

CITY OF WILDOMAR CITY COUNCIL
AND WILDOMAR CEMETERY DISTRICT AGENDA

5:30 P.M. – CLOSED SESSION SPECIAL MEETING
6:30 P.M. – REGULAR MEETING

MARCH 14, 2012
Council Chambers
23873 Clinton Keith Road



Ben Benoit, Mayor/Chairman
Timothy Walker, Mayor Pro Tem/Vice-Chairman
Bob Cashman, Council Member/Trustee
Bridgette Moore, Council Member/Trustee
Marsha Swanson, Council Member/Trustee

Frank Oviedo
City Manager/General Manager

Tom Jex
Asst. City Attorney/Asst. District Attorney

WILDOMAR CITY COUNCIL AND WILDOMAR CEMETERY DISTRICT REGULAR MEETING AGENDA MARCH 14, 2012

ORDER OF BUSINESS: Public sessions of all regular meetings of the City Council begin at 6:30 P.M. Closed Sessions begin at 5:30 p.m. or such other time as noted.

REPORTS: All agenda items and reports are available for review at: Wildomar City Hall, 23873 Clinton Keith Road; Mission Trail Library, 34303 Mission Trail Blvd.; and on the City's website, www.cityofwildomar.org. Any writings or documents provided to a majority of the City Council regarding any item on this agenda (other than writings legally exempt from public disclosure) will be made available for public inspection at City Hall during regular business hours.

PUBLIC COMMENTS: Prior to the business portion of the agenda, the City Council will receive public comments regarding any items or matters within the jurisdiction of the governing body. The Mayor will separately call for testimony at the time of each public hearing. If you wish to speak, please complete a "Public Comment Card" available at the Chamber door. The completed form is to be submitted to the City Clerk prior to an individual being heard. Lengthy testimony should be presented to the Council in writing (15 copies) and only pertinent points presented orally. The time limit established for public comments is three minutes per speaker.

ADDITIONS/DELETIONS: Items of business may be added to the agenda upon a motion adopted by a minimum 2/3 vote finding that there is a need to take immediate action and that the need for action came to the attention of the City subsequent to the agenda being posted. Items may be deleted from the agenda upon request of staff or upon action of the Council.

CONSENT CALENDAR: Consent Calendar items will be acted on by one roll call vote unless Council members, staff, or the public request the item be discussed and/or removed from the Consent Calendar for separate action.

**PLEASE TURN ALL PHONES & OTHER DEVICES TO VIBRATE/MUTE/OFF
FOR THE DURATION OF THE MEETING. YOUR COOPERATION IS
APPRECIATED.**

CALL TO ORDER – CLOSED SESSION 5:30 P.M.

ROLL CALL

PUBLIC COMMENTS

CLOSED SESSION

1. The City Council will meet in closed session pursuant to the provisions of Government Code Section 54956.9 (c) to confer with legal counsel with regard to one (1) matter of potential initiation of litigation.
2. The City Council will meet in closed session pursuant to the provisions of Government code section 54957 regarding Public Employee Appointment - City Attorney.

RECONVENE INTO OPEN SESSION

ANNOUNCEMENTS

ADJOURN CLOSED SESSION

CALL TO ORDER – REGULAR SESSION - 6:30 P.M.

ROLL CALL

FLAG SALUTE

PRESENTATIONS

Certificate of Appreciation
Stephanie Prescott
Carol Kahl

Fire Department Monthly Update

Chamber of Commerce Update

PUBLIC COMMENTS

This is the time when the City Council receives general public comments regarding any items or matters within the jurisdiction of the City Council that do not appear on the agenda. Each speaker is asked to fill out a “Public Comments Card” available at the Chamber door and submit the card to the City Clerk. Lengthy testimony should be presented to the Council in writing (15 copies) and only pertinent points presented orally. The time limit established for public comments is three minutes per speaker. Prior to taking action on any open session agenda item, the public will be permitted to comment at the time it is considered by the City Council.

APPROVAL OF THE AGENDA AS PRESENTED

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

1.0 CONSENT CALENDAR

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

1.1 Reading of Ordinances

RECOMMENDATION: Approve the reading by title only of all ordinances.

1.2 Minutes – February 8, 2012 Regular Meeting

RECOMMENDATION: Staff recommends that the City Council approve the Minutes as presented.

1.3 Warrant and Payroll Registers

RECOMMENDATION: Staff recommends that the City Council approve the following:

1. Warrant Register dated February 2, 2012 in the amount of \$38,693.94;
2. Warrant Register dated February 9, 2012 in the amount of \$23,339.88;
3. Warrant Register dated February 16, 2012 in the amount of \$532,889.82;
4. Warrant Register dated February 23, 2012 in the amount of \$95,516.56; and
5. Payroll Register dated February 23, 2012 in the amount of \$46,089.34.

1.4 Treasurer's Report

RECOMMENDATION: Staff recommends that the City Council approve the Treasurer's Report for the month of January, 2012.

1.5 FY11 Emergency Management Performance Grant (EMPG) Program Award

RECOMMENDATION: Staff recommends that the City Council accept \$15,515 in funding from Riverside County's FY11 EMPG Program.

- 1.6 **FY10 Homeland Security Grant Training Program (HSGP) Award**
RECOMMENDATION: Staff recommends that the City Council accept up to \$4,975 in reimbursement funding from Riverside County's FY1 HSGP Travel Program.

- 1.7 **Grant Application – State Legislated Safe Routes to School Program (Cycle 10) for the Grand Avenue Bike/Pedestrian Sidewalk Safety Improvement Project**
RECOMMENDATION: Staff recommends that the City Council adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO STATE-LEGISLATED SAFE ROUTES TO SCHOOL PROGRAM (CYCLE 10) FOR THE GRAND AVENUE BIKE/PEDESTRIAN SIDEWALK SAFETY IMPROVEMENT PROJECT

- 1.8 **Claim Rejection for Damages**
RECOMMENDATION: Staff recommends that the City Council reject the claim made by Richard Jones and direct Staff to notify the claimants.

- 1.9 **Claim Rejection for Damages**
RECOMMENDATION: Staff recommends that the City Council reject the claim made by Scott Ziemer and direct Staff to notify the claimants.

- 1.10 **Second Reading and Adoption of Ordinance No. 68 – City Initiated Zoning Ordinance Amendment Related to Approval Periods and Extensions of Time for Plot Plans**
RECOMMENDATION: The Planning Commission recommends that the City Council adopt an Ordinance entitled:

ORDINANCE NO. 68

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3) OF CEQA AND APPROVING ZONING ORDINANCE AMENDMENT NO. 11-04 TO AMEND SECTION 17.216.070 (PLOT PLANS) OF THE WILDOMAR ZONING ORDINANCE RELATED TO APPROVAL PERIODS AND EXTENSIONS OF TIME FOR PLOT PLANS

2.0 PUBLIC HEARINGS

2.1 Zoning Ordinance Amendment No. 11-03 - City Initiated Zoning Ordinance Amendment to Allow Nano and Micro-Craft Manufacturing Brewers as a Permitted Use

RECOMMENDATION: The Planning Commission recommends the City Council introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. _____

A ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3) OF CEQA AND APPROVING ZONING ORDINANCE AMENDMENT NO. 11-03 AMENDING CHAPTERS 17.72 (C-1 AND C-P ZONE), 17.100 (M-SC MANUFACTURING-SERVICE COMMERCIAL ZONE) AND 17.104 (M-M MANUFACTURING MEDIUM ZONE) OF THE CITY OF WILDOMAR ZONING ORDINANCE TO ALLOW NANO AND MICRO-CRAFT MANUFACTURING BREWERS WITHIN AN EXISTING, ENCLOSED BUILDING AS A PERMITTED USE

3.0 GENERAL BUSINESS

3.1 Clinton Keith Interchange Construction Project Update

RECOMMENDATION: Staff recommends that the City Council receive and file the report.

3.2 LED Signs

RECOMMENDATION: Staff recommends that the City Council discuss and provide direction to Staff on preparing a zoning ordinance amendment.

3.3 Computer System Purchase - Development Permits, Inspections and Billing

RECOMMENDATION: Staff recommends that the City Council authorize the City Manager to execute an amendment to the following:

1. EDEN software license agreement with Tyler Technologies; and
2. Professional services contract with Lan Wan Enterprise for the purchase of hardware/software and associated labor required for the EDEN system.

3.4 City Trails Program

RECOMMENDATION: Staff recommends that the City Council:

1. Adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, APPROVING THE ADDITION OF
TRAIL NAMES TO THE EXISTING CITY OF WILDOMAR MULTI-
USE TRAILS PLAN MAP

2. Adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, ADOPTING THE ADOPT-A-TRAILS
PROGRAM

3. Adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, ADOPTING THE CRITERIA FOR THE
TRAILS COORDINATOR VOLUNTEER POSITION

3.5 Support of the Transfer of Ontario International Airport to Local Control

RECOMMENDATION: Staff recommends that the City Council adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, IN SUPPORT OF THE TRANSFER OF ONTARIO
INTERNATIONAL AIRPORT (ONT) TO LOCAL CONTROL

CITY MANAGER REPORT

CITY ATTORNEY REPORT

COUNCIL COMMUNICATIONS

FUTURE AGENDA ITEMS

ADJOURN THE CITY COUNCIL

In accordance with Government Code Section 54952.3 and Resolution No. WCD2011 - 04 of the Wildomar Cemetery District, I, Debbie A. Lee, City Clerk of the City of Wildomar, do hereby declare that the Board of Trustees will receive no compensation or stipend for the convening of the following regular meeting of the Wildomar Cemetery District.

CALL TO ORDER THE WILDOMAR CEMETERY DISTRICT

ROLL CALL

PUBLIC COMMENTS

This is the time when the Board of Trustees receives general public comments regarding any items or matters within the jurisdiction of the Wildomar Cemetery District that do not appear on the agenda. Each speaker is asked to fill out a "Public Comments Card" available at the Chamber door and submit the card to the Clerk of the Board. Lengthy testimony should be presented to the Board in writing (15 copies) and only pertinent points presented orally. The time limit established for public comments is three minutes per speaker. Prior to taking action on any open session agenda item, the public will be permitted to comment at the time it is considered by the Board.

APPROVAL OF THE AGENDA AS PRESENTED

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

4.0 CONSENT CALENDAR

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

4.1 Minutes – February 8, 2012 Regular Meeting

RECOMMENDATION: Staff recommends that the Board of Trustees approve the Minutes as presented.

4.2 Warrant Register

RECOMMENDATION: Staff recommends that the Board of Trustees approve the following warrant registers:

1. Dated February 9, 2012, in the amount of \$828.20;
2. Dated February 16, 2012, in the amount of \$473.15; and
3. Dated February 23, 2012, in the amount of \$203.65.

4.3 Treasurer's Report – December, 2011

RECOMMENDATION: Staff recommends that the Board of Trustees approve the Treasurer's Report for January, 2012.

5.0 PUBLIC HEARINGS

There are no items scheduled.

6.0 GENERAL BUSINESS

There are no items scheduled.

GENERAL MANAGER REPORT

CEMETERY DISTRICT ATTORNEY REPORT

BOARD COMMUNICATIONS

FUTURE AGENDA ITEMS

ADJOURN WILDOMAR CEMETERY DISTRICT

2012 City Council/Wildomar Cemetery District Regular Meeting Schedule

April 11	July 11	October 10
May 9	August 8	November 14
June 13	September 12	December 12

If requested, the agenda and backup materials will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans With Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof.

Any person that requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting, may request such modification, accommodation, aid or service by contacting the City Clerk either in person or by phone at 951/677-7751, no later than 10:00 a.m. on the day preceding the scheduled meeting.

I, Debbie A. Lee, Wildomar City Clerk, do certify that on March 8, 2012, by 5:00 p.m., a true and correct copy of this agenda was posted at the three designated posting locations:
Wildomar City Hall, 23873 Clinton Keith Road,
U.S. Post Office, 21392 Palomar Street,
Mission Trail Library, 34303 Mission Trail Blvd.

Debbie A. Lee, CMC
City Clerk

**CITY OF WILDOMAR
CITY COUNCIL REGULAR MEETING MINUTES
FEBRUARY 8, 2012**

CALL TO ORDER – CLOSED SESSION - 5:30 P.M.

The closed session of February 8, 2012, of the Wildomar City Council was called to order by Mayor Benoit at 5:30 p.m. at the Wildomar Council Chambers, 23873 Clinton Keith Road, Suite 111, Wildomar, California.

City Council Roll Call showed the following Members in attendance: Mayor Benoit, Mayor Pro Tem Walker, Council Members Cashman, Moore, and Swanson. Members absent: None.

Staff in attendance: City Manager Oviedo, City Attorney Biggs, and City Clerk Lee.

PUBLIC COMMENTS

There were no speakers.

CLOSED SESSION

City Clerk Lee announced the City Council will meet in closed session regarding the following:

1. Pursuant to the provisions of Government Code Section 54957 with regard to the following personnel matter: Performance Evaluation: City Attorney.
2. To confer with legal counsel with regard to one matter of potential initiation of litigation pursuant to the provisions of Government Code Section 54956.9(c). The underlying facts known to all parties relate to the processing of park assessment district refunds by the County of Riverside from general City of Wildomar revenues held by the County not collected by or from the park assessment district.

At 5:31 p.m. the City Council convened into closed session, with all Council Members present.

RECONVENE INTO OPEN SESSION

At 6:30 p.m. the City Council reconvened into open session, with all Council Members present, making no announcements.

ADJOURN CLOSED SESSION

There being no further business, Mayor Benoit declared the closed session meeting adjourned at 6:30 p.m.

CALL TO ORDER – REGULAR SESSION - 6:30 P.M.

The regular meeting of February 8, 2012, of the Wildomar City Council was called to order by Mayor Benoit 6:31 p.m. at the Wildomar Council Chambers, 23973 Clinton Keith Road, Suite 111, Wildomar, California.

City Council Roll Call showed the following Members in attendance: Mayor Benoit, Mayor Pro Tem Walker, Council Members Cashman, Moore, and Swanson. Members absent: None.

Staff in attendance: City Manager Oviedo, Assistant City Manager Nordquist, City Attorney Biggs, Public Works Director D'Zmura, Planning Director Bassi, Community Services Director Willette, Fire Chief Beach, Assistant Police Chief Adams, and City Clerk Lee.

Mayor Benoit requested a moment of silence in remembrance of the 14 year old Wildomar child who died earlier in the week in the Farm community.

The Flag Salute was led by Councilwoman Swanson.

PRESENTATIONS

Mayor Benoit presented a Proclamation to Jeff Thomas, Chief Building Official, who is leaving the City of Wildomar.

Mayor Benoit advised the presentation for Autism Speaks is tabled.

Jeff George, Wildomar Chamber of Commerce, presented the Chamber update.

Chief Beach presented the Fire Department update.

PUBLIC COMMENTS

Sharon Heil, resident, stated on March 3 is a dinner and dance with proceeds going to the Veterans programs. Also, she asked if a house is repossessed, how taxes are paid to the City.

Councilwoman Swanson answered that the taxes can accrue for up to five years at which time the County takes possession of the property and auctions it for the taxes due and then pays everyone who is entitled to receive the tax proceeds. In the meantime, no one is paid until such time as the house is sold or the County takes possession.

Tom Patterson, resident, stated he and his wife moved to Wildomar two and one half years ago. It was very peaceful and quiet until December, 2011 when the Lake Elsinore motocross park was reopened. Even inside the house with all windows and doors closed you can hear it loud. He has complained to the City of Lake Elsinore and was told they have been getting a great number of complaints and they would look into it. The noise is really bad and it is starting to affect their health. He would like some help and he submitted a log to the City Clerk of all the noise events since December, 2011.

Mayor Benoit stated he has talked with the Lake Elsinore Mayor and they are well aware of the problem. They are currently looking into some options, so the message has been received there.

Gil Rasmussen, Wildomar Magazine, stated he has been focusing on the Liberty Quarry issue. This came before the City Council early on and the City Council decided to stay out of it since it is not in the city limits of Wildomar. He has been digging around and the City of Wildomar is a friend of Liberty Quarry on Facebook. This is implied consent and the City of Wildomar should not "friend" Liberty Quarry unless the issue is publicly addressed, with each Council Member stating if they have taken money from Liberty Quarry and let the citizens decide.

Dionna Fitch, Sycamore Academy, stated they have been in talks with Lake Elsinore Unified School District (LEUSD) to get some funding. They have also renegotiated their lease with the shopping center and it appears they will be located in the shopping center for another two years. She invited everyone to their annual Science Showcase which will be held on February 28 at 6:00 p.m.

APPROVAL OF THE AGENDA AS PRESENTED

A **MOTION** was made by Councilwoman Moore, seconded by Councilwoman Swanson, to approve the agenda as presented.

MOTION carried, 5-0.

1.0 CONSENT CALENDAR

A **MOTION** was made by Councilwoman Moore, seconded by Councilwoman Swanson, to approve the Consent Calendar as presented.

Councilman Cashman stated on item #1.6, he will vote for this based on the appeal process being reviewed, which Staff has assured him is coming forward soon.

MOTION carried, 5-0.

1.1 Reading of Ordinances

Approved the reading by title only of all ordinances.

1.2 Minutes – January 11, 2012 Regular Meeting

Approved the Minutes as presented.

1.3 Warrant and Payroll Registers

Approved the following:

1. Warrant Register dated January 12, 2012 in the amount of \$38,744.44;
2. Warrant Register dated January 18, 2012 in the amount of \$48,489.60;
3. Warrant Register dated January 26, 2012 in the amount of \$1,211,287.70; and
4. Payroll Register dated January 27, 2012 in the amount of \$22,247.72.

1.4 Treasurer's Report

Approved the Treasurer's Report for the month of December, 2011.

1.5 Western Riverside Energy Leader Partnership (WRELP) Grant Funds

Accepted funding from the Western Riverside Energy Leader Partnership (WRELP) grant not to exceed \$148,261.87.

1.6 FY 2010-11 Comprehensive Annual Financial Report (CAFR)

Adopted a Resolution entitled:

RESOLUTION NO. 2012 - 05
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, ACCEPTING THE COMPREHENSIVE ANNUAL
FINANCIAL REPORT (CAFR) FOR THE FISCAL YEAR ENDED JUNE
30, 2011

1.7 Extension of Time for Plot Plan 23333 (Project 08-0166) - Veterinary Hospital located at 35951 Salida Del Sol

Adopted a Resolution entitled:

RESOLUTION NO. 2012 - 06
A RESOLUTION OF CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, APPROVING A ONE-YEAR EXTENSION OF TIME TO
DECEMBER 9, 2012 FOR PLOT PLAN NO. 08-0133 TO ALLOW THE
DEVELOPMENT OF A 6,000 SQUARE-FOOT VETERINARY HOSPITAL
AND A 4,500 SQUARE- FOOT ROUGH GRADED PAD ON A 3.0 ACRE
PARCEL LOCATED AT 35951 SALIDA DEL SOL (APN: 362-250-014)

1.8 Revised Resolution Requesting Extension of Repayment Time Period for Transition Year Services

Adopted a Resolution entitled:

RESOLUTION NO. 2012 - 07
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, REQUESTING EXTENSION OF TIME FOR REPAYMENT
OF TRANSITION YEAR SERVICES COSTS TO COUNTY OF RIVERSIDE
AND RESCINDING RESOLUTION NO. 2012-04

1.9 Second Reading and Adoption of Ordinance No. 67 – Zoning Ordinance Amendment No. 11-02 – Receive and File Process and Appeal Procedures

Adopted an Ordinance entitled:

ORDINANCE NO. 67
A ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, ADOPTING AN EXEMPTION FROM THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3)
OF CEQA AND APPROVING ZONING ORDINANCE AMENDMENT NO.
11-02 AMENDING CHAPTER 17.192 (PERMIT APPLICATIONS) OF THE
CITY OF WILDOMAR ZONING ORDINANCE

2.0 PUBLIC HEARINGS

2.1 User Fees Review (Cont. from 12-14-11)

City Clerk Lee read the title.

Mayor Benoit opened the public hearing.

A MOTION was made by Councilwoman Moore, seconded by Councilwoman Swanson, to continue the item to the April 11, 2012 regular meeting.

MOTION carried, 5-0.

2.2 FY 2011-12 Mid-Year Budget Report and FY 2012-13 Budget Program

City Clerk Lee read the title.

Assistant City Manager Nordquist presented the staff report.

Mayor Benoit opened the public hearing.

There being no speakers Mayor Benoit closed the public hearing.

A MOTION was made by Councilwoman Swanson, seconded by Councilwoman Moore, to adopt a Resolution entitled:

RESOLUTION NO. 2012 - 08
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, AUTHORIZING AN AMENDMENT TO THE FY 2011-12
BUDGETED REVENUES AND EXPENSES

MOTION carried, 5-0.

2.3 Zoning Ordinance Amendment No. 11-04 – City Initiated Zoning Ordinance Amendment Related to Approval Periods and Extensions of Time for Plot Plans

City Clerk Lee read the title.

City Planner Bassi presented the staff report.

Mayor Benoit opened the public hearing.

SPEAKERS:

Sheryl Ade, resident, stated she cannot find on the City's web page a place that shows when Planning Director Hearings are held. She attended hearings numerous times at the County as they are open to the public. She suggests that this be added to the web page and notification for those who wish to receive the notices of the hearings. She stated she would like to be notified of the hearings.

There being no further speakers Mayor Benoit closed the public hearing.

Councilman Cashman stated sometimes, even if it is a cost savings, the ability for public input and disclosure is more important than cost savings. This amendment would put this into a hearing instead of a Council or Commission meeting which is where the public looks for these types of issues. Sometimes the people who live in these places know better what should go in rather than the Planning Director because he doesn't live here. With all the extensions a plot plan could have been approved five years or more ago, and in the meantime people have moved into the area and are not aware of this. He is afraid this could happen here if we move away from community input.

