would have a less than significant impact upon land use and planning.

<b>XI. MINERAL RESOURCES.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state <b>(56)</b> ?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan <b>(56)</b> ?				X

#### Comments.

According to data in the Conservation Element of the City's General Plan, no naturally occurring important mineral resources occur within the project site **(56)**. Known mineral resources within the City and sphere include sand and gravel, which are prevalent within wash areas and active stream channels. Sand and gravel is common within the Victor Valley. The project contain does not contain a wash and/or unique mineral resources. Consequently, the proposed project would not have an impact upon mineral resources.

<b>XII. NOISE.</b> Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies <b>(1, 2 &amp; 56)</b> ?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels <b>(56 &amp; 57)</b> ?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project <b>(54 &amp; 59)</b> ?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project <b>(59)</b> ?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels <b>(10 &amp; 60)</b> ?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels <b>(10 &amp; 60)</b> ?				X

#### Comments.

Approval of the proposed site plan review and specific plan amendment will result in both construction noise and operational noise, mostly associated with trucks and vehicular traffic to and from the site. According to the General Plan, the majority of noise sources within the City are mobile sources, which include motor vehicles and aircraft **(57)**. Freeways, major arterials, railroads, airports, industrial,

commercial, and other human activities contribute to noise levels. Noises associated with this type of project will be mostly from traffic caused by arriving and departing vehicles (employees, customers, vehicle service, and deliveries) and the Burlington Northern and Santa Fe railroad..

Construction noise levels associated with any future construction activities will be slightly higher than the existing ambient noise levels in the vicinity of the project site. Noise generated by construction equipment, including trucks, graders, backhoes, well drilling equipment, bull-dozer, concrete mixers and portable generators can reach high levels and is typically one of the sources for the highest potential noise impact of a project. However, the construction noise would subside once construction is completed. The proposed project must adhere to the requirements of the City of Hesperia Noise Ordinance **(58)**. The Noise Ordinance contains an exemption from the noise level regulations during grading and construction activities occurring between 7:00 A.M. and 7:00 P.M., Monday through Saturday, except federal holidays.

The project site will be subjected to higher levels of noise, due to its proximity to the Burlington Northern and Santa Fe railroad. The proposed apartments are subject to an interior noise standard of 45 dB (A) **(58)**. The project is expected to receive over 65 dB (A) from the railroad. The General Plan indicates that residential properties within 1,850 feet of the railroad will be exposed to noise in excess of 65 dB (A) **(61)**. Since the exterior noise level will exceed 65 dB (A), implementation of noise-reducing building methods will be necessary. Compliance with standard building methods will result in the buildings meeting the 45 dB (A) interior noise standard **(58)**. The potential impact of the project upon the nearest sensitive uses to the site is not significant **(1)**. An acoustical study shall be submitted, addressing the noise impact from the Burlington Northern & Santa Fe Railroad and traffic on the perimeter streets upon the project. The construction techniques of the acoustical study shall be implemented to ensure that interior noise levels within the buildings do not exceed 45 dB (A).

The impact of the residential uses upon the area will be minor. The General Plan Update Environmental Impact Report (GPUEIR) accounts for the usual traffic in this area caused by residential activities. Although the project will increase noise levels in the area, due to increased vehicular traffic, the noise impact of the railroad will surpass any noise increase due to this project. An acoustical study shall be submitted, addressing the noise impact from the Burlington Northern & Santa Fe Railroad and traffic on the perimeter streets upon the project. The construction techniques of the acoustical study shall be implemented to ensure that interior noise levels within the buildings do not exceed 45 dB (A). The mitigation measure is listed on page 25, which will insure that the future residents of this project will not be subjected to excessive noise.

The boundary of the site is five miles from the Hesperia Airport. At this distance, the site is expected to be exposed to noise levels less than 60 CNEL. At this distance, the project is not impacted by any safety zones associated with this private airport **(10)**. The project site is even farther from the Southern California Logistics Airport (SCLA) and the Apple Valley Airport and will not be affected by any safety zones for these airports.

The General Plan Update identifies areas where future residential, commercial, industrial, and institutional development will occur. The GPUEIR analyzed the noise impact upon build-out of the General Plan to the maximum allowable density permitted by the Land Use Plan. Refer to the Land Use section of this initial study pertaining to the project's density being consistent with the density envisioned in the Housing Element of the General Plan. Based upon the analysis, the City Council adopted a finding of a Statement of Overriding Considerations dealing with noise impacts **(15)**.

Inasmuch as this project is consistent with the General Plan Land Use Plan, no additional noise impact beyond that previously analyzed would occur.

<b>XIII. POPULATION AND HOUSING.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) <b>(1 &amp; 2)</b> ?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere <b>(1)</b> ?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere <b>(1)</b> ?				X

#### Comments.

The proposed project is consistent with the current Medium Density Residential (MDR) zone as part of the Main Street and Freeway Corridor Specific Plan **(2 & 6)**. This will further diversify the City housing stock, in support of Housing Element, to permit the full range of housing densities with the city's boundaries. Further, the site is in close proximity to water, sewer, and other utility systems **(30)**. As a result, development of the project would not require significant extension of major improvements to existing public facilities. The site is vacant; therefore, the project will not displace any existing housing, necessitating the construction of replacement housing elsewhere.

The population in Hesperia has increased mainly because of the availability of affordable housing in the high desert and its proximity to the job-rich areas of the Inland Empire. The proposed development will not induce substantial population growth as the development will provide addition housing for future and existing residents. Based upon the limited size, development of the project would have a less than significant impact upon population and housing. The development is expected to have a positive impact in fulfilling the goals and objectives of the City's Housing Element.

In regards to the project's growth inducing impacts, the site is currently served by water and other utility systems **(62)**. Therefore, development of the project would not require the extension of major improvements to existing public facilities. Consequently, the proposed project will not have a significant impact upon population and housing.

<b>XIV. PUBLIC SERVICES.</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services <b>(63)</b> :			X	

Fire protection? <b>(63)</b>			X	
Police protection? <b>(63)</b>			X	
Schools? <b>(63)</b>			X	
Parks? <b>(63)</b>			X	
Other public facilities? <b>(63)</b>			X	

**Comments.**

The proposed project will create an increase in demand for public services however, that increase is not significantly greater than that analyzed by the GPUEIR. The development will be connected to an existing 12-inch water line and 12-inch sewer line in Hesperia Road. **(62)**. Full street improvements comprised of curb, gutter, and sidewalk will be constructed along the project frontage as part of development of the use **(2)**. In addition, the project is subject to the payment of required development impact fees. These fees are designed to ensure that appropriate levels of capital resources will be available to serve any future development. Therefore, the impact of the proposed project upon public services is less than significant.

<b>XV. RECREATION.</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated <b>(2)</b> ?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment <b>(2)</b> ?				X

**Comments.**

The proposed multi-family development will have 2,680 square foot of common open space, which includes a tot lot and BBQ area **(2)**. Additionally, park impact fees will be assessed at the time that building permits are issued for construction of the site **(64)**. These fees are designed to ensure that appropriate levels of park facilities will be available to serve any future development. Therefore, the proposed site plan review and specific plan amendment will have a small indirect impact upon recreation.

<b>XVI. TRANSPORTATION / TRAFFIC.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit <b>(65 &amp; 77)?</b>			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways <b>(66 &amp; 67 &amp; 77)?</b>			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks <b>(39 &amp; 77)?</b>				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) <b>(1, 2 66 &amp; 77)?</b>				X
e) Result in inadequate emergency access <b>(2)?</b>				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities <b>(68)?</b>				X

#### Comments.

The City's Circulation Plan is consistent with the Congestion Management Program (CMP) for San Bernardino County **(67)**. The CMP requires a minimum Level of Service (LOS) standard of "E." When a jurisdiction requires mitigation to a higher LOS, then the jurisdiction's standard takes precedence. The following implementation policies from the General Plan Circulation Element establish the LOS standard in the City.

#### Implementation Policy CI-2.1:

Strive to achieve and maintain a LOS D or better on all roadways and intersections: LOS E during peak hours shall be considered acceptable through freeway interchanges and major corridors (Bear Valley Road, Main Street/Phelan Road, Highway 395).

A Specific Plan Amendment from Neighborhood Commercial (NC) to Medium Density Residential (MDR) will result in a decrease of potential vehicle trips to this area. To analyze the potential buildout potential of both land uses, the following development scenario was considered to estimate a commercial development's impacts upon traffic:

The maximum buildout from both residential and commercial developments, at the maximum intensity permitted by each zone, was analyzed to compare trip generations from both development scenarios. The Neighborhood Commercial (NC) zone, which is the current zoning, allows a maximum floor area of 0.23. The maximum density permitted in the Medium Density Residential (MDR) zone, which is the proposed zoning, is 8-15 units per gross acre. Therefore, based upon the project sites gross acreage of 71,737 square feet, the Neighborhood Commercial (NC) allows a maximum building footprint of 16,499 square feet. In addition, the maximum allowable number of units possible under the Medium Density Residential (MDR) zone is 24. This information was used to present a maximum build-out scenario in Table 1. This table shows a comparison of trips generated by a maximum residential development within the Medium Density Residential (MDR) zone and maximum commercial development within the Neighborhood Commercial (NC) zone.

Table 1-Maximum Buildout Scenario

	No. of Trips		
	Proposed MDR zone (max 24 units)	Existing NC zone <sup>1</sup> (max 16,499 sq. ft.)	Decrease
<b>Weekday (daily) Trips</b>	158	731	(573)
<b>AM Peak Hour Trips</b>	11	113	(102)
<b>PM Peak Hour Trips</b>	14	83	(69)

The GPUEIR acknowledged that at build-out of the General Plan, traffic throughout the City would substantially increase. In the long term, the City will have to construct capital improvements consistent with the Circulation Element, including widening arterials and collectors to ultimate capacity, redesigning intersections to operate more efficient, and synchronize signals along major roadways. New developments in the City will continue to construct street improvements necessary to make their projects work, as well as pay traffic impact fees. Traffic impact fees will be collected as development occurs, which will help fund the Capital Improvement Program.

The GPUEIR recommends annual adoption of a Capital Improvement Program (CIP) and establishment of Development Impact Fees (DIF). Accordingly, the City adopts a CIP every year and has an established Traffic Impact Mitigation Fee Program as part of the Development Impact Fee to fund the construction of traffic improvements to maintain adequate levels of service. The Development Impact Fees are imposed on new development and collected as part of the building permit process. Any future developer will be required to pay all applicable City Development Impact Fees and fees will be used to fund the City's CIP.

The project site is over five miles from the Hesperia Airport and is not within an airport safety zone **(60)**. Consequently, the project will not cause a change in air traffic patterns, nor an increase in traffic levels or location. The project site will also not impact the air traffic patterns for the Southern California Logistics Airport, nor the Apple Valley Airport.

The General Plan Update identifies areas where future residential, commercial, industrial, and institutional development will occur. The GPUEIR analyzed the impact upon transportation at build-out of the General Plan to the maximum allowable intensity permitted by the Land Use Plan. Based upon the analysis, the City Council adopted a finding of a Statement of Overriding Considerations dealing with transportation and circulation impacts **(64)**.

<sup>1</sup> Trip generation is based on "Specialty Retail Center" land use category in the Trip Generation manual.

<b>XVII. TRIBAL CULTURAL RESOURCES.</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				X
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

The questions related to impacts to tribal cultural resources required as part of Assembly Bill 52 approved by the Office of Administrative Law on September 27, 2016 were included in this checklist. All California Native American tribes that requested to be informed pursuant to Public Resources Code 21080.3.1(a) were notified prior to release of this environmental document. No tribe requested consultation within 30 days of receipt of the formal notification. The site was investigated by RCA Associates on February 28, 2018. After a thorough literature review and records search RCA Associates did not find evidence of tribal cultural resources **(79)**. Consequently, approval of the site plan review and specific plan amendment will not have an impact upon cultural resources.

<b>XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board <b>(70)</b> ?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects <b>(71)</b> ?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects <b>(47 &amp; 66)</b> ?				X

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed <b>(45 &amp; 46)</b> ?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments <b>(72)</b> ?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs <b>(73 &amp; 75)</b> ?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste <b>(75)</b> ?				X

#### Comments.

The development is required to connect to sewer as per City policy **(77)**. As part of construction of the project, the City requires installation of an on-site retention facility which will retain any additional storm water created by the impervious surfaces developed as part of the project **(76)**. Consequently, based upon a 100-year storm event, development of this project will not increase the amount of drainage impacting downstream properties beyond that which would occur prior to its development. Additionally, the retention facility will contain a filtration system preventing contamination of the environment.

The Mojave Water Agency (MWA) has adopted a regional water management plan for the Mojave River basin. The Plan references a physical solution that forms part of the Judgment in City of Barstow, et. al. vs. City of Adelanto, et. al., Riverside Superior Court Case No. 208548, an adjudication of water rights in the Mojave River Basin Area (Judgment). Pursuant to the Judgment and its physical solution, the overdraft in the Mojave River Basin is addressed, in part, by creating financial mechanisms to import necessary supplemental water supplies. The MWA has obligated itself under the Judgment "to secure supplemental water as necessary to fully implement the provisions of this Judgment." Based upon this information the project will not have a significant impact on water resources not already addressed in the Judgment or the City's Urban Water Management Plan (UWMP) adopted in 1998. Furthermore, in a letter dated May 21, 1997 from the MWA's legal counsel confirmed for the City that the physical solution stipulated to by the Hesperia Water District provides the mechanism to import additional water supplies into the basin **(56)**.

The Hesperia Water District (HWD) is the water purveyor for the City and much of its Sphere of Influence (SOI). The UWMP evidences that the City is currently using its available water supply and that supply is projected to match demand beyond the year 2030 **(72)**. The HWD has maintained a surplus water supply through purchase of water transfers, allocations carried over from previous years, and recharge efforts.

The City is in compliance with the California Integrated Waste Management Act of 1989, which requires that 50 percent of the solid waste within the City be recycled **(75)**. Currently, approximately 75 percent of the solid waste within the City is being recycled **(73 & 74)**. The waste disposal hauler for the City has increased the capacity of its Materials Recovery Facility (MRF) to 1,500 tons per day in order to accommodate future development. Therefore, the proposed project will not cause a significant negative impact upon utilities and service systems.



XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

**Comments.**

Based upon the analysis in this initial study, a Mitigated Negative Declaration may be adopted. Development of this project will have a minor effect upon the environment. These impacts are only significant to the degree that mitigation measures are necessary.

**XIV. EARLIER ANALYSES.**

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case a discussion identifies the following:

The Certified General Plan Environmental Impact Report.

a) **Earlier analyses used.** Earlier analyses are identified and stated where they are available for review.

b) **Impacts adequately addressed.** Effects from the above checklist that were identified to be within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards are noted with a statement whether such effects were addressed by mitigation measures based on the earlier analysis.

a) **Mitigation measures.** For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project are described.

**The following mitigation measures are recommended as a function of this project.**

1. A pre-construction survey for the burrowing owl shall be conducted by a City approved, licensed biologist, no more than 30 days prior to commencement of grading.
2. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the

County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

3. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted by the Lead Agency if any such find occurs and be provided, by the Lead Agency, the information collected by the archaeologist, and be permitted/invited to perform a site visit prior to treatment and disposition, so as to provide Tribal input.
4. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
  - a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
  - b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.
5. An acoustical study shall be submitted, addressing the noise impact from the Burlington Northern & Santa Fe Railroad and traffic on the perimeter streets upon the project. The construction techniques of the acoustical study shall be implemented to ensure that interior noise levels within the buildings do not exceed 45 dB (A).

**Authority:** Public Resources Code Sections 21103 and 21107.

## REFERENCES

- (1) Aerial photos of the City of Hesperia taken in Spring 2017 and on-site field investigations conducted in April 2018.
- (2) Specific Plan Amendment SPLA SPLA17-00004 and Site Plan Review SPR17-00016 applications and related materials.
- (3) Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Page 3.1-7.
- (4) Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Page 3.1-8.
- (5) Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Page 3.1-9.
- (6) Section 16.16.350 - Development standards of the Hesperia Municipal Code.
- (7) Resolution No. 2010-057, making the environmental findings pursuant to the California Environmental Quality Act, adopting a statement of overriding considerations, certifying the final environmental impact report, and adopting a mitigation monitoring and reporting plan adopting the 2010 Hesperia General Plan Update (GPA10-10185).
- (8) Residential Designations within the Hesperia General Plan Land Use Element, Pages LU-29 thru LU-40.

- 
- (9) Williamson Act map within Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Exhibit 3.2-2.
- 
- (10) Official Maps showing the General Plan Land Use and zoning of the City of Hesperia and its sphere of influence.
- 
- (11) Conservation Element of the 2010 City of Hesperia General Plan Update, Page CN-34.
- 
- (12) United States Soil Conservation Service Soil Survey of San Bernardino County, California, Mojave River Area Map 31 and Page 44.
- 
- (13) 2010 Fire and Resource Assessment Program (FRAP), prepared by the California Department of Forestry and Fire Protection, Figure 1.5.
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- (14) 2010 Fire and Resource Assessment Program (FRAP), prepared by the California Department of Forestry and Fire Protection, Figure 1.1.4.
- 
- (15) Air Quality Section of the 2010 City of Hesperia General Plan Update, pages CN-47 thru CN-50.
- 
- (16) Section 3.3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.3-1 thru 3.3-30.
- 
- (17) Mojave Desert Air Quality Management District, Federal Particulate Matter (PM10) Attainment Plan, July 31, 1995.
- 
- (18) General Biological Resources Assessment for the site prepared November 7, 2017 by RCA Associates, LLC.
- 
- (19) Chapter 16.24 of the City of Hesperia Municipal Code, Article II. Desert Native Plant Protection.
- 
- (20) Conservation Element of the 2010 City of Hesperia General Plan Update, Page CN-34
- 
- (21) Section 3.0 of the 2010 City of Hesperia General Plan Conservation Element, Exhibit CN-5.
- 
- (22) Section 3.0 of the 2010 City of Hesperia General Plan Update Conservation Element, Exhibit CN-7.
- 
- (23) Section 3.0 of the 2010 City of Hesperia General Plan Conservation Element, Exhibit CN-3.
- 
- (24) Appendix C of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report, C-1 thru C-34.
- 
- (25) Section 5 of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report, Exhibit 5h.
- 
- (26) Section 5 of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report.
- 
- (27) Section 7 of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report, pages 61 and 62.
- 
- (28) Section 8 of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report, page 64.
- 
- (29) Section 3.0 of the 2010 City of Hesperia General Plan Safety Element, Exhibit SF-1.
- 
- (30) Section 1.2.2 of the 2010 City of Hesperia General Plan Update Safety Element background technical report, pages 1-4 thru 1-79.
- 
- (31) Section 1.3 of the 2010 City of Hesperia General Plan Update Safety Element background technical report, pages 1-12 thru 1-13.
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- (32) Section 3.0 of the 2010 City of Hesperia General Plan Safety Element, pages SF-5 thru SF-11.
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- (33) Chapter 1 of the 2010 City of Hesperia General Plan Update Safety Element background technical report, pages 1-23 thru 1-36.
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- (34) Chapter 1 of the 2010 City of Hesperia General Plan Update Safety Element background technical report, page 1-12.
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- (35) Section 1 of the 2010 City of Hesperia General Plan Update Climate Action Plan, page 1.
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- (36) Section 3 of the 2010 City of Hesperia General Plan Update Climate Action Plan, page 18.
- 
- (37) Table 5 of Section 3 of the 2010 City of Hesperia General Plan Update Climate Action Plan, pages 20 and 21.
- 
- (38) Hazardous Materials Section of the 2010 Hesperia General Plan Safety Element, pages SF-31 thru SF-33.
- 
- (39) Section 3 of the 2010 City of Hesperia General Plan Update Land Use Element, pages LU-60 and LU-61.
- 
- (40) Potential Emergency Shelters and Evacuation Routes shown within the 2010 Hesperia General Plan Safety Element, Exhibit SF-4.
- 
- (41) Map showing very high fire hazard areas, flood zones, and significant hazardous materials sites of the 2010 City of Hesperia General Plan Update Safety Element, Exhibit SF-2.
- 
- (42) Fire Hazard Section of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.7-9.
- 
- (43) Section 3.8.3 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.8-13.
- 
- (44) Section 3.8.5 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.8-20 thru 3.8-22.
- 
- (45) Section 3.0 of the 2010 City of Hesperia General Plan Update Conservation Element, pages CN-7 thru CN-10.
- 
- (46) Mojave Water Agency letter dated March 27, 1996.
- 
- (47) Hydrology/Drainage Study for the site prepared November 2017 by ALR Engineering..
- 
- (48) Section 4.3.8 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 4-8 thru 4-9.
- 
- (49) 1992 Hesperia Master Plan of Drainage Volume III, identifying future drainage improvements for the area.
- 
- (50) FEMA flood map, City of Hesperia General Plan Update Safety Element background technical report, page 3-9.
- 
- (51) Section 3.8.2 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.8-1 thru 3.8-7.
- 
- (52) Section 3.8.3 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.8-15.
- 
- (53) Section 3.0 of the 2010 City of Hesperia General Plan Safety Element, pages SF-5 thru SF-11.
- 
- (54) Table 3.6-2 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.6-24.
- 
- (55) Flooding Hazards Section of the 2010 City of Hesperia General Plan Update Safety Element, pages SF-16 thru SF-18.
- 
- (56) Section 3.0 of the 2010 City of Hesperia General Plan Update Conservation Element, pages CN-7 thru CN-10 and CN-20.
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- (57) Section 2.0 of the 2010 City of Hesperia General Plan Update Noise Element, page NS-4 thru NS-12.
- 
- (58) Section 16.20.125 of the Hesperia Municipal Code, pages 467 thru 468.
- 
- (59) Section 3.11 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.11-25 thru 3.11-51.
- 
- (60) Section 3 of the 2010 City of Hesperia General Plan Update Land Use Element, Exhibit LU-3.
- 
- (61) Table 3.11-9 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.11-36.
- 
- (62) Current Hesperia water and sewer line maps.
- 
- (63) Section 4 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 4-13 thru 4-18.
- 
- (64) 1991 City of Hesperia Ordinance 180 entitled “An Ordinance of the City Council of the City of Hesperia, California, Establishing a Development Impact Fee for all New Residential, Commercial, and Industrial Structures” and Resolution No. 2007-110 on November 20, 2007, updated November 16, 2014.
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- (65) Table 4-4 of the 2010 City of Hesperia General Plan Update Circulation Element background technical report, page 70.
- 
- (66) Section 2 of the 2010 City of Hesperia General Plan Update Circulation Element background technical report, pages 2-19.
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- (67) Section 2.2 of the 2010 City of Hesperia General Plan Update Circulation Element background technical report, pages 4 thru 6.
- 
- (68) Sections 6.3 and 6.4 of the 2010 City of Hesperia General Plan Update Circulation Element background technical report, pages 74 thru 76.
- 
- (69) Traffic Circulation Plan within Section 3.0 of the 2010 City of Hesperia General Plan Update Circulation Element, figure 6-1.
- 
- (70) Section 3.8 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.8-8 thru 3.8-14.
- 
- (71) 2013 California Plumbing Code.
- 
- (72) Hesperia Water District’s Urban Water Management Plan (UWMP).
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- (73) Quarterly data of the San Bernardino County Disposal Reporting System for the 3<sup>rd</sup> quarter 2014.
- 
- (74) 2014 California Department of Resources, Recycling and Recovery Annual AB939 Report.
- 
- (75) California Integrated Waste Management Act (AB 939).
- 
- (76) Conditions of Approval for SPLA17-00004 and SPR17-00016
- 
- (77) Environmental policies of the Lahontan Regional Water Quality Control Board regarding use of private wastewater treatment systems.
- 
- (78) California Health and Safety Code Section 25232 (b) (1) (A-E).
- 
- (79) Phase 1 Cultural Resources Assessment prepared February 3, 2017 by RCA Associates.
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# ATTACHMENT 7

## RESOLUTION NO. 2018-07

**AN RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HESPERIA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL AMEND THE OFFICIAL GENERAL PLAN AND ZONING MAP BY RECLASSIFYING CERTAIN REAL PROPERTY HEREIN DESCRIBED WITHIN THE MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN FROM NEIGHBORHOOD COMMERCIAL (NC) TO MEDIUM DENSITY RESIDENTIAL (MDR) ON APPROXIMATELY 2.1 GROSS ACRES LOCATED AT THE SOUTHWEST CORNER OF HESPERIA ROAD AND HERCULES STREET (SPLA17-00004)**

**WHEREAS**, On January 5, 1998, the City Council of the City of Hesperia adopted Resolution No. 250, thereby adopting the Hesperia Municipal Code; and

**WHEREAS**, On September 2, 2008, the City Council of the City of Hesperia adopted Resolution No. 2008-12, thereby adopting the Main Street and Freeway Corridor Specific Plan; and

**WHEREAS**, 9980 Hesperia LLC has filed an application requesting approval of SPLA17-00004 described herein (hereinafter referred to as "Application"); and

**WHEREAS**, the Application applies to approximately 2.1 gross acres within the Neighborhood Commercial (NC) Zone of the Main Street and Freeway Corridor Specific Plan located at the southwest corner of Hesperia Road and Hercules Street and consists of Assessor's Parcel Numbers 0407-061-11; and

**WHEREAS**, the Application, as contemplated, proposes to change the zoning of the subject property within the Main Street and Freeway Corridor Specific Plan (Specific Plan) from the Neighborhood Commercial (NC) Zone to the Medium Density Residential (MDR) Zone; and

**WHEREAS**, 9980 Hesperia LLC has also filed an application requesting approval of Site Plan Review SPR17-00016 to construct a 14-unit apartment complex; and

**WHEREAS**, the subject site is vacant. The project site is bounded by Hercules Street to the north and Hesperia Road to the east, followed by the BNSF railroad tracts. The properties on the opposite sides of Hercules Street and Hesperia Road are vacant. The property to the south is built with a church. The property to the west is built with an apartment complex; and

**WHEREAS**, the subject property is currently within the Neighborhood Commercial (NC) Zone of the Specific Plan. The land to the north and south are within the Neighborhood Commercial (NC) zone. The land to the west is within the Medium Density Residential (MDR) Zone of the Specific Plan. The rail road tracts are to the east followed by land that is within the General Industrial (GI) Zone of the Specific Plan; and

**WHEREAS**, an environmental Initial Study for the proposed project was completed on April 9, 2018, which determined that no significant adverse environmental impacts to either the man-made or physical environmental setting would occur with the inclusion of mitigation measures. Mitigated Negative Declaration ND-2018-01 was subsequently prepared; and

**WHEREAS**, on May 10, 2018, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed Application, and concluded said hearing on that date; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW THEREFORE**, BE IT RESOLVED BY THE CITY OF HESPERIA PLANNING COMMISSION AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to the Planning Commission during the above-referenced May 10, 2018 hearing, including public testimony and written and oral staff reports, this Commission specifically finds as follows:

- (a) Based upon Negative Declaration ND-2018-01 and the initial study which supports the Mitigated Negative Declaration, the Planning Commission finds that there is no substantial evidence that the proposed Specific Plan Amendment will have a significant effect on the environment;
- (b) The Planning Commission had independently reviewed and analyzed the Mitigated Negative Declaration, and finds that it reflects the independent judgement of the Planning Commission, and that there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment.
- (c) The site of the proposed amendment to the Specific Plan is suitable for the land uses permitted within the proposed Zone District, because the land uses can meet the standards for setbacks, parking, circulation, and access within the proposed Zone District.
- (d) The proposed Specific Plan Amendment is reasonable and beneficial at this time, because it will facilitate the planning and development of this area that is needed to support the well-planned growth of Hesperia.
- (e) The proposed Specific Plan Amendment will not have a significant adverse impact on surrounding properties or the community in general, because the project will be subject to the City's policies governing design and the mitigation measures for ND-2018-01.
- (f) The proposed project is consistent with the adopted General Plan of the City of Hesperia, with approval of this Specific Plan Amendment.