Councilwoman Swanson stated when these projects were first heard it was at an open public hearing, so there was an opportunity to address the issue.

Councilman Cashman stated he just doesn't want the public left out.

Councilwoman Swanson stated she agrees with Ms. Ade and she would like to see the Director's Hearings posted on the website and notifications sent out. She does not feel it is right to have these developers jump through all the hoops and go through the process just to have the economy fall apart, so they should not have to start all over again. It's the same for a homeowner who is building a home. Financing is very hard to come by and we need to keep construction going as it is vital right now.

Councilman Cashman stated there has to be a limit on how long an approval can be extended before it has to come back.

Planning Director Bassi stated the initial approval is for two years, and the code allows three, one-year time extensions. After five years, if they have not pulled permits, the project expires and they will have to start over. This is for plot plans only.

Councilman Cashman stated he just wants it clear that the public be kept informed.

Mayor Pro Tem Walker stated plot plans can be a very time consuming process and he is not for stifling the process. By the time the project is built there was a great deal of time and money expended and he does not want to hinder the process.

Mayor Benoit stated he agrees with Mayor Pro Tem Walker and Councilwoman Swanson. He would rather see a builder expending efforts in getting funding rather than coming back before us again when we had just approved it three years before.

A MOTION was made by Councilwoman Swanson, seconded by Mayor Pro Tem Walker, to introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. 68
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, ADOPTING AN EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION
15061(B)(3) OF CEQA AND APPROVING ZONING ORDINANCE
AMENDMENT NO. 11-04 TO AMEND SECTION 17.216.070 (PLOT
PLANS) OF THE WILDOMAR ZONING ORDINANCE RELATED TO
APPROVAL PERIODS AND EXTENSIONS OF TIME FOR PLOT PLANS

which title was read.

MOTION carried, 5-0.

3.0 GENERAL BUSINESS

3.1 Clinton Keith Interchange Construction Project Update

City Clerk Lee read the title.

Public Works Director D'Zmura presented the staff report stating that the construction contract was awarded by the County Board of Supervisors for the project. It is anticipated that the project will start in April, 2012 and will take approximately 18 months to finish.

It was the consensus of the City Council to hold the ground breaking on

Friday, March 23 in the afternoon.

3.2 Park Operations-Draft Agreement Review

City Clerk Lee read the title.

Assistant City Manager Nordquist presented the staff report.

Juan Corea, President of Friends for Wildomar Parks, introduced the Board Members. He reviewed some of the fundraisers they have had.

Greg Santiago, Treasurer of Friends for Wildomar Parks, stated they had a Bingo event that raised over \$7,000. They anticipate raising more than \$4,000 with the Goodwill drive. They also have the 2,000 for \$28 campaign on-going which has raised almost \$3,000. For the Movie in the Park events they raised \$907 for the first event, and \$546 for the second one. They are planning to hold another movie in April.

Mayor Benoit inquired who is renting the field and how much revenue has been seen from that.

Mr. Santiago answered the \$3,300 is from the past summer that they have to collect. \$1,400 is what they would make throughout the year. There are two travel teams using the field as well as the football, soccer and baseball. There would also be tournaments.

Mayor Benoit stated he is hearing that football is not paying.

Mr. Santiago answered when Friends for Wildomar Parks took over the park Pop Warner football paid some of the costs to the City that Friends for Wildomar Parks would have paid. Now Pop Warner and Friends for Wildomar Parks need to settle what is owed. Going forward the Leagues will pay \$5 per child and \$50 per team for the field. There is a \$15 discount for Wildomar teams only.

Mayor Benoit inquired when the City will see the financials for Friends for Wildomar Parks.

Mr. Santiago answered when Friends for Wildomar Parks goes into closed session with the Council.

Mayor Benoit stated there won't be a closed door meeting. Everything needs to be out in the open. The City's books are open for anyone to see

and Friends for Wildomar Parks has to be the same way because the people have a right to know, as does the City. We need to see that this organization is viable and we don't get a surprise that you are out of money and no longer able to function. What was submitted was a budget, but there are no actual numbers and the City needs to see that.

Mr. Santiago stated when a bill comes in, they pay it. There is no hiding the books from anyone.

Mr. Corea stated they would like to have a meeting with Assistant City Manager Nordquist and go over their budget line by line and then bring it to the full Council.

Discussion ensued regarding open public records.

Kristen West, Event Coordinator for Friends for Wildomar Parks, stated as with any new business it takes time to get up and running, but they are being diligent at getting the fields rented. There are Leagues that are calling and wanting to rent the fields. Pop Warner takes a majority of the fields, but it is all fair and balanced between all the fields. They are in the process now of switching to a new accounting system, so all the input is taking place now.

Mayor Benoit inquired when a Profit and Loss statement would be available to the City.

Ms. West answered by the end of the month.

Councilwoman Moore thanked the Board for their support and diligence in keeping the park open.

Mayor Benoit stated it is important to start out open and transparent so that no one gets a surprise down the line. Just to review, the Board will meet with Staff to discuss the budget and that will come forward next month to the Council.

Mayor Pro Tem Walker stated everyone is trying to keep the park open and one of the keys to this is getting business to move into the City. It is tough to raise money at the non-profit level. If everyone comes together and supports what is coming down the line and quit harassing and blocking new business, it would great. The City needs to keep tax money in the City and we need new business. Everyone needs to shop Wildomar and encourage your friends to do the same.

City Manager Oviedo stated he is not sure it is clear what type of agreement will be coming back to the Council. There is a suggestion for a joint-use agreement which is quite different from contracting an entity to run the park. This would expose the City to a different financial arrangement.

Discussion ensued how other cities in the State are handling park issues.

It was the consensus of the City Council to look into a joint use agreement regarding the parks.

Mayor Benoit stated is there any thought being given to establishing a small CSD around Windsong Park. It would be worth having a quick meeting regarding this with those residents. If there is no interest we need to do something with the property so we are not constantly fixing the fence and replacing the locks.

Councilwoman Swanson suggested getting something out to the community to see if anyone would be interested in buying or leasing the site.

Councilman Cashman stated perhaps something like a subscription to the park that way people who do want to use it would be able to and pay for it.

It was the consensus of the City Council to bring this item back to a future Council meeting agenda.

3.3 FY 2011/12 California Supplemental Law Enforcement Services Fund (SLESF) Grant Program

City Clerk Lee read the title.

Assistant City Manager Nordquist presented the staff report.

A MOTION was made by Mayor Pro Tem Walker, seconded by Councilwoman Moore, to adopt a Resolution entitled:

RESOLUTION NO. 2012 - 09
A RESOLUTION OF THE COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, RECOMMENDING THE USE OF \$100,000 FROM THE
2011-12 STATE BUDGET TO PROVIDE FUNDING ADDITIONAL
PUBLIC SAFETY PERSONNEL

MOTION carried, 5-0.

3.4 Substitution of Subdivision Improvement Agreement and Securities with Lennar for Tract No. 30839 - Shadow Canyon

City Clerk Lee read the title.

City Engineer Palmer presented the staff report.

A MOTION was made by Councilwoman Moore, seconded by Mayor Pro Tem Walker, to approve and authorize the City Manager to execute the subdivision improvement agreement with Lennar for Tract No. 30839, Shadow Canyon.

MOTION carried, 5-0.

3.5 Roadway Improvements Agreement for Mission Trail and Traffic Signal Maintenance Agreement

City Clerk Lee read the title.

City Engineer Palmer presented the staff report.

Councilwoman Moore stated it is difficult to get out on Lemon and these lights will be so close together.

City Engineer Palmer stated they will be timed appropriately to alleviate traffic issues.

A MOTION was made by Councilwoman Swanson, seconded by Mayor Pro Tem Walker, to approve and authorize the City Manager to execute the improvement agreements with McMillin Land Development for roadway improvements on Mission Trail, and a traffic signal maintenance agreement with the City of Lake Elsinore.

MOTION carried, 5-0.

CITY MANAGER REPORT

City Manager Oviedo reported the following:

1. Direction was given that a letter is sent to County Flood Control regarding

- the maintenance of Murrieta Creek regarding Clinton Keith bridge. That letter was sent out on January 26, 2012.
2. There was a conference call with our Lobbyist, Gonsalves and Sons. There is a date set for going to Sacramento and meeting with various Legislators regarding the VLF fix. The date is February 15, 2012 and he will be attending with the Mayor and Mayor Pro Tem.
 3. The Subcommittee met with EVMWD. A topic that came up was County Water, which is a private company in the Bundy Canyon/Cottonwood Canyon area. We are trying to get a joint meeting between the City, EVMWD, Eastern, County Health, and the State to see if there is some solution for these residents.
 4. Assemblyman Nestande had a conference call regarding the ending of redevelopment agencies. He is gathering information from cities with redevelopment agencies to perhaps draft legislation to help with this issue.
 5. The City Manager Conference was held last week and went really well. He made the presentation with Assistant City Attorney Jex.

CITY ATTORNEY REPORT

City Attorney Biggs reported the one development in terms of the VLF fallout, was that this morning the Los Angeles LAFCO denied and dismissed the petition of the incorporation of the City of East Los Angeles. This could bring some pressure in Sacramento, or enhance the pressure. There will probably be a petition for reconsideration. She then stated that she will be leaving her position as City Attorney for the City of Wildomar. She will assist in the transition to another attorney if that is the desire of the Council and the Firm. She thanked the City Council for the opportunity to serve as City Attorney.

COUNCIL COMMUNICATIONS

Councilwoman Moore advised that RTA will be celebrating their 35th anniversary with a luncheon in March. She added that the latest fundraiser for the Friends for Wildomar Parks is still going on. They are asking for unwanted or unused items to donate to Goodwill.

Councilwoman Swanson stated Century 21 in Lake Elsinore will be hosting a St. Patrick's Day party and all the money goes toward student scholarships. She

added that she will not be attending the next City Council meeting as she will be travelling.

Councilman Cashman stated he and Councilwoman Moore had an opportunity to speak with the lawyers regarding the park assessment and they have generated something from those talks.

Mayor Pro Tem Walker stated he and City Manager Oviedo went to a luncheon in San Bernardino where Mr. Oviedo made a presentation. He felt that Mr. Oviedo did a great job. He attended the EVMWD meeting and they do have some projects in the works. In two weeks the dip in the road on Palomar will be addressed as Lennar has taken over that tract.

Mayor Benoit stated he attended RCA and WRCOG and both groups are dealing with all types of budget issues. He attended a two-day RCTC meeting. He also went on a trip with Western Municipal Water District out to the Colorado River where the water for the Wildomar area comes from.

FUTURE AGENDA ITEMS

- **Lake Elsinore motocross park noise study
- **Where did the County RDA money go
- **Graffiti issues

ADJOURN THE CITY COUNCIL

There being no further business Mayor Benoit declared the meeting adjourned at 8:37 p.m.

Submitted by:

Approved by:

Debbie A. Lee, CMC
City Clerk

Ben J. Benoit
Mayor

CITY OF WILDOMAR CITY COUNCIL
Agenda Item#1.3
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Gary Nordquist, Assistant City Manager
SUBJECT: Warrant and Payroll Registers

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council approve the following:

1. Warrant Register dated February 2, 2012 in the amount of \$38,693.94;
2. Warrant Register dated February 9, 2012 in the amount of \$23,339.88;
3. Warrant Register dated February 16, 2012 in the amount of \$532,889.82;
4. Warrant Register dated February 23, 2012 in the amount of \$95,516.56; and
5. Payroll Register dated February 23, 2012 in the amount of \$46,089.34.

DISCUSSION:

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

FISCAL IMPACT:

These Warrant and Payroll Registers will have a budgetary impact in the amount noted in the recommendation section of this report. These costs are included in the Fiscal Year 2011-12 Budget.

Submitted by:
Gary Nordquist
Assistant City Manager

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

Voucher List 2/2/2012
Voucher List 2/9/2012
Voucher List 2/16/2012
Voucher List 2/23/2012
Payroll Warrant Register February 23, 2012

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
200993	2/2/2012	000033 AMERICAN FORENSIC NURSES	60905 60921		BLOOD DRAW BLOOD DRAW	82.16 246.48 Total : 328.64
200994	2/2/2012	000008 AT&T MOBILITY	01282012		COUNCIL MOBILE PHONES 12/21/11	113.22 Total : 113.22
200995	2/2/2012	000370 BANK OF AMERICA	13112		REFUND FOR ADPR FEES PAID IN 11	200.00 Total : 200.00
200996	2/2/2012	000080 BURKE, WILLIAMS AND SORENSON,, LL	152692		LEGAL FEES DEC 2011	25,731.60 Total : 25,731.60
200997	2/2/2012	000028 CALPERS	13012		CONTRIBUTIONS 1/2/12-1/15/12	5,218.32 Total : 5,218.32
200998	2/2/2012	000043 CHENG, MISTY	1/31/2012	0000037	ACCOUNTING SERVICES JAN 2012	4,300.00 Total : 4,300.00
200999	2/2/2012	000002 CRYSTAL CLEAN MAINTENANCE	103A		CITY HALL JANITORIAL SERVICES	698.00 Total : 698.00
201000	2/2/2012	000058 DEPARTMENT OF JUSTICE	885725 885805		BLOOD ALCOHOL ANALYSES AUG 2011 BLOOD ALCOHOL ANALYSES JAN 2012	35.00 35.00 Total : 70.00
201001	2/2/2012	000019 DEVINE, ROBERT	11812		PLANNING COMMISSION MTNG 1/11	75.00 Total : 75.00
201002	2/2/2012	000015 DYKSTRA, HARV	11812		PLANNING COMMISSION MTNG 1/11	75.00 Total : 75.00
201003	2/2/2012	000065 KAZMIER, MICHAEL	11812		PLANNING COMMISSION MTNG 1/11	75.00 Total : 75.00
201004	2/2/2012	000222 LANGWORTHY, VERONICA	11812		PLANNING COMMISSION MTNG 1/11	75.00

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
201004	2/2/2012	000222 000222 LANGWORTHY, VERONICA	(Continued)		Total :	75.00
201005	2/2/2012	000147 MARATHON REPROGRAPHICS	67032 67096		ADOPT A TRAIL MAPS ADOPT A TRAIL MAPS	25.86 10.78 Total : 36.64
201006	2/2/2012	000223 SMITH, STAN	11812		PLANNING COMMISSION MTNG 1/1	75.00 Total : 75.00
201007	2/2/2012	000020 VERIZON	12212	0000032	FIOS INTERNET SRVCS 1/22/12-2/2	109.99 Total : 109.99
201008	2/2/2012	000006 WELLS FARGO PAYMENT REMITTANCE,	11011 11012 11012 11112 11312 11712 11812 11912 120511 122011 122111 12212 122211 122211 122911 123011 123111 1412 1412 1512 1912 1912		OFFICE SUPPLIES CREDIT - RETURNED CITY COUNC CITY COUNCIL DEPARTMENTAL SU CITY COUNCIL DEPARTMENTAL SU MONTHLY QUICKBOOKS SUBSCRIB CITY CLERK'S OFFICE SUPPLIES NON-DEPARTMENTAL OFFICE SUP ASPA MEETING REGISTRATION 2012 CA EMPLOYEE POSTER NON-DEPARTMENTAL OFFICE SUP CITY CLERK'S OFFICE SUPPLIES CREDIT FOR RETURN- EOC COTS FIRST AID CARDS & BOOKS EOC COTS (FY09 GRANT) FIRST AID PRODUCTS WINDSONG PARK CHAIN/ LOCKS PARK CLOSURE SIGNS CREDIT - RETURNED CITY COUNC DEPARTMENTAL/ OFFICE SUPPLIE NON-DEPARTMENTAL CONFERENC CITY COUNCIL DEPARTMENTAL SU MAYOR'S SUPPLIES	109.73 -124.99 124.99 124.99 20.97 39.27 36.41 20.00 45.48 68.29 59.57 -287.69 382.21 287.69 209.98 96.04 94.10 -48.46 51.04 20.55 91.54 15.06 Total : 1,436.77
201009	2/2/2012	000025 WILLETTE, PAULA	13112		REIMB FOR CITY COUNCIL MEETIN	75.76

vchlist
02/02/2012 2:19:48PM

Voucher List
City of Wildomar

Page: 3

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
201009	2/2/2012	000025	000025 WILLETTE, PAULA		(Continued)	Total : 75.76
17 Vouchers for bank code : wf						Bank total : 38,693.94
17 Vouchers in this report						Total vouchers : 38,693.94

Page: 3

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
201010	2/2/2012	000028 CALPERS	506		MEDICAL PREMIUM FEB 2012	9,570.02
					Total :	9,570.02
201017	2/9/2012	000374 ANDERSON, ROBERT	13012		11-0019 DEVELOPER REFUND - UN	727.32
					Total :	727.32
201018	2/9/2012	000318 COLGAN CONSULTING CORPORATION	5	0000033	DIF STUDY JAN 2012	5,582.50
					Total :	5,582.50
201019	2/9/2012	000035 COUNTY OF RIVERSIDE, TLMA	T10000008569		DECEMBER 2011 SLF COSTS	297.98
					Total :	297.98
201020	2/9/2012	000011 CR&R INC.	0256860		DUMP & RETURN/ DISPOSAL FEE 1	317.07
					Total :	317.07
201021	2/9/2012	000036 DATAQUICK	B1-2013498		CODE ENF. SOFTWARE 1/1/12-1/31	150.00
					Total :	150.00
201022	2/9/2012	000022 EDISON	2212 2212A		CSA 103 PALOMAR ST ELECT. 12/1/ ZONE 73- LMD89-1 ELECT. 12/1/11-	32.73 82.02
					Total :	114.75
201023	2/9/2012	000012 ELSINORE VALLEY MUNICIPAL, WATER	5324496 5324497		WATER SRVCS CSA 103 12/20/11-1/ WATER SRVCS CSA 103 12/20/11-1/	46.99 127.32
					Total :	174.31
201024	2/9/2012	000016 INNOVATIVE DOCUMENT SOLUTIONS	112606		CONTRACT COPIER SRVCS 1/1/12-	323.13
					Total :	323.13
201025	2/9/2012	000079 LAN WAN ENTERPRISE	42620		MAINT. CONTRACT FEB 2012	450.00
					Total :	450.00
201026	2/9/2012	000375 LEUSD REPROGRAPHICS	51821		COMMUNITY EMERGENCY TRAINING	999.75
					Total :	999.75
201027	2/9/2012	000147 MARATHON REPROGRAPHICS	67206		TRAIL MAPS	36.89

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
201027	2/9/2012	000147 000147 MARATHON REPROGRAPHICS	(Continued)		Total :	36.89	
201028	2/9/2012	000084 MUNISERVICES, LLC	0000027002		SALES&USE- STARS SRVCS 3RD C	392.90	
					Total :	392.90	
201029	2/9/2012	000376 NATIONAL DATA & SURVEYING, SERVICE	11-6089 11-6128 12-6002		RADAR SPEED SURVEY 7-DAY VOLUME MACHINE COUNTS 24-HOUR BI-DIRECTIONAL VOLUMI	100.00 456.00 48.00	
					Total :	604.00	
201030	2/9/2012	000049 NORTH COUNTY TIMES	2308188 2308400		PUBLIC HEARING NOTICE - ORD 60 PUBLIC HEARING NOTICE- ZOA 11-	497.06 128.84	
					Total :	625.90	
201031	2/9/2012	000053 REPUBLIC ITS, INC.	RR-123906 RR-123907		TRAFFIC SIGN MAINT - DEC 2011 TRAFFIC SIGN RESPONSE DEC 20	1,835.00 725.00	
					Total :	2,560.00	
201032	2/9/2012	000377 SHAY, BRAD	12312		10-0180- DEVELOPER REFUND - UI	413.36	
					Total :	413.36	
17 Vouchers for bank code : wf						Bank total :	23,339.88
17 Vouchers in this report						Total vouchers :	23,339.88