Section 3. Based on the findings and conclusions set forth in this Resolution, this Commission hereby recommends adoption of Specific Plan Amendment SPLA17-00004, amending the Official General Plan and Zoning Map of the City of Hesperia as shown on Exhibit "A." and Negative Declaration ND-2018-01 which is attached to the staff report for this item.

Section 4. That the Secretary shall certify to the adoption of this Resolution.



**ADOPTED AND APPROVED** on this 10<sup>th</sup> day of May 2018.

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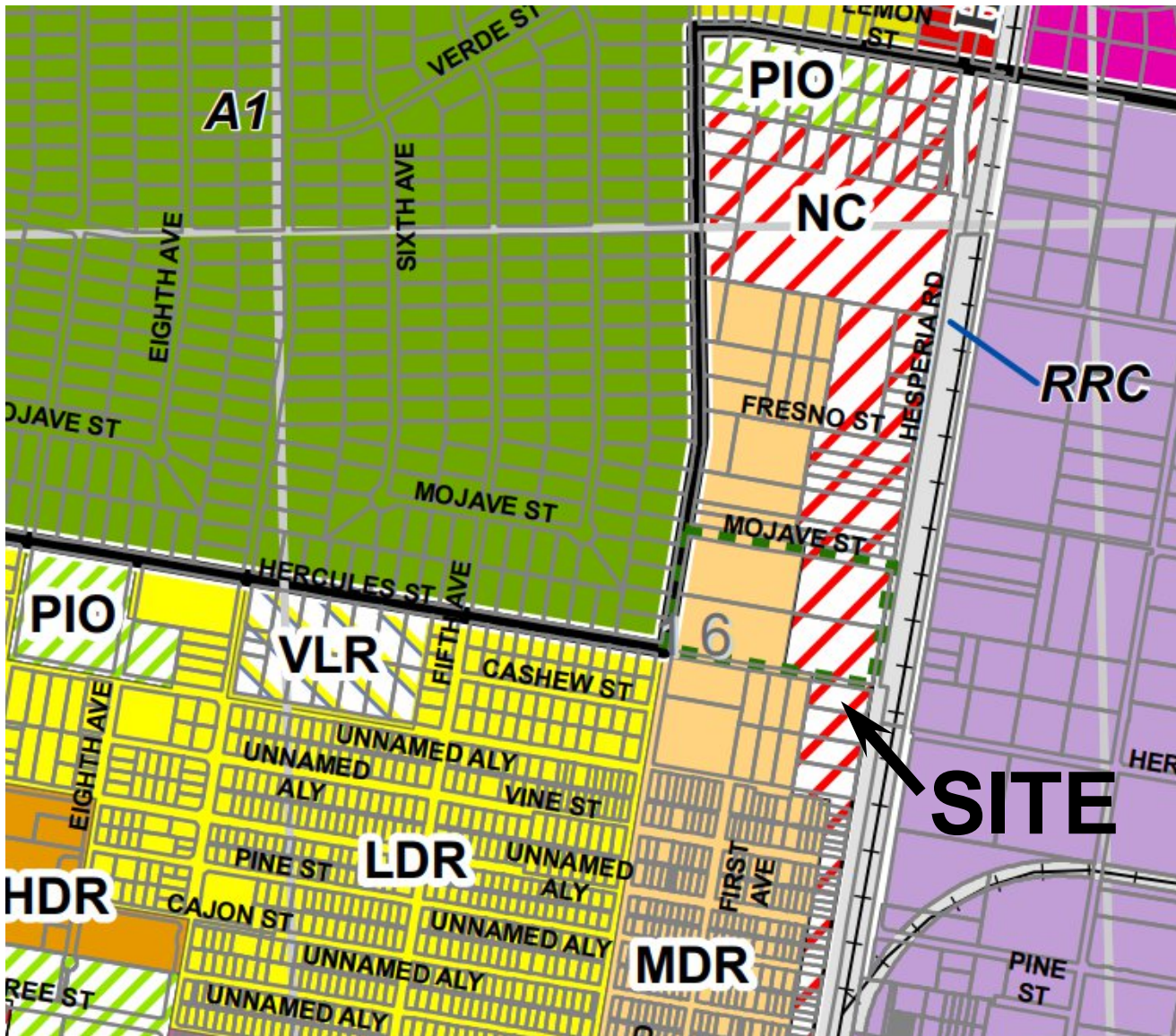
Tom Murphy, Chair, Planning Commission

ATTEST:

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Denise Bossard, Secretary, Planning Commission

# Exhibit "A"



SPLA17-00004

A SPECIFIC PLAN AMENDMENT FROM NEIGHBORHOOD COMMERCIAL (NC) TO MEDIUM DENSITY RESIDENTIAL (MDR) ON APPROXIMATELY 2.1 GROSS ACRES

# ATTACHMENT 8

## RESOLUTION NO. 2018-08

**AN RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HESPERIA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE A SITE PLAN REVIEW TO CONSTRUCT A 14 UNIT APARTMENT COMPLEX ON 2.1 GROSS ACRES LOCATED AT THE SOUTHWEST CORNER OF HESPERIA ROAD AND HERCULES STREET (SPR17-00016).**

**WHEREAS**, 9980 Hesperia LLC has filed an application requesting consideration of Site Plan Review SPR17-00016, described herein (hereinafter referred to as "Application"); and

**WHEREAS**, the Application applies to approximately 2.1 gross acres within the Neighborhood Commercial Zone of the Main Street and Freeway Corridor Specific Plan located at the southwest corner of Hesperia Road and Hercules Street and consists of Assessor's Parcel Numbers 0407-061-11; and

**WHEREAS**, the Application, as contemplated, proposes a site plan review to construct a 14-unit apartment complex on 2.1 gross acres; and

**WHEREAS**, the Application, has also filed to change the zoning of the subject property within the Main Street and Freeway Corridor Specific Plan (Specific Plan) from the Neighborhood Commercial (NC) Zone to Medium Density Residential (MDR) Zone; and

**WHEREAS**, the subject site is vacant. The project site is bounded by Hercules Street to the north and Hesperia Road to the east, followed by the BNSF railroad tracts. The properties on the opposite sides of Hercules Street and Hesperia Road are vacant. The property to the south is built with a church. The property to the west is built with an apartment complex; and

**WHEREAS**, the subject property is currently within the Neighborhood Commercial (NC) Zone of the Specific Plan. The land to the north and south are within the Neighborhood Commercial (NC) zone. The land to the west is within the Medium Density Residential (MDR) Zone of the Specific Plan. The rail road tracts are to the east followed by land that is within the General Industrial (GI) Zone of the Specific Plan; and

**WHEREAS**, an environmental Initial Study for the proposed project was completed on April 9, 2018, which determined that no significant adverse environmental impacts to either the man-made or physical environmental setting would occur with the inclusion of mitigation measures. Mitigated Negative Declaration ND-2018-01 was subsequently prepared; and

**WHEREAS**, on May 10, 2018, the Planning Commission of the City of Hesperia conducted a duly noticed public hearing pertaining to the proposed Application, and concluded said hearing on that date; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW THEREFORE**, BE IT RESOLVED BY THE CITY OF HESPERIA PLANNING COMMISSION AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to the Planning Commission during the above-referenced May 10, 2018 hearing, including public testimony and written and oral staff reports, this Commission specifically finds as follows:

- (a) Based upon Negative Declaration ND-2018-01 and the initial study which supports the Mitigated Negative Declaration, the Planning Commission finds that there is no substantial evidence that the proposed Site Plan Review will have a significant effect on the environment;
- (b) The Planning Commission had independently reviewed and analyzed the Mitigated Negative Declaration, and finds that it reflects the independent judgement of the Planning Commission, and that there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment.
- (c) The site for the proposed use is adequate in size and shape to accommodate the proposed use, because the site can accommodate all proposed improvements, without infringing on requirements. The site is approximately 2.1 gross acres and can accommodate the 14 unit multi-family development. On-site improvements required by the Hesperia Development Code can be constructed on the property including 42 parking spaces (28 spaces within garages and 14 open guest parking spaces), minimum 26-foot wide drive aisles, and landscaping. The complex also meets all of the San Bernardino County Fire Department standards for fire lanes, two-points of access, fire truck turn-around, fire department connections/post indicator valves (FDC/PIV) and fire hydrants. The proposed development complies with all state and federal regulations, including the Americans with Disabilities Act (ADA). The development is designed with an on-site underground retention/detention system to accommodate the required capacity of a 100-year storm.
- (d) The proposed use will not have a substantial adverse effect on abutting property, or the permitted use thereof because the proposed development is consistent with the City's Medium Density Residential (MDR) Zone District as part of the Main Street and Freeway Corridor Specific Plan. The development is designed with an on-site retention/detention system to accommodate the required capacity of a 100-year storm.
- (e) The proposed development is consistent with the goals, policies, standards and maps of the adopted Specific Plan, Zoning, Development Code and all applicable codes and ordinances adopted by the City of Hesperia. The proposed development is permitted in the Medium Density Residential (MDR) Zone District. The development complies with standards for landscaping, driveway aisles, parking stall dimensions, building heights, fire lanes and turn-arounds, and loading areas. The development complies with Americans with Disabilities Act (ADA) by providing 1 accessible parking space with a loading area and a 4-foot-wide path of travel to the streets,

parking spaces, and recreational structures. The development will be constructed pursuant to the California Building and Fire Codes and adopted amendments. The development must comply with the development's conditions of approval for off-site and on-site improvements required prior to grading and building construction and prior to issuance of a Certificate of Occupancy.

- (f) Granting approval of the development will not be detrimental to the public health, safety, or welfare as the development will be constructed pursuant to the California Building and Fire Codes and adopted amendments. The development complies with Americans with Disabilities Act (ADA) by providing an accessible parking space with a loading area and a 4-foot-wide path of travel to the streets, parking spaces, and all buildings.
- (g) The site for the proposed use will have adequate access based upon the site's current accessibility to Hesperia Road and Hercules Street. The City has established a Traffic Impact Mitigation Fee Program as part of the Development Impact Fee (DIF) to fund the construction of traffic improvements to maintain adequate levels of service. The developer is required to pay all applicable City development impact fees towards these improvements.
- (h) The proposed development is consistent with and promotes the goals and policies of the General Plan. The development will help bring the City into compliance with state housing mandates and the City's Housing Element.

Section 3. Based on the findings and conclusions set forth in this Resolution, the City Council hereby recommends approval of SPR17-00016 subject to the conditions of approval as shown in Attachment "A," and Mitigated Negative Declaration ND-2018-01 which is attached to the staff report for this item.

Section 4. That the Secretary shall certify to the adoption of this Resolution.

**ADOPTED AND APPROVED** on this 10<sup>th</sup> day of May 2018.

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Tom Murphy, Chair, Planning Commission

ATTEST:

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Denise Bossard, Secretary, Planning Commission

**ATTACHMENT "A"**  
**List of Conditions for SPR17-00016**

**Approval Date:**  
**Effective Date:**  
**Expiration Date:**

This list of conditions applies to: Consideration of Site Plan Review SPR17-00016 in conjunction with Specific Plan Amendment SPLA17-00004, to amend the Main Street and Freeway Corridor Specific Plan from Neighborhood Commercial (NC) to Medium Density Residential (MDR) to construct a 14-unit apartment complex on 2.1 gross acres located on the southwest corner of Hercules Street and Hesperia Road (Applicant: 9980 Hesperia, LLC; APN: 0407-061-11)

The use shall not be established until all conditions of this land use approval application have been met. This approved land use shall become null and void if all conditions have not been completed by the expiration date noted above. Extensions of time may be granted upon submittal of the required application and fee prior to the expiration date.

(Note: the "COMPLETED" and "COMPLIED BY" spaces are for internal City use only).

**CONDITIONS REQUIRED AS PART OF SUBMITTAL OF PUBLIC IMPROVEMENT PLANS**

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

CONSTRUCTION PLANS. Five complete sets of construction plans prepared and wet stamped by a California licensed Civil or Structural Engineer or Architect shall be submitted to the Building Division with the required application fees for review.  
(B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

DRAINAGE STUDY. The Developer shall submit three (3) copies of a Final Drainage Study which analyzes the pre-project and proposed project hydrology, including flows from offsite, flows generated onsite, hydraulic properties of flows entering or exiting the project to and from natural or constructed conveyances, and capacity and function of any runoff management structures such as catch basins, inlets, outlets and detention or retention structures. The study must include all information specified in the Citys hydrology study outline

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

DRYWELLS. The Project may be permitted to install drywells to ensure the required drawdown time will be achieved.  
A. Drywells shall have a City-approved pretreatment component equivalent to a 2-phase system with debris shield and filter element.  
B. Drywells shall be constructed by a contractor qualified in the construction of drywells.  
C. Drywells in retention basins shall include a secured grate to prevent unauthorized removal.  
D. The excavation for the drywell shall penetrate a minimum of 10 continuous feet into a suitable permeable layer or when a depth of 60 feet has been reached, unless otherwise approved by the City Engineer.  
E. Drywells that cease to drain a basin or underground system within 72 hours of the end of a storm event shall be replaced or refurbished by the owner. This requirement shall

be written in the CC&Rs for all subdivisions where drywells are installed.

F. Drywell usage shall comply with all prevailing City, State, and Federal requirements, including the Underground Injection Control Regulations for Class V Injection Wells.

G. A Drywell Maintenance Plan shall be submitted to the City for review and approval prior to the approval of a drywell installation at a project site.

H. The Drywell Maintenance Plan shall include the following:

1. Drywell(s) location, depth, type, installing contractor, date of installation, owner, maintenance contractor, and emergency contact.

2. Settling chambers and interceptors to be inspected annually;

3. Removal of sediment and debris when:

a. Sediment/debris level fills = 25% of the capacity;

b. Drywell ownership or maintenance responsibility changes;

c. Material not resulting from stormwater/urban runoff enters the settling chamber or interceptor

I. Submit inspection/maintenance reports to the City (Building and Safety within 10 days of inspection/maintenance)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

OFFSITE DRAINAGE IMPACT PREVENTION. The Project shall provide safe conveyance for offsite runoff either routed through the project or around the project site. The Project shall ensure that the proposed conveyance of offsite flows will not increase adverse impacts to downstream properties and/or drainage facilities for the 24-hour design storm for 2-year, 10-year, 25-year, and 100-year return frequency rainfall events.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

ONSITE DRAINAGE IMPACT PREVENTION. The Project shall be designed to prevent adverse impacts to downstream properties and/or drainage facilities caused or exacerbated by the project. The project shall demonstrate that runoff from the completed project site will not exceed 90% of the pre-project runoff discharge rates for the 24-hour design storm for 2-year, 10-year, 25-year, and 100-year return frequency rainfall events.

A. Drawdown Time. All drainage facilities which are designed to percolate/infiltrate surface runoff (including basins, drywells, infiltration trenches, or infiltration-based low impact development features) shall not accumulate standing water for more than 72 hours. All drainage facilities designed to provide detention storage shall recover 100 percent of their design detention volume within 24 hours.

B. Groundwater Protection. The Project shall ensure any retention/infiltration or detention facilities will not adversely impact groundwater.

C. Underground Retention/Detention Systems. The Project shall demonstrate a minimum functional life span of 50 years for materials (e.g., polymer, metal, mineral-based,



or other) used in underground retention/detention systems.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

GEOTECHNICAL REPORT. The Developer shall provide two copies of the soils report to substantiate all grading building and public improvement plans. Include R value testing and pavement recommendations for public streets. (E B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

TITLE REPORT. The Developer shall provide a complete title report 90 days or newer from the date of submittal. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

UTILITY NON INTERFERE/QUITCLAIM DOCS. The Developer shall provide non interference and or quitclaim letter(s) from any applicable utility agencies for any utility easements that affect the proposed project. All documents shall be subject to review and approval by the Engineering Department and the affected utility agencies. The improvement plans will not be accepted without the required documents and approval from the affected agencies. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

PLAN CHECK FEES. Plan checking fees must be paid in conjunction with the improvement plan submittal. All required plans, maps, requested studies, CFD annexations, etc. must be submitted as a package. The Developer shall coordinate with the Citys Engineering Analyst, Jamie Carone at (760)947-1149 or jcarone@cityofhesperia.us, to obtain the fee calculation form which shall be completed and submitted, along with fee payment, at time of plan submittal. Any outstanding fees must be paid before final inspection and the release of bonds. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

VACATION. The Developer shall submit a Request for Vacation for both sides of Hercules Avenue from Hesperia Road to Third Avenue to the Citys Engineering Department for acceptance. At time of submittal the developer shall complete the Citys application for document review and pay all applicable fees. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

IRREVOCABLE OFFERS OF DEDICATION. The Developer shall submit an Offer of Dedication to the Citys Engineering Department for review and approval. At time of submittal the developer shall complete the Citys application for document review and pay all applicable fees. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

SPECIFIC PLAN AMENDMENT. These conditions are concurrent with Specific Plan Amendment SPLA17-00004 becoming effective.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

INDEMNIFICATION. As a further condition of approval, the Applicant agrees to and shall indemnify, defend, and hold the City and its officials, officers, employees, agents, servants, and contractors harmless from and against any claim, action or proceeding (whether legal or administrative), arbitration, mediation, or alternative dispute resolution process), order, or judgment and from and against any liability, loss, damage, or costs and expenses (including, but not limited to, attorney's fees, expert fees, and court costs), which arise out of, or are

in any way related to, the approval issued by the City (whether by the City Council, the Planning Commission, or other City reviewing authority), and/or any acts and omissions of the Applicant or its employees, agents, and contractors, in utilizing the approval or otherwise carrying out and performing work on Applicants project. This provision shall not apply to the sole negligence, active negligence, or willful misconduct of the City, or its officials, officers, employees, agents, and contractors. The Applicant shall defend the City with counsel reasonably acceptable to the City. The Citys election to defend itself, whether at the cost of the Applicant or at the Citys own cost, shall not relieve or release the Applicant from any of its obligations under this Condition. (P)

## CONDITIONS REQUIRED PRIOR TO GROUND DISTURBING ACTIVITY

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

ACOUSTIC STUDY. An acoustical study shall be submitted, addressing the noise impact from the Burlington Northern & Santa Fe Railroad and traffic on perimeter streets upon the project. The construction techniques of the acoustical study shall be implemented to ensure that interior noise levels do not exceed 45db. (B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

SURVEY. The Developer shall provide a legal survey of the property. All property corners shall be staked and the property address posted. (B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

DEDICATION(S). The Developer shall grant to the City an Irrevocable Offer of Dedication for corner cut off right of way per City standards is required at all intersection. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

APPROVAL OF IMPROVEMENT PLANS. All required improvement plans shall be prepared by a registered Civil Engineer per City standards and per the Citys improvement plan checklist to the satisfaction of the City Engineer. Five sets of improvement plans shall be submitted to the Development Services Department and Engineering Department for plan review with the required plan checking fees. All Public Works plans shall be submitted as a complete set. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

UTILITY NON INTERFERENCE/QUITCLAIM. The Developer shall provide non interference and or quitclaim letter(s) from any applicable utility agencies for any utility easements that affect the proposed project. All documents shall be subject to review and approval by the Engineering Department and the affected utility agencies. Grading permits will not be issued until the required documents are reviewed and approved by all applicable agencies. Any fees associated with the required documents are the Developers responsibility. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

GRADING PLAN. The Developer shall submit a Grading Plan with existing contours tied to an acceptable City of Hesperia benchmark. The grading plan shall indicate building footprints and proposed development of the retention basin(s) as a minimum. Site grading and building pad preparation shall include recommendations provided per the Preliminary Soils Investigation. All proposed walls shall be indicated on the

grading plans showing top of wall (tw) and top of footing (tf) elevations along with finish grade (fg) elevations. Wall height from finish grade (fg) to top of wall (tw) shall not exceed 6.0 feet in height. Grading Plans are subject to a full review by the City of Hesperia and the City Engineer upon submittal of the Improvement Plans. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

STREET IMPROVEMENTS. The Developer shall design street improvements in accordance with City standards and these conditions. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

HERCULES STREET: Saw-cut (2-foot min.) and match-up asphalt pavement on Hercules Street across the project frontage, based on City's 60-foot Local Roadway Standard. The curb face is to be located at 20' from the approved centerline. The design shall be based upon an acceptable centerline profile extending a minimum of three hundred (300) feet beyond the project boundaries where applicable. These improvements shall consist of:

- A. 8" Curb and Gutter per City standards.
- B. Sidewalk (width = 6 feet) per City standards.
- C. Roadway drainage device(s).
- D. Streetlights per City standards.
- E. Intersection improvements including handicapped ramps per City standards.
- F. Commercial driveway approaches per City standards.
- G. Pavement transitions per City Standards.
- H. Design roadway sections per existing, approved street sections and per "R" value testing with a traffic index of 8 and per the soils report.
- I. Cross sections every 50-feet per City standards.
- J. Traffic control signs and devices as required by the traffic study and/or the City Engineer.
- K. Relocate existing utilities as required. The Developer shall coordinate with affected utility companies.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

UTILITY PLAN. The Developer shall design a Utility Plan for service connections and / or private hydrant and sewer connections. Any existing water, sewer, or storm drain infrastructures that are affected by the proposed development shall be removed / replaced or relocated and shall be constructed per City standards at the Developer's expense. (E)

- A. A remote read automatic meter reader shall be added on all meter connections as approved by the City Engineer.
- B. The Developer shall design a Utility Plan for service connections and / or private water and sewer connections. Domestic and fire connections shall be made from the existing 8" PVC water line in Hercules Street or the 12" ACP in Hesperia Road per City Standards.
- C. It is the Developer's responsibility to connect to sewer and pay the appropriate fees. The Developer will be required to connect to the existing 8" PVC sewer main in Hesperia Road or the required 8" PVC sewer main extension in Hercules Street across project frontage per City standards.
- D. Complete V.V.W.R.A.'s "Wastewater Questionnaire for

Commercial / Industrial Establishments” and submit to the Engineering Department. Complete the “Certification Statement for Photographic and X-ray Processing Facilities” as required.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

SEWER IMPROVEMENT PLAN: The Developer shall design and construct an 8 minimum PVC SDR 35 sewer main in Hercules Street from westerly property line and tie into existing stub out just west of Hesperia Road. Design shall consist of plan and profile per City standards. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

PRE-CONSTRUCTION MEETING. Pre-construction meetings shall be held between the City the Developer grading contractors and special inspectors to discuss permit requirements monitoring and other applicable environmental mitigation measures required prior to ground disturbance and prior to development of improvements within the public right-of-way. (B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

LOT LINE ADJUSTMENT. In order to comply with the minimum required density of 8 du/ac a lot line adjustment shall be submitted, approved and recorded. The lot line adjustment and the required application and fees shall be submitted to the Planning Division prior to review and approval by the City for recordation. (P)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

TRIBAL RESOURCES. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find shall cease and a qualified archaeologist shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, a qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan. The Lead Agency and/or applicant shall, in good faith, consult local Indian tribes on the disposition and treatment of any artifacts or other cultural materials encountered during the project. (P)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

FISH AND GAME FEE. The applicant shall submit a check to the City in the amount of \$2,330.75 payable to the Clerk of the Board of Supervisors of San Bernardino County to enable the filing of a Notice of Determination. (P)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

PRE-CONSTRUCTION SURVEY. A pre-construction survey for the burrowing owl shall be conducted by a City approved and licensed biologist, no more than 30 days prior to ground disturbance. (P)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

PROTECTED PLANTS. Three copies of a protected plant plan shall be submitted to the Building Division showing the present

location and proposed treatment of all smoke tree, species in the Agavacea family, mesquite, large creosote bushes, Joshua Trees, and other plants protected by the State Desert Native Plant Act. The grading plan shall be consistent with the approved protected plant plan. No clearing or grading shall commence until the protected plant plan is approved and the site is inspected and approved for clearing. (P)

## CONDITIONS REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

EROSION CONTROL. The Project shall implement all requirements of the approved Erosion and Sediment Control Plan (or SWPPP if applicable) prior to the City's issuance of a grading permit, and provide ongoing implementation until the project is complete and all disturbed areas are fully stabilized. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

FINAL WQMP SUBMITTAL. Submit a final WQMP, prepared using the applicable City of Hesperia WQMP Template, which includes all required or proposed revisions, addresses any comments provided on the draft WQMP, provides final designs for best management practices (BMP's), and includes calculations for BMP sizing. The WQMP must include a final Maintenance Agreement and must be signed and certified by the owner and preparer.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

NPDES. The Project shall enroll under the prevailing National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities issued by the California State Water Resources Control Board and pay applicable fees. The Project shall provide proof of such permit coverage including a copy of the Notice Of Intent Receipt Letter and the project WDID No. to the City.  
Alternatively, projects from 1 to 5 acres with an approved Rainfall Erosivity Waiver authorized by U.S. EPA Phase II regulations certifying to the State Water Resources Control Board that construction activity will occur only when the Rainfall Erosivity Factor is less than 5 (R in the Revised Universal Soil Loss Equation), shall provide a copy of the projects Erosivity Waiver Certification and Waiver ID to the City. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

PERCOLATION TEST. The applicant shall provide percolation test data which are adequate to substantiate the hydrologic performance of all proposed basins, underground retention systems, drywells, or other features requiring percolation of surface water:

- A. Projects shall provide site-specific percolation test data to substantiate the performance and effective drawdown time of all proposed surface retention basins.
- B. Projects shall provide site-specific, depth-appropriate percolation test data for the proposed subsurface infiltration/retention system; and/or for any proposed drywells.
- C. Percolations tests shall be performed in accordance with the procedures in Appendix A of the Riverside County

<http://www.floodcontrol.co.riverside.ca.us/NPDES/LIDBMP.aspx>

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

STORM WATER POLLUTION PREVENTION PLAN. The Project shall submit to the City for approval two (2) copies of a Storm Water Pollution Prevention Plan (SWPPP) as specified in the prevailing National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities issued by the California State Water Resources Control Board. Prepare the SWPPP using or following the format of the most recent SWPPP Template in the Construction BMP Handbook prepared by the California Stormwater Quality Association (requires subscription); see: <https://www.casqa.org/resources/bmp-handbooks>

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

SWPPP IMPLEMENTATION. All of the requirements of the City-approved Storm Water Pollution Prevention Plan shall be implemented prior to the City's issuance of a grading permit, and shall be maintained until construction is complete and all disturbed areas are fully stabilized. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

COMBUSTIBLE PROTECTION. Prior to combustibles being placed on the project site an approved all weather fire apparatus access surface and operable fire hydrants with acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy. [F 44]

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

FIRE ACCESS-POINTS OF VEH. ACCESS. The development shall have a minimum of two points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

FIRE ACCESS-SINGLE STORY ROAD ACCESS. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

FIRE EXTINGUISHERS. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department. [F88]

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

FIRE FLOW TEST. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety. [F 5b]

**COMPLETED**

**COMPLIED BY**

FIRE SURFACE. Fire apparatus access roads shall be

NOT IN COMPLIANCE

designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities. Road surface shall meet the approval of the Fire Chief prior to installation. All roads shall be designed to 85 compaction and or paving and hold the weight of Fire Apparatus at a minimum of 80K pounds. [F 42]

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

WATER SYSTEM. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: 1,000 GPM for a two hour duration at 20 psi residual operating pressure. Fire Flow is based on a 2,950 sq.ft. structure. [F 5]

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

AQMD APPROVAL. The Developer shall provide evidence of acceptance by the Mojave Desert Air Quality Management District. (B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

CONSTRUCTION WASTE. The developer or builder shall contract with the City's franchised solid waste hauler to provide bins and haul waste from the proposed development. At any time during construction, should services be discontinued, the franchise will notify the City and all building permits will be suspended until service is reestablished. The construction site shall be maintained and all trash and debris contained in a method consistent with the requirements specified in Hesperia Municipal Code Chapter 15.12. All construction debris, including green waste, shall be recycled at Advance Disposal and receipts for solid waste disposal shall be provided prior to final approval of any permit. (B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

DEVELOPMENT FEES. The Developer shall pay required development fees as follows:

A. School Fees (B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

LANDSCAPE PLANS. The Developer shall submit three sets of landscape and irrigation plans including water budget calculations, required application fees, and completed landscape packet to the Building Division. Plans shall utilize xeriscape landscaping techniques in conformance with the Landscaping Ordinance. The number, size, type and configuration of plants approved by the City shall be maintained in accordance with the Development Code. (P)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

LIGHT AND LANDSCAPE DISTRICT ANNEXATION. Developer shall annex property into the lighting and landscape district administered by the Hesperia Recreation and Parks District. The required forms are available from the Building Division and once completed, shall be submitted to the Building Division. (RPD)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

SOLID MASONRY WALL/FENCING. The Developer shall submit four sets of masonry wall/wrought iron fencing plans to the Building Division with the required application fees for all proposed walls. (P)



## CONDITIONS REQUIRED PRIOR TO CERTIFICATE OF OCCUPANCY

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

DEVELOPMENT FEES. The Developer shall pay required development fees as follows:

- A. Development Impact Fees (B)
- B. Park Fees (B)
- C. Utility Fees (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

UTILITY CLEARANCE AND C OF O. The Building Division will provide utility clearances on individual buildings after required permits and inspections and after the issuance of a Certificate of Occupancy on each building. Utility meters shall be permanently labeled. Uses in existing buildings currently served by utilities shall require issuance of a Certificate of Occupancy prior to establishment of the use. (B)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

ON SITE IMPROVEMENTS. All on site improvements as recorded in these conditions, and as shown on the approved site plan shall be completed in accordance with all applicable Title 16 requirements. The building shall be designed consistent with the design shown upon the approved materials board and color exterior building elevations identified as Exhibit A. Any exceptions shall be approved by the Director of Development Services. (P)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

EXECUTED AND RECORDED WQMP MAINTENANCE AGREEMENT. The WQMP Maintenance Agreement: Covenant and Agreement Regarding Water Quality Management Plan and Stormwater Best Management Practices Transfer, Access, and Maintenance, must be (1) prepared using the WQMP Maintenance Agreement Template provided as Attachment A to the City of Hesperia WQMP Templates, and (2) the complete WQMP Maintenance Agreement, with the Property Owners notarized signature(s) and suitable for recordation by the City, must be received before the City will authorize the final inspection or issue a Certificate of Occupancy.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

NPDES-PERMIT TERMINATION. Upon completion of construction, the Project shall ensure that all disturbed areas are stabilized and all construction waste, equipment, and unnecessary temporary BMPs are removed from the site. In addition, the Project shall file a Notice of Termination (NOT) with the Lahontan Regional Water Board as required by the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, and provide to the City a copy of the approved NOT. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

VOLUME CERTIFICATION. The property owner will provide the City with certified as-built dimensions of the basins and the actual volume of storage provided. This must be based on As-Built topographic surveys made by either a Civil Engineer or Land Surveyor who is registered to practice in California. These as-built volumes must reflect permanent conditions, with finished landscaping in place. The volumes shall be

certified by the Design Engineer that the volumes provided meet or exceed the required design volumes per City requirements and the approved Water Quality Management Plan. The volume of storage provided must equal or exceed the approved design volumes before the City will issue Letters of Acceptance for maintenance of any public facilities.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

WQMP PERMIT. The Property Owner shall apply for a City WQMP Permit with the Building and Safety Department and pay the applicable permit fees. The WQMP Permit shall be renewed annually. To comply with the WQMP Permit, the Property Owner shall certify on an annual basis that all of the post-construction best management practices (BMPs) described in the approved project WQMP have been inspected and maintained as specified and required by the BMP Inspection and Maintenance Form and Operation and Maintenance Plan. The Property Owner shall provide proof of the WQMP Permit before the City will issue a Certificate of Occupancy.

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

AS BUILT PLANS. The Developer shall provide as built plans. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

ELECTRONIC COPIES. The Developer shall provide electronic copies of the approved project in AutoCAD format Version 2007 to the City's Engineering Department. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

PUBLIC IMPROVEMENTS. All public improvements shall be completed by the Developer and approved by the Engineering Department. Existing public improvements determined to be unsuitable by the City Engineer shall be removed and replaced. (E)

**COMPLETED**  
NOT IN COMPLIANCE

**COMPLIED BY**

HYDRANT MARKING. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road. [F80]

**NOTICE TO DEVELOPER: IF YOU NEED ADDITIONAL INFORMATION OR ASSISTANCE REGARDING THESE CONDITIONS, PLEASE CONTACT THE APPROPRIATE DIVISION LISTED BELOW:**

<b>(B) Building Division</b>	<b>947-1300</b>
<b>(E) Engineering Division</b>	<b>947-1476</b>
<b>(F) Fire Prevention Division</b>	<b>947-1603</b>
<b>(P) Planning Division</b>	<b>947-1200</b>
<b>(RPD) Hesperia Recreation and Park District</b>	<b>244-5488</b>

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**DATE:** May 10, 2018

**TO:** Hesperia Planning Commission

**FROM:** Jeff Codega, A.I.C.P., P.E., Principal Planner

**SUBJECT** Determination of General Plan Conformity – 2018-2019 Capital Improvement Program

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## RECOMMENDED ACTION

It is recommended that the Planning Commission adopt Resolution No. PC-2018-09, finding that the 2018-2019 Capital Improvement Program as shown in Exhibit "A" is in conformance with the Hesperia General Plan, and direct that this finding be forwarded to the Hesperia City Council, and the Hesperia Water and Fire Protection Districts.

## BACKGROUND

Every year, a Capital Improvement Program (CIP) is adopted jointly by the City of Hesperia and the Hesperia Water and Fire Protection Districts. This CIP outlines the significant expenditures planned for developing new or improving existing infrastructure in the areas of transportation, storm drainage, water facilities and public facilities like fire stations and other buildings and uses. The CIP implements the City-adopted master plans or policy documents, among those being the General Plan's Circulation Element, and the Water and Sewer Master Plans.

California Government Code Section 65103(c), part of the Planning and Zoning Law, establishes the local "Planning Agency" (in Hesperia's case the Planning Commission) as the body responsible to review the CIP and determine whether it conforms and is consistent with the City's General Plan prior to its adoption.

## ISSUES/ANALYSIS

Staff has prepared the attached CIP, which contains projects broken down into five categories: Streets, Drainage, Other City/Public Facilities, Water and Sewerage. As with prior Capital Improvement Programs, many of the projects listed are continuations from the prior year. This is common with large projects that are implemented over several years. The often complex steps of design, environmental analysis/reporting/permitting, property acquisition, construction document preparation, bidding, construction/contract administration and project close-out cannot generally be completed in one year's time. The CIP includes many more projects than those that are funded in the upcoming budget year to place the projects in the context of the larger long-term needs. This provides decision-makers a view of the likely capital requirements of future and multi-year projects. However, staff is only requesting review of the general plan conformity of the programmed funding for next fiscal year.

The 27 projects programmed for funding are broken down into following categories: Streets (13), Drainage (3), Other City/Public Facilities (2), Water (4), and Sewerage (5). These include 12 new projects and 15 “phased” projects carried forward from prior fiscal years. The draft 4-year (2018/2019 through 2021/2022) CIP is attached. Staff will present the proposed CIP during the meeting, and respond to any questions the Commissioners may have.

For comparison, staff has also included the adopted "2017-2018 Capital Improvement Program" for your information. This was reviewed by the Planning Commission on April 13, 2017.

In review of the Capital Improvement Program, staff believes it is consistent with and serves to implement numerous goals and policies contained in the City's adopted General Plan, including those associated with the following specific elements:

1. Land Use Element - Facilities to be designed and/or constructed are located on property with proper Land Use/Zoning designations;
2. Safety Element - Projects are proposed which address drainage needs and flood protection;
3. Circulation Element - Facilities to be designed and/or constructed are components of the City's planned street network developed to effectively serve the City.

The proposed CIP has not received prior policy review by the City Council due to its scope. The City Council will consider adoption of the Capital Improvement Program as part of the budget process by June of this year.

### **ENVIRONMENTAL IMPACT(S)**

This conformity finding is not a project under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3). Therefore, no further action is necessary at this time. Subsequent CEQA review of individual projects contained within the CIP will occur as appropriate prior to facility construction.

### **FISCAL IMPACT**

The current estimated cost of the 2018-2019 Capital Improvement Program is nearly \$23 million. The CIP will be funded from numerous sources, including City General Fund, Development Impact Fees, Water District funds, State and Federal grants, and County reimbursements. Adequate funds are available to implement the CIP as presented.

### **ALTERNATIVE(S)**

1. None

### **ATTACHMENT(S)**

1. Resolution No. PC-2018-09, with Exhibit “A” (Proposed 2018-2019 Capital Improvement Program)

2. Adopted 2017-2018 Capital Improvement Program

# ATTACHMENT 1

## RESOLUTION NO. PC 2018-09

### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HESPERIA, CALIFORNIA, MAKING A DETERMINATION OF CONFORMITY OF THE PROPOSED 2018-2019 CITY OF HESPERIA, AND HESPERIA WATER AND FIRE PROTECTION DISTRICTS' CAPITAL IMPROVEMENT PROGRAM WITH THE HESPERIA GENERAL PLAN.**

**WHEREAS**, a Capital Improvement Program (CIP) is annually adopted jointly by the City of Hesperia, and Hesperia Water and Fire Protection Districts; and

**WHEREAS**, said CIP outlines the significant expenditures to be made for transportation, storm drainage, sewer and water facilities, as well as other public facilities; and

**WHEREAS**, Pursuant to Government Code Section 65103(c), the Planning Commission is responsible to review said Capital Improvement Program for consistency with the City's General Plan prior to its adoption; and

**WHEREAS**, the proposed CIP for Fiscal Year 2018-2019 has been prepared in connection with the annual Budget process; and

**WHEREAS**, the Planning Commission has determined that the projects listed further the goals of the City; and

**WHEREAS**, this conformity finding is not a project under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3); and

**WHEREAS**, on May 10, 2018, the Planning Commission of the City of Hesperia conducted a hearing pertaining to the proposed conformity determination, and concluded said hearing on that date; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY OF HESPERIA PLANNING COMMISSION AS FOLLOWS:**

Section 1. The Planning Commission hereby specifically finds that all of the facts set forth in this Resolution are true and correct.

Section 2. Based upon substantial evidence presented to this Commission during the above-referenced May 10, 2018 hearing, including public testimony and written and oral staff reports, this Commission specifically finds that the proposed 2018-2019 Capital Improvement Program is consistent with the goals and policies contained in the adopted General Plan of the City of Hesperia, including the following specific elements:

1. Land Use Element – Public Facilities to be designed and/or constructed are to be located on property properly designated for such use;
2. Safety Element - Projects are proposed which address drainage and flooding;
3. Circulation Element - Facilities to be designed and/or constructed are consistent with, or part of the City's planned network of roadways necessary to serve the City.

Section 3. The Planning Commission hereby concurs that the action under this Resolution is not a project under the California Environmental Quality Act because it does not have the potential to have a direct or indirect effect on the environment.

Section 4. Based on the findings and conclusions set forth in this Resolution, this Commission hereby finds that the proposed 2018-2019 Capital Improvement Program as shown on Exhibit "A" is in conformance with the Hesperia General Plan, and directs that this finding be reported to the City Council, and Hesperia Water and Fire Protection District boards.

Section 5. That the Secretary shall certify to the adoption of this Resolution.

**ADOPTED AND APPROVED** on this 10<sup>th</sup> day of May 2018.

\_\_\_\_\_  
Tom Murphy, Chair, Planning Commission

ATTEST:

\_\_\_\_\_  
Denise Bossard, Secretary, Planning Commission



Exhibit "A"  
2017/2018 - 2021/2022 CAPITAL IMPROVEMENT PROGRAM  
**DRAFT 4/11/2018**

CO#	Project Name	Previous Fiscal Year	Proposed FY 18-19	FY 19-20	FY 20-21	FY 21-22
<b>STREETS CIP PROJECTS</b>						
7046	Ranchero Road Under Crossing: Misc. Mitigation, Misc. Construction / mitigation	6,000	Year 5 50,000	Year 4 20,000	Year 3 20,000	Year 2 20,000
7086	Ranchero Road I-15 Interchange: ROW Acquisition Bridge Construction Mitigation Construction Mgmt	Yr 3 Mit. 20,000	Yr 2 Mit. 50,000	Year 1 Mit. 5,000		
7094	Ranchero Rd Improvements-7 <sup>th</sup> Ave to Mariposa, Phase 1- Design & ROW Identification (w/ County) - ROW Acquisition	60,000 Design	995,000 ROW Const	11,525,000 Const	7,220,000 Const	
7096	Aqueduct Crossing Improvements-Widen Bridge at Main Street – Phase 1 - Design and ROW Identification - ROW Acquisition - Construction	50,000 Design	535,000 ROW	535,000 ROW	3,809,500 Const	5,400,000 Const
7105	Main Street Corridor-Design (395 to 11 <sup>th</sup> Ave) All Phases - Phase 1 ROW Acquisition (I-15 to Maple) - Phase 1 Construction - Phase 2 ROW Acquisition (Maple to 11 <sup>th</sup> ) - Phase 2 Construction - Phase 3 ROW Acquisition (395 to I-15) - Phase 3 Construction - Phase 4 Reconstruct 11th to I	<b>ON HOLD</b>				
7123	Willow Street Paseo	8,967	785,190	258,000 Phase 2	132,000 Phase 2	1,110,080 Phase 2
7131	Traffic Signal @ Ranchero/Maple - Design/ROW - ROW/Construction		100,000	350,000		
7135	2016-17 Street Improvement Project	313,988	-			
7137	Main St./Balsam Ave. Median and Ranchero Road Re-hab and Striping Project (Completed)	487,030				
7138	Bear Valley Road Bicycle Bike Path Phase II	3,765	71,487			
7139	Ranchero Rd. Aqueduct Crossing	421,000	1,500,000	10,500,000	2,775,000	
7146	Cottonwood Ave/ Maple Ave Traffic Signal		150,000			
7143	Sultana Street Improvement - Paving Escondido Ave. to Mariposa Rd.		250,000	2,250,000	500,000	
7144	Muscatel Street Improvement - Paving Coyote Trail to Mariposa Ave.		250,000	2,250,000	500,000	
7142	FY 17/18 CDBG Street Improvements	1,660,000				
XXXX	<b>FY 18/19 Street Improvements (NEW)</b> - Drainage Culvert - Paving La Junta Ave. to Fuente Ave. - Sewer Line Repair/Improvements		<b>1,000,000</b>	1,000,000		
XXXX	<b>FY 18/19 CDBG Street Improvements (NEW)</b>		<b>800,000</b>			
	<b>TOTAL OF STREETS CIP PROJECTS</b>	<b>\$ 3,030,750</b>	<b>\$ 6,536,677</b>	<b>\$ 28,693,000</b>	<b>\$ 14,956,500</b>	<b>\$ 6,530,080</b>
<b>DRAINAGE CIP PROJECTS</b>						
7140	C-01 Temecula Ave. Retention Basin	20,000	500,000	2,200,000	1,200,000	
7141	H-01 Walnut St. Retention Basin	150,000	500,000	2,200,000	1,000,000	
7147	A-04 Drainage - Escondido Retention Basin (NEW)	20,000	200,000	500,000	500,000	TBD
	<b>TOTAL OF DRAINAGE CIP PROJECTS</b>	<b>\$ 190,000</b>	<b>\$ 1,200,000</b>	<b>\$ 4,900,000</b>	<b>\$ 2,700,000</b>	

## Exhibit "A"

CO#	Project Name	Previous Fiscal Year	Proposed FY 18-19	FY 19-20	FY 20-21	FY 21-22
<b>OTHER CITY PROJECTS</b>						
6523	Park and Ride Facility	650	691,945			
6526	Animal Control Design and Remodel	56,500	843,500			
	<b>TOTAL OTHER CITY CIP PROJECTS</b>	<b>\$ 57,150</b>	<b>\$ 1,535,445</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>WATER CIP PROJECTS</b>						
8077	Interstate 15 Corridor – New Water and Wastewater System -Design -Construction		2,500,000			
8078	Property Acquisition for (Reservoir Expansion at Sites 19A and 21), new Reservoir to Serve Freeway Corridor (5 acres)	ON HOLD				
8087	Reclaimed Water Distribution System	5,000,000	12,133,331			
8089	G Avenue Water Line Repair		60,000			
8090	Recoat 5.0 MG Water Tank - Plant 22		660,000			
	<b>TOTAL OF WATER PROJECTS</b>	<b>\$ 5,000,000</b>	<b>\$ 14,633,331</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SEWER CAPITAL CIP PROJECTS</b>						
9007	Sub-regional Wastewater Reclamation Plant (WRF-1) - Phase I Property Acquisition (Completed) -Phase 2 Design and Construction Phase 3 Construction	VVWRA	VVWRA	VVWRA		
9016	Golf Course Sewer Line		25,000			
9018	Maple Avenue Sewer Line Replacement		335,000			
9019	Main Street Sewer Improvements		100,000			
9020	Township Sewer Improvements	10,000	100,000	100,000	TBD	TBD
9021	I-15 Corridor Sewer	10,000	200,000	3,500,000		
	<b>TOTAL OF SEWER CAPITAL CIP PROJECTS</b>	<b>\$ 20,000</b>	<b>\$ 760,000</b>	<b>\$ 3,600,000</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total for Water and Sewer Projects</b>		<b>\$ 5,020,000</b>	<b>\$ 15,393,331</b>	<b>\$ 3,600,000</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Totals for ALL CIP Projects</b>		<b>\$ 8,297,900</b>	<b>\$ 24,665,453</b>	<b>\$ 37,193,000</b>	<b>\$ 17,656,500</b>	<b>\$ 6,530,080</b>

CIP - Scott does Narratives and Employees listed get dollar amounts to Scott

CO	CIP	Staff
7046	Ranchero Road Under Crossing:	David
7086	Ranchero Road I-15 Interchange (Project Approval and Environmental Document (PA&ED))	David
7093	Intersection at Main Street and C Avenue	
7094	Ranchero Rd Improvements-7 <sup>th</sup> Ave to Mariposa, Phase 1- Design & ROW Identification (w/ County)	Tina S.
7095	7 <sup>th</sup> Avenue Roadway Improvements – Willow to Bear Valley Road	Scott
7096	Aqueduct Crossing Improvements-Widen Bridge at Main Street – Phase 1	Tina S.
7097	New Aqueduct Crossing – Bridge at Escondido Ave – Phase 1	Scott
7098	Muscatel Street Interchange and Joshua Street Modification Phase 1 – Project Study Report/Project Development Support (PSR/PDS)	David
7100	Intersection at Main St and Rock Springs Road	David
7101	Traffic Signal Upgrade-Main St and Third Ave	Scott
<b>7102</b>	<b>Township Improvements and Development</b>	Tina S.
7104	Railroad Crossing Eucalyptus/Lemon/ Mojave -	Scott
7105	Main Street Corridor-Design (395 to 11 <sup>th</sup> Ave) All Phases	Tina S.
7106	Main Street/Hesperia Interchange	Scott
7108	Industrial Park Lead Track Project	Tina S.
7110	Bear Valley Road Widening (Mariposa to 600 ft E)	John L.
7114	FY 2008-09 Street Improvement Project	John L.
XXXX	Hesperia Road Improvement Project - West side to get 2 lanes	?
7115	Maple Avenue Reconstruction (Ranchero - Main)	Scott
7116	Traffic Signal at Smoke Tree & Seventh	John L.
7117	FY 2009-10 Street Improvement Project	John L.
7118	Traffic Signal at Main Street and "C" Avenue	John L.
<b>XXXX</b>	<b>FY 2010-11 Street Improvement Project</b>	John L.
<b>XXXX</b>	<b>Santa Fe Circulation Study</b>	Scott
7090	H-01 Drainage Facility – Section 1 (Maple Ave to Main St),	Scott
7091	H-01 Drainage Facility – Section 3A (Fourth Ave to Third Ave) and 3B (Third Ave to Railroad Tracks)	Scott
XXXX	H-01 Drainage Facility – Section 4 (Railroad Tracks to "I" Avenue)	Scott
7092	A-04 Drainage Facility – Section 2 (Mojave St to Mesa)	Scott
XXXX	A-04 Drainage Facility – Section 1 (Main to Live Oak)	Scott
XXXX	A-04 Drainage Facility – Section 3 (Mesa to Bear Valley Road)	Scott
XXXX	Fire Station 306 (Ranchero Rd./Oxford)	David
XXXX	Fire Station 308 (Ranchero Rd./Maple)	David
6514	Fire Stations 301/305 Site Study and Design (WLC)	Scott
6515	Downtown Park–Northwest Corner of Juniper St & 8 <sup>th</sup> (formerly Hesperia Civic Plaza Park)	David
6516	New Police Station	David
6517	Fire Station 301 Construction/Property	David
6518	Fire Station 305 Construction	David
6519	Fire Station 302 (Lemon)	Scott
6520	High Desert County Government Center	David
6521	Fire Station 304 Interim Expansion (Eucalyptus)	David
6522	Code Compliance Facility	Scott

XXXX	Community Center	David
XXXX	<b>Park and Ride Facility</b>	John L.
6506	Mojave Corportaion Yard Expansion	Scott
8073	Plant 19A, 19B Reservoir Improvments	Scott
XXXX	395 Water System Loop (Main/Mojave/Willow)	Scott
8077	Interstate 15 Corridor – New Water and Wastewater System	Scott
8078	Property Acquisition for (Reservoir Expansion at Sites 19A and 21), new Reservoir to Serve Freeway Corridor (5 acres)	Scott
8079	New Construction Plant 22 Well A	Scott
8081	Recoat and Repaint Reservoir Plant 30 (Exterior)	Scott
8082	Water System velocity improvements Arrowhead/Tank 18/Maple	Scott
8084	New Well Site	Scott
XXXX	Pipeline Replacement (PT 013, 016, 030)	Scott
9007	Sub-regional Wastewater Reclamation Plant (WRF-1)	Scott
9009	Santa Fe Improvements – Sewer Upgrade (FP-1)	Scott
9011	Sub-regional Wastewater Reclamation Plant (WRF2)	Scott
9012	Mojave Sewer Upgrade (FP-13)	Scott
9013	Live Oak Sewer Upgrade (FP-12 )	Scott
XXXX	Maple Sewer (FP-8, FP-10, FP-37)	Scott

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CITY of HESPERIA  
2017-2018  
CAPITAL IMPROVEMENT PROGRAM  
(CIP)

- 
- Overview and Summary
  - CIP Expenditures By Project
  - CIP Expenditures By Fund and Project
  - CIP Project Listing
  - CIP Project Descriptions
-

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## OVERVIEW

The Capital Improvement Program (CIP) Summary includes new and continued capital projects funded in the Fiscal Year (FY) 2017-18 Budget. Information on capital projects completed in FY 2016-17, suspended projects, and future projects are also included to identify funds spent on recently completed projects as well as those that are projected for future years. Fiscal Year 2014-15 and Fiscal Year 2015-16 CIP projects are also included for historical purposes on the expenditure summaries. Frequently, CIP projects extend beyond one fiscal year.

The City's construction projects and major capital acquisitions that have an extended life are included in the Capital Improvement Program. In some circumstances, studies undertaken related to anticipate future capital projects are also included. Generally, the CIP will include capital replacement projects that repair, replace, or enhance existing facilities, equipment, or infrastructure, and capital facility projects that significantly expand or add capacity to the City's existing fixed assets.