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
201033	2/9/2012	000042 PV MAINTENANCE, INC.	005-129	0000025	CONTRACTUAL SERVICES DEC 20	52,995.72	
					Total :	52,995.72	
201034	2/16/2012	000229 COUNTY OF RIVERSIDE, FIRE DEPART	231210		FIRE PROTECTION SRVCS 10/1/11-	460,216.05	
					Total :	460,216.05	
201035	2/16/2012	000022 EDISON	2712		CITY LAMPS ELECTRICAL 1/1/12-2/	369.66	
			2712A		CSA 22 ELECTRICAL 1/1/12-2/1/12	2,975.01	
			2712B		CSA 103 ELECTRICAL 1/1/12-2/1/12	13,203.22	
			2812		CSA 142 ELECTRICAL 1/1/12-2/1/12	1,981.63	
					Total :	18,529.52	
201036	2/16/2012	000147 MARATHON REPROGRAPHICS	67240		TRAIL MAPS	11.57	
					Total :	11.57	
201037	2/16/2012	000240 NANETTE SEMAN	21712		ANNUAL BACKFLOW TESTING - PA	35.00	
					Total :	35.00	
201038	2/16/2012	000049 NORTH COUNTY TIMES	2308642		PUBLIC HEARING NOTICE- CC 11-1	100.52	
			2308841		PUBLIC HEARING NOTICE- ZOA 11-	128.84	
			2308842		PUBLIC HEARING NOTICE - ZOA 12	133.56	
					Total :	362.92	
201039	2/16/2012	000018 ONTRAC	7338709		OVERNIGHT DELIVERY SERVICES	37.99	
					Total :	37.99	
201040	2/16/2012	000185 PITNEY BOWES	749325		POSTAGE METER RENTAL 3/16/12-	96.98	
					Total :	96.98	
201041	2/16/2012	000020 VERIZON	2112		TELEPHONE CHARGES 2/1/12-2/29	35.84	
			2112A		OFFICE TELEPHONE CHARGES 2/1	568.23	
					Total :	604.07	
9 Vouchers for bank code : wf						Bank total :	532,889.82
9 Vouchers in this report						Total vouchers :	532,889.82

vchlist
02/23/2012 1:26:38PM

Voucher List
City of Wildomar

Page: 1

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
201046	2/23/2012	000312 ADAME LANDSCAPE, INC.	45057		MONTHLY LANDSCAPE MAINT - FE	125.00
					Total :	125.00
201047	2/23/2012	000031 AFLAC, REMITTANCE PROCESSING, CE	104583		CITY COUNCIL MEDICAL INSURAN	475.45
					Total :	475.45
201048	2/23/2012	000033 AMERICAN FORENSIC NURSES	60988		BLOOD DRAW	123.24
			61033		BLOOD DRAW	30.00
			61049		BLOOD DRAW	82.16
					Total :	235.40
201049	2/23/2012	000034 BIO-TOX LABORATORIES	24564		RC SHERIFF - LAB SERVICES	342.27
			24565		RC SHERIFF - LAB SERVICES	938.30
					Total :	1,280.57
201050	2/23/2012	000028 CALPERS	12912		CONTRIBUTIONS 1/16/12-1/29/12	5,181.43
			13112		COUNCIL CONTRIBUTIONS 1/1/12-	376.90
			21212		CONTRIBUTIONS 1/30/12-2/12/12	5,218.32
					Total :	10,776.65
201051	2/23/2012	000058 DEPARTMENT OF JUSTICE	890399		BLOOD ALCOHOL ANALYSES DEC :	105.00
					Total :	105.00
201052	2/23/2012	000054 DEPARTMENT OF TRANSPORTATION	SL120545		SIGNALS & LIGHTING OCT 2011- DI	1,289.28
					Total :	1,289.28
201053	2/23/2012	000027 DIRECT TV	17119237571		CABLE SERVICES 2/12/12-3/11/12	89.99
					Total :	89.99
201054	2/23/2012	000022 EDISON	21612		ELECTRICAL SERVICES 12/16-2/15,	2,088.95
					Total :	2,088.95
201055	2/23/2012	000072 INTERWEST CONSULTING GROUP	11978		CONTRACTUAL SERVICES DEC 20	95,516.56
					Total :	95,516.56
201056	2/23/2012	000113 LCC/ RIVERSIDE COUNTY DIVISION	1327		MEMBERSHIP DUES 2012	100.00

Page: 1

vchlist
02/23/2012 1:26:38PM

Voucher List
City of Wildomar

Page: 2

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
201056	2/23/2012	000113	000113 LCC/ RIVERSIDE COUNTY DIVISION (Continued)			Total : 100.00
201057	2/23/2012	000147	MARATHON REPROGRAPHICS	67331	TRAIL MAPS	11.57
						Total : 11.57
201058	2/23/2012	000380	PATIO GUY	21612	REFUND FOR INCORRECT FEES P/	166.47
						Total : 166.47
201059	2/23/2012	000047	RIVERSIDE COUNTY, SHERIFF'S DEPAR SH0000018470		CONTRACT LAW ENFORCEMENT	157,989.77
						Total : 157,989.77
14 Vouchers for bank code : wf						Bank total : 270,250.66
14 Vouchers in this report						Total vouchers : 270,250.66

Page: 2

City of Wildomar
Payroll Warrant Register
February 23, 2012

<u>ACH Date</u>	<u>Payee</u>	<u>Description</u>	<u>Amount</u>
2/1/2012	Payroll People	1/1/-1/31/12	1,385.77
2/3/2012	Payroll People	1/14-1/27/12	22,327.61
2/17/2012	Payroll People	1/28-2/10/12	22,375.96
		TOTAL	46,089.34

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #1.4
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Gary Nordquist, Assistant City Manager
SUBJECT: Treasurer's Report

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council approve the Treasurer's Report for the month of January, 2012.

DISCUSSION:

Attached is the Treasurer's Report for Cash and Investments for the month of January 2012.

FISCAL IMPACT:

None.

Submitted by:
Gary Nordquist
Assistant City Manager

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

Treasurer's Report

CITY OF WILDOMAR
 TREASURER'S REPORT FOR
 CASH AND INVESTMENT PORTFOLIO
January 2012

CITY CASH

FUND	ACCOUNT	INSTITUTION	BALANCE	RATE
All	All	WELLS FARGO	\$ 3,459,306.40	0.00%
		TOTAL	\$ 3,459,306.40	

FUND	ACCOUNT	INSTITUTION	BEGINNING BALANCE	+ DEPOSITS	(-) WITHDRAWALS	ENDING BALANCE	RATE
All	All	WELLS FARGO	\$ 2,819,703.97	\$ 982,138.40	\$ (342,535.97)	\$ 3,459,306.40	0.000%
		TOTAL	\$ 2,819,703.97	\$ 982,138.40	\$ (342,535.97)	\$ 3,459,306.40	

CITY INVESTMENT

FUND	ISSUER	BOOK VALUE	FACE VALUE	MARKET VALUE	PERCENT OF PORTFOLIO	DAYS TO MAT.	STATED RATE
All	LOCAL AGENCY INVESTMENT FUND	\$ 1,534,727.46	\$ 1,534,727.46	\$ 1,534,727.46	100.00%	0	0.385%
	TOTAL	\$ 1,534,727.46	\$ 1,534,727.46	\$ 1,534,727.46	100.00%		

CITY - TOTAL CASH AND INVESTMENT \$ 4,994,033.86

CITY INVESTMENT

FUND	ISSUER	BEGINNING BALANCE	+ DEPOSITS/ PURCHASES	(-) WITHDRAWALS/ SALES/ MATURITIES	ENDING BALANCE	STATED RATE
All	LOCAL AGENCY INVESTMENT FUNDS	\$ 1,533,256.16	\$ 1,471.30	\$ 0.00	\$ 1,534,727.46	0.385%
	TOTAL	\$ 1,533,256.16	\$ 1,471.30	\$ 0.00	\$ 1,534,727.46	

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

I also certify that this report reflects all Government Agency pooled investments and all City's bank balances.

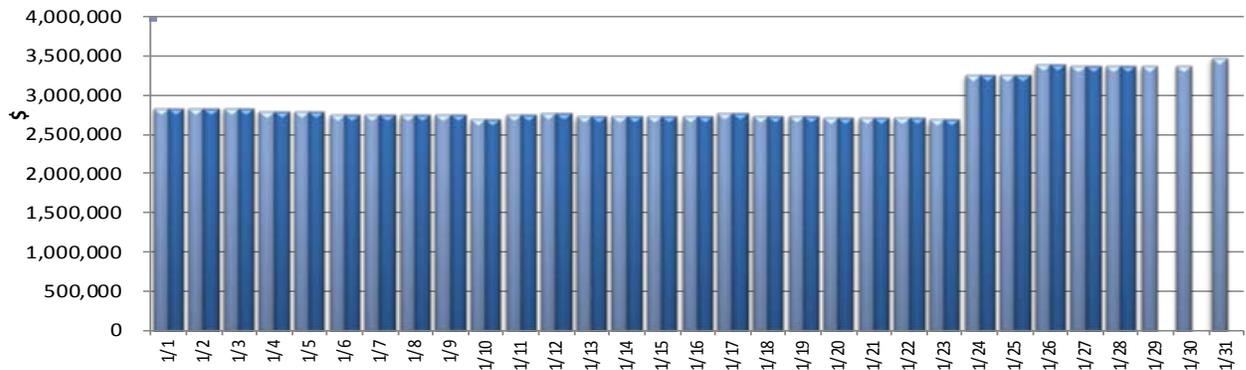
 Gary Nordquist
 ACM Finance & Administration /
 City Treasurer

 Date



January 2012

Daily Cash Balance All Funds Checking Only Pool Report Balance



Fiscal Year	Ending Balance	Monthly Net Activity
July 2009	2,027,072	-
Aug 2009	4,745,827	2,718,755
Sept 2009	4,201,825	(544,002)
Oct 2009	3,674,234	(527,592)
Nov 2009	3,098,110	(576,124)
Dec 2009	2,963,884	(134,226)
Jan 2010	2,801,810	(162,074)
Feb 2010	2,919,794	117,984
Mar 2010	2,397,718	(522,076)
April 2010	3,239,669	841,951
May 2010	3,200,801	(38,868)
June 2010	3,159,501	(41,300)
July 2010	3,008,802	(150,699)
Aug 2010	3,860,503	851,700
Sept 2010	3,069,412	(791,091)
Oct 2010	2,992,344	(77,068)
Nov 2010	2,365,924	(626,420)
Dec 2010	3,199,019	833,094
Jan 2011	2,661,091	(537,927)
Feb 2011	2,799,932	138,841
Mar 2011	2,469,738	(330,194)
Apr 2011	2,949,832	480,094
May 2011	3,527,489	577,658
June 2011	3,140,774	(386,715)
July 2011	3,276,828	136,054
August 2011	2,322,372	(954,456)
Sept 2011	2,354,797	32,425
October 2011	1,980,825	(373,972)
Nov 2011	2,003,652	22,826
Dec 2011	2,819,704	816,052
Jan 2012	3,459,306	639,602

January 2012		
Date	Ending Balance In Whole \$	Net Change from Prior Day
1/1	2,819,704	-
1/2	2,819,704	-
1/3	2,819,704	-
1/4	2,786,968	(32,736)
1/5	2,786,968	-
1/6	2,734,305	(52,663)
1/7	2,734,305	-
1/8	2,734,305	-
1/9	2,743,906	9,602
1/10	2,677,046	(66,860)
1/11	2,744,722	67,675
1/12	2,751,228	6,506
1/13	2,718,743	(32,485)
1/14	2,718,743	-
1/15	2,718,743	-
1/16	2,718,743	-
1/17	2,753,001	34,258
1/18	2,726,990	(26,011)
1/19	2,726,192	(797)
1/20	2,708,522	(17,670)
1/21	2,708,522	-
1/22	2,708,522	-
1/23	2,674,168	(34,355)
1/24	3,245,073	570,906
1/25	3,244,957	(117)
1/26	3,370,118	125,161
1/27	3,364,973	(5,145)
1/28	3,364,973	-
1/29	3,364,973	-
1/30	3,362,161	(2,812)
1/31	3,459,306	97,145

CITY OF WILDOMAR – COUNCIL
Agenda Item #1.5
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Paula Willette, Community Services Director
SUBJECT: FY11 Emergency Management Performance Grant (EMPG) Program Award

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council accept \$15,515 in funding from Riverside County's FY11 EMPG Program.

BACKGROUND:

The California Emergency Management Agency (CalEMA) has approved Riverside County's FY11 Emergency Management Performance Grant Program application and has authorized the commencement of reimbursement requests to approved Cities. The performance period of this grant is July 1, 2011 – June 1, 2012.

FISCAL IMPACT:

The budget will increase revenue account 280-410-4610-52116 by \$15,515 at the third quarter budget report.

Submitted by:
Paula Willette
Community Services Director

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

Award letter from Riverside County Fire/OES

Attachment

A



RIVERSIDE COUNTY FIRE DEPARTMENT
IN COOPERATION WITH
THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

John R. Hawkins ~ Fire Chief
210 West San Jacinto Avenue ~ Perris, CA 92570
(951) 940-6900 ~ www.rvcfire.org

PROUDLY SERVING THE
UNINCORPORATED AREAS
OF RIVERSIDE COUNTY
AND THE CITIES OF:

BANNING
BEAUMONT
CALIMESA
CANYON LAKE
COACHELLA
DESERT HOT SPRINGS
EASTVALE
INDIAN WELLS
INDIO
JURUPA VALLEY
LAKE ELSINORE
LA QUINTA
MENIFEE
MORENO VALLEY
PALM DESERT
PERRIS
RANCHO MIRAGE
RUBIDOUX CSD
SAN JACINTO
TEMECULA
WILDOMAR

BOARD OF
SUPERVISORS:

BOB BUSTER
DISTRICT 1

JOHN TAVAGLIONE
DISTRICT 2

JEFF STONE
DISTRICT 3

JOHN BENOIT
DISTRICT 4

MARION ASHLEY
DISTRICT 5

February 9, 2012

Paula Willette
23873 Clinton Keith Rd. Ste. 201
Wildomar, CA 92595

RE: FY11 Emergency Management Performance Grant Program (EMPG) Award - \$15,515
Grant #2011-0048 CFDA#: 97.042

The California Emergency Management Agency (CalEMA) has approved Riverside County's FY11 Emergency Management Performance Grant Program (EMPG) application and has authorized the commencement of reimbursement requests. The performance period of this grant is **July 1, 2011 – June 1, 2012**. All **final reimbursement requests** are **due** no later than **June 10, 2012**.

Please remember that changes to your grant will require the approval of the OA prior to incurring any costs. All modifications, EHP's, sole source procurement, EOC and construction requests require additional approvals from CalEMA through the OA prior to incurring any costs. Some of your projects may require these additional approvals. It is your Agency's responsibility to obtain all additional approvals prior to expending the funds. Your Agency will also be responsible for providing all necessary documentation for reimbursements. If you are purchasing maintenance agreements, upgrades, service fees, etc. for your equipment or continuation of a service it is your responsibility to provide proof that these costs follow the guidelines of the grant. Your Agency's Financial Workbook is being provided to you via email along with a copy of this letter and the Grant Assurances. Please have the Grant Assurances read, signed and dated by your authorized agent in blue ink and return to me. Reimbursements will not be processed without these. Keep in mind that this grant has a 50% match requirement.

By accepting this award it will be understood that you are agreeing to conform to the requirements of the grant as put forth in the FY11 EMPG Grant Assurances, the State Supplemental Guidance, the Federal Guidance, the Federal Single Audit Act of 1984 and amendment of 1996, and the Robert T. Stafford Disaster Relief and Emergency Assistance Act as amended.

As always, please feel free to contact me with any questions you may have. I look forward to working with you and appreciate your cooperation and support.

Regards,

Kim Dana and Laronte Groom
Administrative Services Analyst II
Riverside County Fire/OES

CITY OF WILDOMAR – COUNCIL
Agenda Item #1.6
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Paula Willette, Community Services Director
SUBJECT: FY10 Homeland Security Grant Training Program (HSGP) Award

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council accept up to \$4,975 in reimbursement funding from Riverside County's FY1 HSGP Travel Program.

BACKGROUND:

The California Emergency Management Agency (CalEMA) has approved Riverside County's FY10 HSGP Travel Program application and has authorized the commencement of reimbursement requests to approved Cities. The following training Class/Conferences have been approved for reimbursement.

- California Fire, Emergency Services, & Emergency Disaster (CFED) Conference 5/21-5/24 - \$275
- California Emergency Service Association (CESA) Conference 10/1-104 - \$1,200
- International Association of Emergency Managers (IAEM) Conference 10/26-11/11 - \$2,500
- California Specialized Training Institute (CSTI) earthquake course date TBA - \$1,000

The performance period of this grant is July 1, 2011 – June 30, 2012.

FISCAL IMPACT:

The budget will increase revenue account 280-951-4610-52113 by up to \$4,975 at the third quarter budget report.

Submitted by:
Paula Willette
Community Services Director

Approved by:
Frank Oviedo
City Manager

Attachment: A
Award letter from Riverside County Fire/OES

Attachment

A



Riverside County Fire Department Office of Emergency Services
Riverside County Operational Area
Homeland Security Grant Training Program FY10
FUNDING AWARD FOR 2012 TRAVEL – FINAL DISTRIBUTION BY CITY

Below is a list of conferences that your city has been approved to attend by the Riverside County Operational Area. If you have questions about this approval, making reservations, travel policies, grant requirements, etc., please contact Kathleen Henderson at (951) 955-4700 or by email at: kathleen.henderson@fire.ca.gov.

AWARDED COURSES

City of Wildomar:

Training Class/Conference	Date	Location	# to Attend	Avg. Cost per Person	Estimated Costs
CFED	5/21 – 5/24	Palm Springs	1	\$275.00	\$275.00
CESA	TBA	Sacramento	1	\$1,200.00	\$1,200.00
IAEM	10/26 – 11/11	Orlando, FL	1	\$2,500.00	\$2,500.00
CSTI Earthquake Course	TBA	Riverside County	1	\$1,000.00	\$1,000.00

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #1.7
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members

FROM: Tim D'Zmura, Public Works Director

SUBJECT: Grant Application – State Legislated Safe Routes to School Program (Cycle 10) for the Grand Avenue Bike/Pedestrian Sidewalk Safety Improvement Project

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO
STATE-LEGISLATED SAFE ROUTES TO SCHOOL PROGRAM (CYCLE 10) FOR
THE GRAND AVENUE BIKE/PEDESTRIAN SIDEWALK SAFETY IMPROVEMENT
PROJECT

BACKGROUND:

In December 2011, Caltrans issued a call for projects for the 10th Cycle of the State-legislated Safe Routes to School Program (SR2S). This grant program funds capital projects which improve travel safety of K-12 students who walk or bicycle to school. Construction projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities, and public outreach/education/enforcement.

DISCUSSION:

Staff seeks to submit an application to the SR2S program to finance the Grand Avenue Bike/Pedestrian Sidewalk Safety Improvement Project which recently secured SB 821 funding from Riverside County Transportation Commission. However, the project needs a 30% local match and the City has traditionally explored grant funding opportunities to meet the local match requirements.

The Bike/Pedestrian Sidewalk Safety Improvement Project provides multiple benefits for bike/pedestrian users by providing a continuous pedestrian infrastructure that is accessible, convenient and safely separated from motorized traffic. The project targets and benefits user groups ranging from students from David Brown Middle School and Wildomar Elementary School, seniors from the Wildomar Senior Residential center, and nearby residents.

The Grand Avenue Bike/Pedestrian Sidewalk Safety Improvement Project will cost approximately \$409,900. As stated earlier, this project has secured funding from last year's 2011 cycle of the Riverside Transportation Commission's SB 821 Bike/Pedestrian grant program in the amount of \$268,030. As a result, this project contains a remaining project funding need of \$141,870.

A grant application submittal to Caltrans' SR2S program would serve as a funding source to fund the remaining project balance if selected for funding. (If the grant funds are not secured, Measure A funds would provide the local match.) Two prior bike projects in the City of Wildomar have been successful in securing SR2S funding as a match for the SB 821 funds. So, this strategy has been effective in the past.

The project expenditures and revenue summary are located in Tables 2 and 3 below.

Table 1: Sidewalk Project Expenditures

Project Expenditures	FY 2011/12
Environmental & Preliminary Engineering	\$ 37,600
Right-of-Way Acquisition	\$ 26,300
Construction	\$ 346,000
Total	\$ 409,900

Table 2: Potential Funding Sources

Funding Sources	Amount
SB 821 Bike/Pedestrian Program (already approved by RCTC)	\$ 268,030
Safe Routes to School (<i>proposed amount for grant funding request to Caltrans</i>)	\$ 141,870
Total	\$ 409,900

FISCAL IMPACT:

There is no fiscal impact to the City's General Fund.

Submitted by:
 Tim D'Zmura
 Public Works Director

Approved by:
 Frank Oviedo
 City Manager

ATTACHMENTS:

1. Resolution
2. Project Map

RESOLUTION NO. 2012 - _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO
STATE-LEGISLATED SAFE ROUTES TO SCHOOL PROGRAM (CYCLE 10) FOR
THE GRAND AVENUE BIKE/PEDESTRIAN SIDEWALK SAFETY IMPROVEMENT
PROJECT**

WHEREAS, The City of Wildomar's Grand Avenue Bike/Pedestrian Sidewalk Safety Improvement Project (Project) proposes to construct 1,350 feet of sidewalks on Grand Avenue from Central to South Pasadena to close sidewalk gaps and enhance bike/pedestrian travel to David Brown Middle School and Wildomar Elementary School; and

WHEREAS, the California Department of Transportation (Caltrans) administers the State-legislated Safe Routes to School (SR2S) Program to facilitate a safer pedestrian/bike environment for children in grades K-12 who walk and bicycle to school; and

WHEREAS, the City seeks to submit a SR2S grant application to help secure funding for the project.

NOW, THEREFORE, the City Council of Wildomar does resolve as follows:

1. Authorize the submittal of a grant application to the State-Legislated Safe Routes to School Program (Cycle 10) for the Grand Avenue Bike/Pedestrian Sidewalk Safety Improvement Project.
2. Authorize the Public Works Director, or his designee to execute and carry out all related documents or agreements on behalf of the City of Wildomar, including but not limited to master agreements, funding agreements, and cooperative agreements if the project is awarded state funding.

PASSED, APPROVED, AND ADOPTED this 14th day of March, 2012.