## SUMMARY

The CIP projects are summarized as follows:

CIP Major Categories	Projects Completed in FY 2016-17	Projects Continued in 2017-18 Budget	New Projects Included in 2017-18 Budget	New & Continued Projects Included in 2017-18 Budget
Streets CIP Projects	\$ 4,094,522	\$ 3,314,596	\$ 4,039,627	\$ 7,354,223
Storm Drainage	0	0	1,200,000	1,200,000
Facilities	433,000	1,172,595	0	1,172,595
Water	0	13,113,331	0	13,113,331
Sewer	0	0	760,000	760,000
Total CIP Projects	\$ 4,527,522	\$ 17,600,522	\$ 5,999,627	\$ 23,600,149

### 1. Streets CIP Projects - \$7,354,223 (2017-18 Budget)

- 2017-18 Street Improvement Project - \$1,498,000 has been included in the FY 2017-18 Budget for the FY 2017-18 Street Improvement Project and \$425,000 has been included in the 2017-18 CDBG Street Improvement Program, for a total of \$1,923,000. The program history is as follows:

	<u>Expenditures</u>	<u>Miles Paved</u>	<u>Slurry Seal Miles</u>
2000-01 Street Improvement Project	\$ 2,226,573	18.0	0
2001-02 Street Improvement Project	2,148,349	19.4	0
2002-03 Street Improvement Project	1,993,142	16.5	0
2003-04 Street Improvement Project	2,033,719	17.1	0
2004-05 Street Improvement Project	3,166,412	18.2	12.0
2005-06 Street Improvement Project	6,221,264	51.1	14.0
2006-07 Street Improvement Project	10,994,391	57.0	11.0
2007-08 Street Improvement Project	19,134,056	57.0	4.0
2008-09 Street Improvement Project	9,193,091	28.0	0
2009-10 Street Improvement Project	5,726,868	13.9	0
2010-11 Street Improvement Project	0	0.0	0
2011-12 Street Improvement Project	2,446,984	2.5	8.0
2012-13 Street Improvement Project	1,705,349	1.0	7.0
2013-14 Street Improvement Project	1,801,741	1.9	9.0
2014-15 Street Improvement Project*	3,106,384	3.4	14.5
2015-16 Street Improvement Project	1,843,691	1.6	7.9
<u>2016-17 Street Improvement Project**</u>	<u>1,899,964</u>	<u>4.0</u>	<u>9.7</u>
Seventeen Year Total	\$ 75,641,978	310.6	97.1
<u>2017-18 Street Improvement Project**</u>	<u>1,923,000</u>	<u>1.9</u>	<u>0</u>
Eighteen Year Total	\$ 77,564,978	312.5	97.1

\* Includes Fir and Rodeo paving project Construction Order (CO.) #7134

\*\*Includes CDBG Street Improvement Project



■ **Other New Street Projects \$575,252** - Funding in the amount of \$575,252 has been included in the FY 2017-18 Budget for the following new street projects:

● Muscatel Street Improvements	\$	250,000
● Sultana Street Improvements		250,000
● Bear Valley Road Bicycle Bypass Phase II		75,252
Total	\$	575,252

■ **Ranchero Road Related Projects \$2,446,375** - Included in the FY 2017-18 Budget are projects related to the Ranchero Road Corridor, with the largest overall project being the Ranchero Road Interchange Project. The projects are as follows:

● Ranchero Road Aqueduct Crossing	\$	901,375
● Ranchero Road Improvements - Seventh Avenue to Mariposa Road		550,000
● Ranchero Road Rehab and Main Street Median		540,000
● Ranchero Road Undercrossing		155,000
● Ranchero Road I-15 Interchange		100,000
● Traffic Signal - Ranchero Road/Cottonwood Avenue		100,000
● Traffic Signal - Ranchero Road/Maple Avenue		100,000
Total	\$	2,446,375

■ **Four Other Streets Projects - Projects \$2,409,596** - Included in the FY 2017-18 Budget are four other continuing street projects. These projects include the carryover of a Street Improvement Project:

● Willow Street Paseo	\$	1,031,719
● Main Street Traffic Signal Synchronization		643,000
● FY 2016-17 Street Improvement Program		405,000
● Aqueduct Crossing Improvements - Widen Bridge at Main Street (Design and ROW Acquisition)		329,877
Total	\$	2,409,596

2. **Storm Drainage CIP Projects \$1,200,000** - Included in the FY 2017-18 are three new drainage projects as shown below:

■ Temecula Avenue - C-01 Retention Basin	\$	500,000
■ Walnut Street H-01 Retention Basin		500,000
■ Escondido Avenue A-04 Retention Basin		200,000
Total	\$	1,200,000

3. **Facilities CIP Projects \$1,172,595** - The following projects, totaling \$1,172,595 are included in Fiscal Year 2017-18 Budget as follows:

■ Park and Ride Facility	\$	692,595
■ Animal Control Design and Remodel		480,000
Total	\$	1,172,595

4. **Water CIP Project \$13,113,331** - Funding in the amount of \$13,113,331 has ben included in the FY 2017-18 Budget for the continuation of one project as shown below:

■ Reclaimed Water Distribution System	\$	13,113,331
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5. **Sewer CIP Projects \$760,000** - Funding in the amount of \$760,000 has been included in the FY 2017-18 Budget for the following new Sewer projects:

■ Maple Avenue Sewer Line Replacement	\$	335,000
■ I-15 Corridor Sewer		200,000
■ Main Street Sewer Improvements		100,000
■ Township Wastewater Improvements		100,000
■ Golf Course Sewer Line		25,000
Total	\$	760,000

Project		2014-15	2015-16	2016-17	2016-17	2017-18
Number	Project Title	Actual	Actual	Budget	Revised	Budget
<b><u>New Streets Projects in FY 2017-18</u></b>						
7137	Ranchero Rd Rehab & Main St. Median	\$ 0	\$ 0	\$ 0	\$ 75,506	\$ 540,000
7138	Bear Valley Rd Bicycle Bypass Phase II	0	0	0	0	75,252
7139	Ranchero Rd Aqueduct Crossing	0	0	0	300,000	901,375
7142	2017-18 CDBG Street Improvements	0	0	0	0	425,000
7143	Sultana Street Improvements	0	0	0	0	250,000
7144	Muscatel Street Improvements	0	0	0	0	250,000
7145	FY 2017-18 Street Improvement Project	0	0	0	2,000	1,498,000
7146	Traffic Signal - Ranchero Road/Cottonwood Avenue	0	0	0	0	100,000
	Sub-Total New 2017-18 Streets CIP Projects	\$ 0	\$ 0	\$ 0	\$ 377,506	\$ 4,039,627
<b><u>Streets CIP Projects Continued in FY 2017-18</u></b>						
7046	Ranchero Road Undercrossing	\$ 92,359	\$ 42,799	\$ 700,000	\$ 530,000	\$ 155,000
7086	Ranchero Road I-15 Interchange	462,061	90,617	130,000	447,760	100,000
7094	Ranchero Road Improvements – Seventh Avenue to Mariposa Road	185,471	424,400	589,000	175,000	550,000
7096	Aqueduct Crossing Improvements – Widen Bridge at Main Street (Design and ROW Acquisition)	186,911	227,143	400,000	100,000	329,877
7123	Willow Street Paseo	0	49,671	844,156	32,414	1,031,719
7131	Traffic Signal @ Ranchero Road/Maple Avenue	0	0	500,000	0	100,000
7133	Main Street Traffic Signal Synchronization	0	325,980	252,028	254,428	643,000
7135	FY 2016-17 Street Improvement Project	0	0	2,200,000	2,000	405,000
	Sub-Total CIP Projects Continued in FY 2017-18	\$ 926,802	\$ 1,160,610	\$ 5,615,184	\$ 1,541,602	\$ 3,314,596
<b><u>Streets CIP Projects Completed in FY 2016-17</u></b>						
7130	2015-16 Street Improvement Project	\$ 0	\$ 1,891	\$ 1,841,800	\$ 1,841,800	\$ 0
7132	Bear Valley Road Reconstruction Cottonwood-Mariposa	0	0	250,000	242,930	0
7134	Street Improvements - Fir and Rodeo	0	382,079	50,000	4,405	0
7136	2016-17 CDBG Street Improvement	0	0	0	1,492,964	0
7400	2014-15 ADA Transition Plan - Year 1	2,072	3,535	95,000	46,394	0
7401	2015-16 ADA Transition Plan - Year 2	0	696	570,750	466,029	0
7402	2016-17 ADA Improvements - Year 3	0	0	104,614	0	0
	Sub-Total Streets CIP Projects Completed in FY 2016-17	\$ 2,072	\$ 388,201	\$ 2,912,164	\$ 4,094,522	\$ 0
<b><u>Streets CIP Projects Completed in FY 2015-16</u></b>						
7129	2014-15 Street Improvement Project	\$ 718	\$ 2,719,182	\$ 0	\$ 0	\$ 0
	Sub-Total Streets CIP Projects Completed in FY 2015-16	\$ 718	\$ 2,719,182	\$ 0	\$ 0	\$ 0
<b><u>Streets CIP Projects Completed in FY 2014-15</u></b>						
7128	2013-14 Street Improvement Project	\$ 1,759,144	\$ 0	\$ 0	\$ 0	\$ 0
	Sub-Total Streets CIP Projects Completed in FY 2014-15	\$ 1,759,144	\$ 0	\$ 0	\$ 0	\$ 0
<b><u>Streets CIP Projects that are Suspended for Need of Funding</u></b>						
7098	Muscatel Street/Interstate 15 and Joshua Street Overpass	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
7105	Main Street Corridor Improvements	0	0	0	0	0
	Sub-Total Streets CIP Projects that are Suspended for Need of Funding	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Total Summary Streets CIP Projects</b>		<b>\$ 2,688,736</b>	<b>\$ 4,267,993</b>	<b>\$ 8,527,348</b>	<b>\$ 6,013,630</b>	<b>\$ 7,354,223</b>
<b>City of Hesperia</b>		<b>Page 81</b>		<b>Planning Commission</b>		

Project	2014-15	2015-16	2016-17	2016-17	2017-18
Number Project Title	Actual	Actual	Budget	Revised	Budget
<b>Storm Drainage CIP Projects</b>					
7091 H-01 Drainage Facility - Section 3A (Fourth Avenue to Third Avenue)	\$ 0	\$ 5,115	\$ 1,180,420	\$ 0	\$ 0
7140 Temecula Avenue - C-01 Retention Basin	0	0	0	0	500,000
7141 Walnut Street H-01 Retention Basin	0	0	0	0	500,000
7147 Escondido Avenue A-04 Retention Basin	0	0	0	0	200,000
<b>Total Storm Drainage CIP Projects</b>	<b>\$ 0</b>	<b>\$ 5,115</b>	<b>\$ 1,180,420</b>	<b>\$ 0</b>	<b>\$ 1,200,000</b>
<b>Facilities Projects</b>					
6517 Fire Station 301 Construction/Property Acquisition	\$ 69,059	\$ 0	\$ 0	\$ 0	\$ 0
6523 Park and Ride Facility	667	648	696,346	3,734	692,595
6524 Animal Control Site Improvements	68,956	388,041	0	0	0
6525 Roofing Replacement and Repairs	0	0	0	433,000	0
6526 Animal Control Design & Remodel	0	0	0	20,000	480,000
<b>Total Facilities Projects</b>	<b>\$ 138,682</b>	<b>\$ 388,689</b>	<b>\$ 696,346</b>	<b>\$ 456,734</b>	<b>\$ 1,172,595</b>
<b>Water Projects Continued in FY 2017-18</b>					
8087 Reclaimed Water Distribution System	\$ 38,954	\$ 60,554	\$ 10,000,000	\$ 263,000	\$ 13,113,331
<b>Sub-total Water Projects Continued in FY 2017-18</b>	<b>\$ 38,954</b>	<b>\$ 60,554</b>	<b>\$ 10,000,000</b>	<b>\$ 263,000</b>	<b>\$ 13,113,331</b>
<b>Water CIP Projects that will not move forward</b>					
8088 Appaloosa Avenue Reclaimed Water Line	\$ 0	\$ 0	\$ 90,000	\$ 0	\$ 0
<b>Sub-total Water CIP Projects that will not move forward</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 90,000</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Future Water Projects</b>					
8077 I-15 Corridor Water	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
8089 G Avenue Water Line Repair	0	0	0	0	0
8090 Recoat 5.0 MG Water Tank - Plant 22	0	0	0	0	0
<b>Sub-total Future Water Projects</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Water CIP Projects</b>	<b>\$ 38,954</b>	<b>\$ 60,554</b>	<b>\$ 10,090,000</b>	<b>\$ 263,000</b>	<b>\$ 13,113,331</b>
<b>New Sewer CIP Projects in FY 2017-18</b>					
9016 Golf Course Sewer Line	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000
9018 Maple Avenue Sewer Line Replacement	0	0	0	0	335,000
9019 Main Street Sewer Improvements	0	0	0	0	100,000
9020 Township Wastewater Improvements	0	0	0	0	100,000
9021 I-15 Corridor Sewer	0	0	0	0	200,000
<b>Total New Sewer CIP Projects in FY 2017-18</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 760,000</b>
<b>Total Summary Streets CIP Projects</b>					
<b>Total Storm Drainage CIP Projects</b>	<b>0</b>	<b>5,115</b>	<b>1,180,420</b>	<b>0</b>	<b>1,200,000</b>
<b>Total Facilities Projects</b>	<b>138,682</b>	<b>388,689</b>	<b>696,346</b>	<b>456,734</b>	<b>1,172,595</b>
<b>Total Water CIP Projects</b>	<b>38,954</b>	<b>60,554</b>	<b>10,090,000</b>	<b>263,000</b>	<b>13,113,331</b>
<b>Total Sewer CIP Projects</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>760,000</b>
<b>Grand Total</b>	<b>\$ 2,866,372</b>	<b>\$ 4,722,351</b>	<b>\$ 20,494,114</b>	<b>\$ 6,733,364</b>	<b>\$ 23,600,149</b>

Note #1 - Water and Sewer funds have been used to partially fund two streets projects and a facilities project. The water and sewer funding is shown with those specific projects.

Project Number	Project Title	2014-15 Actual	2015-16 Actual	2016-17 Budget	2016-17 Revised	2017-18 Budget
<b>100 General Fund</b>						
6524	Animal Control Site Improvements	\$ 68,956	\$ 388,041	\$ 0	\$ 0	\$ 0
6525	Roof Replacement and Repairs	0	0	0	242,700	0
6526	Animal Control Design and Remodel	0	0	0	20,000	480,000
7046	Ranchero Road Undercrossing	0	0	500,000	500,000	0
7133	Main Street Traffic Signal Synchronization	0	0	35,500	35,500	0
	<b>Total General Fund 100</b>	<b>\$ 68,956</b>	<b>\$ 388,041</b>	<b>\$ 535,500</b>	<b>\$ 798,200</b>	<b>\$ 480,000</b>
<b>204 Measure I Renewal</b>						
6523	Park and Ride Facility	\$ 650	\$ 648	\$ 4,000	\$ 3,734	\$ 266
7128	2013-14 Annual Street Improvement	1,759,144	0	0	0	0
7129	2014-15 Street Improvement Project**	718	2,719,182	0	0	0
7130	2015-16 Street Improvement	0	1,891	1,356,011	1,356,011	0
7133	Main Street Traffic Signal Synchronization	0	58,625	200,000	200,000	76,000
7135	FY 2016-17 Street Improvement Project	0	0	2,000,000	2,000	405,000
7137	Ranchero Rd Rehab & Main St. Median	0	0	0	15,506	100,000
7138	Bear Valley Rd Bicycle Bypass Phase II	0	0	0	0	75,252
7145	FY 2017-18 Street Improvement Project	0	0	0	2,000	1,000,000
7400	2014-15 ADA Transition Plan - Year 1	2,072	3,263	44,250	0	0
	<b>Total Measure I Renewal Fund 204</b>	<b>\$ 1,762,584</b>	<b>\$ 2,783,609</b>	<b>\$ 3,604,261</b>	<b>\$ 1,579,251</b>	<b>\$ 1,656,518</b>
<b>205 Gas Tax Fund</b>						
7123	Willow Street Paseo	\$ 0	\$ 466	\$ 20,438	\$ 20,438	\$ 0
7131	Traffic Signal @ Ranchero Rd/Maple Ave	0	0	200,000	0	0
7132	Bear Valley Road Reconstruction	0	0	250,000	242,930	0
	Cottonwood-Mariposa**					
7137	Ranchero Rd Rehab & Main St. Median	0	0	0	20,000	168,000
	<b>Total Gas Tax Fund 205</b>	<b>\$ 0</b>	<b>\$ 466</b>	<b>\$ 470,438</b>	<b>\$ 283,368</b>	<b>\$ 168,000</b>
<b>207 Local Transportation Fund Article 8 (LTF)</b>						
7094	Ranchero Road Improvements – 7th Avenue to Mariposa Road	\$ 185,471	\$ 424,400	\$ 552,450	\$ 175,000	\$ 0
7096	Aqueduct Crossing Improvements - Widen Bridge at Main Street	186,911	227,143	400,000	100,000	0
7139	Ranchero Road Aqueduct Crossing	0	0	0	0	301,375
7143	Sultana Street Improvements	0	0	0	0	250,000
7144	Muscatel Street Improvement	0	0	0	0	250,000
	<b>Total Local Transportation Fund 207</b>	<b>\$ 372,382</b>	<b>\$ 651,543</b>	<b>\$ 952,450</b>	<b>\$ 275,000</b>	<b>\$ 801,375</b>
<b>209 Gas Tax - Road Maintenance and Rehab Account (RMRA)</b>						
7145	FY 2017-18 Street Improvement Project	\$ 0	\$ 0	\$ 0	\$ 0	\$ 498,000
	<b>Total Gas Tax - RMRA</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 498,000</b>
<b>251 Community Development Block Grant (CDBG)</b>						
7134	Street Improvements - Fir and Rodeo Street	\$ 0	\$ 382,079	\$ 50,000	\$ 4,405	\$ 0
7136	2016-17 CDBG Street Improvement	0	0	0	1,492,964	0
7142	2017-18 CDBG Street Improvements	0	0	0	0	425,000
7400	2014-15 ADA Transition Plan - Year 1	0	272	50,750	46,394	0
7401	2015-16 ADA Transition Plan - Year 2	0	696	570,750	466,029	0
7402	2016-17 ADA Improvements - Year 3	0	0	104,614	0	0
	<b>Total CDBG Fund 251</b>	<b>\$ 0</b>	<b>\$ 383,047</b>	<b>\$ 776,114</b>	<b>\$ 2,009,792</b>	<b>\$ 425,000</b>
<b>254 AB 2766 - Transit</b>						
7133	Main Street Traffic Signal Synchronization	\$ 0	\$ 267,355	\$ 16,528	\$ 18,928	\$ 567,000
	<b>Total AB 2766 Transit Fund 254</b>	<b>\$ 0</b>	<b>\$ 267,355</b>	<b>\$ 16,528</b>	<b>\$ 18,928</b>	<b>\$ 567,000</b>

Project Number	Project Title	2014-15 Actual	2015-16 Actual	2016-17 Budget	2016-17 Revised	2017-18 Budget
<b>300 Development Impact Fee (DIF)-Streets Fund</b>						
7046	Ranchero Road Undercrossing	\$ 92,359	\$ 42,799	\$ 200,000	\$ 30,000	\$ 155,000
7086	Ranchero Road I-15 Interchange	462,061	90,617	130,000	15,000	100,000
7094	Ranchero Road Improvements - 7th Avenue to Mariposa Road	0	0	0	0	425,000
7096	Main Street Aqueduct Crossing	0	0	0	0	329,877
7131	Traffic Signal @ Ranchero Rd/Maple Ave	0	0	300,000	0	100,000
7137	Ranchero Rd Rehab & Main St. Median	0	0	0	40,000	272,000
7139	Ranchero Road Aqueduct Crossing	0	0	0	300,000	600,000
7146	Traffic Signal @ Ranchero/Cottonwood	0	0	0	0	100,000
	<b>Total DIF Fund-Streets 300</b>	<b>\$ 554,420</b>	<b>\$ 133,416</b>	<b>\$ 630,000</b>	<b>\$ 385,000</b>	<b>\$ 2,081,877</b>
<b>301 Development Impact Fee (DIF) - Storm Drain</b>						
7140	Temecula Avenue -C-01 Retention Basin	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000
7141	Walnut Street H-01 Retention Basin	0	0	0	0	500,000
7147	Escondido Avenue A-04 Retention Basin	0	0	0	0	200,000
	<b>Total DIF - Storm Drainage Fund 301</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,200,000</b>
<b>502 Fire Capital Fund</b>						
6517	Fire Station 301 Construction/Property Acquisition	\$ 69,059	\$ 0	\$ 0	\$ 0	\$ 0
6525	Roofing Replacement and Repairs	0	0	0	144,600	0
	<b>Total Fire Capital Fund 502</b>	<b>\$ 69,059</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 144,600</b>	<b>\$ 0</b>
<b>504 City Wide Projects</b>						
6523	Park and Ride Facility	\$ 17	\$ 0	\$ 692,346	\$ 0	\$ 692,329
7091	H-01 Drainage Facility - Section 3A (Fourth Avenue to Third Avenue)	0	5,115	1,180,420	0	0
7094	Ranchero Road Improvements – 7th Avenue to Mariposa Road	0	0	36,550	0	125,000
7123	Willow Street Paseo	0	49,205	823,718	11,976	1,031,719
	<b>Total City Wide Projects Fund 504</b>	<b>\$ 17</b>	<b>\$ 54,320</b>	<b>\$ 2,733,034</b>	<b>\$ 11,976</b>	<b>\$ 1,849,048</b>
<b>701 Water Capital Fund</b>						
701	Water CIP Projects (See Water CIP for Project Detail)	\$ 38,954	\$ 60,554	\$ 10,090,000	\$ 263,000	\$ 13,113,331
6525	Roofing Replacement and Repairs	0	0	0	45,700	0
7130	2015-16 Street Improvement Project	0	0	485,789	485,789	0
	<b>Total Water Capital Fund 701</b>	<b>\$ 38,954</b>	<b>\$ 60,554</b>	<b>\$ 10,575,789</b>	<b>\$ 794,489</b>	<b>\$ 13,113,331</b>
<b>711 Sewer Capital Fund</b>						
711	Sewer CIP Projects (See Sewer CIP for Project Detail)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 760,000
7086	Ranchero Road I-15 Interchange	0	0	0	432,760	0
7135	FY 2016-17 Street Improvement Project	0	0	200,000	0	0
	<b>Total Sewer Capital Fund 711*</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 200,000</b>	<b>\$ 432,760</b>	<b>\$ 760,000</b>
	<b>TOTAL ALL CIP FUNDS</b>	<b>\$ 2,866,372</b>	<b>\$ 4,722,351</b>	<b>\$ 20,494,114</b>	<b>\$ 6,733,364</b>	<b>\$ 23,600,149</b>

Note: With the use of grants and other types of reimbursements, there may be instances of timing differences between the time when the expenditures were incurred and when the reimbursement is received. These instances have been notated on the applicable individual Construction Order (C.O.) sheets.

Project Number	Project Title	2014-15 Actual	2015-16 Actual	2016-17 Budget	2016-17 Revised	2017-18 Budget
<b>Streets and Storm Drain Related</b>						
100	General Fund	\$ 0	\$ 0	\$ 535,500	\$ 535,500	\$ 0
204	Measure I - Renewal Fund	1,761,934	2,782,961	3,600,261	1,575,517	1,656,252
205	Gas Tax Fund	0	466	470,438	283,368	168,000
207	Local Transportation Fund Article 8 (LTF)	372,382	651,543	952,450	275,000	801,375
209	Gas Tax - Road Maintenance and Rehab Account (RMRA)	0	0	0	0	498,000
251	Community Development Block Grant Fund (CDBG)	0	383,047	776,114	2,009,792	425,000
254	AB 2766 Transit Fund	0	267,355	16,528	18,928	567,000
300	Development Impact Fee-Streets Fund	554,420	133,416	630,000	385,000	2,081,877
301	Development Impact Fee-Storm Drainage	0	0	0	0	1,200,000
504	City-wide Projects	0	54,320	2,040,688	11,976	1,156,719
701	Water Capital	0	0	485,789	485,789	0
711	Sewer Capital	0	0	200,000	432,760	0
	<b>Total Streets and Storm Drain Related</b>	<b>\$ 2,688,736</b>	<b>\$ 4,273,108</b>	<b>\$ 9,707,768</b>	<b>\$ 6,013,630</b>	<b>\$ 8,554,223</b>
<b>Facilities Related</b>						
100	General Fund	\$ 68,956	\$ 388,041	\$ 0	\$ 262,700	\$ 480,000
204	Measure I - Renewal Fund	650	648	4,000	3,734	266
502	Fire Capital Fund	69,059	0	0	144,600	0
504	Park and Ride Facility	17	0	692,346	0	692,329
701	Water Capital Fund	0	0	0	45,700	0
	<b>Total City Facilities Related</b>	<b>\$ 138,682</b>	<b>\$ 388,689</b>	<b>\$ 696,346</b>	<b>\$ 456,734</b>	<b>\$ 1,172,595</b>
<b>Water and Sewer Related</b>						
701	Water Capital Fund	\$ 38,954	\$ 60,554	\$ 10,090,000	\$ 263,000	\$ 13,113,331
711	Sewer Capital Fund	0	0	0	0	760,000
	<b>Total Water and Sewer Related</b>	<b>\$ 38,954</b>	<b>\$ 60,554</b>	<b>\$ 10,090,000</b>	<b>\$ 263,000</b>	<b>\$ 13,873,331</b>
	<b>Total City Capital Improvement Program (CIP)</b>	<b>\$ 2,866,372</b>	<b>\$ 4,722,351</b>	<b>\$ 20,494,114</b>	<b>\$ 6,733,364</b>	<b>\$ 23,600,149</b>

Note: With the use of grants and other types of reimbursements, there may be instances of timing differences between the time when the expenditures were incurred and when the reimbursement is received. These instances have been notated on the applicable individual Construction Order (C.O.) sheets.

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## RANCHERO ROAD UNDERCROSSING

**PROJECT NO:**

7046

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

The BNSF Railroad bisects the City of Hesperia from north to south, with Main Street as the only street that crosses the railroad. This east-west corridor serves the entire City and is under capacity to meet existing traffic needs. Accidents on either side of, or on the Main Street bridge, have resulted in total closure of Main Street between 3rd Avenue and C Avenue, which not only affects the motoring public, but also severely restricts fire and police response times throughout the City.

This project involves the installation of a new roadway underpass beneath the BNSF railroad's right of way at Ranchero Road. The project will also include construction of an embankment and storm drain facilities within the Antelope Valley Wash between Santa Fe Avenue East and Danbury Road.



**CURRENT STATUS:**

Construction was complete in June 2013. However, the U.S. Army Corps of Engineers (USACE) 404 Permit requires post-construction mitigation work to be performed and monitored for a period of 5 years. This mitigation work involves the restoration of native plant species. Due to some access issues at the actual construction site, the City has been negotiating with the USACE to perform off-site mitigation; therefore, mitigation work has not yet commenced.