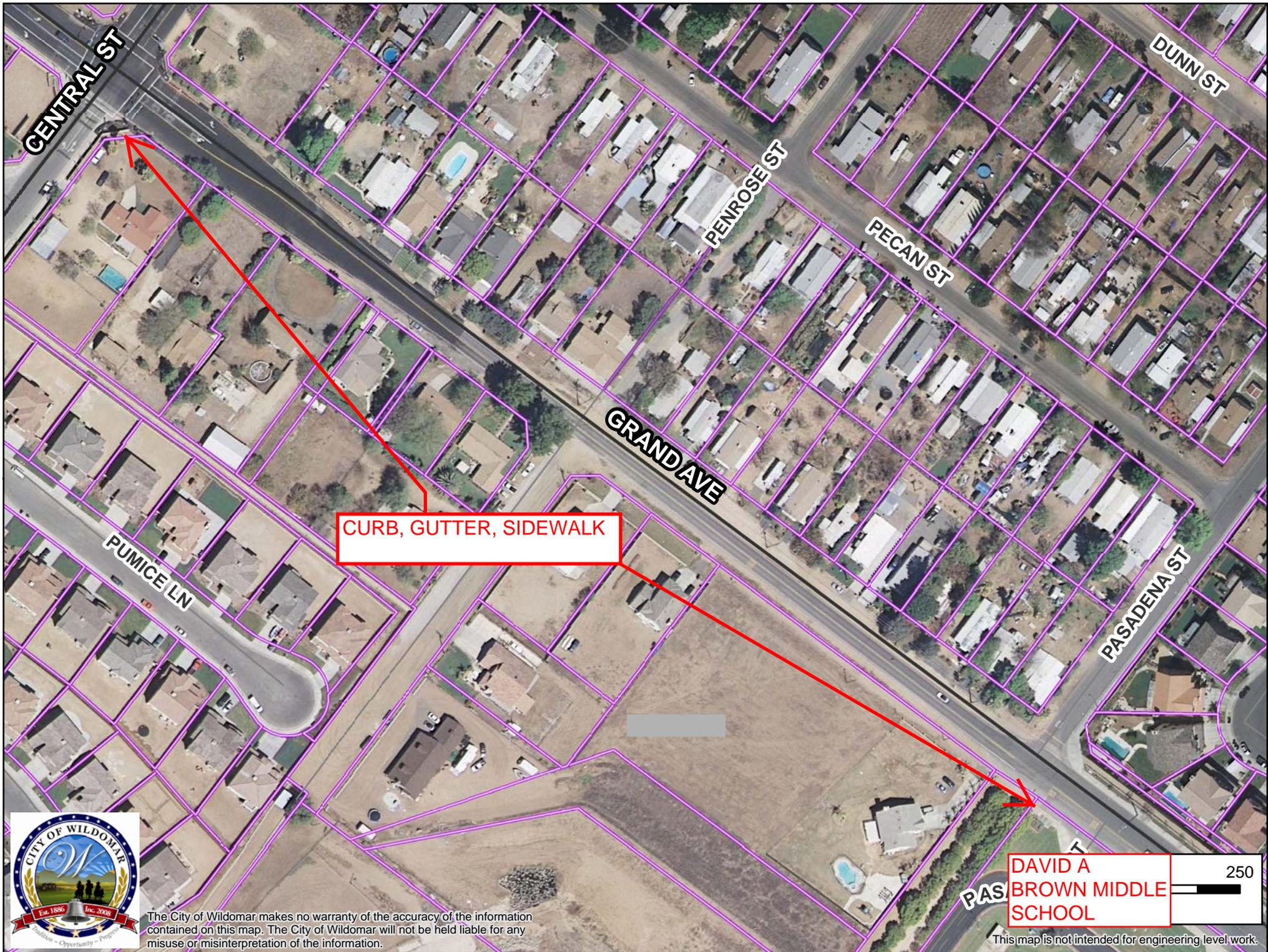
Ben J. Benoit
Mayor

APPROVED AS TO FORM:

ATTEST:

Tom Jex
Assistant City Attorney

Debbie A. Lee, CMC
City Clerk



CENTRAL ST

DUNN ST

PENROSE ST

PECAN ST

GRAND AVE

CURB, GUTTER, SIDEWALK

PUMICE LN

PASADENA ST



The City of Wildomar makes no warranty of the accuracy of the information contained on this map. The City of Wildomar will not be held liable for any misuse or misinterpretation of the information.

DAVID A BROWN MIDDLE SCHOOL

250

This map is not intended for engineering level work.

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #1.8
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Gary Nordquist, Assistant City Manager
SUBJECT: Claim Rejection for Damages

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council reject the claim made by Richard Jones and direct Staff to notify the claimants.

BACKGROUND/DISCUSSION:

This claim was received by the City of Wildomar and reviewed by the City's Claim Administrators and City Attorney. The claim documents are attached.

Submitted by:
Gary Nordquist
Assistant City Manager

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

R. Jones Claim No. 02-2012

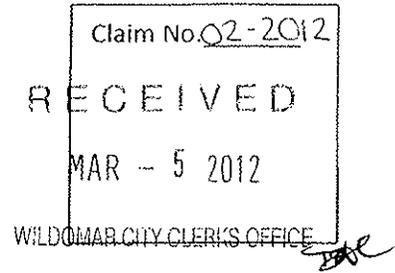
Attachment A

R. Jones, Claim No. 02-2012

Received 03-05-2012

File with:
City Clerk's Office
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

**CLAIM FOR MONEY OR
DAMAGES AGAINST THE
CITY OF WILDOMAR**



A claim must be presented, as prescribed by the Government Code of the State of California, by the claimant or a person acting on his/her behalf and shall show the following:

If additional space is needed to provide your information, please attach sheets, identifying the paragraph(s) being answered.

1. Name and Post Office address of the claimant:

Name of claimant: Richard Jones

Post Office Address: [REDACTED]

2. Post Office address to which the person presenting the claim desires

Name of addresses: Richard Jones

Telephone: [REDACTED]

Post Office Address: [REDACTED]

3. The date, place and other circumstances of the occurrence or transaction which gave rise to the claim asserted.

Date of occurrence: 2-22-12

Time of occurrence: 7:00 p.m.

Location: Clinton Keith Rd, east bound lane about 50ft before

Circumstances giving rise to this claim:

Inland Valley Dr.
was driving east bound on Clinton Keith at about 7 p.m.
and the lane was covered with roofing nails and glass.
When I drove through several of the nails penetrated 2 of my
tires.

4. General description of the indebtedness, obligation, injury, damage, or loss incurred so far as it may be known at the time of the presentation of the claim.

Requesting reimbursement for 2 cans of "fix a flat"
which clearly didn't work (\$15.06) due to the amount of
nails & then the cost of replacing 2 tires \$291.95
TOTAL = \$307.01

5. The name of names of the public employee or employees causing the injury, damage, or loss, if known.

N/A

6. **If amount claimed totals less than \$10,000:** The amount claimed if it totals less than ten thousand dollars (\$10,000) as of the date of presentation of the claim, including the estimated amount of any prospective injury, damage, or loss, insofar as it may be known at the time of the presentation of the claim, together with the basis of computation of the amount claimed.

Amount Claimed and basis for computation: Receipts shown \$15.06 & \$291.95

If amount claimed exceeds \$10,000: If the amount claimed exceeds ten thousand dollars (\$10,000), no dollar amount shall be included in the claim. However, it shall indicate whether the claim would be a limited civil case. A limited civil case is one where the recovery sought, exclusive of attorney fees, interest and court costs does not exceed \$25,000. An unlimited civil case is one in which the recovery sought is more than \$25,000. (See CCP § 86.)

Limited Civil Case Unlimited Civil Case

You are required to provide the information requested above in order to comply with Government Code §910. Additionally, in order to conduct a timely investigation and possible resolution of your claim, the [CITY/AGENCY] requests that you answer the following questions.

7. Claimant(s) Social Security Number(s):
[REDACTED]

8. Claimant(s) Date(s) of Birth:
[REDACTED]

9. Name, address and telephone number of any witnesses to the occurrence or transaction which gave rise to the claim asserted:
1) Kiana Jones [REDACTED]
2) Scott Torres [REDACTED]

10. If the claim involves medical treatment for a claimed injury, please provide the name, address and telephone number of any doctors or hospitals providing treatment:
N/A

If applicable, please attach any medical bills or reports or similar documents supporting your claim.

11. If the claim relates to an automobile accident:
Claimant(s) Auto Ins. Co.: Geico Telephone: 800-841-3000
Address: _____ Insurance Policy No. [REDACTED]
Insurance Broker/Agent: N/A Telephone: _____
Address: _____
Claimant's Veh. Lic. No.: [REDACTED] Vehicle Make/Year: Toyota Highlander
Claimant's Drivers Lic. No.: [REDACTED] Expiration: [REDACTED] 2010

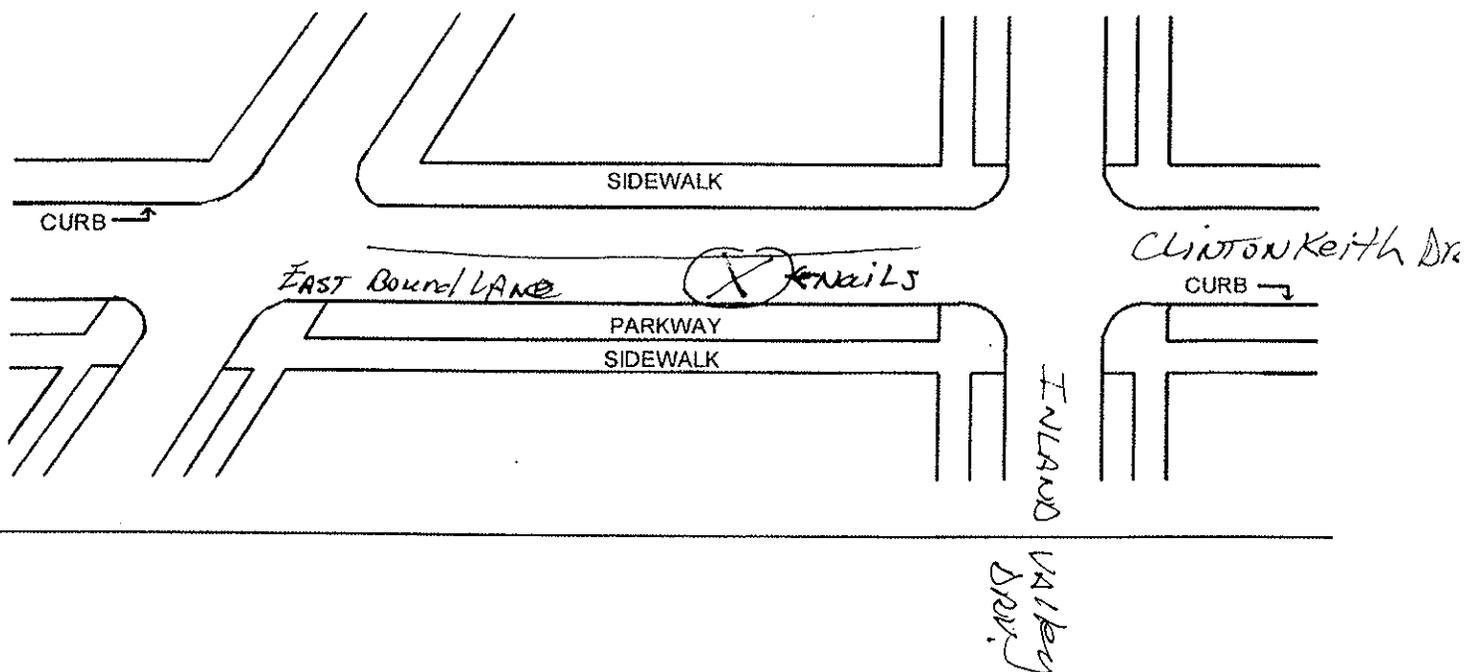
If applicable, please attach any repair bills, estimates or similar documents supporting your claim.

READ CAREFULLY

For all accident claims, place on following diagram name of streets, including North, East, South, and West; indicate place of accident by "X" and by showing house numbers or distances to street corners. If City/Agency Vehicle was involved, designate by letter "A" location of City/Agency Vehicle when you first saw it, and by "B" location of yourself or your vehicle when you first saw

City/Agency Vehicle; location of City/Agency vehicle at time of accident by "A-1" and location of yourself or your vehicle at the time of the accident by "B-1" and the point of impact by "X."

NOTE: If diagrams below do not fit the situation, attach hereto a proper diagram signed by claimant.



Warning: Presentation of a false claim is a felony (Penal Code §72). Pursuant to CCP §1038, the City/Agency may seek to recover all costs of defense in the event an action is filed which is later determined not to have been brought in good faith and with reasonable cause.

Signature:

[Handwritten Signature]

Date:

3/2/12



DATE: 02-23-2012 TIME: 4:33 PM

CUSTOMER INFORMATION		VEHICLE INFORMATION	STORE LOCATION
RICHARD JONES	[REDACTED]	2010 TOYOTA HIGHLANDER 17"BASE BASE MILEAGE: 37,023 CARRY OUT TORQUE SPECS: 080	CAS 35 24680 MADISON AVENUE MURRIETA CA 92562 PHONE: 951-698-0446 002 RYAN J IULI WORK ORDER# _____

CODE	CC	QTY	SIZE	DESCRIPTION	F.E.T.	PRICE	AMOUNT
29407	NRM	2	P245/65R17 105T BSW	DUN ROVER H/T	.00	119.00	238.00
WARRANTY: MILEAGE- 60,000 SEE REVERSE SIDE FOR WARRANTY DETAILS							
COMMENT: BOLT PATTERN: 5-114.3							
COMMENT: INFLATION F:30 R:30							
80075	NRM	2	STATE REQUIRED	ENVIRONMENTAL FEE	.00	1.75	3.50
80219	NRM	2	INSTALLATION &	LIFETIME SPIN BALANCING	.00	16.00	32.00
86666	NRM	2	LIFETIME ROTATION	LIFETIME REPAIRS INCLUDED	.00	.00	.00
98188	NRM	2	#1100K TQ-40 IN\LBS	TPMS REBUILD KIT	.00	.00	.00

The tire and/or wheel you have chosen is different from the original equipment provided with your vehicle and may change its handling or stability characteristics. Further information is available from your America's Tire salesperson.

SUBTOTAL: 273.50
 TAX: 18.45
 TOTAL: 291.95
 DEBIT: 291.95
 TENDERED: 291.95

Signature on file





Online Banking

[REDACTED] Transaction Details

Transaction Details:

Description: AutoZone 5566 02-22 CUSTOMER 4131 PURCHASE #158045 MURRIETA CA

Posting date: 02/23/2012

Amount: \$15.06

Type: [REDACTED]

Account number: [REDACTED]

Cardholder name: JONES RICHARD O

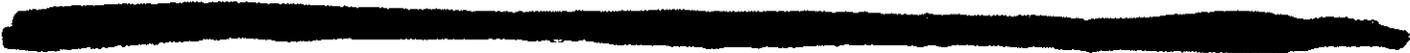
Merchant Category: Auto Parts Stores

Expense Category: Automobiles and Vehicles

Merchant Category Code: 5533

Additional Details:

My Description:









CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #1.9
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Gary Nordquist, Assistant City Manager
SUBJECT: Claim Rejection for Damages

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council reject the claim made by Scott Ziemer and direct Staff to notify the claimants.

BACKGROUND/DISCUSSION:

This claim was received by the City of Wildomar and reviewed by the City's Claim Administrators and City Attorney. The claim documents are attached.

Submitted by:
Gary Nordquist
Assistant City Manager

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

S. Ziemer Claim No. 03-2012

Attachment A

S. Ziemer, Claim No. 03-2012
Received 03-05-2012

File with:
City Clerk's Office
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

CLAIM FOR MONEY OR
DAMAGES AGAINST THE
CITY OF WILDOMAR

Claim No. 03-2012
RECEIVED
MAR - 5 2012
WILDOMAR CITY CLERK'S OFFICE
JAR

A claim must be presented, as prescribed by the Government Code of the State of California, by the claimant or a person acting on his/her behalf and shall show the following:

If additional space is needed to provide your information, please attach sheets, identifying the paragraph(s) being answered.

1. Name and Post Office address of the claimant:

Name of claimant: SCOTT ZIEMER

Post Office Address:

2. Post Office address to which the person presenting the claim desires

Name of addresses: [REDACTED] Telephone: [REDACTED]

Post Office Address:

3. The date, place and other circumstances of the occurrence or transaction which gave rise to the claim asserted.

Date of occurrence: 2/24/12 Time of occurrence: 6PM or so

Location: Clinton Keith & Hospital Road

Circumstances giving rise to this claim: tire damage from debris left on road

4. General description of the indebtedness, obligation, injury, damage, or loss incurred so far as it may be known at the time of the presentation of the claim.

Debris was left in road and punctured tire. Tire shop notified us that he had many flat tires come in from same time

5. The name of names of the public employee or employees causing the injury, damage, or loss, if known.

6. **If amount claimed totals less than \$10,000:** The amount claimed if it totals less than ten thousand dollars (\$10,000) as of the date of presentation of the claim, including the estimated amount of any prospective injury, damage, or loss, insofar as it may be known at the time of the presentation of the claim, together with the basis of computation of the amount claimed.

Amount Claimed and basis for computation: \$268⁰⁰ for new tire and
balance

If amount claimed exceeds \$10,000: If the amount claimed exceeds ten thousand dollars (\$10,000), no dollar amount shall be included in the claim. However, it shall indicate whether the claim would be a limited civil case. A limited civil case is one where the recovery sought, exclusive of attorney fees, interest and court costs does not exceed \$25,000. An unlimited civil case is one in which the recovery sought is more than \$25,000. (See CCP § 86.)

Limited Civil Case Unlimited Civil Case

You are required to provide the information requested above in order to comply with Government Code §910. Additionally, in order to conduct a timely investigation and possible resolution of your claim, the [CITY/AGENCY] requests that you answer the following questions.

7. Claimant(s) Social Security Number(s):

8. Claimant(s) Date(s) of Birth:

9. Name, address and telephone number of any witnesses to the occurrence or transaction which gave rise to the claim asserted:

10. If the claim involves medical treatment for a claimed injury, please provide the name, address and telephone number of any doctors or hospitals providing treatment:

If applicable, please attach any medical bills or reports or similar documents supporting your claim.

11. If the claim relates to an automobile accident:

Claimant(s) Auto Ins. Co.:	Telephone:
Address:	Insurance Policy No.:
Insurance Broker/Agent:	Telephone:
Address:	
Claimant's Veh. Lic. No.:	Vehicle Make/Year:
Claimant's Drivers Lic. No.:	Expiration:

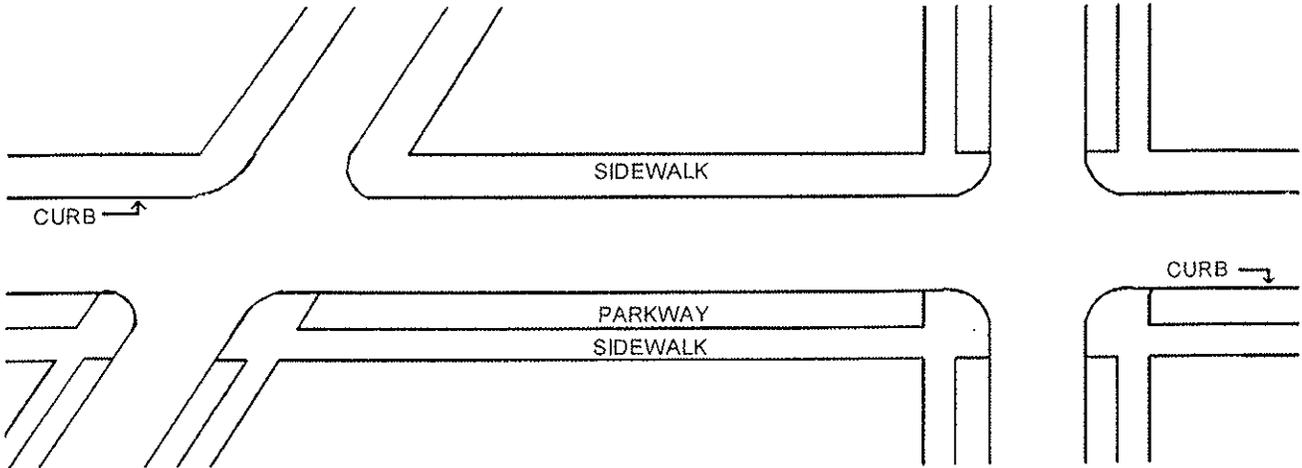
If applicable, please attach any repair bills, estimates or similar documents supporting your claim.

READ CAREFULLY

For all accident claims, place on following diagram name of streets, including North, East, South, and West; indicate place of accident by "X" and by showing house numbers or distances to street corners. If City/Agency Vehicle was involved, designate by letter "A" location of City/Agency Vehicle when you first saw it, and by "B" location of yourself or your vehicle when you first saw

City/Agency Vehicle; location of City/Agency vehicle at time of accident by "A-1" and location of yourself or your vehicle at the time of the accident by "B-1" and the point of impact by "X."

NOTE: If diagrams below do not fit the situation, attach hereto a proper diagram signed by claimant.



Warning: Presentation of a false claim is a felony (Penal Code §72). Pursuant to CCP §1038, the City/Agency may seek to recover all costs of defense in the event an action is filed which is later determined not to have been brought in good faith and with reasonable cause.

Signature: _____

Date: _____

3/1/12



WORK ORDER

Customer Service (760) 741-4044 Ext. 114
 Or take our survey at www.expressfire.com

Invoice Date	Cust No.	Order No.	Page	Invoice No.
02/27/2012	1		1/1	
Mileage: 87418			Time in 12:06 PM	
2006 CHEVY TAHOE			COPY	

EXPRESS TIRE MURRIETA (Location: 98)
 40615 CALIFORNIA OAKS RD.
 MURRIETA, CA 92562
 Phone: (951) 696-5200

BAR# ARD192843 EPA CAL000129323 JOHN THOMA, MANAGER

Sold To: SCOTT ZIEMER,

Ship To:

Purchase Ord. No.	Sales Person	Main Phone	Other Phone	Ship Via	CASH Entered: EDDIE
	516	(951) 461-9022		INSTALLED	

customer states that was driving down clinton keith rd by the hospital and hit debris in road

Item No.	Description	Qty Ordered	Qty Shipped	F.E.T.	Price	Net Extension
244380	P305/45R22 TOYO PXSTII T18V	1	1		209.90	209.90
TPP	TPP TIRE PROTECTION PLAN	1	1		21.00	21.00
STATE TAX	CALIF STATE TIRE TAX	1	1		1.75	1.75
TD	TD TIRE DISPOSAL	1	1		4.00	4.00
C5	C5 ALLOY WHEEL TIRE BALANCE	1	1		17.50	17.50
WEIGHTS	ZINC WEIGHTS OR STEEL TAPE WEIGHTS	1	1		4.00	4.00
V1	V1 VALVE STEM RUBBER	1	1		4.00	4.00
15342	15342 ALIGNMENT CHECK	1	1		0.00	0.00
PMA	COURTESY INSP/INCL BRKS	1	1		0.00	0.00
N1	NITROGEN FILL	1	1		10.00	10.00
22838	22838 3 YR. EXTENDED ALIGN RECHECK	1	1		25.00	25.00
3YR CHECK	3 YR ALIGNMENT RECHECK	1-	1-		25.00	25.00-
PMA	COURTESY INSP/INCL BRKS	1	1		0.00	0.00
AIR	LF RF LR RR PSI	0	0		0.00	0.00
EXPR1	YOUR CUSTOMER EXPERIENCE? TELL US	0	0		0.00	0.00
EXPR2	AT WWW.EXPRESSTIRE.COM/REVIEWS	0	0		0.00	0.00

	Estimate	Total	Description	Contact (Ph)	Date	Time	Authorized By
Original	289.81	289.81		In Person	02/27/12	12:5 PM	

ACKNOWLEDGE NOTICE AND ORAL APPROVAL OF AN INCREASE IN THE ORIGINAL ESTIMATED PRICE.