Right of Way	\$	5,000,000
Environmental Documents & Permits		750,000
Design Engineering		2,000,000
Construction		20,000,000
Construction Contingency		2,000,000
Construction Engineering		2,000,000
Administrative		250,000
Materials/Equipment/Other		0
Total Estimated Costs = \$		32,000,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100-29-700-7046-7500 Contract	\$ 500,000	\$ 500,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000
207-29-700-7046-7500 Contract	0	0	539,000	0	0	0	0	0	539,000
300-29-700-7046-7500 Contract	200,000	30,000	5,266,730	155,000	5,000	5,000	5,000	5,000	5,441,730
300-29-700-7046-8400 Land	0	0	19,750	0	0	0	0	0	19,750
586-29-700-7046-7500 Contract	0	0	11,610,520	0	0	0	0	0	11,610,520
586-29-700-7046-8400 Land	0	0	1,352,242	0	0	0	0	0	1,352,242
596-29-700-7046-7500 Contract	0	0	200	0	0	0	0	0	200
596-29-700-7046-8400 Land	0	0	114,415	0	0	0	0	0	114,415
600-29-700-7046-7500 Contract	0	0	11,703,929	0	0	0	0	0	11,703,929
600-29-700-7046-8400 Land	0	0	215,058	0	0	0	0	0	215,058
<b>Totals =</b>	<b>\$ 700,000</b>	<b>\$ 530,000</b>	<b>\$ 31,321,844</b>	<b>\$ 155,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 31,496,844</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100 - General Fund	\$ 500,000	\$ 500,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000
207- Local Trans. Article LT	0	0	539,000	0	0	0	0	0	539,000
300 - DIF Streets	200,000	30,000	5,286,480	155,000	5,000	5,000	5,000	5,000	5,461,480
586 - RDA Capital P/AI	0	0	12,962,762	0	0	0	0	0	12,962,762
596 - Measure I Bond	0	0	114,615	0	0	0	0	0	114,615
600 - Ranchero Rd. Undercrossing	0	0	11,918,987	0	0	0	0	0	11,918,987
<b>Totals =</b>	<b>\$ 700,000</b>	<b>\$ 530,000</b>	<b>\$ 31,321,844</b>	<b>\$ 155,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 31,496,844</b>

**NOTES:**

## RANCHERO ROAD & I-15 INTERCHANGE

**PROJECT NO:**

7086

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

This project is Phase 2 of the three components of the Ranchero Road Corridor improvements, which includes the following, (1) the Ranchero Road & BNSF Grade Separation, (2) construction of a new interchange at Interstate 15, and (3) the widening of Ranchero Road from Danbury Street to I-15. This project includes the design and construction of a full service freeway interchange where Ranchero Road intersects with the I-15 freeway.



**CURRENT STATUS:**

Construction was complete in March 2015, but was not closed out and accepted by Caltrans until December 2015. However, the U.S. Army Corps of Engineers (USACE) 404 Permit required post-construction mitigation work to be performed and monitored for a period of 5 years. The mitigation work involves the restoration of native plant species. FY 2017-18 will be the third year of mitigation work; therefore, mitigation work is still ongoing.

Design Engineering	\$	3,000,000
Right of Way		12,000,000
Construction		30,000,000
Construction Contingency		3,000,000
Construction Engineering		7,000,000
Materials/Equipment/Other		2,500,000
Environmental Documents & Permits		1,500,000
Administrative		1,000,000
Total Estimated Costs = \$		60,000,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
300-29-700-7086-7500 Contract	\$ 130,000	\$ 15,000	\$ 9,640,617	\$ 100,000	\$ 5,000	\$ 5,000	\$ 0	\$ 0	\$ 9,750,617
300-29-700-7086-8400 Land	0	0	2,598,481	0	0	0	0	0	2,598,481
602-29-700-7086-7500 Contract	0	0	2,764	0	0	0	0	0	2,764
602-29-700-7086-8400 Land	0	0	7,371,256	0	0	0	0	0	7,371,256
711-29-700-7086-7500 Contract	0	432,760	432,760	0	0	0	0	0	432,760
Debt. SBCTA Interchange Loan	0	* 19,502,807	19,502,807	0	0	0	0	0	19,502,807
<b>Totals =</b>	<b>\$ 130,000</b>	<b>\$ 19,950,567</b>	<b>\$ 39,548,685</b>	<b>\$ 100,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 39,658,685</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
300 - DIF Streets	\$ 130,000	\$ 15,000	\$ 12,239,098	\$ 100,000	\$ 5,000	\$ 5,000	\$ 0	\$ 0	\$ 12,349,098
602 - Ranchero/I-15 Interchange	0	0	340,020	0	0	0	0	0	340,020
602 - State Transportation Improvement Program (STIP)	0	0	7,034,000	0	0	0	0	0	7,034,000
711 - Sewer Capital	0	432,760	432,760	0	0	0	0	0	432,760
Debt. - SBCTA Interchange Loan	0	* 19,502,807	19,502,807	0	0	0	0	0	19,502,807
<b>Totals =</b>	<b>\$ 130,000</b>	<b>\$ 19,950,567</b>	<b>\$ 39,548,685</b>	<b>\$ 100,000</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 39,658,685</b>

**NOTES:**

Upon execution of the Cooperative Agreement between the City and SBCTA (formerly SANBAG), several Federal and State grants were transferred to SBCTA and utilized on the project as a part of the public share of the costs. Adding SBCTA's share of the project's cost brings the total cost of the project to \$58,802,653.

\*Note - The FY 2016-17 Revised reflects estimated SBCTA expenditures of \$19,502,807. Once the San Bernardino County Transportation Authority (SBCTA) receives final costs from all vendors, a loan agreement will be executed to reimburse SBCTA for the City's share of the costs to construct the interchange. These estimated SBCTA expenditures are shown to provide context for the City's estimated overall cost of the project, but are not included in the CIP Summary Expenditures by Project and Fund Schedules because these project costs were not directly paid by the City, and the City's reimbursement for these costs will not begin until the loan agreement has been executed.

## RANCHERO ROAD IMPROVEMENTS - SEVENTH AVENUE TO MARIPOSA ROAD

**PROJECT NO:**

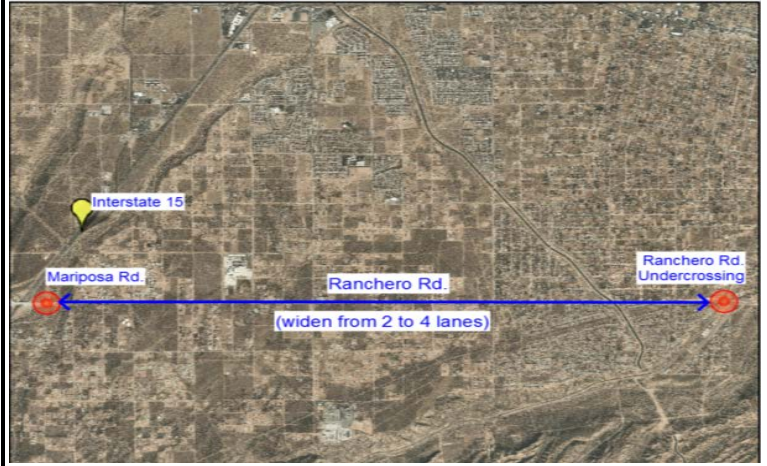
7094

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

The Ranchero Road Corridor Project consists of various improvements to Ranchero Road including the Ranchero Road Underpass (C.O. 7046), the interchange at Interstate 15 (C.O. 7086), and widening of Ranchero Road from two lanes to four lanes in each direction from Seventh Avenue to Mariposa Road. With completion of the underpass and interchange, traffic on Ranchero Road has increased dramatically, experiencing over 14,000 trips per day. Increased capacity on Ranchero Road is vital to traffic circulation and safety along the corridor. Currently, this is the City's highest transportation priority.



**CURRENT STATUS:**

The environmental document (ED) was completed in June 2013 and the plans, specifications and estimates (PS&E) were completed in August of 2015 with the exception of the Union Pacific Railroad (UPRR) crossing. Right-of-Way acquisition, relocation of Southern California Edison (SCE) facilities and design of the UPRR crossing will begin this fiscal year and will continue through Fiscal Year 2018-19. Construction is anticipated to occur during Fiscal Years 2019-20, 2020-21, and 2021-22. The aqueduct crossing and two signalized intersections are identified under separate projects (C.O. 7139, C.O. 7131 and C.O. 7146).

Design Engineering	\$	965,785
Right of Way		1,045,635
Construction		13,051,200
Construction Contingency		1,957,680
Construction Engineering		1,506,400
Materials/Equipment/Other		0
Environmental Documents & Permits		1,064,300
Administrative		3,000
Total Estimated Costs = \$		19,594,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207-29-700-7094-7500 Contract	\$ 552,450	\$ 175,000	\$ 840,179	\$ 0	\$ 375,000	\$ 700,000	\$ 850,000	\$ 575,000	\$ 3,340,179
300-29-700-7094-7500 Contract	0	0	647,485	425,000	0	300,000	3,870,495	0	5,242,980
504-29-700-7094-7500 Contract	36,550	0	598,080	125,000	305,000	3,025,000	6,700,000	1,078,612	11,831,692
									0
									0
									0
Totals =	\$ 589,000	\$ 175,000	\$ 2,085,744	\$ 550,000	\$ 680,000	\$ 4,025,000	\$ 11,420,495	\$ 1,653,612	\$ 20,414,851

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207 - Local Trans. Art. 8	\$ 552,450	\$ 175,000	\$ 840,179	\$ 0	\$ 375,000	\$ 700,000	\$ 850,000	\$ 575,000	\$ 3,340,179
300 - DIF Streets	0	0	647,485	425,000	0	300,000	3,870,495	0	5,242,980
504 - Citywide Projects	36,550	0	598,080	125,000	305,000	3,025,000	6,700,000	1,078,612	11,831,692
									0
									0
Totals =	\$ 589,000	\$ 175,000	\$ 2,085,744	\$ 550,000	\$ 680,000	\$ 4,025,000	\$ 11,420,495	\$ 1,653,612	\$ 20,414,851

**NOTES:**

Approximately 50% of Ranchero Road within this 5-mile stretch is located within the unincorporated area of San Bernardino County. A Cooperative Agreement with the County has been executed to establish funding responsibilities for the environmental document (ED); and plans, specifications, and estimates (PS&E) phases of the project. A similar agreement will be developed for construction. Additionally, the City is pursuing grant opportunities to further fund this project.

	Reimbursement Thru 6/30/16	Revised	Budget FY 2017-18
San Bernardino County Reimbursement	\$ 568,387	\$ 0	\$ 154,693



## AQUEDUCT CROSSING IMPROVEMENTS - WIDEN BRIDGE AT MAIN STREET

**PROJECT NO:**

7096

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

The Main Street bridge which crosses the California Aqueduct currently has capacity for two lanes in each direction. The City's Traffic Circulation Plan identifies Main Street as a major arterial roadway, which has three lanes in each direction from Interstate 15 (I-15) to Eleventh Avenue. Main Street Corridor is the primary east/west path of travel to I-15. In addition, the completion of Walmart and other developments nearby has impacted Main Street with additional traffic. New retail developments within the Walmart Shopping Center and surrounding areas will have further impact. The existing roadway configuration is experiencing significant traffic congestion as a result of development as well as its proximity to I-15. Widening the aqueduct crossing is required to accommodate the ultimate configuration of Main Street.



**CURRENT STATUS:**

This project was placed on hold in 2010 due to the dissolution of Redevelopment Agencies, economic changes and reduced development. Work resumed in February 2015. Various stages of project approval and environmental document (PAED); and plans, specifications, and estimates (PS&E) phases are currently in progress. Completion of PAED and PS&E is anticipated for Spring of 2018. Right-of-way acquisition will begin in Fiscal Year 2018-19 and will continue through Fiscal Year 2019-20. Construction will commence upon funding availability. Widening of the roadway is identified under a separate project (C.O. 7105).

Design Engineering	\$	980,000
Right of Way		1,070,000
Construction		6,090,000
Construction Contingency		609,000
Construction Engineering		920,000
Materials/Equipment/Other		0
Environmental Documents & Permits		125,000
Administrative		3,000
Total Estimated Costs = \$		9,797,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207-29-700-7096-7500 Contract	\$ 400,000	\$ 100,000	\$ 514,054	\$ 0	\$ 535,000	\$ 535,000	\$ 3,809,500	\$ 4,021,431	\$ 9,414,985
300-29-700-7096-7500 Contract	0	0	7,428	329,877	0	0	0	0	337,305
586-29-700-7096-7500 Contract	0	0	69,184	0	0	0	0	0	69,184
									0
									0
Totals =	\$ 400,000	\$ 100,000	\$ 590,666	\$ 329,877	\$ 535,000	\$ 535,000	\$ 3,809,500	\$ 4,021,431	\$ 9,821,474

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207 - Local Trans. Art. 8	\$ 400,000	\$ 100,000	\$ 514,054	\$ 0	\$ 535,000	\$ 535,000	\$ 3,809,500	\$ 4,021,431	\$ 9,414,985
300 - DIF Streets	0	0	7,428	329,877	0	0	0	0	337,305
586 - Redev. Capital P/A #1	0	0	69,184	0	0	0	0	0	69,184
									0
									0
Totals =	\$ 400,000	\$ 100,000	\$ 590,666	\$ 329,877	\$ 535,000	\$ 535,000	\$ 3,809,500	\$ 4,021,431	\$ 9,821,474

**NOTES:**

The City will pursue grant opportunities for funding this project.

## MUSCATEL STREET/I-15 INTERCHANGE AND JOSHUA STREET OVERPASS

**PROJECT NO:**

7098

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

The City's Traffic Circulation Plan identifies a crossing of the Interstate 15 (I-15) in the vicinity of Muscatel Street on the east side of the freeway to connect to Mesa Linda Street on the west side of the freeway. Projected traffic, commercial zoning areas and traffic circulation needs warrant an interchange at this location. Concurrently, with the interchange, modifications to the Joshua Street off-ramps are needed. U.S. Highway 395, and I-15 junctions and Joshua Street connecting together does not meet Caltrans or Federal Highway Administration (FHWA) standards. Preliminary discussions with both agencies indicate that Muscatel Interchange would be preferred over the Joshua Street configuration with modifications to the Joshua Street alignment. A project study report (PSR) is needed and will require review by Caltrans in order to make any configuration determinations..



**CURRENT STATUS:**

The Preliminary Environmental Analysis Report (PEAR) for this project was approved in January 2010. A Project Study Report (PSR) was prepared and was signed by Cal Trans in May of 2010. A New Connection Report (NCR) acceptability determination was issued by FHWA in January 2011.

This project was placed on hold in Fiscal Year 2009-10 due to changes in the economy and reduced development.

Design Engineering	TBD
Right of Way	TBD
Construction	TBD
Construction Contingency	TBD
Construction Engineering	TBD
Materials/Equipment/Other	TBD
Environmental Documents & Permits	TBD
Administrative	TBD
<b>Total Estimated Costs = \$</b>	<b>71,000,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
300-29-700-7098-7500 Contract	\$ 0	\$ 0	\$ 451,286	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 451,286
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 451,286</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 451,286</b>
Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
300 - DIF Streets	\$ 0	\$ 0	\$ 451,286	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 451,286
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 451,286</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 451,286</b>

**NOTES:**

This project remains unfunded and will resume when funds are available.

## MAIN STREET CORRIDOR IMPROVEMENTS

**PROJECT NO:**

7105

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

Main Street is the City's primary east/west roadway and is identified on the City's Traffic Circulation Plan as a major arterial roadway. This project will assist in implementing the Main Street and Freeway Corridor Specific Plan. While the Specific plan reaches from west of U.S. Highway 395 (Hwy 395) to "I" Avenue, the reach of this project is from Hwy 395 to Eleventh Avenue, approximately four miles. Ultimate roadway configuration for this stretch is three lanes in each direction along with sidewalk and other hardscape and/or landscape features.

Infrastructure improvements will increase roadway capacity, subsequently improving traffic congestion, provide pedestrian pathways, establish a unifying theme along Main Street, and may promote development and entice travelers from Hwy 395 and Interstate 15 along the corridor.



**CURRENT STATUS:**

Design of the Main Street Aqueduct Crossing is in progress under a separate project (C.O. 7096). Design from Mariposa Road to Maple Avenue was at 60% completion when the project was placed on hold due to the dissolution of Redevelopment Agencies, changes in the economy and reduced development.

Design Engineering	TBD
Right of Way	TBD
Construction	TBD
Construction Contingency	TBD
Construction Engineering	TBD
Materials/Equipment/Other	TBD
Environmental Documents & Permits	TBD
Administrative	TBD
<b>Total Estimated Costs = \$</b>	<b>10,000,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
300-29-700-7105-7500 Contract	\$ 0	\$ 0	\$ 154,559	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 154,559
586-29-700-7105-7500 Contract	0	0	219,110	0	0	0	0	0	219,110
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 373,669</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 373,669</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
300 DIF Streets	\$ 0	\$ 0	\$ 154,559	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 154,559
586 Redevelopment Capital P/A #1	0	0	219,110	0	0	0	0	0	219,110
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 373,669</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 373,669</b>

**NOTES:**

This project remains unfunded and will resume when funds are available.

## WILLOW STREET PASEO

**PROJECT NO:**

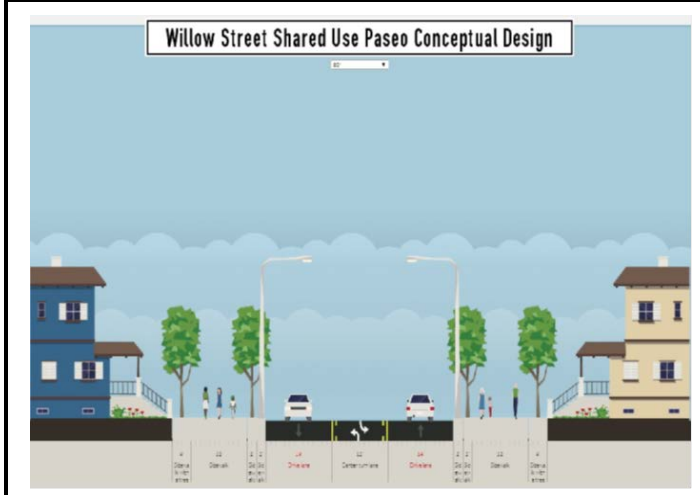
7123

**DEPARTMENT/PROGRAM:**

Development Services/ Streets CIP

**PROJECT DESCRIPTION:**

This project involves the construction of a bicycle/pedestrian paseo along the north and south sides of Willow Street from Third Avenue to Eighth Avenue. This "Willow Street Paseo" will provide a safe path of travel from high-density housing areas of the City to several schools which are located along Willow Street. This facility follows the "complete street" concept as identified in the City's General Plan Update and outlined in the Urban Design Framework Plan. The realization of this project is the result of City Staff's diligence in securing a \$834,900 Federal Safe Routes to School Grant (SRTS). In 2015, Staff obtained another Active Transportation Program (ATP) grant for \$1,200,000 as well as an Article 3 Transportation Development Act (TDA) grant for \$240,064 to construct Phase II of the Willow Street Paseo. This second portion will extend from Eighth Avenue to Cypress Avenue. The design of the second phase is anticipated to begin near the end of the 2017-18 fiscal year.



**CURRENT STATUS:**

City Staff will utilize the plans and specifications prepared by Valued Engineering to execute the required competitive bidding process for construction of the project. Once the bids are received, the entire bid packet will be submitted to the California Transportation Commission (CTC) for the Authorization to Proceed with construction. Staff expects construction for Phase I to begin in Spring of 2018 and design for Phase II to begin in Spring of 2018.

Environmental/Design	\$	362,313
Right of Way		132,000
Construction		1,701,288
Construction Contingency		171,000
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		0
<b>Total Estimated Costs =</b>	<b>\$</b>	<b>2,366,601</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7123-7500 Contract	\$ 0	\$ 0	\$ 10,717	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 10,717
205-29-700-7123-7500 Contract	20,438	20,438	20,904	0	0	0	0	0	20,904
254-29-700-7123-7500 Contract	0	0	0	0	0	60,016	0	0	60,016
504-29-700-7123-7500 SRTS	823,718	11,976	61,181	773,719	0	0	0	0	834,900
504-29-700-7123-8027 ATP	0	0	0	258,000	132,000	810,000	0	0	1,200,000
504-29-700-7123-8000 Article 3	0	0	0	0	0	240,064	0	0	240,064
<b>Totals =</b>	<b>\$ 844,156</b>	<b>\$ 32,414</b>	<b>\$ 92,802</b>	<b>\$ 1,031,719</b>	<b>\$ 132,000</b>	<b>\$ 1,110,080</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 2,366,601</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Measure I Renewal	\$ 0	\$ 0	\$ 10,717	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 10,717
205 - Gas Tax	20,438	20,438	20,904	0	0	0	0	0	20,904
254 - AB 2766 Transit	0	0	0	0	0	60,016	0	0	60,016
504 - SRTS Grant (Fed.)	823,718	11,976	61,181	773,719	0	0	0	0	834,900
504 - ATP Cycle 2 Grant (State)	0	0	0	258,000	132,000	810,000	0	0	1,200,000
504 - Article 3 TDA Grant	0	0	0	0	0	240,064	0	0	240,064
<b>Totals =</b>	<b>\$ 844,156</b>	<b>\$ 32,414</b>	<b>\$ 92,802</b>	<b>\$ 1,031,719</b>	<b>\$ 132,000</b>	<b>\$ 1,110,080</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 2,366,601</b>

**NOTES:**

	Total Grant	Amt. Received Thru 6/30/16	Revised FY 2016-17	Budget FY 2017-18
Phase I Grant:				
SRTS Grant	\$ 834,900	\$ 6,684	\$ 52,000	\$ 776,216
Phase II Grants:				
ATP Grant	1,200,000	0	0	200,000
Article 3 TDA Grant	240,064	0	0	0
<b>Totals</b>	<b>\$ 2,274,964</b>	<b>\$ 6,684</b>	<b>\$ 52,000</b>	<b>\$ 976,216</b>



## 2013-14 STREET IMPROVEMENT PROJECT

**PROJECT NO:**

7128

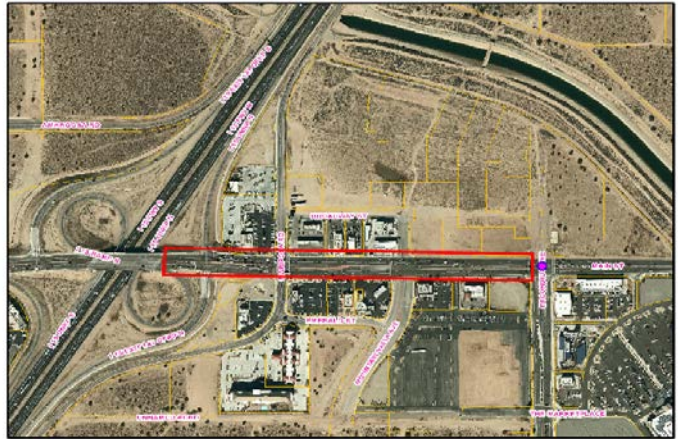
**DEPARTMENT/PROGRAM:**

Development Services/ Streets CIP

**PROJECT DESCRIPTION:**

This project involved the corrective maintenance through reconstruction and preventative maintenance via slurry-seal overlay of selective roads in the City. Full depth roadway reconstruction was completed on Main Street from Interstate 15 to Escondido Avenue as well as other roadways in disrepair including sections of Mauna Loa Street, Fresno Street, and Atlantic Street for a total of 2.5 miles of roadway. Preventative maintenance in the form of crack seal and slurry occurred on streets that had corrective maintenance done during the past 5-7 years to extend their usable life. This preventative maintenance was performed on approximately 10 miles of roadway throughout the City. Signal work was also completed at the intersection of Main Street and Mountain Vista Avenue.

CO 7128-2013/14 Street Improvement Project- Main Street (15 Fwy to Escondido Avenue )



**CURRENT STATUS:**

This project was completed in February 2015.

Environmental/Design  
Right of Way  
Construction  
Construction Contingency  
Construction Engineering  
Materials/Equipment/Other  
Environmental Documents & Permits  
Administrative

Total Estimated Costs = \$ 1,801,741

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7123-7500 Contract	\$ 0	\$ 0	\$ 1,801,741	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,801,741
Totals =	\$ 0	\$ 0	\$ 1,801,741	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,801,741

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204- Measure I Renewal	\$ 0	\$ 0	\$ 1,801,741	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,801,741
Totals =	\$ 0	\$ 0	\$ 1,801,741	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,801,741

**NOTES:**



## 2014-15 STREET IMPROVEMENT PROJECT

**PROJECT NO:**

7129

**DEPARTMENT/PROGRAM:**

Development Services/ Streets CIP

**PROJECT DESCRIPTION:**

This project involved the corrective maintenance through reconstruction and preventative maintenance via slurry-seal overlay of selective roads in the City and signal system upgrades. Full-depth roadway re-construction was performed on Main Street from Balsam to Oakwood as well as other roads identified as being in disrepair including portions of Walnut Street, Pacific Street, and E Avenue. Preventative maintenance in the form of crack seal and slurry was performed on streets that had corrective maintenance during the past 5-7 years to extend their usable life. This preventative maintenance was completed on approximately 15 miles of roadways throughout the City. In addition, a signal upgrade was completed at the Main Street and I Avenue existing signalized intersection.

CO-7128 2014/15 Street Improvement Project- Main Street (Balsam to Oakwood)



**CURRENT STATUS:**

This project was completed in April of 2016.

Environmental/Design  
Right of Way  
Construction  
Construction Contingency  
Construction Engineering  
Materials/Equipment/Other  
Environmental Documents & Permits  
Administrative

Total Estimated Costs = \$ 2,719,900

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100-29-700-7129-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
204-29-700-7129-7500 Contract	0	0	2,719,900	0	0	0	0	0	2,719,900
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 2,719,900</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 2,719,900</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100 General Fund	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
204 Measure I Renewal	0	0	2,719,900	0	0	0	0	0	2,719,900
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 2,719,900</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 2,719,900</b>

**NOTES:**

The original General Fund commitment was pulled from the project to be used elsewhere. During FY 2016-17, a \$146 refund was received from Southern California Edison for expenditures incurred in FY 2015-16.

## 2015-16 STREET IMPROVEMENT PROJECT

**PROJECT NO:**

7130

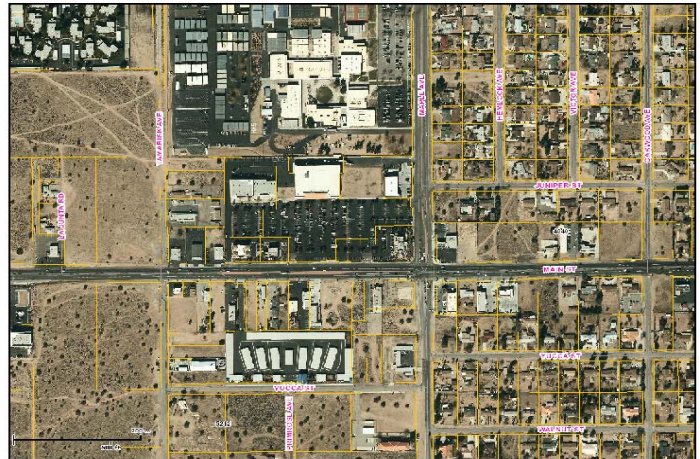
**DEPARTMENT/PROGRAM:**

Development Services/ Streets CIP

**PROJECT DESCRIPTION:**

This project involved the corrective maintenance through reconstruction and preventative maintenance via slurry-seal overlay of selective roads in the City. This includes a full-depth roadway reconstruction of Main Street from Oakwood Avenue to La Junta Street along with Fourth Avenue from Sycamore Street to Mesa Street. Preventative maintenance occurred on streets that have had corrective maintenance during the past 5-7 years in order to extend their usable life. The water line in Main Street between Oakwood and La Junta was also replaced during this project.

CO-7130 2015/16 Street Improvement Project - Main St. (Oakwood to La Junta)



**CURRENT STATUS:**

Construction for this project began in September 2016. City Staff expects full completion of this project, including remediation of pavement issues, by the end of this fiscal year.