X _____

X _____

Customer Authorization for Estimate

Sub-Total Parts: 229.65
 Sub-Total Labor: 42.50
 Non-Taxable Amount: 44.25
 Taxable Amount: 227.90
 Tax 7.750%: 17.66

COD

Total: 289.81

*ALL REQUESTED TIRES & WHEELS MUST BE PICKED UP THE DAY OF THE TRANSACTION OR THEY WILL BE SCRAPPED. *ALL LUG NUTS ON CUSTOM OR ALLOY WHEELS MUST BE RE-TORQUED AFTER 25 MILES AND CHECKED PERIODICALLY. **CHECK ENGINE* WARNING LIGHT REQUIRES DIAGNOSTICS. WE DO NOT PROVIDE ENGINE DIAGNOSTICS.

	Performed	Verified		Performed	Verified
Drain Plug:			Air Pressure:		
Oil Filter:			Lugs Torqued:		
Oil Fluid:			Test Drive:		
Oil Sticker:			Additional Repair:		

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #1.10
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Second Reading and Adoption of Ordinance No. 68 – Zoning Ordinance Amendment No. 11-04 – City Initiated Zoning Ordinance Amendment Related to Approval Periods and Extensions of Time for Plot Plans

STAFF REPORT

RECOMMENDATION:

The Planning Commission recommends that the City Council adopt an Ordinance entitled:

ORDINANCE NO. 68

A ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, ADOPTING AN EXEMPTION FROM THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3) OF CEQA
AND APPROVING ZONING ORDINANCE AMENDMENT NO. 11-04 TO AMEND
SECTION 17.216.070 (PLOT PLANS) OF THE WILDOMAR ZONING ORDINANCE
RELATED TO APPROVAL PERIODS AND EXTENSIONS OF TIME FOR PLOT
PLANS

DISCUSSION:

On February 8, 2012, the City Council approved the first reading of Ordinance No. 68 relating to the approval periods and extensions of time for plot plans. At this time it would be appropriate for the City Council to adopt the Ordinance.

FISCAL IMPACT:

There is no fiscal impact resulting from this action.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

A. City Council Ordinance

ATTACHMENT A

City Council Ordinance for ZOA No. 11-04

ORDINANCE NO. 68

A ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3) OF CEQA AND APPROVING ZONING ORDINANCE AMENDMENT NO. 11-04 TO AMEND SECTION 17.216.070 (PLOT PLANS) OF THE WILDOMAR ZONING ORDINANCE RELATED TO APPROVAL PERIODS AND EXTENSIONS OF TIME FOR PLOT PLANS

THE WILDOMAR CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1: Environmental Findings

The City Council hereby finds and determines that the project consisting of a Zoning Ordinance Amendment related to time extensions for Plot Plans has no potential to impact the environment. The proposed Zoning Ordinance Amendment does not alter the existing requirements that specific development projects must comply with the provisions of the California Environmental Quality Act. Consequently, the proposed Zoning Ordinance Amendment is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 2. General Plan Consistency Findings

The proposed amendment to the Zoning Ordinance is consistent with the City of Wildomar General Plan. The proposed revision to the provisions for time extensions related to Plot Plans will not affect the review and processing of specific development applications as the approval authority for such projects will remain unchanged. In accordance with the City of Wildomar Zoning Ordinance, a person, or applicant, will still have the right to file an appeal on any decision related to the review and processing of development applications made by the Planning Director and Planning Commission. Further, the proposed revision to the Zoning Ordinance is consistent with and, will further the provisions of General Plan, and will not impact the public health, safety and general welfare of the residents of Wildomar.

SECTION 3: Amendment to the Zoning Ordinance

Section 17.216.070 of the City of Wildomar Zoning Ordinance is hereby deleted in its entirety and re-adopted to read as follows:

17.216.70.1 Approval Period

- A. Plot Plan Approval and Construction. All Plot Plans granted pursuant to this chapter, including those previously approved by the County of Riverside prior to the incorporation of the City of Wildomar, shall be valid for two (2) years following the approval of the Plot Plan, unless the Plot Plan as granted specifies a different time period, and shall be null and void unless the use commences or the approved Plot Plan is extended by request of the applicant or successor in interest under the provisions of this chapter. Notwithstanding any condition of approve that may be attached to an approved plot plan approved prior to the effective date of the ordinance codified in this chapter, the five year time period specified in this section shall apply to all such plot plans that have not yet become null or void, or have expired. For the purposes of this chapter, ^[mb1]the term "commence use" means either the beginning of substantial construction of facilities for the use that is authorized, which construction must thereafter be pursued diligently to completion, or the actual occupancy of existing buildings or land under the terms of the authorized use.
- B. Request for Extension of Time. If the use approved by the plot plan has not commenced within the two-year period identified in subsection A above, the applicant, or such successor-in-interest, may prior to the expiration date, request a one-year (1) extension of time in order to commence the approved use of said plot plan approval. If extensions of time are granted, the total time allowed to begin construction or commence the use approved by the plot plan shall not exceed a total period of five (5) years as calculated from the original effective date of the plot plan approval. A request for an extension of time shall be made at least thirty (30) days prior to the expiration date. The request shall be submitted on application forms provided by the Planning Department and shall be filed with the Planning Director, accompanied by the application fee set forth in the City's adopted fee schedule. The request shall also include a detailed written explanation by the applicant outlining the reasons and circumstances why such extension of time is necessary.
- C. Grant of Extension of Time by the Planning Director. Within thirty (30) days of the filing of a request for an extension of time for an approved plot plan, the planning director shall make a determination. An extension of time may be granted by the planning director upon a determination that valid reasons exist for the failure of the applicant, or such successor-in-interest, to implement the plot plan permit within the required period of time outlined in subsection A above, and that the request is consistent with the terms and conditions set forth in 17.216.070.D. Extension of time requests that are in compliance with the specified extension approval criteria contained in this ordinance may be approved, conditionally approved, or denied by the planning director without public notice or hearing. The planning director shall render the decision on the requested extension in writing. No extension shall be considered valid unless a written decision has been provided by the planning director.

- D. Criteria to Approve an Extension of Time. Approval of any extension of time by the planning director for an approved plot plan shall only be granted if all of the following conditions are met:
1. The approved plot plan permit remains consistent with the adopted general plan.
 2. The approved plot plan remains in conformance with the requirements of the zoning ordinance.
 3. The setting and local circumstances of the approved plot plan have not changed in such a way to make the previously approved plot plan incompatible or inappropriate with the surrounding area.
 4. The request for the extension of time was filed at least 30-days prior to the expiration date of the plot plan.
- E. Appeal of the Planning Director Determination. Extension of time requests that are determined by the planning director not to be in compliance with the criteria of Section 17.216.070.D, may be appealed by the applicant, or such successor-in-interest, to the planning commission pursuant to the provisions of Section 17.216.060. Appeals must be filed with the city clerk no later than ten (10) days following a determination by the planning director.
- F. Appeal Hearing before the Planning Commission. Any appeal of an extension of time request that the planning director determines is not in full compliance with the specified extension approval criteria contained in Section 17.216.070.D shall be heard by the planning commission at a noticed public hearing conducted in conformance with the public notice and hearing requirements specified in this chapter. The planning commission shall have discretion to approve, deny or approve with additional conditions the requested extension of time.
- G. Appeal of the Planning Commission Determination. Extension of time requests that are determined by the planning commission not to be in compliance with the criteria of Section 17.216.070.D, may be appealed by the applicant, or such successor-in-interest, to the city council pursuant to the provisions of Section 17.216.060. Appeals must be filed with the city clerk no later than ten (10) days following a determination by the planning commission.
- H. Appeal Hearing before the City Council. Any appeal of an extension of time request that the planning commission determines is not in full compliance with the specified extension approval criteria contained in Section 17.216.070.D shall be heard by the city council at a noticed public hearing conducted in conformance with the public notice and hearing requirements specified in this chapter. The city council shall have discretion to approve, deny or approve with additional conditions the requested extension of time.

SECTION 4. Effective Date of the Ordinance

This Ordinance shall take effect and be in full force and operation thirty (30) days after its second reading and adoption.

SECTION 5. Severability

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

SECTION 6. City Clerk Action

The City Clerk shall certify to the adoption of this ordinance and shall cause the same to be published in accordance with law.

PASSED, APPROVED AND ADOPTED this 14th day of March, 2012.

Ben J. Benoit
Mayor

APPROVED AS TO FORM:

ATTEST:

Tom Jex
Assistant City Attorney

Debbie A. Lee, CMC
City Clerk

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #2.1
PUBLIC HEARING
Meeting Date: March 14, 2012

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Zoning Ordinance Amendment No. 11-03 - City Initiated Zoning Ordinance Amendment to Allow “Nano and Micro-Craft Manufacturing Brewers” as a Permitted Use

STAFF REPORT

RECOMMENDATION:

The Planning Commission recommends the City Council introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. _____

A ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3) OF CEQA AND APPROVING ZONING ORDINANCE AMENDMENT NO. 11-03 AMENDING CHAPTERS 17.72 (C-1 AND C-P ZONE), 17.100 (M-SC MANUFACTURING-SERVICE COMMERCIAL ZONE) AND 17.104 (M-M MANUFACTURING MEDIUM ZONE) OF THE CITY OF WILDOMAR ZONING ORDINANCE TO ALLOW NANO AND MICRO-CRAFT MANUFACTURING BREWERS WITHIN AN EXISTING, ENCLOSED BUILDING AS A PERMITTED USE

BACKGROUND

The Planning Commission first reviewed Zoning Ordinance Amendment No. 11-03 at its December 7, 2011 meeting, and voted unanimously (5 to 0) to recommend City Council approval. A copy of the Commission staff report which includes staff’s original analysis and justification is provided for Council review (Attachment B). In addition, a copy of the Planning Commission meeting minutes is provided for Council review (Attachment C). The amendment subsequently placed on the Council agenda for the January 11, 2012 meeting; however, staff requested the item be pulled and brought back at a later date.

It was the desire of staff to revise the draft Ordinance to expand the allowance for micro-craft breweries into the C-1/C-P zone, in addition to the original proposal of allowing them in the M-SC and M-M zones within enclosed buildings. Staff also was desirous to allow

what is commonly referred to “nano-brewers” in the C-1/C-P and the M-SC and M-M zones under the same definition. Since these changes were much different from the original proposal and involved a new zoning district, staff felt it would be best to bring a revised Ordinance back to the Commission for re-consideration rather than making changes at the Council meeting. This way it would go through the normal public hearing process and the Commission could make a new recommendation to the City Council.

The Planning Commission reviewed the revised zoning ordinance amendment at its February 15, 2012 meeting. The Commission, in its deliberations, conveyed that allowing nano-micro breweries in the C-1/C-P zone would be appropriate. There was one public comment in opposition to the revised amendment (Ms. Lauren Tyson) expressing that allowing nano-micro breweries in the C-1/C-P zone would result in compatibility issues. Commissioner Devine expressed opposition to this idea as he felt the quantity allowed by the amendment was too large. After deliberating and taking public testimony, the Commission voted 4 to 1 recommending City Council approval of Zoning Ordinance Amendment No. 11-03. A copy of the draft meeting minutes from the February 15, 2012 meeting is provided for Council consideration (Attachment C).

DISCUSSION:

The original draft Ordinance has now been revised to include “nano-and-micro-craft breweries” as an allowed use in the C-1/C-P zone. Staff’s proposal is to allow these uses in the commercial zone by right provided they are located in an existing, enclosed retail building which is located within an existing retail center. Due to the small nature of the use, as defined in the draft Ordinance, staff believes this would be appropriate and compatible. It could be a sole use, or associated with an existing business, such as a pizza parlor.

Staff is supportive of this amendment to the Planning Commission for the following reasons.

1. Under the current C-1/C-P (General Commercial) zone, there are similar uses more, or equally intensive, as brewing beer that do not require a CUP (i.e., bars and lounges). If you consider new commercial brewing business model, there doesn’t seem to be a specific reason why brewing beer would require a CUP.
2. Under the current M-SC (Manufacturing Service Commercial) zone and M-M (Manufacturing-Medium) zone, there are similar uses more, or equally intensive, as brewing beer that do not require a CUP (i.e., Gas Stations). If you consider new commercial brewing business model, there doesn’t seem to be a specific reason why brewing beer would require a CUP.
3. As stated above, commercial brewing operations that distribute to restaurants and retails outlets are not food serving facilities as defined, and now allowed, under Assembly Bill 1014. The requirements for a restaurant are very different than a commercial brewery. Therefore, there really isn’t a need to condition the use as if you were building a new stand alone establishment.

4. The “manufacturing” of beer is a use that is consistent with a business park or manufacturing environment. In other words, uses such as beer production is already contemplated when a business park is approved. There is nothing a commercial craft beer producer would be doing that would necessitate additional conditions so long as activities were indoors.
5. Tasting rooms are not considered bars. Craft beer tasting rooms are more like wine tasting rooms. Tasting rooms are filled with individuals ranging from first time consumers curious about craft beers to seasoned beer aficionados and everyone in between. At times it has a tourist feel like you might find at a winery. Patrons taste newly created beers, seasonal beers, and the standard beers of the establishment.
6. Craft breweries are regulated both at the State and Federal level. Consequently, their activities are prohibited in many ways with the threat of fines and loss of license. This existing regulatory framework guarantees that they will conduct business in a systemic and responsible manner.

ENVIRONMENTAL ASSESSMENT:

A review of the potential environmental impacts was conducted for the proposed Zoning Ordinance Amendment. This evaluation indicated no potential for impacts on the environment. As a result, the Planning Director recommends that the Planning Commission recommend the Council make a determination that the proposed Zoning Ordinance Amendment related to “Nano-and Micro-craft Brewers” has no potential to impact the environment. The proposed Zoning Ordinance Amendment does not alter the existing requirements that specific development projects must comply with the provisions of the California Environmental Quality Act, and the uses are compatible with similar uses in the same zone. Consequently, the proposed Zoning Ordinance Amendment is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

REQUIRED FINDINGS:

- A. The proposed Zoning Ordinance Amendment to the Zoning Ordinance is consistent with the City of Wildomar General Plan.

The proposed amendment to the Zoning Ordinance is consistent with the City of Wildomar General Plan, as the revision to allow nano-and-micro-craft breweries in the C-1/C-P (General Commercial) zone, M-SC (Manufacturing-Service Commercial) Zone and M-M (Manufacturing-Medium) Zone as a permitted use within an enclosed building meets the intent of these two industrial zone classifications. The C-1/C-P, is intended to promote and attract commercial activities and services that will provide jobs to local residents and strengthen the City’s economic base. Similarly, the M-SC and M-M zones are also intended to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the City’s economic

base. The permitted use will be compatible with other commercial and industrial/service commercial uses in these zones. Further, the proposed amendment to the Zoning Ordinance is consistent with and, will further the goals and policies of the General Plan, and will not impact the public health, safety and general welfare of the residents of Wildomar.

FISCAL IMPACT:

There is no negative fiscal impact resulting from this action.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

- A. City Council Ordinance approving for ZOA No. 11-03.
- B. Planning Commission staff report (dated December 7, 2011)
- C. Planning Commission Meeting Minutes (December 7, 2011)
- D. Planning Commission Meeting Minutes (February 15, 2012)

ATTACHMENT A

City Council Ordinance for ZOA No. 11-03

ORDINANCE NO. _____

A ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3) OF CEQA AND APPROVING ZONING ORDINANCE AMENDMENT NO. 11-03 AMENDING CHAPTERS 17.72 (C-1 AND C-P ZONE), 17.100 (M-SC MANUFACTURING-SERVICE COMMERCIAL ZONE) AND 17.104 (M-M MANUFACTURING MEDIUM ZONE) OF THE CITY OF WILDOMAR ZONING ORDINANCE TO ALLOW NANO AND MICRO-CRAFT MANUFACTURING BREWERS WITHIN AN EXISTING, ENCLOSED BUILDING AS A PERMITTED USE

THE WILDOMAR CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1: Environmental Findings.

The City Council hereby that the proposed Zoning Ordinance Amendment to allow nano- and micro-craft breweries in the C-1/C-P (General Commercial) zone, the M-SC (Manufacturing-Service Commercial) Zone and M-M (Manufacturing-Medium) Zone as a permitted use within an enclosed building has no potential to impact the environment. The proposed Zoning Ordinance Amendment does not alter the existing requirements that specific development projects must comply with the provisions of the California Environmental Quality Act. Consequently, the proposed Zoning Ordinance Amendment is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 2. General Plan Consistency Findings.

The proposed amendment to the Zoning Ordinance is consistent with the City of Wildomar General Plan, as the revision to allow nano- and micro-craft breweries in the C-1/C-P (General Commercial) zone, the M-SC (Manufacturing-Service Commercial) Zone and the M-M (Manufacturing-Medium) Zone as a permitted use within an enclosed building meets the intent of these two industrial zone classifications. The M-SC and M-M zones are intended to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the City's economic base. Further, the permitted use will be compatible with other industrial and service commercial existing and allowed in these two industrial zone classifications. Further, the proposed amendment to the Zoning Ordinance is consistent with and, will further the goals and policies of the General Plan, and will not impact the public health, safety and general welfare of the residents of Wildomar.

SECTION 3. Severability.

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

SECTION 4: Amendment to the Zoning Ordinance

Section 17.72.010.A of the City of Wildomar Zoning Ordinance is hereby amended to add the following land use as a permitted use described as follows:

“17.72.010.A.96

“Nano-and-Micro-Craft Breweries” (as defined in Section 17.100.020.A.2 - allowed by right within an existing enclosed retail building located in an existing retail center - no plot plan required).

SECTION 5: Amendment to the Zoning Ordinance

Section 17.100.020.A of the City of Wildomar Zoning Ordinance is hereby amended to add the following land use as a permitted use described as follows:

“17.100.020.A.2

“Nano-and-Micro-Craft Breweries” located within an existing enclosed building. A nano-and-micro-craft brewery is defined as a "small, independent and traditional" brewery that gives a production size of less than 6,000,000 U.S. beer barrels (or 700,000,000 Liters) per year. For purposes of this definition, brewing, tasting and selling of brew on the premises is permitted provided a license is obtained from the state of California Alcoholic Beverage Control (ABC).

SECTION 6: Amendment to the Zoning Ordinance

Section 17.104.020.A of the City of Wildomar Zoning Ordinance is hereby amended to add the following land use as a permitted use described as follows::

“17.104.020.A.2

“Nano-and-Micro-Craft Breweries” located within an existing enclosed building. A nano-and-micro-craft brewery is defined as a "small, independent and traditional" brewery that gives a production size of less than 6,000,000 U.S. beer barrels (or 700,000,000 Liters) per year. For purposes of this definition, brewing, tasting and

selling of brew on the premises is permitted provided a license is obtained from the state of California Alcoholic Beverage Control (ABC).

SECTION 7. Effective Date of the Ordinance.

This Ordinance shall take effect and be in full force and operation thirty (30) days after its second reading and adoption.

SECTION 8. City Clerk Action

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

PASSED, APPROVED AND ADOPTED this _____ day of _____, 2012.

Ben J. Benoit
Mayor

APPROVED AS TO FORM:

ATTEST:

Tom Jex
Assistant City Attorney

Debbie A. Lee, CMC
City Clerk

ATTACHMENT B

December 7, 2011 PC Report (no attachments)

CITY OF WILDOMAR – PLANNING COMMISSION

Agenda Item # 2.2

PUBLIC HEARING

Meeting Date: December 7, 2011

TO: Chairman and Members of the Planning Commission

FROM: Matthew C. Bassi, Planning Director
Frank Oviedo, City Manager

SUBJECT: Zoning Ordinance Amendment No. 11-03:

A City Initiated Zoning Ordinance Amendment amending Chapter 17.100 (M-SC, Manufacturing-Service Commercial Zone) and Section 17.104 (M-M Manufacturing-Medium Zone) of the City of Wildomar Zoning Ordinance to allow Micro-Craft Breweries within an existing enclosed building as a Permitted Use.

RECOMMENDATION:

Staff recommends the Planning Commission adopt PC Resolution No. 11-11 (Attachment A) entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA RECOMMENDING CITY COUNCIL ADOPTION OF AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15061(B)(3) OF CEQA AND APPROVAL OF ZONING ORDINANCE AMENDMENT NO. 11-03 AMENDING CHAPTER 17.100 (M-SC MANUFACTURING-SERVICE COMMERCIAL ZONE) AND 17.104 (M-M MANUFACTURING MEDIUM ZONE) OF THE CITY OF WILDOMAR ZONING ORDINANCE TO ALLOW MICRO-CRAFT BREWERIES WITHIN AN EXISTING ENCLOSED BUILDING AS A PERMITTED USE.