Design Engineering	\$	0
Right of Way		0
Construction		1,676,000
Construction Contingency		167,600
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		0
Total Estimated Costs = \$		1,843,600

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7130-7500 Contract	\$ 1,356,011	\$ 1,356,011	\$ 1,357,902	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,357,902
701-29-700-7130-7500 Contract	485,789	485,789	485,789	0	0	0	0	0	485,789
									0
									0
									0
									0
Totals =	\$ 1,841,800	\$ 1,841,800	\$ 1,843,691	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,843,691

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Measure I Renewal	\$ 1,356,011	\$ 1,356,011	\$ 1,357,902	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,357,902
701 - Water Capital	485,789	485,789	485,789	0	0	0	0	0	485,789
									0
									0
									0
Totals =	\$ 1,841,800	\$ 1,841,800	\$ 1,843,691	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,843,691

**NOTES:**

## TRAFFIC SIGNAL @ RANCHERO ROAD/MAPLE AVENUE

**PROJECT NO:**

7131

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

The Rancho Road Corridor Project consists of various improvements to Rancho Road including the Rancho Road Underpass (C.O. 7046), the interchange at I-15 (C.O. 7086), and widening of Rancho Road from two lanes to four lanes in each direction. With the completion of the underpass and interchange, traffic on Rancho Road has increased dramatically. Currently, the intersection of Rancho Road and Maple Avenue is an all way stop. Because of the increased traffic volume, estimated at 14,000 trips per day, there is severe congestion and motorists are experiencing significant delays. Further development in the area will exacerbate delays. Establishing a signalized intersection along the corridor will improve traffic movements and provide safer travel through the Rancho Corridor, thus justifying the a signalized intersection.



**CURRENT STATUS:**

Design for widening of the roadway is complete under a separate project (C.O. 7094). Conceptual concepts for the signal were reviewed in Fiscal Year 2016-17. Design will begin in this fiscal year. Once design is complete, identification of right-of-way needs will occur. Right-of-way acquisition is anticipated for Fiscal Year 2018-19. Installation of the signal is anticipated to occur in conjunction with the roadway improvements.

Design Engineering	TBD
Right of Way	TBD
Construction	TBD
Construction Contingency	TBD
Construction Engineering	TBD
Materials/Equipment/Other	TBD
Environmental Documents & Permits	TBD
Administrative	TBD
<b>Total Estimated Costs = \$</b>	<b>700,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
205-29-700-7131-7500 Contract	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 50,000	\$ 400,000	\$ 0	\$ 600,000
300-29-700-7131-7500 Contract	300,000	0	0	100,000	0	0	0	0	100,000
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 500,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>	<b>\$ 150,000</b>	<b>\$ 50,000</b>	<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$ 700,000</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
205 - Gas Tax	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 50,000	\$ 400,000	\$ 0	\$ 600,000
300 - DIF Streets	300,000	0	0	100,000	0	0	0	0	100,000
									0
									0
									0
<b>Totals =</b>	<b>\$ 500,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>	<b>\$ 150,000</b>	<b>\$ 50,000</b>	<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$ 700,000</b>

**NOTES:**

The City will pursue grant opportunities for funding this project as part of widening the Rancho Corridor.

## BEAR VALLEY ROAD RECONSTRUCTION COTTONWOOD - MARIPOSA

**PROJECT NO:**

7132

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

The City of Victorville initiated a rehabilitation project for a segment of Bear Valley Road near Interstate 15, between Cottonwood and Mariposa. Bear Valley Road is a major roadway shared between Hesperia and the City of Victorville that carries more than 60,000 vehicles per day. This segment of Bear Valley Road has deteriorated significantly since the last maintenance project more than ten years ago. Full rehabilitation, including pavement replacement and striping will be done within existing street right of way.

Hesperia will enter into a Cooperative Agreement with the City of Victorville to share the cost of this work. Victorville will manage the project, while Hesperia will provide a percentage of the cost.



**CURRENT STATUS:**

Work on this project commenced in October 2016 and was completed in January 2017 (FY 2016-17).

Design Engineering	\$	0
Right of Way		0
Construction		250,000
Construction Contingency		0
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		0
Total Estimated Costs = \$		250,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
205-29-700-7132-7500 Contract	\$ 250,000	\$ 242,930	\$ 242,930	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 242,930
									0
									0
									0
									0
									0
Totals =	\$ 250,000	\$ 242,930	\$ 242,930	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 242,930

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
205 - Gas Tax Fund	\$ 250,000	\$ 242,930	\$ 242,930	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 242,930
									0
									0
									0
									0
Totals =	\$ 250,000	\$ 242,930	\$ 242,930	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 242,930

**NOTES:**



## MAIN STREET TRAFFIC SIGNAL SYNCHRONIZATION

**PROJECT NO:**

7133

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

Phase I of this project installed real-time adaptive signal controller technology at eight intersections along the Main Street corridor from "I" Avenue to Eleventh Avenue. Installation of the system resulted in east/west travel improvements in this corridor.

Phase II of the project will install the same type of system at an additional seven intersections from Escondido Avenue to Catapa Road. All intersections will receive the latest technology signal controllers that adjust signal timing based on existing traffic at an approaching intersection.



**CURRENT STATUS:**

The City received a Mobile Source Emission Reduction Grant (part of AB2766) through the Mojave Desert Air Quality Management District (MDAQMD) to pay for the equipment of Phase I, with the City matching the remainder of the cost.

An additional grant of the same was awarded to the City for Phase II sufficient to pay equipment costs and the majority of the installation cost. Four signal cabinets along this section of the corridor are antiquated and require upgrades to operate the adaptive controllers which will exceed the grant amount.

Design Engineering	\$	121,600
Right of Way		0
Construction		452,540
Construction Contingency		52,814
Construction Engineering		73,149
Materials/Equipment/Other		522,305
Administrative		1,000
Total Estimated Costs = \$		1,223,408

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100-29-700-7133-7500 Contract	\$ 35,500	\$ 35,500	\$ 35,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,500
204-29-700-7133-7500 Contract	200,000	200,000	258,625	76,000	0	0	0	0	334,625
254-29-700-7133-7500 Contract	16,528	16,528	40,083	82,518	0	0	0	0	122,601
254-29-700-7133-8000 Phase I	0	2,400	246,200	0	0	0	0	0	246,200
	0	0	0	484,482	0	0	0	0	484,482
	0	0	0	0	0	0	0	0	0
Totals =	\$ 252,028	\$ 254,428	\$ 580,408	\$ 643,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,223,408

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100 - General Fund	\$ 35,500	\$ 35,500	\$ 35,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,500
204 - Meas. I Renewal	200,000	200,000	258,625	76,000	0	0	0	0	334,625
254 - AB2766 Transit	16,528	16,528	40,083	82,518	0	0	0	0	122,601
254 - AB2766 Grant Phase I	0	2,400	246,200	0	0	0	0	0	246,200
254 - AB2766 Grant Phase II	0	0	0	484,482	0	0	0	0	484,482
Totals =	\$ 252,028	\$ 254,428	\$ 580,408	\$ 643,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,223,408

**NOTES:**

	Total Grant	Amt. Received Thru 6/30/16	Revised FY 2016-17	Budget FY 2017-18
Phase I Grant:				
Mobile Source Emission Reduction Grant	\$ 246,200	\$ 0	\$ 246,200	\$ 0
Phase II Grant				
Mobile Source Emission Reduction Grant	484,482	0	0	484,482
Totals	\$ 730,682	\$ 0	\$ 246,200	\$ 484,482

## STREET IMPROVEMENTS - FIR & RODEO

**PROJECT NO:**

7134

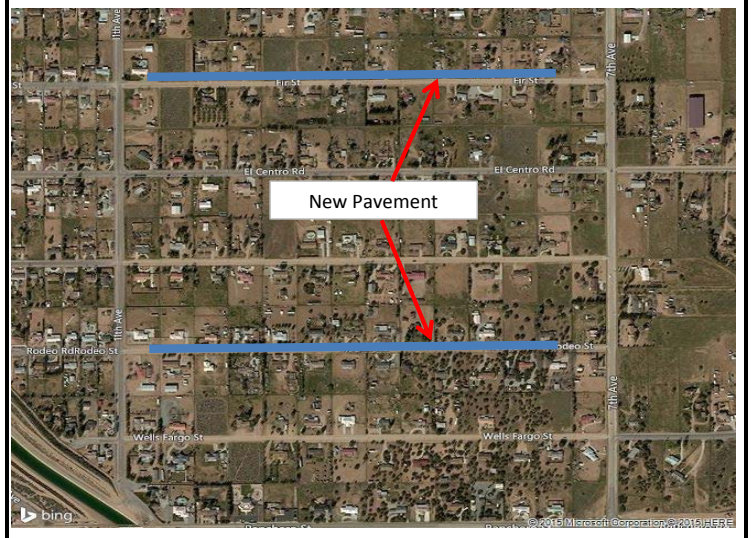
**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

This project includes the paving of two existing dirt roads. The construction of asphalt paving will occur on east-west segments of Fir Street & Rodeo Street (between 7th Ave. & 11th Ave.), which serves residential properties within the City. The improvements will include construction of 26-foot wide asphaltic-concrete (AC) pavement within the middle of each street's existing 60-foot wide right of way.

The new paving will consist of a minimum 6-inch, Class II aggregate base and a 3-inch thick AC pavement. The work also includes construction of pavement to connect all existing residential paved driveways to the new street paving. The two roadways will be designed with an "inverted" section in order for the driving surface to collect and maintain any nuisance and/or storm water flows within the public right of way, leaving adjacent properties generally unaffected.



**CURRENT STATUS:**

Work on this project commenced in May 2016 and was completed in June 2016 (FY 2015-16).

Design Engineering	\$	60,000
Right of Way		0
Construction		630,000
Construction Contingency		63,000
Construction Engineering		40,000
Materials/Equipment/Other		0
Environmental Documents & Permits		500
Administrative		6,500
Total Estimated Costs = \$		800,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251-29-700-7134-8000 Grant	\$ 50,000	\$ 4,405	\$ 386,484	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 386,484
									0
									0
									0
									0
									0
Totals =	\$ 50,000	\$ 4,405	\$ 386,484	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 386,484

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251 - CDBG	\$ 50,000	\$ 4,405	\$ 386,484	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 386,484
									0
									0
									0
									0
Totals =	\$ 50,000	\$ 4,405	\$ 386,484	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 386,484

**NOTES:**

## FY 2016-17 STREET IMPROVEMENT PROJECT

**PROJECT NO:**

7135

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

This project involves the corrective maintenance via slurry-seal overlay of selective road and will include approximately fifteen streets throughout the City including the following streets:

Joshua Street - Maple Avenue to Fourth Avenue  
 Poplar Street - Cottonwood Avenue to Pinon Avenue  
 Pinon Avenue - Poplar Street to Sultana Street  
 Hickory Avenue - Cedar Street to Main Street  
 Cedar Street - Kern Avenue to Hickory Street  
 Kern Avenue - Mesquite Street to Cactus Street  
 Mesquite Street - Eleventh Avenue to First Avenue  
 First Avenue - Mesquite Street to Palm Street  
 Palm Street - First Avenue to Fourth Avenue  
 Fourth Avenue - Joshua Street to Palm Street  
 Cactus Street - Seventh Avenue to Sixth Avenue  
 Sixth Avenue - Cactus Street to Palm Street  
 Palm Street - Sixth Avenue to Fifth Avenue  
 Mission Street - Cottonwood Avenue to Third Avenue  
 Ash Street - Eleventh Avenue to Cottonwood Avenue



**CURRENT STATUS:**

Staff expects to begin the public bidding process for this project in June of 2017 and begin construction immediately after the contract is awarded.

Design Engineering	\$	0
Right of Way		0
Construction		370,000
Construction Contingency		37,000
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		0
<b>Total Estimated Costs = \$</b>		<b>407,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7135-7500 Contract	\$ 2,000,000	\$ 2,000	\$ 2,000	\$ 405,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 407,000
711-29-700-7135-7500 Contract	200,000	0	0	0	0	0	0	0	0
									0
									0
<b>Totals =</b>	<b>\$ 2,200,000</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>	<b>\$ 405,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 407,000</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Measure I Renewal	\$ 2,000,000	\$ 2,000	\$ 2,000	\$ 405,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 407,000
711 - Sewer Capital	200,000	0	0	0	0	0	0	0	0
									0
									0
<b>Totals =</b>	<b>\$ 2,200,000</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>	<b>\$ 405,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 407,000</b>

**NOTES:**

The original budget for this project was \$2,200,000; however, the project was reduced in scope and will no longer include removal and replacement of the asphalt or the replacement of the sewer line on Main Street between La Junta and Pyrite. The scope of this project was reduced as other issues of this section of Main Street need to be addressed before paving commences. Therefore, the scope of this project will now include only the slurry seal portion of the original project scope. The project will no longer include funds from the Sewer Capital Fund.

## 2016-17 CDBG STREET IMPROVEMENTS

**PROJECT NO:**

7136

**DEPARTMENT/PROGRAM:**

Dev. Services /

**PROJECT DESCRIPTION:**

This project will perform corrective maintenance through Full Depth Reclamation (FDR) of various residential streets and includes in-place grinding of existing pavement and construction of a new top layer of asphalt pavement. The improvements will include construction of 26-foot wide asphaltic-concrete (AC) pavement within the middle of each street's existing 60-foot wide right of way. The paving will consist of a minimum 6-inch prepared subgrade and a 4-inch lift of new street paving. The existing roadways have fallen into a state of disrepair and are in need of rehabilitation. Improvements will match current lines and grades; no new improvements will be constructed. Collection and maintenance of any nuisance and/or storm water flows within the public right of way and that are leaving adjacent properties will be unaffected. The newly paved roadways will match the existing profiles.



**CURRENT STATUS:**

This project commenced construction in February 2017 and was completed in April 2017.

Design Engineering	\$	50,000
Right of Way		0
Construction		1,150,000
Construction Contingency		111,000
Construction Engineering		90,000
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		8,289
<b>Total Estimated Costs = \$</b>		<b>1,409,289</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251-29-700-7136-8000 Grant	\$ 0	\$ 1,492,964	\$ 1,492,964	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,492,964
									0
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 1,492,964</b>	<b>\$ 1,492,964</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,492,964</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251 - CDBG	\$ 0	\$ 1,492,964	\$ 1,492,964	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,492,964
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 1,492,964</b>	<b>\$ 1,492,964</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,492,964</b>

**NOTES:**



## RANCHERO RD REHAB & MAIN ST. MEDIAN

**PROJECT NO:**

7137

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

Since the completion of the Ranchero Road Underpass (C.O. 7046) and the interchange at Interstate 15 (C.O. 7086), traffic on Ranchero Road has increased dramatically, reaching approximately 14,000 trips per day. Motorists are experiencing significant delays at the intersections of Cottonwood Avenue and Maple Avenue. Additionally, sections of the roadway between Kern Avenue and Topaz Avenue are failing. Re-striping and re-habilitating this portion of Ranchero will allow for additional capacity, subsequently providing some relief to the traffic congestion, as well as bring the roadway to a condition that is expected to last until such time that the widening of Ranchero Road with permanent improvements is funded and constructed.

In addition, to Ranchero Road rehabilitation, a raised median will be constructed at the intersection of Main Street and Balsam Avenue.

### IMPROVEMENTS ALONG RANCHERO ROAD



**CURRENT STATUS:**

Design was completed in Fiscal Year 2016-17. Construction will commence this summer. Completion is anticipated for August 2017. Permanent Ranchero Road improvements including widening of the roadway and railroad crossing (C.O. 7094), aqueduct crossing (C.O. 7139), as well as signalization of two intersections (C.O. 7131 and C.O. 7146) are designed or are being designed under separate projects.

Design Engineering	\$	69,000
Right of Way		0
Construction		427,500
Construction Contingency		42,750
Construction Engineering		59,500
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		1,250
Total Estimated Costs = \$		600,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7137-7500 Contract	\$ 0	\$ 15,506	\$ 15,506	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 115,506
205-29-700-7137-7500 Contract	0	20,000	20,000	168,000	0	0	0	0	188,000
300-29-700-7137-7500 Contract	0	40,000	40,000	272,000	0	0	0	0	312,000
									0
									0
									0
Totals =	\$ 0	\$ 75,506	\$ 75,506	\$ 540,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 615,506

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Meas. I Renewal	\$ 0	\$ 15,506	\$ 15,506	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 115,506
205 - Gas Tax	0	20,000	20,000	168,000	0	0	0	0	188,000
300 - DIF Streets	0	40,000	40,000	272,000	0	0	0	0	312,000
									0
									0
Totals =	\$ 0	\$ 75,506	\$ 75,506	\$ 540,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 615,506

**NOTES:**

These improvements are interim roadway improvements to sustain the roadway until such time that the plans may be finalized and funds are available to construct the remaining Ranchero Corridor improvements.

## BEAR VALLEY ROAD BICYCLE BYPASS PHASE II

**PROJECT NO:**

7138

**DEPARTMENT/PROGRAM:**

Development Services/ Streets CIP

**PROJECT DESCRIPTION:**

This project consists of 0.65 miles of six foot wide Class II Bikeway along Sequoia Street, from Hesperia Road to Apatite Avenue and Bear Valley Road Outer Highway, connecting with the enhanced transit stop on Bear Valley Road at Industrial Boulevard. All work will be constructed within the existing City right of way. The project connects to Phase I of the Bear Valley Road Bicycle Bypass which constructed Class II facilities from Cottonwood Avenue to Hesperia Road along Sequoia Street. The project will include complete signing and markings and related appurtenances.

20-Hesperia-2

BEAR VALLEY ROAD BICYCLE BYPASS PHASE II  
PHOTOS OF EXISTING CONDITIONS



Looking East along Sequoia Street

Attachment F: Photos of Existing Conditions

**CURRENT STATUS:**

In order to obtain authorization to proceed with design and construction from Caltrans, City staff must complete the environmental process. This project is state-funded and will therefore go through the CEQA process. Staff submitted a Categorical Exemption in November 2016 and will begin the design phase in the early part of the 2017-18 Fiscal Year.

Design Engineering	\$	0
Right of Way		0
Construction		274,000
Construction Contingency		27,000
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		75,252
Administrative		0
Total Estimated Costs = \$		376,252

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7138-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 75,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 75,252
504-29-700-7138-8000 Grant	0	0	0	0	301,000	0	0	0	301,000
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 75,252	\$ 301,000	\$ 0	\$ 0	\$ 0	\$ 376,252

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Measure I Renewal	\$ 0	\$ 0	\$ 0	\$ 75,252	\$ 0	\$ 0	\$ 0	\$ 0	\$ 75,252
504 - ATP Grant	0	0	0	0	301,000	0	0	0	301,000
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 75,252	\$ 301,000	\$ 0	\$ 0	\$ 0	\$ 376,252

**NOTES:**

	Total Grant	Amt. Received Thru 6/30/16	Revised FY 2016-17	Budget FY 2017-18
ATP Grant	\$ 301,000	\$ 0	\$ 0	\$ 0

## RANCHERO ROAD AQUEDUCT CROSSING

**PROJECT NO:**

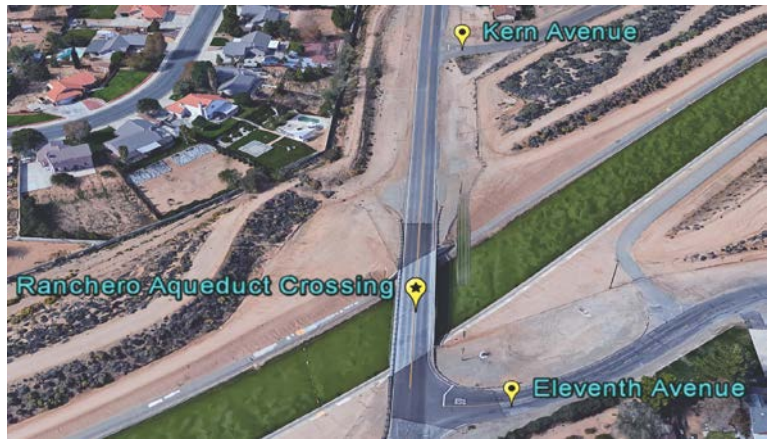
7139

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

The Ranchero Road Corridor Project consists of various improvements to Ranchero Road including the Ranchero Road Underpass (C.O. 7046), the interchange at I-15 (C.O. 7086), and widening of Ranchero Road from two lanes to four lanes in each direction between the two. In order to accommodate additional lanes, the bridge crossing the Department of Water Resources (DWR) aqueduct will be removed and replaced with a new structure to accommodate the ultimate future configuration of three lanes in each direction. This corridor is the City's highest transportation priority. Without the widening of the aqueduct crossing, a bottleneck will occur at the existing structure and traffic circulation along the corridor will be dramatically impacted.



**CURRENT STATUS:**

Various stages of project approval and environmental document (PAED) and plans, specifications, and estimates (PS&E) phases are currently in progress. Completion of PAED and PS&E is anticipated for Spring of 2018. Right-of-way acquisition will begin in Fiscal Year 2018-19.

Design Engineering	\$	1,150,000
Right of Way		\$1,582,000
Construction		\$9,397,000
Construction Contingency		\$1,409,550
Construction Engineering		\$1,515,450
Materials/Equipment/Other		\$0
Environmental Documents & Permits		\$143,000
Administrative		\$3,000
Total Estimated Costs = \$		15,200,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207-29-700-7139-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 301,375	\$ 800,000	\$ 2,500,000	\$ 5,698,625	\$ 0	\$ 9,300,000
300-29-700-7139-7500 Contract	0	0	0	200,000	0	0	0	0	200,000
300-29-700-7139-8400 Land	0	300,000	300,000	400,000	0	5,000,000	0	0	5,700,000
									0
									0
									0
Totals =	\$ 0	\$ 300,000	\$ 300,000	\$ 901,375	\$ 800,000	\$ 7,500,000	\$ 5,698,625	\$ 0	\$ 15,200,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207 - Local Trans. Art. 8	\$ 0	\$ 0	\$ 0	\$ 301,375	\$ 800,000	\$ 2,500,000	\$ 5,698,625	\$ 0	\$ 9,300,000
300 - DIF Streets	0	300,000	300,000	600,000	0	5,000,000	0	0	5,900,000
									0
									0
									0
Totals =	\$ 0	\$ 300,000	\$ 300,000	\$ 901,375	\$ 800,000	\$ 7,500,000	\$ 5,698,625	\$ 0	\$ 15,200,000

**NOTES:**

The City is pursuing grant opportunities to further fund this project.

## 2017-18 CDBG STREET IMPROVEMENTS

**PROJECT NO:**

**7142 (NEW)**

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

This project is an annual street rehabilitation program funded through the HUD Community Development Block Grant (CDBG) Program. The project will provide Full Depth Reclamation of various streets and includes in-place grinding of existing pavement and construction of a new top layer of asphalt pavement. The improvements will include construction of 26-foot wide asphalt concrete (AC) pavement within the middle of each street's existing 60-foot wide right of way. These existing roadways have fallen into a state of disrepair and are in need of rehabilitation. Improvements will match existing lines and grade; no additional new improvements will be constructed. Collection and maintenance of any nuisance and/or storm water flows within the public right of way and that are leaving adjacent properties will be unaffected. The newly paved roadways will match the existing profiles.



**CURRENT STATUS:**

This is a new capital project; work has not yet commenced on this project. It is expected that all design and construction work will be completed during FY 2017-18.

Design Engineering	\$	50,000
Right of Way		0
Construction		310,000
Construction Contingency		31,000
Construction Engineering		31,000
Materials/Equipment/Other		0
Environmental Documents & Permits		500
Administrative		2,500
<b>Total Estimated Costs = \$</b>		<b>425,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251-29-700-7142-8000 Grant	\$ 0	\$ 0	\$ 0	\$ 425,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 425,000
									0
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 425,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 425,000</b>
Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251 - CDBG	\$ 0	\$ 0	\$ 0	\$ 425,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 425,000
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 425,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 425,000</b>

**NOTES:**

## SULTANA STREET IMPROVEMENTS

**PROJECT NO:**

7143 (NEW)

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

Sultana Street is currently paved from the west side of the California aqueduct to Escondido Avenue. However, Sultana Street is a dirt roadway between Escondido Avenue and Mariposa Avenue, a distance of approximately 3,800 feet.

In order to improve access to the I-15 freeway for all the residents that utilize Sultana Street and Escondido Avenue and to help relieve congestion on Main Street and Rancho Road, staff is proposing to construct improvements to the dirt section of Sultana Street. Such improvements will include construction of asphalt pavement and drainage improvements.



**CURRENT STATUS:**

This is a new project in FY 2017-18. Work on this project has not yet commenced.

Design Engineering	\$	100,000
Right of Way		1,000,000
Construction		1,500,000
Construction Contingency		150,000
Construction Engineering		150,000
Materials/Equipment/Other		0
Environmental Documents & Permits		50,000
Administrative		50,000
Total Estimated Costs = \$		3,000,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207-29-700-7143-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000			\$ 3,000,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000	\$ 0	\$ 0	\$ 3,000,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207 - Local Trans. SB 325	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000			\$ 3,000,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000	\$ 0	\$ 0	\$ 3,000,000

**NOTES:**

It is anticipated that the design phase of the project will be completed in FY 2017-18. Construction will occur in future fiscal years as funding is secured.



## MUSCATTEL STREET IMPROVEMENTS

**PROJECT NO:**

7144 (NEW)

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

Muscatel Street is currently paved from the west side of the California aqueduct to Vincent Drive. However, Muscatel Street is a dirt roadway between Vincent Drive and Mariposa Avenue, a distance of approximately 2,260 feet. At times this section of Muscatel Street is impassible due to the fact that the dirt roadway dips into the unnamed channel just east of the I-15 freeway.

In order to improve access to the I-15 freeway for all the residents that utilize Muscatel Street and to help relieve congestion on Main Street and Ranchero Road, staff is proposing to construct improvements to the dirt section of Muscatel Street. Such improvement will include construction of asphalt pavement, construction of an embankment through the unnamed wash, and drainage improvements.



**CURRENT STATUS:**

This is a new project in FY 2017-18. Work on this project has not yet commenced.

Design Engineering	\$	100,000
Right of Way		1,000,000
Construction		1,500,000
Construction Contingency		150,000
Construction Engineering		150,000
Materials/Equipment/Other		0
Environmental Documents & Permits		50,000
Administrative		50,000
Total Estimated Costs = \$		3,000,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207-29-700-7144-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000	\$ 0	\$ 0	\$ 3,000,000
Totals =	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000	\$ 0	\$ 0	\$ 3,000,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
207 - Local Trans. SB 325	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000	\$ 0	\$ 0	\$ 3,000,000
Totals =	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 2,250,000	\$ 500,000	\$ 0	\$ 0	\$ 3,000,000

**NOTES:**

It is anticipated that the design phase of the project will be completed in FY 2017-18. Construction will occur in future fiscal years as funding is secured.