BACKGROUND:

Significant growth has occurred in the craft brewing industry in the last five years, and thus, has necessitated the need for cities with potential to host businesses in this segment of the economy to examine any barriers to entrance into the market place. By way of background, “craft brewing” is defined by an industry group (Brewers Associations) in Boulder Colorado in the following way:

“Small: Annual production of 6 million barrels (1 barrel=31 gallons) of beer or less. Beer production is attributed to a brewer according to the rules of

alternating proprietorships. Flavored malt beverages are not considered beer for purposes of this definition.”

“**Independent:** Less than 25% of the craft brewery is owned or controlled (or equivalent economic interest) by an alcoholic beverage industry member who is not themselves a craft brewer.”

“**Traditional:** A brewer who has either an all malt flagship (the beer which represents the greatest volume among that brewers brands) or has at least 50% of its volume in either all malt beers or in beers which use adjuncts to enhance rather than lighten flavor.

The following are some concepts related to craft beer and craft brewers:

- Craft brewers are small brewers.
- The hallmark of craft beer and craft brewers is innovation. Craft brewers interpret historic styles with unique twists and develop new styles that have no precedent.
- Craft beer is generally made with traditional ingredients like malted barley; interesting and sometimes non-traditional ingredients are often added for distinctiveness.
- Craft Brewers tend to be very involved in their communities through philanthropy, product donations, volunteerism, and sponsorship of events.
- Craft Brewers have distinctive, individualistic approaches to connecting with their customers.
- Craft Brewers maintain integrity by what they brew and their general independence, free from a substantial interest by a non-craft brewer.

DISCUSSION:

As an industry craft brewing grew 11% by volume in 2010. However, even with the growth craft beer only represent approximately 5% of the overall beer market, which demonstrates craft brewers are still a small minority in the larger beer market and their operations are small in comparison to large scale commercial mass produced beers. In fact, the beer industry is still dominated by the major brands such as Budweiser, Coors, and Miller.

Economically speaking craft brewing still represents one of the few areas of the economy that continues to see growth during this recessionary downturn. As a result, many new craft breweries are springing up around the country and specifically in California. In Wildomar alone, staff has had three inquires in just the last six months.

After the City has spoken to brewers interested in doing business in the City of Wildomar and reviewing the Zoning Ordinance for ideas on how the City might assist in this growing business segment, it became clear that our Zoning Ordinance may be out of touch with the evolution of this growing industry.

For example, some of the early “microbrew” operations had restaurants attached as part of the overall experience and business model. Because of the use and the traditional planning process it was not uncommon, especially if it was being built from the ground up as a stand alone building, to go through the process of conditioning the project.

As the industry has evolved many brewers have left the restaurant style brewpub model and have evolved in to commercial operations that keg or bottle beer for distribution to restaurants and retail outlets much like a small commercial winery. The outgrowth of this business model has been to offer “tastings” of the craft beer on site, again much like a small commercial winery.

Further, many of these brewers are now finding homes in light industrial/manufacturing buildings. This evolution has come over time but has helped the industry to grow since building a restaurant and a brewery operation on its own is an expensive venture. Now brewers can go in to a building that was made specifically for small manufacturing so they can conduct business in an established business center.

The one obstacle in this model is that under the City of Wildomar (formerly the County of Riverside) Zoning Ordinance traditional brewers are required to process a Conditional Use Permit (CUP) in the M-SC (Manufacturing Service Commercial) zone, and a Plot Plan in the M-M (Manufacturing-Medium) zone. Yet, the operational model today is very different than a brewpub restaurant of old.

It is different enough that this year Governor Brown signed AB 1014 which overwhelmingly passed out of the California State Assembly on a bi-partisan vote. This new law puts the above styled breweries on par with wineries with regards to “tasting rooms”. The law relieved small craft brewers from the onerous health standards for equipment required for food facilities. Under the law the only “food” that can be served is pre-packaged foods such as pretzels. It was generally recognized you didn’t need restaurant grade equipment to pour a taste of a hand crafted beer.

Knowing the industry has evolved toward this new model, it is staff’s recommendation that the Planning Commission consider an amendment to the M-SC (Manufacturing Service Commercial) zone and M-M (Manufacturing-Medium) zone to allow micro-craft breweries as a permitted use by right within an existing enclosed building. By doing this, it is anticipated the City would be assisting in the facilitation of this industry in the City of Wildomar. The old-style breweries would still be required to process a CUP as currently required in the Zoning Ordinance.

CONCLUSION:

Staff is supportive of recommending approval of this amendment to the Planning Commission for a number of reasons.

1. Under the current M-SC (Manufacturing Service Commercial) zone and M-M (Manufacturing-Medium) zone, there are similar uses more, or equally intensive, as brewing beer that do not require a CUP (i.e., Gas Stations). If you consider new commercial brewing business model, there doesn't seem to be a specific reason why beer would require a CUP.
2. As stated above, commercial brewing operations that distribute to restaurants and retails outlets are not food serving facilities as defined, and now allowed, under Assembly Bill 1014. The requirements for a restaurant are very different than a commercial brewery. Therefore, there really isn't a need to condition the use as if you were building a new stand alone establishment.
3. The "manufacturing" of beer is a use that is consistent with a business park or manufacturing environment. In other words, uses such as beer production is already contemplated when a business park is approved. There is nothing a commercial craft beer producer would be doing that would necessitate additional conditions so long as activities were indoors.
4. Tasting rooms are not considered bars. Craft beer tasting rooms are more like wine tasting rooms. Tasting rooms are filled with individuals ranging from first time consumers curious about craft beers to seasoned beer aficionados and everyone in between. At times it has a tourist feel like you might find at a winery. Patrons taste newly created beers, seasonal beers, and the standard beers of the establishment.
5. Craft breweries are regulated both at the State and Federal level. Consequently, their activities are prohibited in many ways with the threat of fines and loss of license. This existing regulatory framework guarantees that they will conduct business in a systemic and responsible manner.

ENVIRONMENTAL ASSESSMENT:

A review of the potential environmental impacts was conducted for the proposed Zoning Ordinance Amendment. This evaluation indicated no potential for impacts on the environment. As a result, the Planning Director recommends that the Planning Commission recommend the Council make a determination that the proposed Zoning Ordinance Amendment related to "Manufacturing Brewers" has no potential to impact the environment. The proposed Zoning Ordinance Amendment does not alter the existing requirements that specific development projects must comply with the provisions of the California Environmental Quality Act. Consequently, the proposed

Zoning Ordinance Amendment is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

REQUIRED FINDINGS:

- A. The proposed Zoning Ordinance Amendment to the Zoning Ordinance is consistent with the City of Wildomar General Plan.

The proposed amendment to the Zoning Ordinance is consistent with the City of Wildomar General Plan, as the revision to allow micro-craft breweries M-SC (Manufacturing-Service Commercial) Zone, M-M (Manufacturing-Medium) Zone as a permitted use within an enclosed building meets the intent of these two industrial zone classifications. The M-SC and M-M zones are intended to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the City's economic base. Further, the permitted use will be compatible with other industrial and service commercial existing and allowed in these two industrial zone classifications. Further, the proposed amendment to the Zoning Ordinance is consistent with and, will further the goals and policies of the General Plan, and will not impact the public health, safety and general welfare of the residents of Wildomar.

STAFF RECOMMENDATION

Staff recommends the Planning Commission adopt PC Resolution No. 11-15 (Attachment A) recommending City Council adoption of an Exemption from CEQA per Section 15061(b)(3) of CEQA, and approval of Zoning Ordinance Amendment No. 11-03.

Respectfully Submitted,

Matthew C. Bassi
Planning Director

ATTACHMENT C

December 7, 2011 PC Minutes – Excerpted for ZOA 11-03



**CITY OF WILDOMAR
PLANNING COMMISSION MEETING MINUTES
FROM THE REGULAR PLANNING COMMISSION MEETING
OF DECEMBER 7, 2011
EXCERPTED FOR ZOA 11-03**

CALL TO ORDER

The regular meeting of the Wildomar Planning Commission was called to order by Planning Commission Chairman Dykstra at 7:00 P.M. at Wildomar City Hall, Council Chambers.

ROLL CALL

Present: Harv Dykstra, Chairman
Stan Smith, Vice-Chairman
Michael Kazmier, Commissioner
Robert Devine, Commissioner
Veronica Langworthy, Commissioner

Absent: None.

Staff Present Matthew Bassi, Planning Director
Thomas Jex, Assistant City Attorney
Debbie Lee, City Clerk
Frank Oviedo, City Manager

FLAG SALUTE

Commissioner Langworthy led the flag salute.

PUBLIC COMMENTS

None.

2.0 PUBLIC HEARINGS

2.2 Zoning Ordinance Amendment No. 11-03:

Director Bassi made a brief presentation to the Planning Commission.

Commissioner Devine asked staff if there was any micro-brewery project presently being reviewed by the Planning Department.

City Manger Frank Oviedo commented that there is a potential applicant who wishes to propose a micro-brewery in the MSC zone, but due to the entitlement process it would be too costly for the business owner to move forward. In addition, Mr. Oviedo further elaborated on the evolution of the industry as well as its growing popularity.

Vice Chairman Smith commented the City is at a disadvantage that the surroundings cities already have something in place for this demand.

Commissioner Devine asked staff what type of revenue would this business bring to the City

City Manager Oviedo responded it will bring an amenity to the community and tourism.

Vice Chairman Smith asked if this business would bring on-site sales.

City Manager Oviedo responded in the affirmative.

Commissioner Langworthy asked City Manager Oviedo clarification if these uses would be permitted in existing buildings.

City Manager Oviedo responded in the affirmative.
Chairman Dykstra opened the public hearing.

Seeing no comments, Chairman Dykstra closed the public hearing.

Vice Chairman Smith commented he approves of anything the City can do to expedite future growth for the City is fine. Chairman Dykstra commented he agrees with Mr. Smith's previous comment.

Vice Chairman Smith motioned to adopt PC Resolution No. 11-15. Motion seconded by Commissioner Devine. Motion carried, the following vote resulted:

AYES: Devine, Dykstra, Kazmier, Langworthy, Smith

NOES:

ABSENT:

ABSTAIN:

ATTACHMENT D

February 15, 2012 Draft/Excerpted PC Minutes for ZOA 11-03



**CITY OF WILDOMAR
PLANNING COMMISSION MEETING MINUTES
FROM THE REGULAR PLANNING COMMISSION MEETING
OF FEBRUARY 15, 2012**

CALL TO ORDER

The regular meeting of the Wildomar Planning Commission was called to order by Planning Commission Chairman Dykstra at 7:00 P.M. at Wildomar City Hall, Council Chambers.

ROLL CALL

Present: Stan Smith, Chairman
Michael Kazmier, Vice-Chairman
Harv Dykstra, Commissioner
Robert Devine, Commissioner
Veronica Langworthy, Commissioner

Absent: None.

Staff Present Matthew Bassi, Planning Director
Thomas Jex, Assistant City Attorney
Alfredo Garcia, Planning Department
Gary Nordquist, Assistant City Manager
Steve Palmer, Public Works Department

FLAG SALUTE

Commissioner Devine led the flag salute.

PUBLIC COMMENTS

None.

1.0 CONSENT CALENDAR

There were no consent items for this agenda.

2.0 PUBLIC HEARINGS

2.1 Zoning Ordinance Amendment No. 11-03:

Director Bassi made a brief presentation to the Planning Commission.

Planning Commissioner Devine asked Director Bassi for clarification on the definition of a Micro Brewery.

Director Bassi responded with clarification from research performed by staff.

Commissioner Devine commented his concerns about having this in the C-1/C-P zone with high volumes of alcohol produced.

Chairman Smith opened the public hearing

Lauren Tyson asked staff why bars and lounges don't have Conditional Use Permits in order to condition the businesses for special events and other outdoor activities. Since she had worked with the Alcohol Beverage Control and is a resident, she has concerns with the proposed amendment.

With no further comments, Chairman Smith closed the public hearing

Director Bassi responded that ABC does regulate the use of alcohol and further noted that upon incorporation the City adopted the Riverside County Zoning Ordinance which allows bars and lounges without a Conditional Use Permit.

Commissioner Devine asked Director Bassi what the procedures does staff have in order to condition a brewery use, since there is no CUP requirement. Commissioner Devine also commented that if no CUP is required, how would City address businesses that result in nuisances.

Director Bassi responded that staff cannot impose conditions on a micro-brewery as these uses will be allowed by right. If there are issues with a given business, the City has noise and nuisance ordinances that can be enforced and monitored by the Code Enforcement department.

Director Bassi also responded that the Ordinance to allow the Micro Breweries is specific that they will only be permitted in an existing commercial/retail building located within an established commercial/retail center.

Commissioner Langworthy commented that the map exhibit provided by staff reflects that the C-1/C-P zone represents only a small portion of the City.

Director Bassi responded in the affirmative, adding that these zones are smaller when you consider existing commercial/retail centers.

With no further questions or discussion Chairman Smith asked for a motion. A motion was made by Commissioner Dykstra to adopt PC Resolution No. 11-03, and the motion seconded by Commissioner Langworthy. Motion carried 4 - 1, the following vote resulted:

AYES: Dykstra, Kazmier, Langworthy, Smith
NOES: Devine
ABSENT:
ABSTAIN:

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #3.1
GENERAL BUSINESS
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Tim D’Zmura, Director of Public Works
SUBJECT: Clinton Keith Interchange Construction Project Update

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council receive and file the report.

BACKGROUND:

Attached is the monthly report for the Clinton Keith Interchange Construction Project.

Submitted by:
Tim D’Zmura
Public Works Director

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

Attachment 1 - Monthly report



I-15 CLINTON KEITH WIDENING PUBLIC OUTREACH- **STATUS UPDATE/SCHEDULE**



PREPARED FOR CITY OF WILDOMAR- CITY COUNCIL

Public Outreach Update provided by Green Com/Karlie Gray

UPCOMING EVENTS/ESTABLISHED MEETINGS:

- Taskforce- Established and met 3/5/12. Will reoccur 1st Monday's monthly 9am. Next meeting 4/2/12. Attendees included: Hospital, Fire, PD, AMR, CHP, School District- Transportation
- Business Coordination- 2nd Monday's monthly beginning 9am beginning 3/12/12
- Groundbreaking 3/30/12 - 10am (Please note revised date)
- Community Meetings- 4th Wednesday 6:30pm beginning 3/28/12

Business Support Program

- Local Business Door-to-Door Outreach completed 3/6/12 (contact list to be available by 3/15/12)
- Green Com informed local businesses of project by distributing flyers to business owners along all four quadrants of Clinton Keith.

Groundbreaking/Ribbon Cutting Ceremony:

- Venue established- Vacant Lot behind USA Gas.
- Date/Time: March 30, 2012 at 10am
- Speakers confirmed- Mayor Ben Benoit & Supervisor Buster; Additional Speakers TBA
- Invite list completed 3/5/12. Waiting on approval from RCTD & City.
- Invitations drafted/pending approval. To be mailed by 03/15/12
- Donations of refreshments, food and plants by local businesses confirmed
- Sponsorship by Hill Intl in the amount of \$500 confirmed

Project Web PAGE and Social Media:

- Ready & Available to go 'live' 2/24/12
- Initial posting to be made by 4/2/12, or sooner, pending updated & approved info
- Twitter - www.twitter.com/clintonkeithic
- Facebook - www.facebook.com/clintonkeithic
- Web page on RCProjects.org - www.rcprojects.org/clintonkeith

Public Inquiries:

- Toll free helpline in progress, made available to access 03/02/12
- [1-877-672-7765](tel:1-877-672-7765) which will translate to 1-877-6-RC-PROJ.

Project Collateral:

- Green Com to generated project flyers for distribution- 02/27/12
- Green Com to created Groundbreaking 'Program' – Pending approval by RCTD & City by 3/9/12
- Green Com being requested to provide Project 'roll up'/displays for use at various locations- TBD



March 6, 2012



I-15 CLINTON KEITH WIDENING PUBLIC OUTREACH- **STATUS UPDATE/SCHEDULE**



Construction Update provided by Hill Int'l/Sean Rouhani

1. SWPPP approval 2/21 to 3/5/2012
2. AC mix design approval by Caltrans 2/23 to 3/15
3. Acquire city and Caltrans permit 3/5 to 3/7
4. Submit CPM 2/23 to 3/10
5. CPM approval 3/10 to 4/2
6. Set up Filed construction office 2/23 to 3/15
7. Install area construction signs 3/20 to 3/21
8. Freeway Shoulder closure notification to Caltrans 3/25
9. Bird nest survey 3/27 to 3/28
10. Start Construction 4/2
11. Grind freeway shoulder 4/2 to 4/5
12. Re-stripe Freeway and widen shoulder 4/5 to 4/8
13. Complete installation of freeway signs 4-8 to 4/10
14. Setting up K-rails 4/10 to 4/15
15. Start Construction per construction CPM 4/15 for 16 months



March 6, 2012

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #3.2
GENERAL BUSINESS
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Matthew C. Bassi, Planning Director
SUBJECT: LED Signs

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council discuss and provide direction to Staff on preparing a zoning ordinance amendment.

DISCUSSION:

Staff continues to receive inquiries about the use of LED signs (or electronic message center as they are commonly referred). Currently, the City's Zoning Ordinance outlining sign regulations (Chapter 17.252) does not address the use of LED signs. Consequently, staff has not approved sign permits proposing LED displays. In fact, it has been an internal policy to interpret the absence of any language to mean it is not permitted. LED signs are no exceptions.

Given the number of recent inquiries and the discussions staff has had with various organizations and businesses (e.g., Elks Lodge, Californian Lutheran High School, and others), there is a desire from a number of interested parties to see sign standards developed that would allow LED signs as a permitted sign type.

Staff is requesting Council input on this matter and direction to staff whether to move forward with an amendment to establish regulations (i.e., height, size/area, location) for the use of LED signs.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Frank Oviedo
City Manager

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #3.3
GENERAL BUSINESS
Meeting Date: March 14, 2012

TO: Mayor and City Council Members

FROM: Gary Nordquist, Assistant City Manager

SUBJECT: Computer System Purchase - Development Permits, Inspections and Billing

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council authorize the City Manager to execute the following:

1. The EDEN software license agreement amendment in the amount of \$62,560.00 with Tyler Technologies; and
2. Approve a \$ 11,791.26 purchase order amendment with Lan Wan Enterprise to provide the hardware/software and associated labor required for implementation the EDEN system.

BACKGROUND/DISCUSSION:

The City has been awarded grant funding from an agreement with Southern California Edison and WRCOG partnership to be used to support the California Long-Term Energy Efficiency Strategic Plan (Plan) developed by the California Public Utilities Commission (CPUC) in 2008. The grant funds will be used to implement energy efficiency projects including an on-line building permit process which will promote energy efficiency in processing development permits. This new process will be designed to streamline processing for Wildomar customers incorporating energy efficiency elements.

These process improvements and energy efficiencies are centered around the acquisition and implementation of new computer system software modules from the EDEN product line of Tyler Technologies. The software modules will include permits/inspections, parcel manager, permits web extension and project accounting from the menu of EDEN products. Tyler Technologies will also be providing the conversion of the City's existing permit data to the new system and will provide training of City staff.

When implemented, this system will replace the building department's database system that while functional, does not provide for on-line services, uses inefficient technology and is not able to interface with the City's EDEN financial system. Additionally, the implementation of the EDEN development project accounting module will provide the ability for City staff to process all development billings, in-house and on-site without the reliance on an outside contractor to perform this recurring task.

The staff of the Building and Safety Department and Finance Department participated in a demonstration from EDEN on the permits/inspection module with the online web component and project accounting module. The EDEN modules proved to be the best solution for the City based on its functionality and interface with our current EDEN financial system which was implemented during fiscal year 2010-11.

Complementing the purchase of the EDEN systems software modules, two new computer servers (hardware) are required. Currently, Lan Wan Enterprise maintains the City's EDEN servers and related hardware. They previously deployed and installed the City's EDEN servers and related hardware seamlessly.

The purchase of the computer servers, installation and deployment will be funded by the General Fund. All system software modules will go online by October 2012.

FISCAL IMPACTS:

The EDEN license fee, data conversion, consulting and training hours has been negotiated to a not to exceed \$62,560. The SCE/WRCOG grant will fund \$62,740. Annual software maintenance fees are \$9,720. Purchase of computer servers and labor from Lan Wan Enterprise is not to exceed \$11,791.26. The software maintenance fees and computers will be funded from existing funds in the General Fund.

Submitted by:
Gary Nordquist
Assistant City Manager

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

- A. Tyler Technologies (EDEN) Software License Agreement Amendment
- B. Lan Wan Enterprise Estimate (Quote)

Attachment A

Tyler Technologies (EDEN) Software License
Agreement Amendment

AMENDMENT

This amendment ("Amendment") is made this _____ day of _____ 2012 by and between Tyler Technologies, Inc. with offices at 1100 Oakesdale Avenue SW, Renton, Washington 98057 ("Tyler") and the City of Wildomar, with offices at 23873 Clinton Keith Rd, Suite 201, Wildomar, California 92595 ("Client").

WHEREAS, Tyler and the Client are parties to an agreement dated July 15, 2010 ("Agreement"); and

WHEREAS, Tyler and Client desire to amend the Agreement;

NOW THEREFORE, in consideration of the mutual promises hereinafter contained, Tyler and the Client agree as follows:

1. The products, services and support in the attached quote are hereby added to the Agreement.
2. Payment for the items added to the Agreement pursuant to this Amendment will be in accord with the following terms:
 - a. Software license fees of \$22,960 will be invoiced when Tyler makes the software available for download by the Client;
 - b. Services fees, plus expenses, will be invoiced as provided/incurred; and
 - c. Year 1 Maintenance fees will be invoiced when Tyler makes the software available for download for the Client, prorated for a term commencing with the first day of training and ending coterminous with Client's then current support agreement for the Tyler Software Products originally licensed pursuant to the Agreement.
3. This Amendment shall be governed by and construed in accordance with the terms and conditions of the Agreement.
4. All other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the dates set forth below.

Tyler Technologies, Inc.
ERP and School Division

City of Wildomar

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____



Quoted By: Christina Hendrickson
Date: 02/24/2012
Quote Expiration: 05/02/2012
Quote Name: Permits w/Web & Project Accounting
Quote Number: 39179

Sales Quotation For:

Misty Cheng
 City of Wildomar
 23873 Clinton Keith Rd
 Suite 201
 Wildomar, CA 92595

Phone: (951) 677-7751
Fax:
Email: mcheng@cityofwildomar.org

1 Software

Model #	Description	Quantity	Price	Extended Price	Discount	Software Total
CS-PARC-SW-D	Parcel Manager - Software	1.00	\$2,500.00	\$2,500.00	\$500.00	\$2,000.00
CS-PERM-SW-D	Permits/Inspections - Software	1.00	\$11,000.00	\$11,000.00	\$2,200.00	\$8,800.00
CS-WBPI-SW-D	Permits Web Extension - Software	1.00	\$6,200.00	\$6,200.00	\$1,240.00	\$4,960.00
FA-PROJ-SW-C	Project Accounting - Software	1.00	\$9,000.00	\$9,000.00	\$1,800.00	\$7,200.00
Total:						\$5,740.00
						Total: \$22,960.00

2 Services

Consulting

Model #	Description	Quantity	Price	Extended Price	Discount	Consulting Total
CS-PARC-CS-D	Parcel Manager - Consulting	1.00	\$1,200.00	\$1,200.00	\$0.00	\$1,200.00
CS-PERM-CS-D	Permits/Inspections - Consulting	4.00	\$1,200.00	\$4,800.00	\$0.00	\$4,800.00
FA-PROJ-CS-C	Project Accounting - Consulting	2.00	\$1,200.00	\$2,400.00	\$0.00	\$2,400.00
Total:						\$8,400.00

Training

Model #	Description	Quantity	Price	Extended Price	Discount	Training Total
CS-PARC-TR-D	Parcel Manager - Training	3.00	\$1,200.00	\$3,600.00	\$0.00	\$3,600.00
CS-PERM-TR-D	Permits/Inspections - Training	12.00	\$1,200.00	\$14,400.00	\$0.00	\$14,400.00
FA-PROJ-TR-C	Project Accounting - Training	6.00	\$1,200.00	\$7,200.00	\$0.00	\$7,200.00
Total:						\$25,200.00

Conversion

Model #	Description	Quantity	Price	Extended Price	Discount	Conversion Total
CS-PERM-CV-D	Permits/Inspections - Conversion	1.00	\$6,000.00	\$6,000.00	\$0.00	\$6,000.00
Total:						\$6,000.00

Total Other	Total Consulting:	Total Training:	Total Conversion	Total Services:

Services:	\$0.00	\$8,400.00	\$25,200.00	Services:	\$6,000.00	\$39,600.00
-----------	--------	------------	-------------	-----------	------------	-------------

Total Training
Days: 21

Total
Consulting
Days: 7

3 Maintenance

Model #	Description	Quantity	Price	Extended Price	Discount	Maintenance Total
CS-PARC-SP-D	Parcel Manager - Support	1.00	\$1,080.00	\$1,080.00	\$0.00	\$1,080.00
CS-PERM-SP-D	Permits/Inspections - Support	1.00	\$4,680.00	\$4,680.00	\$0.00	\$4,680.00
CS-WBPI-SP-D	Permits Web Extension - Support	1.00	\$2,340.00	\$2,340.00	\$0.00	\$2,340.00
FA-PROJ-SP-C	Project Accounting - Support	1.00	\$1,620.00	\$1,620.00	\$0.00	\$1,620.00
					Total:	Total:
					\$0.00	\$9,720.00

Summary

	Fees	Maintenance
Total Software	\$22,960.00	\$9,720.00
Total Services	\$39,600.00	
Summary Total	\$62,560.00	\$9,720.00

Comments

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the size and scope of your project. The actual amount of services depends on such factors as your level of involvement in the project and the speed of knowledge transfer.

Prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use, excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting.

For existing EDEN Clients, the fees are billed as follows:

- 100% of Application Software License Fees upon delivery of the software products
- 100% of the Year 1 Application Software Maintenance Fees are billed upon Initiation (first day of training)
- 100% of the Third Party Product License Fees/Purchase Price upon delivery of the third party products
- 100% of the Year 1 Third Party Product Maintenance Fees upon delivery of the third party products
- Services and associated expenses as provided/incurred.

Payment is due within 30 days of invoice receipt. Quote is subject to existing Contract.

Conversion of Permits data will be 3 1/2 year of data from an Access database.

IVR Annual Fee includes total monthly connection duration as identified in the description. Actual use in excess of that basis will be invoiced at a per minute rate as defined by the usage plan. (\$.15 per minute for tier 1 and 2, \$.14 per minute for tier 3 and 4; \$.13 per minute for tier 5).

Optional Software and Services - not included in Totals

Model #	Description	Quantity	Price	Extended Price	Discount	Software and Services Total
CS-PARC-CV-D	Parcel Manager - Conversion	1.00	\$1,200.00	\$1,200.00	\$0.00	\$1,200.00

Unless otherwise indicated in the Contract or Amendment thereto, pricing for optional items will be held for six (6) months from the Quote date or the

Effective Date of the Contract, whichever is later.

Total: \$1,200.00

Customer Approval: _____

Date: _____

Print Name: _____

P.O. #: _____

All primary values quoted in US Dollars

Attachment B

Lan Wan Enterprise Estimate (Quote)
For Hardware/Software



17500 Red Hill Ave. Suite 120
 Irvine, CA 92614-5680
 Tel: (949) 955-2451
 Fax: (949) 955-2450

Estimate

Date	Estimate #
2/10/2012	63711

Name / Address

City of Wildomar
 Asst. City Manager: Gary Nordquist
 23873 Clinton Keith Rd. Ste. 201
 Wildomar, CA 92595

P.O. No.	Rep	Project
	NMO	

Description	Qty	Cost	Total
Server for Web EXTENSION Server for EDEN			
Part : HP Proliant DL380 G4 Server (Used) with 2 Processors + 4 HDD 72 GB + Redundant Power supply	1	1,350.00	1,350.00T
HPWarranties 24X7X4 hours replacement	1	765.00	765.00
Microsoft-New Microsoft-New Windows Server 2008 R2	1	726.00	726.00

Subtotal		\$2,841.00
Sales Tax (7.75%)		\$104.63
Total		\$2,945.63



17500 Red Hill Ave. Suite 120
 Irvine, CA 92614-5680
 Tel: (949) 955-2451
 Fax: (949) 955-2450

Estimate

Date	Estimate #
2/10/2012	63710

Name / Address

City of Wildomar
 Asst. City Manager: Gary Nordquist
 23873 Clinton Keith Rd. Ste. 201
 Wildomar, CA 92595

P.O. No.	Rep	Project
	NMO	

Description	Qty	Cost	Total
Server for Web Application Server for EDEN			
Part : HP Proliant DL380 G4 Server (Used) with 2 Processors + 4 HDD 72 GB + Redundant Power supply	1	1,350.00	1,350.00T
HPWarranties 24X7X4 hours replacement	1	765.00	765.00
Microsoft-New Windows Server 2008 R2	1	726.00	726.00

Subtotal		\$2,841.00
Sales Tax (7.75%)		\$104.63
Total		\$2,945.63



17500 Red Hill Ave. Suite 120
 Irvine, CA 92614-5680
 Tel: (949) 955-2451
 Fax: (949) 955-2450

Estimate

Date	Estimate #
2/10/2012	63708

Name / Address

City of Wildomar
 Asst. City Manager: Gary Nordquist
 23873 Clinton Keith Rd. Ste. 201
 Wildomar, CA 92595

P.O. No.	Rep	Project
	RSD	

Description	Qty	Cost	Total
TECHSUPPORT : Build New EDEN Extension Server : - Commmission the server . - Install Windows Server 2008 R2 . - Install all patches and updates . - Join to the Domain . - Install IIS - Open secure ports to communicate with EDEN Application server . - Add and change DNS records online . - Make sure the site is up and running .	1	2,950.00	2,950.00

Valid for 10 Days Only	Subtotal	\$2,950.00
	Sales Tax (7.75%)	\$0.00
	Total	\$2,950.00



17500 Red Hill Ave. Suite 120
 Irvine, CA 92614-5680
 Tel: (949) 955-2451
 Fax: (949) 955-2450

Estimate

Date	Estimate #
2/10/2012	63707

Name / Address

City of Wildomar
 Asst. City Manager: Gary Nordquist
 23873 Clinton Keith Rd. Ste. 201
 Wildomar, CA 92595

P.O. No.	Rep	Project
	RSD	

Description	Qty	Cost	Total
TECHSUPPORT : Build New EDEN Web Application Server : - Commision the server . - Install Windows Server 2008 R2 . - Install all patches and updates . - Join to the Domain . - Install EDEN . - Open secure ports to communicate with EDEN Extension server .	1	2,950.00	2,950.00

Valid for 10 Days Only

Subtotal	\$2,950.00
Sales Tax (7.75%)	\$0.00
Total	\$2,950.00

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #3.4
GENERAL BUSINESS
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Gary Nordquist, Assistant City Manager
SUBJECT: City Trails Program

STAFF REPORT

RECOMMENDATION:

Staff recommends the City Council:

1. Adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, APPROVING THE ADDITION OF
TRAIL NAMES TO THE EXISTING CITY OF WILDOMAR
MULTI-USE TRAILS PLAN MAP

2. Adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, ADOPTING THE ADOPT-A-
TRAILS PROGRAM

3. Adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, ADOPTING THE CRITERIA FOR
THE VOLUNTEER TRAILS COORDINATOR

BACKGROUND/DISCUSSION:

As part of the City's incorporation process, the City adopted the Riverside County's General Plan which included planned trails within the Wildomar community. The map presented to the City Council for review is this original planned trails system and there are no changes to the existing trails map. This version of the map has been enhanced to designate which trails are open from the those which are closed. The open trails are currently available for usage and maintenance. Additionally, this map has been enhanced with trail names as recommended by the Wildomar Historical Society, the

Pechanga Committee and the Wildomar Community Council Trails sub-committee. No new trails are included in this map as that would require a general plan amendment to the circulation element. Future additions/expansions to the trail system will be presented for consideration as general plan amendments in the future.

While under control of the Riverside County Regional Park and Open-Space District system, the Wildomar Community participated in the Adopt-A-Trail program. With the incorporation of the City, the County no longer administers this program and it recommended by the community that the program be re-instated and administered by the City. This program was designed to engage community organizations that want to make a difference by volunteering their time to help keep trails safe and clean. Organizations that provide maintenance and clean up to a segment of a trail for a one-year period were rewarded with a sign posted on their portion of the trail which recognizes the organization and the appreciation of their efforts.

As the City develops the various facets of this Trails program, the usage and special events could best be coordinated by the City with the City Council appointing a Volunteer Trail Coordinator to oversee the trails program and the Adopt-A-Trails program.

At the January 18, 2012 Planning Commission meeting Staff made a presentation to the Commissioners on several issues dealing with the existing trails within the City limits. Staff was seeking input on recommended trail names, establishing an Adopt-A-Trail program, and the creation of a Trails Coordinator volunteer role. The Planning Commission recommended the Adopt-A-Trail program and the Trails Coordinator criteria. Staff received numerous recommendations from the Commission on the trail map with names and Staff was directed to incorporate the recommended changes and return to the Planning Commission at a later date.

City staff incorporated the Planning Commissions input and at the February 15, 2012 meeting, the Planning Commission recommended the trail map with names be presented to the City Council for consideration.

ENVIRONMENTAL ASSESSMENT:

A review of the potential environmental impacts was conducted for the recommendation of the City Council to approve trail names. This evaluation indicated no potential for impacts on the environment. The Planning Department therefore, recommends the Planning Commission recommend that the City Council find and determine that the proposed action on the City's Trails Plan has no potential to impact the environment, and is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

FISCAL IMPACT:

None at this time; No funds budgeted for Trails activities in the FY 2011-12 budget

Submitted by:
Gary Nordquist
Assistant City Manager

Approved by:
Frank Oviedo
City Manager

ATTACHMENTS:

- A. Trail Name Designation Resolution
- B. City of Wildomar Multi-Use Trail Map with Trail Name Designation
- C. Trail Name Index as Provided by the Wildomar Historical Society and Wildomar Community Council Trails Sub-Committee
- D. Citywide Adopt-A-Trails Program Resolution
- E. Volunteer Trails Coordinator Criteria Resolution

Attachment A

Trail Name Designation

RESOLUTION NO. 2012 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING THE ADDITION OF TRAIL NAMES TO THE EXISTING CITY OF WILDOMAR MULTI-USE TRAILS PLAN MAP

WHEREAS, on July 1, 2008 the Wildomar Community of Riverside County incorporated as a City and adopted Riverside Ordinances and General Plan and ;

WHEREAS, the circulation element of the General Plan included unidentified multipurpose trails throughout the City of Wildomar and;

WHEREAS, the residents, Wildomar Civic groups, the Wildomar Historical Society, and the Pechanga Cultural Resources have participated in providing names to the trails within the city as attached in Exhibit A.

WHEREAS, on January 18, 2012, the City of Wildomar Planning Commission held a public meeting at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed City Trails Program, and which time the Planning Commission considered such action, and continued the naming of Trail Names to the February 15, 2012 meeting; and

WHEREAS, on February 15, 2012, the City of Wildomar Planning Commission held a public meeting at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed City Trails Program, and which time the Planning Commission considered such action and adopted PC Resolution 12-02 recommending the City Council of the City of Wildomar consider adopting the names for trails within the city limits; and

WHEREAS, on March 14, 2012, the City of Wildomar City Council held a public meeting at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed City Trails Program, and which time the City Council considered such action,

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

SECTION 1. ENVIRONMENTAL FINDINGS.

A review of the potential environmental impacts was conducted which indicated no potential for impacts on the environment. Therefore, the Planning Commission hereby recommends the City Council find and determine that the proposed addition of names to the City's Trails Map has no potential to impact the environment, and is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen

with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 2. CITY COUNCIL ACTIONS.

The City Council takes the following actions:

1. Notice of Exemption. Determines that adding names to the existing City of Wildomar Multi-Use Trails Plan map is exempt from environmental review in accordance with Section 15061(b)(3) of the CEQA Guidelines and directs the Planning Director to file a Notice of Exemption with the Riverside County Clerk; and
2. Adding Trail Names. Adding trail names to the existing City of Wildomar Multi-Use Trails Plan Map as described in Exhibit A attached hereto and incorporated herein.

PASSED, APPROVED AND ADOPTED this 14th day of March, 2012.

Ben J. Benoit
Mayor

APPROVED AS TO FORM:

ATTEST:

Tom Jex
Assistant City Attorney

Debbie A. Lee, CMC
City Clerk

Exhibit A

Trail Names

Historic Trail Names and Designation

1	Alma Patterson Trail (HT-E-04)
2	Alvin Jamieson Trail (HT-E-09)
3	Andrew Difani Trail (HT-W-08)
4	'Ataaxum Trail (HT-W-06)
5	Ben and Fanny Taylor Family Trail (HT-W-13)
6	Brown Family Trail (HT-W-12)
7	De Jong Family Trail (HT-E-07)
8	Embree Family Trail (HT-W-17)
9	Forbes-McGee Trail (HT-W-15)
10	Hampton-Hirst Trail (HT-E-03)
11	Henry Lillie Trail (HT-E-05)
12	Iva Keegan Trail (HT-E-06)
13	Joseph Nichols Trail (HT-W-10)
14	Madison Chaney Trail (HT-W-16)
15	Margaret C. Graham Trail (HT-W-14)
16	Mary Simmons Trail (HT-E-02)
17	Mary Soules Trail (HT-W-07)
18	Matthews Family Trail (N-S-02A)
19	Old Cemetery Trail (N-S-027)
20	Paa\$uku Trail (HT-W-05)
21	Payoomik Trail (HT-W-04)
22	Pearson Family Trail (HT-W-11)
23	Torbett Family Trail (HT-W-03)
24	Tukwut Trail (HT-W-02)
25	Turner Family Trail (N-S-03)
26	Veterans Memorial Trail (HT-E-08)
27	Whitney Water Trail (HT-E-01)
28	Wibel Family Trail (N-S-02)
29	Wildon Trail (HT-W-01)
30	Wilks Family Trail (HT-W-09)

Patron Trail Names and Designation

31	Bob Buster Trail (WPT-E-02)
32	Castanon Family Trail (N-S-04)
33	Cody Diep Trail (WPT-E-04)
34	Ed Studor Trail (WPT-E-01)
35	Jerry Jolliffe Trail (WPT-E-03)
36	Jon Rodarme Trail (WPT-E-05)
37	Justin T. Hunt Memorial Trail (WPT-W-01)
38	Pieter van de Bovenkamp (W-E-17)
39	Wildomar Independence Trail (WPT-E-06)

Attachment B

**Multi-Use Trail Map with Trails Name
Designations (Draft)**

Attachment C

**Trail Name Index as Provided by the
Wildomar Historical Society and
Wildomar Community Council Trails
Sub-Committee**

City of Wildomar

“Historic” Trail Names

Westside

Wildon Trail

(HT-W-01) The first name given to Wildomar by Collier and Graham. The “mar” was added in 1887.

**Tukwut Trail*

(HT-W-02) Tukwut, means Mountain Lion in the Luiseno language (see note below)

**Torbett Family Trail*

(HT-W-03) William and family moved to Wildomar from Illinois. Early in 1894 they were growing apricots and strawberries. William passed away in 1917 and is buried in Wildomar Cemetery. His sons, Carl and Harry continued to live here as listed on the 1930 census.

**Payoomik Trail*

(HT-W-04) Payoomik, In the Luiseno language means “to the West” referring to the Juaneno.

(see note below)

**Paa\$uku Trail*

(HT-W-05) Paa\$uku, Luiseno name for the Wildomar area meaning “the place of the Elk”; similar to the Juaneno name, Paa, Nu Ukut, meaning “the place of the springs and Dawf Bison.” (see note below)

*'Ataaxum Trail

(HT-W-06) Means; The People in the Luiseno language and refers to the (Luiseno Indian Tribe).

(see note below)

*Mary Soules Trail

(HT-W-07) Mary was the mother of Fanny Soules Taylor. Mary, a widow, followed Fanny to Ca. with her two sons from Michigan in 1908. Mary lived on Central Street with her sons, Neil & Roy. For many years Mary ran a boarding house and also helped to care for the ill. Mary was known for her cooking abilities. Mary is buried in Wildomar Cemetery.

*Andrew Difani Trail

(HT-W-08) Andrew was a blacksmith as indicated on the 1887 Promotional Map. A sad story appeared in 1889 when his mother died resulting with his brother, George, committing suicide.

*Wilks Family Trail

(HT-W-09) Richard, Fannie & family immigrated from England with four children, lived in Michigan & Kansas before coming to Wildomar by 1895. The family was mentioned often over the years in the local newspapers. Tragedy struck when one of the sons, Valentine, was killed in a hunting accident. The family had a long history of being a prominent pioneer family and son, Thomas, became known as the 'hay king' of the valley. A son of Thomas, Arthur, was caretaker at the cemetery and took care of the trees planted in 1927 which are still standing on Palomar. All six of the original family members are buried in Wildomar Cemetery.

*Joseph Nichols Trail

(HT-W-10) Joseph was the train agent who committed suicide in 1889. His grave wasn't moved to the current cemetery until 1979.

Pearson Family Trail

(HT-W-11) David and Anna moved their family to Wildomar in 1885 from Cedar County, Iowa. The family is mentioned many times in the local newspapers. One son, George (he was the second boy born in Wildomar), became the first county surveyor in 1893. By 1895 the family had moved to Los Angeles except for George. In 1900 George was living in Riverside and working as a civil engineer for the county. In 1910-30 he was living in Los Angeles County and still employed as a civil engineer. (Note: There is a notation on the 1887 Promotional Map, "Presented by Alida Pearson, Resident of Wildomar, 1886-1894. Alida was the daughter of George and Anna.)

Brown Family Trail

(HT-W-12) Dr. Oscar Brown brought his young family to Wildomar in 1897.

*Ben and Fanny Taylor Family Trail

(HT-W-13) Trail Ben & Fanny, Ben moved to Wildomar about 1906 as a widower with a young daughter to farm 3000 acres for William Collier. Fanny Soules came to teach school in the fall of 1906. They married in 1907 and had three children. Ben & Fanny lived the rest of their lives in Wildomar. They are buried in Wildomar Cemetery along with two of their children (Frank and Ellen Hazard) and Fanny's mother (Mary Soules).

*Margaret C. Graham Trail

(HT-W-14) Margaret Graham, Collier, One of our founders and a well known author of books and magazine articles.

*Forbes-McGee Trail

(HT-W-15) Forbes--James, Lucinda & family. The family arrived in Wildomar in 1892. James was born in Scotland and was a farmer. Son, Andrew, purchased the second cemetery lot in the new cemetery but there are no records to indicate if James' was buried there after his death on March 16, 1898. McGee-David & Lucy (Lucy

was the daughter of James & Lucinda Forbes) David was a Civil War Veteran who lived in Wildomar by 1896. David served on the committee to move the cemetery and purchased lot #8. By 1900 the McGee's had moved away.