## FY 2017-18 STREET IMPROVEMENT PROJECT

**PROJECT NO:**

7145

**DEPARTMENT/PROGRAM:**

Development Services/ Facilities CIP

**PROJECT DESCRIPTION:**

This project involves a rehabilitation of Main Street from Hickory Avenue to Third Avenue. Pavement options are being evaluated and may include full depth reconstruction, full depth reclamation, cold central plant recycling, cold in-place recycling, or a grind and overlay of this section of roadway. Depending on the estimates for the chosen pavement method, streets deemed to be in disrepair may be added to the scope of work of this project.

CD-7135 2016/17 Street Improvement Project - Main St. (La Junta to Pyrite)



**CURRENT STATUS:**

Staff expects to begin the public bidding process for this project in June of 2017 and begin construction immediately after the contract is awarded.

Design Engineering	\$	0
Right of Way		0
Construction		1,365,000
Construction Contingency		135,000
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		0
Total Estimated Costs = \$		1,500,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7145-7500 Contract	\$ 0	\$ 2,000	\$ 2,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,002,000
209-29-700-7145-7500 Contract	0	0	0	498,000	0	0	0	0	498,000
Totals =	\$ 0	\$ 2,000	\$ 2,000	\$ 1,498,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,500,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Measure I Renewal	\$ 0	\$ 2,000	\$ 2,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,002,000
209 - Gas Tax Road Maint. & Rehab Account (RMRA)	0	0	0	498,000	0	0	0	0	498,000
Totals =	\$ 0	\$ 2,000	\$ 2,000	\$ 1,498,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,500,000

**NOTES:**

## TRAFFIC SIGNAL @ RANCHERO ROAD/COTTONWOOD AVENUE

**PROJECT NO:**

7146 (NEW)

**DEPARTMENT/PROGRAM:**

Development Services/Streets CIP

**PROJECT DESCRIPTION:**

The Ranchero Road Corridor Project consists of various improvements to Ranchero Road including the Ranchero Road Underpass (C.O. 7046), the interchange at Interstate 15 (C.O. 7086), and widening of Ranchero Road from two lanes to four lanes in each direction. With the completion of the underpass and interchange, traffic on Ranchero Road has increased dramatically. Currently, the intersection of Ranchero Road and Cottonwood Avenue is an all way stop. Because of the increased traffic volume, estimated at a total of 14,000 trips per day, there is severe congestion and motorists are experiencing significant delays. Further development in the area will exacerbate delays. Widening of the roadway will improve some congestion; however, establishing a signalized intersection along the corridor will further improve traffic movements and provide safer travel for the additional lanes at these intersections, and through the Ranchero Corridor, thus justifying the need for a signalized intersection.

It is anticipated that installation of the signal will occur in conjunction with the roadway widening improvements.



**CURRENT STATUS:**

Design for widening of the roadway is complete under a separate project (C.O. 7094). Conceptual concepts for the signal were reviewed in Fiscal Year 2016-17. Design will begin in this fiscal year. Once design is complete, identification of right-of-way needs will occur. Right-of-way acquisition is anticipated for Fiscal Year 2018-19.

Design Engineering	TBD
Right of Way	TBD
Construction	TBD
Construction Contingency	TBD
Construction Engineering	TBD
Materials/Equipment/Other	TBD
Environmental Documents & Permits	TBD
Administrative	TBD
<b>Total Estimated Costs = \$</b>	<b>700,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
205-29-700-7146-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 50,000	\$ 400,000	\$ 0	\$ 600,000
300-29-700-7146-7500 Contract	0	0	0	100,000	0	0	0	0	100,000
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>	<b>\$ 150,000</b>	<b>\$ 50,000</b>	<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$ 700,000</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
205 - Gas Tax	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 50,000	\$ 400,000	\$ 0	\$ 600,000
300 - Dev. Impact Fee	0	0	0	100,000	0	0	0	0	100,000
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>	<b>\$ 150,000</b>	<b>\$ 50,000</b>	<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$ 700,000</b>

**NOTES:**

The City will pursue grant opportunities for funding this project as part of widening the Ranchero Corridor.



## 2014-15 ADA TRANSITION PLAN - YEAR 1

**PROJECT NO:**

7400

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

In order to comply with the Americans with Disabilities Act (ADA), the City will need to make modifications to existing infrastructure, including public buildings. To determine the magnitude of the modifications required, a self-evaluation and transition plan is underway. In the interim, there are public street improvements that can be initiated to reduce the outstanding number of modifications that need to be done.

The City Council began this effort in FY 2014-15 by awarding Community Development Block Grant (CDBG) funds in order to construct various ADA improvements within existing right of way throughout the City. Staff will prioritize modifications to handicap ramps and similar existing facilities, focusing on the CDBG target area.



**CURRENT STATUS:**

Funding for ADA Improvements - Year 1 (C.O. No. 7400) was combined with ADA Improvements - Year 2 (C.O. No. 7401) in order to create a more viable project for potential contractors. The combined project began construction in July 2016 and was completed in November 2016.

Design Engineering	\$	0
Right of Way		0
Construction		84,000
Construction Contingency		8,400
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		100
Administrative		2,500
Total Estimated Costs = \$		95,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-700-7400-7500 Contract	\$ 44,250	\$ 0	\$ 5,335	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,335
251-29-700-7400-8000 Grant	50,750	46,394	46,666	0	0	0	0	0	46,666
									0
									0
									0
Totals =	\$ 95,000	\$ 46,394	\$ 52,001	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 52,001

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Measure I Renewal	\$ 44,250	\$ 0	\$ 5,335	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,335
251 - CDBG	50,750	46,394	46,666	0	0	0	0	0	46,666
									0
									0
									0
Totals =	\$ 95,000	\$ 46,394	\$ 52,001	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 52,001

**NOTES:**

## 2015-16 ADA TRANSITION PLAN - YEAR 2

**PROJECT NO:**

7401

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

In order to comply with the Americans with Disabilities Act (ADA), the City needs to make modifications to existing infrastructure, including public buildings. To determine the magnitude of the modifications required, a self-evaluation and transition plan is underway. In the interim, there are public street improvements that can be initiated to reduce the outstanding number of modifications that need to be done.

The City Council began this effort in FY 2014-15 by awarding Community Development Block Grant (CDBG) funds in order to construct various ADA improvements within existing right of way throughout the City. The City Council awarded CDBG funds this fiscal year (FY 2015-16) in order to continue the program. Staff will prioritize modifications to handicap ramps and similar existing facilities, focusing on the CDBG target area.



**CURRENT STATUS:**

In order to create a more viable project for potential contractors, funding for ADA Improvements - Year 1 (C.O. No. 7400) was combined with ADA Improvements - Year 2 (C.O. No. 7401). The combined project began construction in July 2016 and was completed in November 2016.

Design Engineering	\$	0
Right of Way		0
Construction		513,000
Construction Contingency		52,000
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		750
Administrative		5,000
Total Estimated Costs = \$		570,750

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251-29-700-7400-8000 Grant	\$ 570,750	\$ 466,029	\$ 466,725	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 466,725
									0
									0
									0
									0
Totals =	\$ 570,750	\$ 466,029	\$ 466,725	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 466,725

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251 - CDBG	\$ 570,750	\$ 466,029	\$ 466,725	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 466,725
									0
									0
									0
									0
Totals =	\$ 570,750	\$ 466,029	\$ 466,725	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 466,725

**NOTES:**

## 2016-17 ADA IMPROVEMENTS - YEAR 3

**PROJECT NO:**

7402

**DEPARTMENT/PROGRAM:**

Dev. Services / Streets CIP

**PROJECT DESCRIPTION:**

In order to comply with the Americans with Disabilities Act (ADA), the City will need to make modifications to existing infrastructure, including public buildings. To determine the magnitude of the modifications required, a self-evaluation and transition plan is underway. In the interim, there are public street improvements that can be initiated to reduce the outstanding number of modifications that need to be done. The City Council began this effort by awarding Community Development Block Grant (CDBG) funds in previous fiscal years and followed up with approval of CDBG funding in FY 2016-17. Staff will prioritize modifications to handicap ramps and similar existing facilities, focusing on the CDBG target area.



**CURRENT STATUS:**

Funding for this project was shifted to the FY 2016-17 CDBG Street Improvement Project. This project is suspended pending renewed funding.

Design Engineering	\$	0
Right of Way		0
Construction		90,000
Construction Contingency		9,000
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		500
Administrative		5,114
<b>Total Estimated Costs = \$</b>		<b>104,614</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251-29-700-7402-8000 Grant	\$ 104,614	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 104,614
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 104,614</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 104,614</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
251 - CDBG	\$ 104,614	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 104,614
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 104,614</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 104,614</b>

**NOTES:**

Funding for this project was shifted to the FY 2016-17 CDBG Street Improvement Project in 2016 via a substantial amendment. This project is suspended pending renewed funding.

## H-01 DRAINAGE FACILITY - SECTION 3A (FOURTH AVENUE TO THIRD AVENUE)

**PROJECT NO:**

7091

**DEPARTMENT/PROGRAM:**

Dev. Services / Drainage CIP

**PROJECT DESCRIPTION:**

This project involves the design and alignment selection of a portion of a major drainage facility identified as the H-01 Line in the City's Master Plan of Drainage. This portion's limits are from Fourth Ave. & Mojave St. to the BNSF Railroad tracks along Hesperia Rd. The H-01 Line is a major natural drainage course that conveys storm flows from a large tributary area on the west side of the City. The City has previously constructed a portion of the H-01 Line from Main St. north to Fourth Ave.

During a storm event in January 2010, extensive damage was caused along a portion of the H-01 Line between Fourth Ave. and Third Ave. The City received FEMA grant funds to repair the flood damage and work on this project became focused on this sub-portion of the H-01 Line identified as Section 3A.



**CURRENT STATUS:**

Due to lengthy negotiations with FEMA representatives concerning eligibility of reimbursement requests and delays in securing approval of a federal NEPA environmental document, the grant funds were rescinded. This project has now been suspended due to a lack of funding.

Design Engineering	\$	250,000
Right of Way		100,000
Construction		2,500,000
Construction Contingency		250,000
Construction Engineering		60,000
Materials/Equipment/Other		0
Environmental Documents & Permits		11,000
Administrative		9,000
<b>Total Estimated Costs = \$</b>		<b>3,180,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301-29-700-7091-7500 Contract	\$ 0	\$ 0	\$ 43,017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 43,017
504-29-700-7091-7500 Contract	1,180,420	0	111,457	0	0	0	0	0	111,457
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 1,180,420</b>	<b>\$ 0</b>	<b>\$ 154,474</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 154,474</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301 - DIF Storm	\$ 0	\$ 0	\$ 43,017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 43,017
504 - Citywide Projects FEMA	1,180,420	0	111,457	0	0	0	0	0	111,457
									0
									0
									0
<b>Totals =</b>	<b>\$ 1,180,420</b>	<b>\$ 0</b>	<b>\$ 154,474</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 154,474</b>

**NOTES:**



## TEMECULA AVENUE - C-01 RETENTION BASIN

**PROJECT NO:**

7140

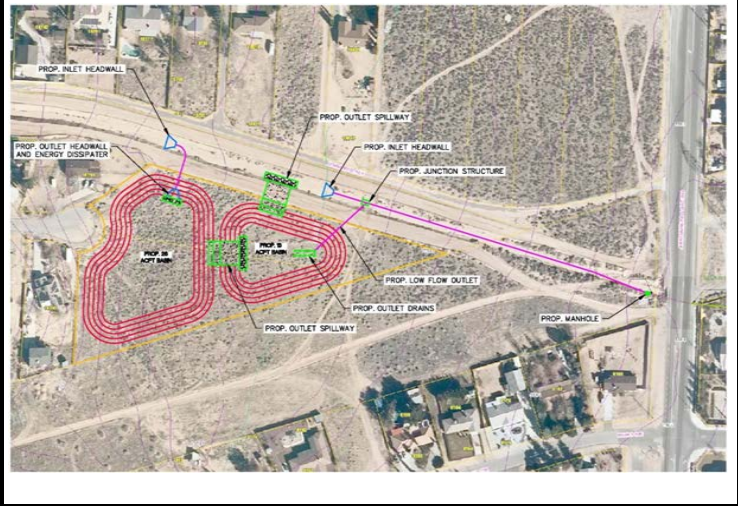
**DEPARTMENT/PROGRAM:**

Development Services/Drainage CIP

**PROJECT DESCRIPTION:**

The C-01 drainage course is a natural regional drainage channel on the Master Plan of Drainage in the southeast area of the City. This channel conveys stormwater to a storm drain pipe in Tract 14073. Because this is an earthen channel, significant amounts of sediment is transported with the stormwater into the storm drain pipe. The quantity of sediment is such that the storm drain pipe is nearly impossible to keep free of sediment and maintain.

Installation of a retention basin west of the storm drain pipe will regulate the flow of stormwater and allow the sediment to settle into the basin rather than dispersing into the storm drain pipe. Subsequently, the retention basin will significantly reduce the cost of maintenance.



**CURRENT STATUS:**

Design will be completed this fiscal year and right-of-way (ROW) acquisition will commence toward the end of the fiscal year and continue into Fiscal Year 2018-19. Construction is anticipated to begin upon completion of ROW acquisition.

Design Engineering	\$	337,224
Right of Way		568,500
Construction		2,097,171
Construction Contingency		266,567
Construction Engineering		438,836
Materials/Equipment/Other		0
Environmental Documents & Permits		190,579
Administrative		1,123
Total Estimated Costs = \$		3,900,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301-29-700-7140-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,200,000	\$ 0	\$ 0	\$ 3,900,000
									0
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,200,000	\$ 0	\$ 0	\$ 3,900,000
Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301 - DIF Drainage	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,200,000	\$ 0	\$ 0	\$ 3,900,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,200,000	\$ 0	\$ 0	\$ 3,900,000

**NOTES:**

## WALNUT STREET - H-01 RETENTION BASIN

**PROJECT NO:**

7141

**DEPARTMENT/PROGRAM:**

Development Services/Drainage CIP

**PROJECT DESCRIPTION:**

The H-01 drainage course is a natural, regional drainage channel on the Master Plan of Drainage situated in the center of the City nearly boundary to boundary. This channel conveys large quantities of stormwater to the H-01 storm drain pipe that begins at Main Street. Because this is an earthen channel, significant amounts of sediment is transported into the storm drain pipe. The quantity of sediment is such that the storm drain pipe is nearly impossible to keep free of sediment and maintain.

Installation of a retention basin south of the storm drain pipe will regulate the flow of stormwater and allow the sediment to settle into the basin rather than dispersing into the storm drain pipe. Subsequently, the retention basin will significantly reduce the cost of maintenance.



**CURRENT STATUS:**

Design will be completed this fiscal year and right-of-way (ROW) acquisition will commence toward the end of the fiscal year and continue into Fiscal Year 2018-19. Construction is anticipated to begin upon completion of ROW.

Design Engineering	\$	336,346
Right of Way		\$458,700
Construction		\$2,026,410
Construction Contingency		\$248,511
Construction Engineering		\$410,043
Materials/Equipment/Other		\$0
Environmental Documents & Permits		\$218,690
Administrative		\$1,300
Total Estimated Costs = \$		3,700,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301-29-700-7141-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,000,000	\$ 0	\$ 0	\$ 3,700,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,000,000	\$ 0	\$ 0	\$ 3,700,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301 - DIF Drainage	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,000,000	\$ 0	\$ 0	\$ 3,700,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 2,200,000	\$ 1,000,000	\$ 0	\$ 0	\$ 3,700,000

**NOTES:**

## ESCONDIDO AVENUE - A-04 RETENTION BASIN

**PROJECT NO:**

**7147 (NEW)**

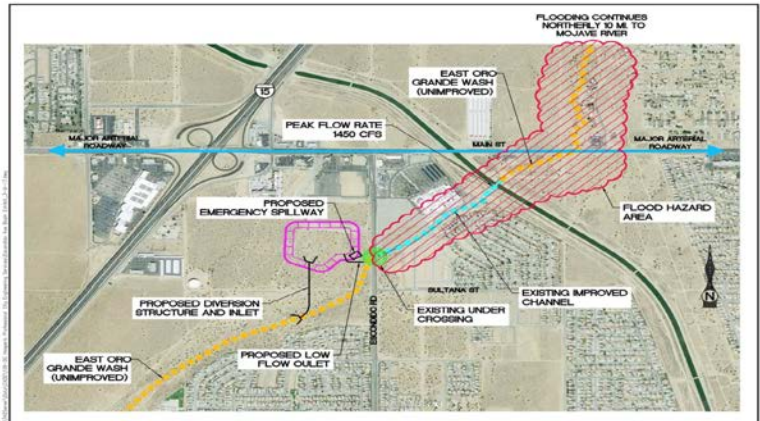
**DEPARTMENT/PROGRAM:**

Development Services/Drainage CIP

**PROJECT DESCRIPTION:**

The A-04 drainage course is a natural regional drainage channel on the Master Plan of Drainage along the western portion of the City, east of Interstate 15 of which reaches nearly boundary to boundary. This channel conveys large quantities of stormwater through the City. Because of its significance, Main Street near Pyrite is often inundated with flood waters during storm events. Further, several streets and properties north of Main Street experience significant stormwater flows. Current options for flood control in this area are costly, rendering construction of infrastructure improvements cost prohibitive.

Installation of a retention basin west of Escondido Avenue will regulate the flow of stormwater which will significantly reduce the stormwater impact on Main Street and properties down stream of the basin. Consequently, smaller, more effective, and less costly storm drain improvements may be installed.



**CURRENT STATUS:**

Preliminary studies and engineering will commence this fiscal year to further evaluate the project and pursue grant funding opportunities. This process will continue over the course of several fiscal years along with environmental engineering, right-of-way acquisition, and engineering design. Upon design completion, the project will retain shelf-ready status until such time that funding is secured.

Design Engineering	\$	850,000
Right of Way		1,200,000
Construction		15,000,000
Construction Contingency		1,500,000
Construction Engineering		548,500
Materials/Equipment/Other		0
Environmental Documents & Permits		900,000
Administrative		1,500
Total Estimated Costs = \$		20,000,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301-29-700-7147-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 500,000	\$ 500,000	\$ 650,000	\$ 1,100,000	\$ 2,950,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 500,000	\$ 500,000	\$ 650,000	\$ 1,100,000	\$ 2,950,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
301 - DIF Drainage	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 500,000	\$ 500,000	\$ 650,000	\$ 1,100,000	\$ 2,950,000
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 500,000	\$ 500,000	\$ 650,000	\$ 1,100,000	\$ 2,950,000

**NOTES:**

The City is pursuing grant opportunities to further fund this project.

## FIRE STATION 301 CONSTRUCTION/PROPERTY ACQUISITION

**PROJECT NO:**

6517

**DEPARTMENT/PROGRAM:**

Dev. Services / Facilities CIP

**PROJECT DESCRIPTION:**

Existing Fire Station 301 located at 9430 Eleventh Avenue is undersized and fails to meet current building standards. The City's Public Safety Needs Report identified Fire Station 301 as a candidate for removal and replacement. The existing 3,700 S.F. facility needs to be increased to a 12,000 S.F. facility and equipped with modern amenities in order to better serve the community. Due to the recent discovery of hazardous substances in the current fire station, the existing facility was abandoned and temporary trailers were installed to house the fire personnel, which increases the importance of demolishing the current fire station and constructing a new building.



**CURRENT STATUS:**

Due to budget restraints and a review of Fire Department operations by staff, this project was suspended.

Design Engineering	\$ 300,000
Right of Way	0
Construction	5,500,000
Construction Contingency	550,000
Construction Engineering	100,000
Materials/Equipment/Other	0
Environmental Documents & Permits	40,000
Administrative	10,000
<b>Total Estimated Costs = \$</b>	<b>6,500,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
302-29-650-6517-7500 Contract	\$ 0	\$ 0	\$ 118,480	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 118,480
502-29-650-6517-7500 Contract	0	0	69,059	0	0	0	0	0	69,059
711-29-650-6517-7500 Contract	0	0	150,375	0	0	0	0	0	150,375
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 337,914</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 337,914</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
302 - DIF Fire	\$ 0	\$ 0	\$ 118,480	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 118,480
502 - Fire Capital	0	0	69,059	0	0	0	0	0	69,059
711 - Sewer Capital	0	0	150,375	0	0	0	0	0	150,375
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 337,914</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 337,914</b>

**NOTES:**



## PARK AND RIDE FACILITY

**PROJECT NO:**

6523

**DEPARTMENT/PROGRAM:**

Development Services/ Facilities CIP

**PROJECT DESCRIPTION:**

The City, in coordination with Caltrans, operates a Park and Ride facility on state-owned property along United States (US) Highway 395 and its intersection with Joshua Street. The facility is heavily used by commuters, and all 188 spaces are filled each weekday with overflow vehicles parking on vacant property adjacent to the facility. The City submitted an application to the San Bernardino Associated Governments (SANBAG) in mid-2009 for Congestion Mitigation and Air Quality (CMAQ) grant funds for Federal FY 2009-2010. The City was awarded a \$508,000 grant on March 3, 2010 in order to expand the existing facility or construct an adjacent facility north of Joshua Street. In August of 2011, City staff was able to obtain an additional grant from the Mojave Desert Air Quality Management District (MDAQMD) for construction gap funding. AB2766 funds of \$184,346 were awarded to the City by the MDAQMD Board on August 22, 2011.

CO-6523 Park and Ride Proposed Project Site



**CURRENT STATUS:**

City Staff has completed all necessary environmental reports as of February 2017 and expects approval by the end of the 2016-17 fiscal year. Staff can then obtain the necessary encroachment permit and agreements needed from Caltrans to advertise this project for construction. The permit and agreement phase could continue through 2017 with advertisement for construction projected in the Spring of 2018.

Design Engineering	\$	0
Right of Way		0
Construction		652,960
Construction Contingency		65,725
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		0
Total Estimated Costs = \$		718,685

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204-29-650-6523-7500 Contract	\$ 4,000	\$ 3,734	\$ 26,073	\$ 266	\$ 0	\$ 0	\$ 0	\$ 0	\$ 26,339
504-29-650-6523-7500 CMAQ	508,000	0	17	507,983	0	0	0	0	508,000
504-29-650-6523-8000 MDAQMD	184,346	0	0	184,346	0	0	0	0	184,346
Totals =	\$ 696,346	\$ 3,734	\$ 26,090	\$ 692,595	\$ 0	\$ 0	\$ 0	\$ 0	\$ 718,685

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
204 - Measure I Renewal	\$ 4,000	\$ 3,734	\$ 26,073	\$ 266	\$ 0	\$ 0	\$ 0	\$ 0	\$ 26,339
504 - CMAQ Grant	508,000	0	17	507,983	0	0	0	0	508,000
504 - MDAQMD Grant	184,346	0	0	184,346	0	0	0	0	184,346
Totals =	\$ 696,346	\$ 3,734	\$ 26,090	\$ 692,595	\$ 0	\$ 0	\$ 0	\$ 0	\$ 718,685

**NOTES:**

Design of the project will be paid by Measure I Renewal funds. The construction phase of the project will be paid by the CMAQ grant (\$508,000) and the MDAQMD grant (\$184,346) funding.

	Total Grant	Amt. Received Thru 6/30/16	Revised FY 2016-17	Budget FY 2017-18
Grant Information:				
CMAQ Grant	\$ 508,000	\$ 0	\$ 0	\$ 508,000
MDAQMD Grant	184,346	0	0	184,346
Total	\$ 692,346	\$ 0	\$ 0	\$ 692,346

## ANIMAL CONTROL SITE IMPROVEMENTS

**PROJECT NO:**

6524

**DEPARTMENT/PROGRAM:**

Dev. Services / Facilities CIP

**PROJECT DESCRIPTION:**

The City facility located at 11011 Santa Fe Avenue East was previously utilized by Public Works, Code Enforcement, and Animal Control. Since 2011 the site has been wholly occupied by Animal Control. The building has historically been served by septic tanks (which need to be pumped several times a year) as there have not been any sewer mains in the area. In early 2012 the Victor Valley Wastewater Reclamation Authority installed a bypass interceptor line in Santa Fe Avenue East. This line enables the Animal Control Facility to be connected to a functioning sewer line.

This project proposes to abandon the existing septic system and connect to the new sewer line installed in Santa Fe Avenue East as well as construct other various improvements to the site (i.e., construct curb and gutter along Santa Fe Avenue East, remove and replace the parking lot paving, relocate fencing, etc.).



**CURRENT STATUS:**

On-site sewer pipes were replaced by force account during the summer of 2015. The remaining site improvements were bid in August 2015. Construction commenced in October 2015 and all work was complete in December 2015. Project closeout was completed in February 2016.

Design Engineering	\$	20,000
Right of Way		0
Construction		350,000
Construction Contingency		35,000
Construction Engineering		20,000
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		5,000
<b>Total Estimated Costs = \$</b>		<b>430,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100-29-650-6524-7500 Contract	\$ 0	\$ 0	\$ 456,997	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 456,997
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 456,997</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 456,997</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100 - General Fund	\$ 0	\$ 0	\$ 456,997	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 456,997
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 456,997</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 456,997</b>

**NOTES:**

## ROOFING REPLACEMENT AND REPAIRS

**PROJECT NO:**

6525

**DEPARTMENT/PROGRAM:**

Dev. Services / Bldg. Maintenance

**PROJECT DESCRIPTION:**

Over the years as the City's various facilities have aged, the roofs of these facilities have begun to leak or the roofs are at a point that they need replacement. This project proposes to either repair or replace the roofs at the following facilities:

- City Hall
- Library
- Fire Station 305
- Fire Station 302
- Mojave Public Works Yard - Administrative Building
- Animal Control Building



**CURRENT STATUS:**

Project commenced construction in November 2016 and was completed in May 2017.

Design Engineering	\$	0
Right of Way		0
Construction		450,000
Construction Contingency		45,000
Construction Engineering		0
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		5,000
<b>Total Estimated Costs = \$</b>		<b>500,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100-29-650-6525-7500 Contract	\$ 0	\$ 242,700	\$ 242,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 242,700
502-29-650-6525-7500 Contract	0	144,600	144,600	0	0	0	0	0	144,600
701-29-650-6525-7500 Contract	0	45,700	45,700	0	0	0	0	0	45,700
<b>Totals =</b>	<b>\$ * 0</b>	<b>\$ 433,000</b>	<b>\$ 433,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 433,000</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100 - General Fund	\$ 0	\$ 242,700	\$ 242,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 242,700
502 - Fire	0	144,600	144,600	0	0	0	0	0	144,600
701 - Water Capital	0	45,700	45,700	0	0	0	0	0	45,700
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 433,000</b>	<b>\$ 433,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 433,000</b>

**NOTES:**

\*Note: This project was not included in the CIP section of the FY 2016-17 Budget. Funding was transferred from the operating budgets of the identified funds to the CIP section during FY 2016-17.

## ANIMAL CONTROL DESIGN AND REMODEL

**PROJECT NO:**

6526

**DEPARTMENT/PROGRAM:**

Development Services/ Facilities CIP

**PROJECT DESCRIPTION:**

This project includes the professional architectural and engineering services for the remodel design of the Hesperia Animal Control and Care Facility as well as the construction portion of the remodel. The City's Animal Control Facility currently operates in a 13,368 square foot building that receives an average of 6,000 animals annually. Existing facility schematics are substandard for efficient operations with respect to caring for the animals, staff functions, and public accessibility. The outdated facility is deficient in supporting current Animal Control services offered by the City. The first phase of this project, the design phase, will address safety, health, and functionality while improving accessibility and conditions for employees, animals, and the public. The design phase will produce the necessary plans and specifications that will be utilized during the construction phase.



**CURRENT STATUS:**

A Request for Proposals for professional architectural and engineering services was released on September 20, 2016. After careful review and evaluation, WLC Architects was selected for the design phase of this project. The design phase is projected to be completed in July of 2017 with construction expected to begin in November 2017.

Design Engineering	\$ 62,566
Right of Way	0
Construction	397,734
Construction Contingency	39,700
Construction Engineering	0
Materials/Equipment/Other	0
Environmental Documents & Permits	0
Administrative	0
<b>Total Estimated Costs =</b>	<b>\$ 500,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100-29-650-6526-7500 Contract	\$ 0	\$ 20,000	\$ 20,000	\$ 480,000	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 900,000
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>	<b>\$ 480,000</b>	<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 900,000</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
100 - General Fund	\$ 0	\$ 20,000	\$ 20,000	\$ 480,000	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 900,000
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>	<b>\$ 480,000</b>	<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 900,000</b>

**NOTES:**



## I-15 CORRIDOR WATER

**PROJECT NO:**

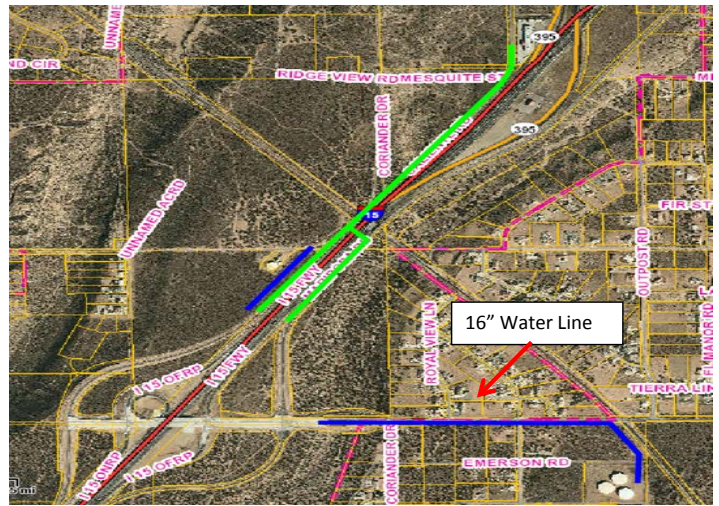
8077

**DEPARTMENT/PROGRAM:**

Dev. Services / Water Capital

**PROJECT DESCRIPTION:**

In November 2004 the City annexed the freeway corridor south from Highway 395 to the summit at Oak Hills. As part of this annexation, the City is required to construct the water and sewer infrastructure to serve this corridor. The agreement included a time requirement that all work was to be completed within three years. This project includes the preparation of plans and specifications for construction of new water lines in Mariposa Road and Caliente Road from around the 395 / I-15 junction to the southern City limits (the wastewater improvements are included under C.O. No. 9021). Other water infrastructure to be constructed includes a new pump station at Plant 30, a new 5.0 MG water tank to service pressure zone 5 (a new pressure zone), and a new hydro-pneumatic booster station to serve pressure zone 6 (a new pressure zone). It is probable that this project will be constructed in phases as priority areas of service are determined.



**CURRENT STATUS:**

Preliminary design work was completed, and then work was suspended temporarily due to budget constraints. With new development proceeding at the new Ranchero Rd. & I-15 interchange, a portion of this project is proceeding again. Funding to proceed with design is included under C.O. No. 9021.

Design Engineering	\$	510,000
Right of Way		500,000
Construction		6,500,000
Construction Contingency		650,000
Construction Engineering		270,000
Materials/Equipment/Other		0
Environmental Documents & Permits		90,000
Administrative		30,000
Total Estimated Costs = \$		8,550,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701-29-800-8077-7500 Contract	\$ 0	\$ 0	\$ 647,522	\$ 0	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 3,147,522
Totals =	\$ 0	\$ 0	\$ 647,522	\$ 0	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 3,147,522

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701 - Water Capital	\$ 0	\$ 0	\$ 647,522	\$ 0	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 3,147,522
Totals =	\$ 0	\$ 0	\$ 647,522	\$ 0	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 3,147,522

**NOTES:**

## RECLAIMED WATER DISTRIBUTION SYSTEM

**PROJECT NO:**

8087

**DEPARTMENT/PROGRAM:**

Dev. Services / Water Capital

**PROJECT DESCRIPTION:**

The Hesperia Regional Water Reclamation Plant is currently under construction and is slated to be complete in the summer of 2017. It is estimated that upon completion the plant will be able to supply 1.0 million gallons per day of recycled water, which can be used for irrigation purposes.

In order to utilize this resource the City must construct a distribution system to convey the recycled water to potential users. The primary user under Phase 1A of the project will be the Hesperia Golf Course, but many other users have been identified as well, including parks, schools, and the Hesperia Civic Center complex.

Phase 1A of the project will include approximately 8 miles of purple pipe while Phase 1B of the project will include a 2.5 MG above-ground storage tank and a pump station to provide the necessary pressures at the high end of the pressure zone.



**CURRENT STATUS:**

Phase 1A and 1B are both in the final stages of design and are expected to go out to bid and commence construction in FY 2017-18 and complete construction in FY 2018-19.

Design Engineering	\$	500,000
Right of Way		400,000
Construction		13,500,000
Construction Contingency		1,300,000
Construction Engineering		750,000
Materials/Equipment/Other		0
Environmental Documents & Permits		40,000
Administrative		180,000
<b>Total Estimated Costs = \$</b>		<b>16,670,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701-29-800-8087-7500 (Local)	\$ 0	\$ 263,000	\$ 364,402	\$ 440,000	\$ 39,000	\$ 0	\$ 0	\$ 0	\$ 843,402
701-29-800-8087-8000 (Prop. 84 Grant)	1,500,000	0	419	1,999,581	0	0	0	0	2,000,000
701-29-800-8087-8026 (Prop. 1 Grant)	4,727,337	0	0	2,727,337	2,000,000	0	0	0	4,727,337
701-29-800-8087-8560 (SRF)	3,772,663	0	0	7,946,413	2,000,000	0	0	0	9,946,413
									0
<b>Totals =</b>	<b>\$ 10,000,000</b>	<b>\$ 263,000</b>	<b>\$ 364,821</b>	<b>\$ 13,113,331</b>	<b>\$ 4,039,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 17,517,152</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701 - Water Capital Local Share	\$ 0	\$ 263,000	\$ 364,402	\$ 440,000	\$ 39,000	\$ 0	\$ 0	\$ 0	\$ 843,402
701 - Water Capital Prop. 84 Grant (4851)	1,500,000	0	419	1,999,581	0	0	0	0	2,000,000
701 - Water Capital Prop. 1 Grant (4852)	4,727,337	0	0	2,727,337	2,000,000	0	0	0	4,727,337
701 - Water Capital SRF Loan (6005)	3,772,663	0	0	7,946,413	2,000,000	0	0	0	9,946,413
									0
<b>Totals =</b>	<b>\$ 10,000,000</b>	<b>\$ 263,000</b>	<b>\$ 364,821</b>	<b>\$ 13,113,331</b>	<b>\$ 4,039,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 17,517,152</b>

**NOTES:**

The City has secured a total of \$16,673,750 in grants from the following three funding sources for this project:

1. Proposition 84 Grant from the California Department of Water Resources - \$2,000,000
2. Proposition 1 Grant from the State Water Resources Control Board - \$4,727,337
3. Loan from the State of California via the State Revolving Loan Fund (SRF) - \$9,946,413

Grant/Loan Reimbursement Tracking:	Total Grant/Loan	Amt. Received Thru 6/30/16	Revised FY 2016-17	Budget FY 2017-18
Proposition 84 Grant	\$ 2,000,000	\$ 419	\$ 0	\$ 1,999,581
Proposition 1 Grant	4,727,337	0	0	2,727,337
<b>Total Grants</b>	<b>\$ 6,727,337</b>	<b>\$ 419</b>	<b>\$ 0</b>	<b>\$ 4,726,918</b>
SRF Loan	\$ 9,946,413	\$ 0	\$ 0	\$ 7,946,413
<b>Total Proceeds From Grants and Loans</b>	<b>\$ 16,673,750</b>	<b>\$ 419</b>	<b>\$ 0</b>	<b>\$ 12,673,331</b>

## APPALOOSA AVENUE RECLAIMED WATER LINE

**PROJECT NO:**

8088

**DEPARTMENT/PROGRAM:**

Dev. Services / Water Capital

**PROJECT DESCRIPTION:**

This work is a portion of the larger Recycled Water System Project Phase 1A (C.O. No. 8087) and is being installed prior to the commencement of construction of the remainder of the project in order to take advantage of the fact that the current contractor for the Hesperia Regional Water Reclamation Plant (HRWRP) will be working within the streets where this portion of recycled water line is proposed to be located. In order to avoid excavating in these streets two times, the City wishes to contract with the HRWRP contractor to install this portion of the recycled water line.

Since this proposed work is to be done prior to commencing construction on the first phase of the City's recycled water line, it will be ineligible for Prop. 84 funding or SRF funding. Therefore, this 800 L.F. of the recycled water line will need to be funded by Water Capital, Fund 701.



**CURRENT STATUS:**

This project is not proceeding.

This project was cancelled due to the fact that the current HRWRP contractor submitted an actual cost that was approximately twice as much as their original estimate for this work.

Design Engineering	\$	0
Right of Way		\$0
Construction		\$75,000
Construction Contingency		\$7,500
Construction Engineering		\$7,000
Materials/Equipment/Other		\$0
Environmental Documents & Permits		\$0
Administrative		\$500
Total Estimated Costs = \$		90,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701-29-800-8088-7500 Contract	\$ 90,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0
									0
									0
									0
									0
									0
Totals =	\$ 90,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701 - Water Capital	\$ 90,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0
									0
									0
									0
									0
Totals =	\$ 90,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0

**NOTES:**

## G AVENUE WATER LINE REPAIR

**PROJECT NO:**

8089 (NEW)

**DEPARTMENT/PROGRAM:**

Dev. Services / Water Capital

**PROJECT DESCRIPTION:**

The 12" DIP water line located in G Avenue just south of Lemon Street has developed a leak that City crews are unable to repair due to a lack of proper equipment. This project involves the repair of this water line leak by a contractor.



**CURRENT STATUS:**

This project is unfunded in FY 2017-18.

Design Engineering	\$	0
Right of Way		0
Construction		50,000
Construction Contingency		5,000
Construction Engineering		3,000
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		2,000
Total Estimated Costs = \$		60,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701-29-800-8089-7500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 60,000
Totals =	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 60,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701 - Water Capital	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 60,000
Totals =	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 60,000

**NOTES:**



## RECOAT 5.0 MG WATER TANK - PLANT 22 [UNFUNDED]

**PROJECT NO:**

8090 (NEW)

**DEPARTMENT/PROGRAM:**

Dev. Services / Water Capital

**PROJECT DESCRIPTION:**

The interior coating on one of the 5.0 MG water tanks located at Plant Site 22 is currently failing. The tank needs to be drained and re-coated in order to protect the integrity of the steel and extend the life of the tank.



**CURRENT STATUS:**

This project is unfunded in FY 2017-18.

Design Engineering	\$	50,000
Right of Way		0
Construction		500,000
Construction Contingency		50,000
Construction Engineering		50,000
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		10,000
<b>Total Estimated Costs = \$</b>		<b>660,000</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701-29-800-8090-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 0	\$ 660,000	\$ 0	\$ 0	\$ 0	\$ 660,000
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 660,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 660,000</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
701 - Water Capital	\$ 0	\$ 0	\$ 0	\$ 0	\$ 660,000	\$ 0	\$ 0	\$ 0	\$ 660,000
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 660,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 660,000</b>

**NOTES:**

This project should be funded in a future fiscal year.

## GOLF COURSE SEWER LINE

**PROJECT NO:**

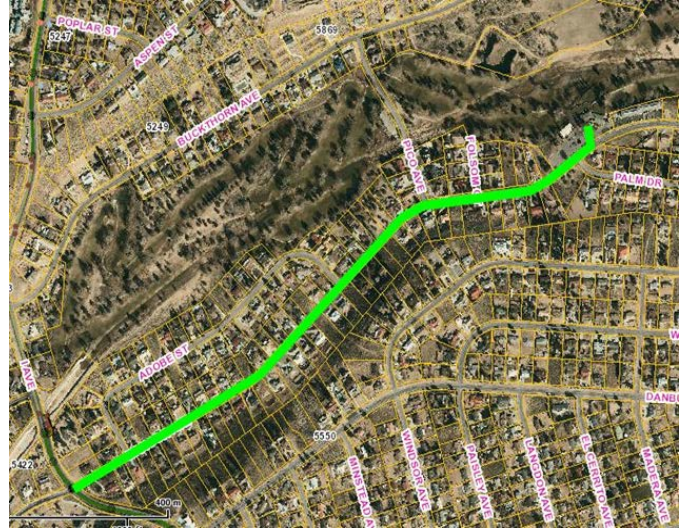
9016 (NEW)

**DEPARTMENT/PROGRAM:**

Dev. Services / Sewer Capital

**PROJECT DESCRIPTION:**

The Hesperia Golf Course is currently on a septic system, which is approaching the end of its useful life and is presenting constant maintenance challenges. This project proposes to abandon the existing septic system and install a package lift station and approximately 5,000 L.F. of sewer line to connect to the existing sewer system.



**CURRENT STATUS:**

This is a new project in FY 2017-18. Work on this project has not yet commenced. For FY 2017-18 preliminary design work will begin.

Design Engineering	\$	60,000
Right of Way		0
Construction		600,000
Construction Contingency		60,000
Construction Engineering		40,000
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		10,000
Total Estimated Costs = \$		770,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711-29-900-9016-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711 - Sewer Capital	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000

**NOTES:**

Design should commence in FY 2017-18 with construction to commence the following fiscal year.

## MAPLE AVENUE SEWER LINE REPLACEMENT

**PROJECT NO:**

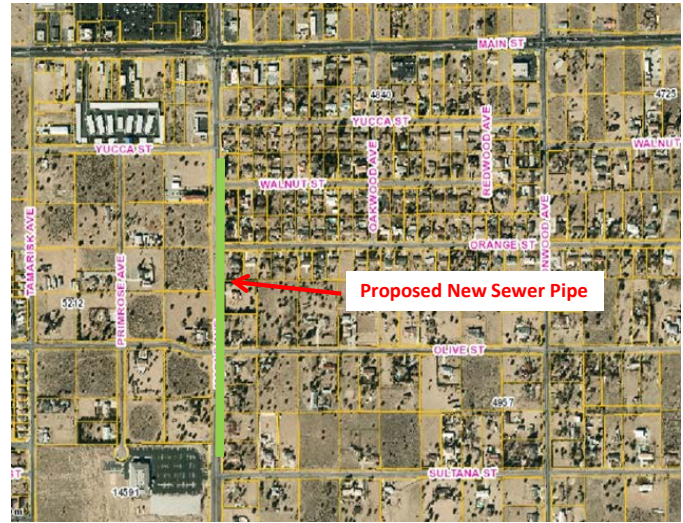
**9018 (NEW)**

**DEPARTMENT/PROGRAM:**

Dev. Services / Sewer Capital

**PROJECT DESCRIPTION:**

The existing sewer line in Maple Avenue between Sultana Street and Yucca Street is failing. The line contains multiple severe sags, which retains water and solids causing soft blockages in the line. For this reason this section of sewer pipe requires constant cleaning and maintenance in order to maintain proper flows in the pipe. Removal and reinstallation of this 2,400 L.F. of sewer pipe will correct this problem and provide a positive slope so that the flows in the pipe will be self-cleansing.



**CURRENT STATUS:**

This is a new project in FY 2017-18. Work on this project has not yet commenced.

Design Engineering	\$	40,000
Right of Way		0
Construction		240,000
Construction Contingency		24,000
Construction Engineering		24,000
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		7,000
Total Estimated Costs = \$		335,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711-29-900-9018-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 335,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 335,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 335,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 335,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711 - Sewer Capital	\$ 0	\$ 0	\$ 0	\$ 335,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 335,000
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 335,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 335,000

**NOTES:**

It is anticipated that the design phase of the project and construction will be completed in FY 2017-18.

## MAIN STREET SEWER IMPROVEMENTS

**PROJECT NO:**

9019 (NEW)

**DEPARTMENT/PROGRAM:**

Dev. Services/Sewer Capital

**PROJECT DESCRIPTION:**

The existing sewer main line on Main Street between "C" Avenue and "I" Avenue is experiencing capacity constraints. This is an area of high contribution to the wastewater collection system and sewer infrastructure improvements are needed.

A sewer study is needed to determine the most appropriate solution which could range from upsizing the pipe to redirecting flows via a new pipeline. The study will examine, but is not limited to the condition of the existing pipe, pipe size, pipe length and sanitary sewer flows of this section of pipe as well as the surrounding collection system and provide appropriate solutions.



**CURRENT STATUS:**

A study to determine appropriate options and cost analysis will be performed this fiscal year. Results of the study will be evaluated. Action taken going forward will be determined at that time.

Design Engineering	TBD
Right of Way	TBD
Construction	TBD
Construction Contingency	TBD
Construction Engineering	TBD
Materials/Equipment/Other	TBD
Environmental Documents & Permits	TBD
Administrative	TBD
<b>Total Estimated Costs = \$</b>	<b>0</b>

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711-29-900-9019-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100,000
									0
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711 - Sewer Capital	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100,000
									0
									0
									0
									0
<b>Totals =</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>

**NOTES:**



## TOWNSHIP WASTEWATER IMPROVEMENTS

**PROJECT NO:**

9020 (NEW)

**DEPARTMENT/PROGRAM:**

Dev. Services/Sewer Capital

**PROJECT DESCRIPTION:**

In December 2006, the City Council adopted the Township Revitalization Program to enhance the most historic part of the City. The redevelopment program included infrastructure such as water main lines, streets, sewer lines, streetscape, and decorative landscaping. Due to the dissolution of Redevelopment Agencies, the program was suspended in 2013. Although funding for such an in depth program is not available, installation of wastewater infrastructure is imperative to the Township.

The parcels in this area are too small for installation of septic systems, subsequently rendering a moratorium on development. Additionally, reducing septic systems of such high concentrations is protective of groundwater quality. This project consists of extending existing sewer main lines to serve the entire Township area as well as installation of sewer laterals to all parcels. The intent is to also establish a no cost or low cost program for connecting existing developed parcels to the sewer laterals, resulting in complete wastewater infrastructure.



**CURRENT STATUS:**

Preliminary engineering and studies for the installation of sewer main lines and analysis of a sewer connection program will begin this fiscal year and continue through Fiscal Year 2018-19. Upon completion of preliminary engineering, a determination will be made regarding a course of action for construction of this project.

Design Engineering	\$	2,000,000
Right of Way		0
Construction		15,000,000
Construction Contingency		1,500,000
Construction Engineering		1,498,500
Materials/Equipment/Other		0
Environmental Documents & Permits		0
Administrative		1,500
Total Estimated Costs = \$		20,000,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711-29-900-9020-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 200,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 200,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711 - Sewer Capital	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 200,000
									0
									0
									0
									0
Totals =	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 200,000

**NOTES:**

The City will pursue grant opportunities for funding this project.

## I-15 CORRIDOR SEWER

**PROJECT NO:**

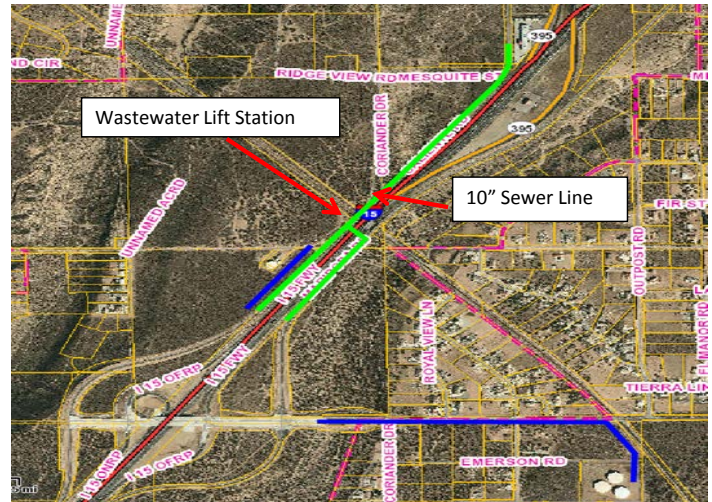
9021

**DEPARTMENT/PROGRAM:**

Dev. Services / Sewer Capital

**PROJECT DESCRIPTION:**

In November 2004 the City annexed the freeway corridor south from Highway 395 to the summit at Oak Hills. As part of this annexation, the City is required to construct the water and sewer infrastructure to serve this corridor. The agreement included a time requirement that all work was to be completed within three years. This work includes the preparation of plans and specifications for construction of new wastewater pipelines in Mariposa Road and Caliente Road from around the 395 / I-15 junction to the southern City limits (the water improvements are included under C.O. No. 8077). In addition to the new pipelines, a lift station is proposed to be constructed near the railroad tracks and a jack and bore at two locations under the I-15 freeway are included. It is probable that this project will be constructed in phases as priority areas of service are determined.



**CURRENT STATUS:**

Preliminary design work was completed, and then work was suspended temporarily due to budget constraints. With new development proceeding at the new Ranchero Rd. & I-15 interchange, a portion of this project is proceeding again. The Fiscal Year 2017-18 Budget includes funding for design completion under this Construction Order number.

Design Engineering	\$	690,000
Right of Way		500,000
Construction		8,000,000
Construction Contingency		800,000
Construction Engineering		330,000
Materials/Equipment/Other		0
Environmental Documents & Permits		110,000
Administrative		20,000
Total Estimated Costs = \$		10,450,000

Account Number	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711-29-900-9021-7500 Contract	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 3,500,000	\$ 0	\$ 0	\$ 0	\$ 3,700,000
Totals =	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 3,500,000	\$ 0	\$ 0	\$ 0	\$ 3,700,000

Funding Source	2016-17 Budget	2016-17 Revised	Cumulative to date	Budget Year 2017-18	Budget Year 2018-19	Budget Year 2019-20	Budget Year 2020-21	Budget Year 2021-22	Totals
711 - Sewer Capital	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 3,500,000	\$ 0	\$ 0	\$ 0	\$ 3,700,000
Totals =	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 3,500,000	\$ 0	\$ 0	\$ 0	\$ 3,700,000

**NOTES:**

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**CITY OF HESPERIA  
DEVELOPMENT REVIEW COMMITTEE**

**City Hall Joshua Room  
9700 Seventh Avenue  
Hesperia, CA 92345  
BEGINNING AT 10:00 A.M.  
WEDNESDAY, APRIL 18, 2018**

**A. PROPOSALS:**

**1. LA VERNE ELEMENTARY PREPARATORY ACADEMY; (SPR18-00001)**

**Proposal:** Consideration of a Site Plan Review to construct a 37,284 square foot charter school in conjunction with an existing 6,000 square foot building.

**Location:** 9966 I Avenue (0410-062-05)

**Planner:** Daniel Alcayaga

**Action Taken:** Administrative Approval

**2. MATT YOUSEFF; (SPR17-00003 & ME18-00005)**

**Proposal:** Consideration of a Site Plan Review to construct a 10-unit apartment complex and a Minor Exception to reduce the side yard setback on 0.8 gross acres.

**Location:** North side of Sequoia Street, 105 feet east of Third Avenue (0415-051-20)

**Planner:** Daniel Alcayaga

**Action Taken:** Administrative Approval

**3. DESERT HORIZONS CONSTRUCTION INC.; (SPR18-00003)**

**Proposal:** Consideration of a Site Plan Review to construct a 5,000-square foot office building for Arizona Pipeline on one gross acre.

**Location:** South side of Lilac Street, 1,400 feet west of 'G' Avenue (0415-221-05)

**Planner:** Daniel Alcayaga

**Action Taken:** Administrative Approval

**4. HIGH DESERT SPORTS TRAINING; (SPRR18-00008)**

**Proposal:** Consideration of a Revised Site Plan Review to allow a sports training facility within an approximately 5,088 square foot tenant space.

**Location:** 17205 Eucalyptus Street (0415-251-23)

**Planner:** Ryan Leonard

**Action Taken:** Administrative Approval

**5. QUICKFIX INVESTMENTS, LLC; (TTE18-00001)**

**Proposal:** Consideration of a second extension of time for TT-17352, to create 64 single-family residential lots on 15.7 gross acres.

**Location:** South side of Willow Street, between 11th and 9th Avenues (0407-121-02 & 05)

**Planner:** Ryan Leonard

**Action Taken:** Administrative Approval

**6. LT FUTURE, LLC; (SPRE18-00001)**

**Proposal:** Consideration of a first extension of time to construct a two-story, 40 unit multi-family development on 2.7 gross acres.

**Location:** Southwest corner of Primrose Avenue and Yucca Street (3057-131-33)

**Planner:** Ryan Leonard

**Action Taken:** Administrative Approval



## CITY OF HESPERIA DEVELOPMENT REVIEW COMMITTEE

City Hall Joshua Room  
9700 Seventh Avenue  
Hesperia, CA 92345  
BEGINNING AT 10:00 A.M.  
WEDNESDAY, MAY 2, 2018

### A. PROPOSALS:

#### 1. NILI LEHAVI; (TTE18-00002)

**Proposal:** Consideration of a first extension of time for TT-17138, to create 13 single-family residential lots on 10 gross acres.

**Location:** Northwest corner of Jenny Street and Danbury Avenue (0397-181-17)

**Planner:** Daniel Alcayaga

**Action Taken:** Administrative Approval

#### 2. HARP VERMA; (TPM18-00002)

**Proposal:** Consideration of a Tentative Parcel Map to create 2 parcels from 3.46 gross acres.

**Location:** Northeast corner of Ranchero Road and Third Avenue (0412-172-01)

**Planner:** Ryan Leonard

**Action Taken:** Administrative Approval

#### 3. HESPERIA, LLC; (SPLA17-00004 & SPR17-00016)

**Proposal:** Consideration of a Specific Plan Amendment amending the Main Street and Freeway Corridor Specific Plan from Neighborhood Commercial (NC) to Medium Density Residential (MDR) in conjunction with Site Plan Review SPR17-00016, to allow for development of a 14-unit apartment complex on 2.2 gross acres.

**Location:** 9980 Hercules Street and Hesperia Road (0407-061-11)

**Planner:** Ryan Leonard

**Action Taken:** Forwarded to Planning Commission Meeting of May 10, 2018

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