*Madison, Chaney Trail

(HT-W-16) Madison Chaney and his wife, Jane, were miners in the area when William Collier made his first trip to the area. Madison was a very colorful character and lived in Wildomar (Chaney Hill) near the Murrieta border for many years.

*Embree Family Trail

(HT-W-17) Ezra, Ann & family-Moved to Wildomar in 1886 where Ezra and son, Albert, registered to vote on Oct. 2, 1886. Ezra opened a store in Feb. of 1887, a sketch of which appears on the 1887 Promotional Map. The store sign reads, "E. Embree & Co., Groceries & Hardware, Post office." Another son, William, was awarded the contract to build the public library in Oct. of 1887. Ezra lived in Wildomar for 13 years.

*Wibel Family Trail

(N-S-02) John, Mary, Henry-The Wibel family was living in Wildomar by 1890. Henry, the son of John & Mary, was the chairman of the committee to move the cemetery to its present location. Henry purchased lot #1 and his father, John, was most likely the first person buried at the new location. Mary was also buried there in 1912.

*Matthews Family Trail

(N-S-02A) Abram & Mary, Abram served for the Union during the Civil War. Residents of Wildomar in 1888, Abram served as postmaster starting in 1902 and also for ten years as the station agent for the Santa Fe Railroad. Abram also was in charge of the cemetery for a period. There were numerous items in the local newspapers about the Matthews. Abram & Mary are buried in Evergreen Cemetery, Riverside.

*Turner Family Trail

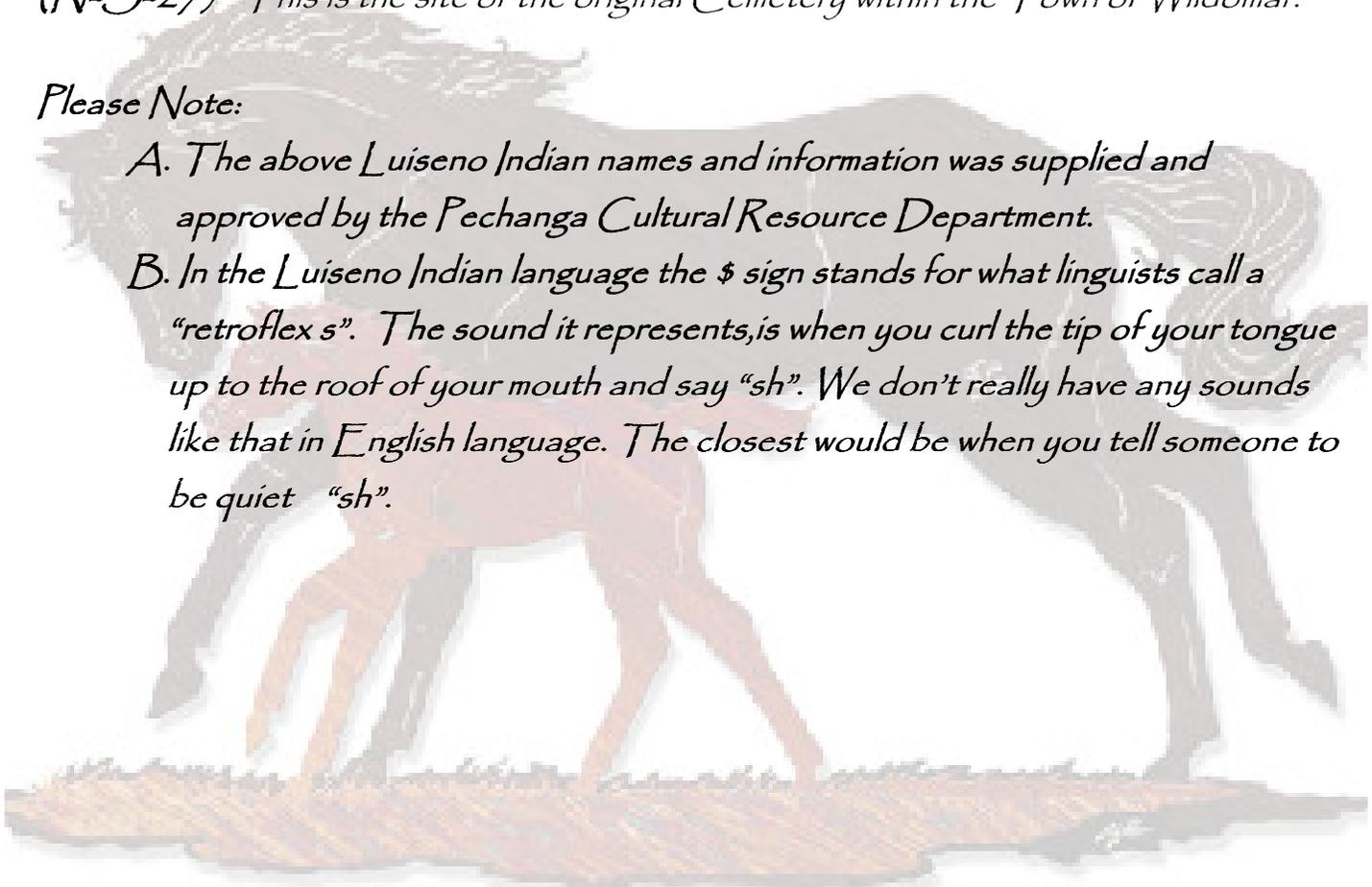
(N-S-03) Wyman, Elizabeth and Dave-Too many reasons to list-store, ran post office for 38 years (both Wyman & Betty were postmasters), Betty was also on the school and cemetery boards, the land for fire station #61 was donated by Dave Turner in memory of his father Wyman.

*Old Cemetery Trail

(N-S-27) This is the site of the original Cemetery within the Town of Wildomar.

Please Note:

- A. The above Luiseno Indian names and information was supplied and approved by the Pechanga Cultural Resource Department.
- B. In the Luiseno Indian language the \$ sign stands for what linguists call a "retroflex s". The sound it represents, is when you curl the tip of your tongue up to the roof of your mouth and say "sh". We don't really have any sounds like that in English language. The closest would be when you tell someone to be quiet "sh".



City of Wildomar

"Historic" Trail Names

Eastside

*Whitney Water Trail

(HT-E-01) Whitney Water "advertised" as fresh daily since 1959" Probably the second oldest business in Wildomar.

*Mary Simmons Trail

(HT-E-02) Mary Simmons, Mary Simmons was the first girl born in Wildomar. She grew up to marry Dean Fletcher. Mary was born in Oct. 8, 1890 and died in 1974. She is buried in Wildomar Cemetery along with her mother and uncle, William Wilkinson, who lived to be almost 102.

*Hampton-Hirst Trail

(HT-E-03) Isaac Hampton was an early pioneer. He moved his family from Kansas to Wildomar by the summer of 1887. Isaac was a liveryman. His second wife was Elizabeth Hirst, daughter of James and Anna. James Hirst came to Wildomar in Sept. of 1885. James was a beekeeper, real estate salesman and a school trustee. The Hirst name appears on two buildings on the 1887 Promotional Map.

*Alma Patterson Trail

(HT-E-04) Miss Patterson was the first school teacher when Wildomar school opened in Sept. of 1886. (Wildomar pamphlet, pg. 4)

*Henry Lillie Trail

(HT-E-05) According to the Wildomar pamphlet produced by William Collier and Margaret C. Graham in 1892, page 3, "The first purchaser of land was Henry Lillie. He is also the latest buyer in this locality, having recently added twenty acres to his

original purchase, paid for out of his crop of deciduous fruit the present season.”

****Iva Keegan Trail***

(HT-E-06) Taught at Wildomar Elementary School for over 20 years. Kept list of teachers and other history items.

****De Jong Family Trail***

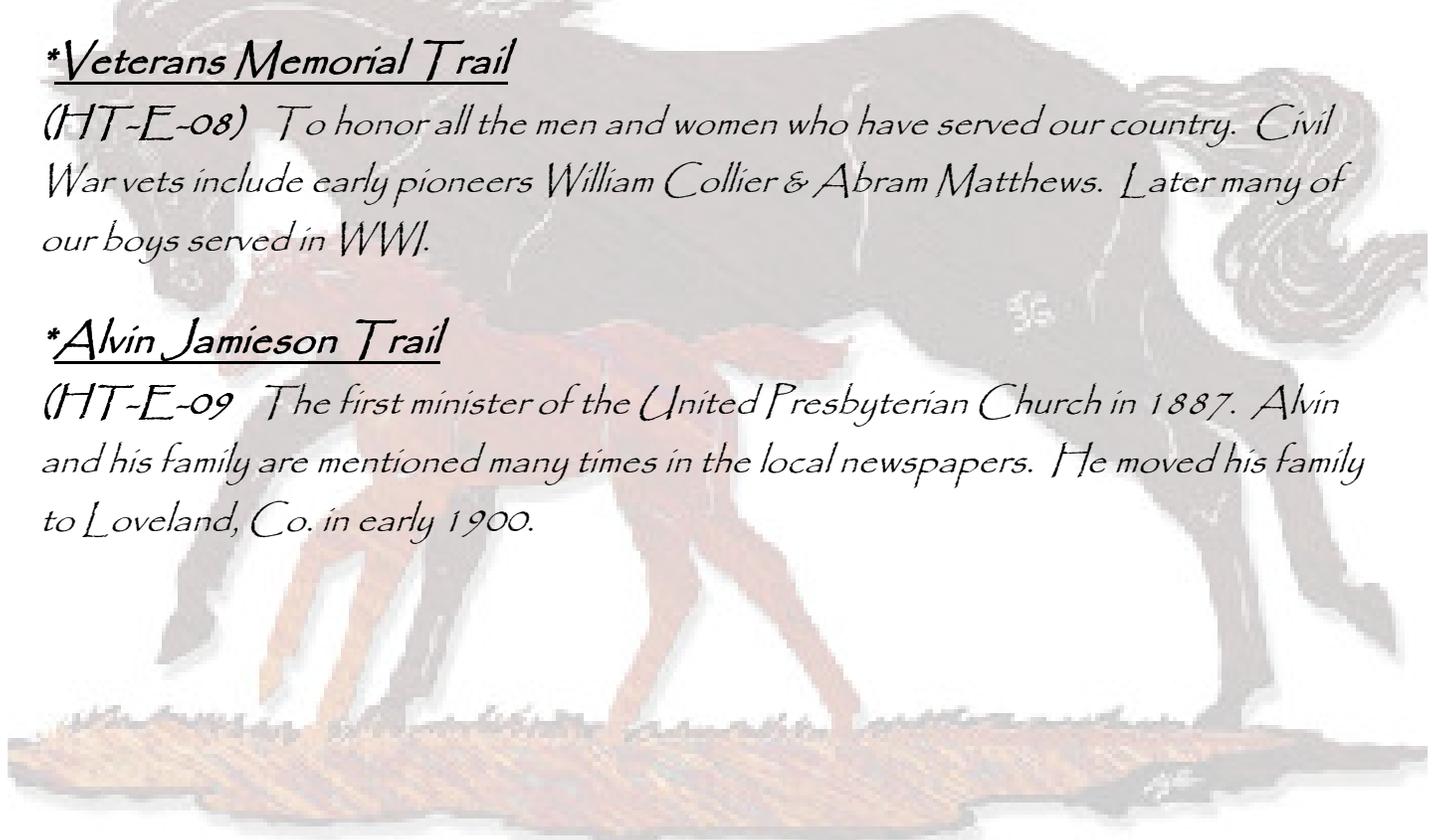
(HT-E-07) The De Jong family has been operating a dairy for over 50 years. Probably the oldest operating business in Wildomar.

****Veterans Memorial Trail***

(HT-E-08) To honor all the men and women who have served our country. Civil War vets include early pioneers William Collier & Abram Matthews. Later many of our boys served in WWI.

****Alvin Jamieson Trail***

(HT-E-09) The first minister of the United Presbyterian Church in 1887. Alvin and his family are mentioned many times in the local newspapers. He moved his family to Loveland, Co. in early 1900.



City of Wildomar

“Patron” Trails Names

Westside

**Justin T. Hunt Memorial Trail*

(WPT-W-01) Justin graduated from Elsinore High School in 2000 and joined the Marines in Oct. of 2002. Justin was killed in Iraq on July 6, 2004 and he rests in Wildomar Cemetery.

**Castanon Family Trail*

(N-S-04) Ruben and Gina Castanon have lived in Wildomar over 40+ years. Gina was instrumental in helping to start up the first Trail Committee in the Community of Wildomar.

Ruben has maintained the McVicker St. Trail for countless years.

Ruben and Gina have also given numerous hours of their time and money in helping the Community of Wildomar become the City of Wildomar July 1st 2008.

Gina was a founding member of the Wildomar Community Council.

Gina also serves as a Board Member of the Wildomar Multi-Use Trails Association Inc.

Ruben was a teacher at Elsinore high school and educated our children for over 30 years.

City of Wildomar

“Patron” Trail Names

Eastside

**Ed Studor Trail*

(WPT-E-01) Ed was a member of the county transportation department. He was instrumental in the adopt a trail program. Ed was named Man of the Year 2004 by MAC. He helped to obtain traffic control (stop signs and lights) at trail crossings through out Wildomar including the traffic light in front of the library. Ed retired in 2005. (not copyrighted) (information provided by Gary Andre.)

**Bob Buster Trail*

(WPT-E-02) Our county supervisor who encouraged and guided us to city hood.

**Jerry Jolliffe Trail*

(WPT-E-03) Jerry was instrumental in promoting and establishing the Wildomar Trail system. He was involved in the land development review, the roundtable and zone changes.(not copyrighted) (information provided by Gary Andre)

**Cody Diep Trail*

(WPT-E-04)

Cody was the first child born in the new city of Wildomar on July 1, 2008.

**Jon Rodarme Trail*

(WPT-E-05) Jon was a member of the Wildomar Incorporation Now committee. He was a stanch city hood supporter who spoke at numerous LAFCO and Murrieta city council meetings. He was known for his humorous speeches against the Murrieta annexation attempt. Jon spent countless hours securing signatures for the petition drive.

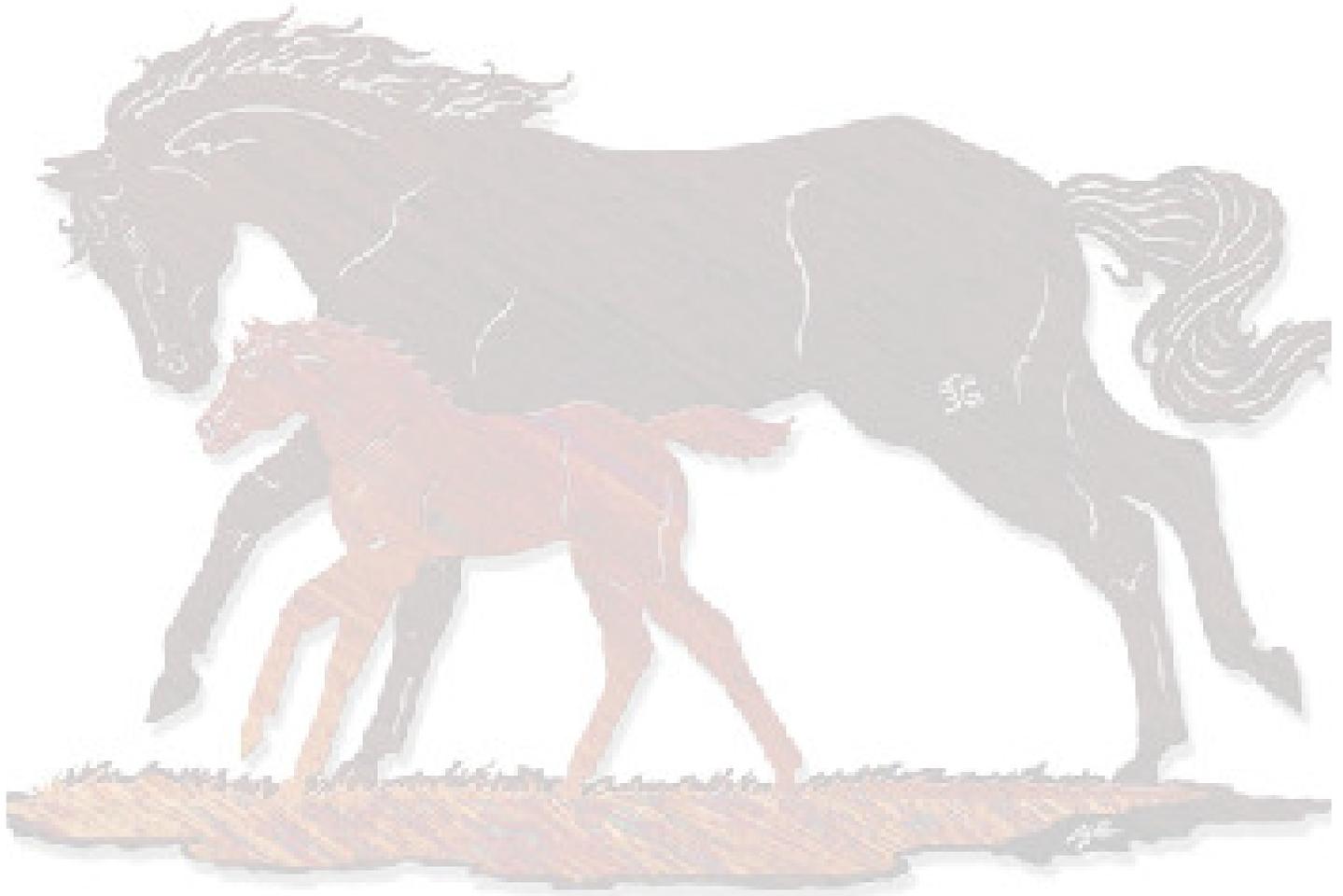
**Wildomar Independence Trail*

(WPT-E-06) To honor City hood on July 1, 2008 and the struggle to reach it.

**Pieter van de Bovenkamp*

(W-E-17)

Member of MAC, Chamber, involved in WIN and the Farm. Killed riding a bike on Bundy Canyon.



Trails in Grey, represent Council approved Westside trails that are pending a General Plan Amendment

**1885 Wildomar Land and Water Company Trail*

(HT-W-22)

Established in 1886 to bring irrigation water and domestic water to town. (Along the Old Roads). Remains of pipes, tools, etc. are still in the hills today.

**Kukuul Trail*

(HT-W-23)

Kukuul, means Burrowing Owl in the Luiseno language.

**1887 Overlook Trail*

(HT-W-24)

This is the trail on the 1887 Promotional Map with Collier & Graham viewing Wildomar from a rock) Coastal Mountains, southerly of Gruwell St.

**Qaasil Trail*

(HT-W-25)

Qaasil, means White Sage in the Luiseno language. (see note below)

**'\$wut Trail*

(HT-W-26)

Means Wolf in the Luiseno language. (see note below)



Attachment D

Citywide Adopt-A-Trails Program

RESOLUTION NO. 2012 - _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
WILDOMAR, CALIFORNIA, ADOPTING THE ADOPT-A-
TRAILS PROGRAM**

WHEREAS, the City has within its boundaries over 90 miles of trails, and plans to continue adding miles of trail; and

WHEREAS, the citizens of Wildomar desire to enjoy the benefits of the citywide trail system; and

WHEREAS, since the incorporation of the City, July 1, 2008, no City program currently exists for neighborhoods and civic groups to “adopt” sections of the citywide trail system; and

WHEREAS, neighborhood and civic groups have approached the City wanting to volunteer their time and resources to improve and maintain sections of the citywide trail system; and

WHEREAS, the City wants to promote a feeling of pride and ownership of the citywide trail system with its connected neighborhoods; and

WHEREAS, a volunteer program would achieve those objectives while enabling the City to continue constructing more trail miles; and

WHEREAS, the Planning Commission of the City of Wildomar, at the January, 18, 2012 Planning Commission meeting, adopted PC Resolution 12-03 recommending the City Council of the City of Wildomar consider the adoption of the Adopt –A- Trail program as described in Exhibit A to this resolution;

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

SECTION 1. ENVIRONMENTAL FINDINGS.

A review of the potential environmental impacts was conducted which indicated no potential for impacts on the environment. Therefore, the Planning Commission hereby recommends the City Council find and determine that the proposed adopt a trails program has no potential to impact the environment, and is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 2. CITY COUNCIL ACTIONS.

The City Council takes the following actions:

1. Notice of Exemption. Determines that the adopt a trail program is exempt from environmental review in accordance with Section 15061(b)(3) of the CEQA Guidelines and directs the Planning Director to file a Notice of Exemption with the Riverside County Clerk; and
2. Adopt-A-Trail Program. Adopts the Adopt-A-Trail Program as described in Exhibit A attached hereto and incorporated herein.

PASSED, APPROVED AND ADOPTED this 14th day of March, 2012.

Ben J. Benoit
Mayor

APPROVED AS TO FORM:

ATTEST:

Tom Jex
Assistant City Attorney

Debbie A. Lee, CMC
City Clerk

Exhibit A

Adopt -A -Trail Program

GENERAL INFORMATION

ADOPT-A-TRAIL PROGRAM:

Is a fun, educational and worthwhile community program. The program will provide for community trails and promotes civic responsibility. It saves taxpayer dollars. The program lets participants help cleanup and beautify City trails in an area mutually agreed to by civic organizations/individuals and the City. The program provides residents, organizations or businesses prominent community recognition.

OPPORTUNITIES FOR:

Individuals...Organizations...Businesses

PARTICIPATE BY:

Perform trail maintenance and litter removal.

PARTICIPANT COMMITMENT:

Provide trail maintenance and litter removal for four years on a minimum of a 1/4 mile stretch of City-maintained roadside or Flood Control Access Roads. Follow all safety and permit requirements.

CITY COMMITMENT:

The City will loan up to a maximum of 20 orange vests and issue the permit at no charge.

The City will pay for and install recognition sign(s) as funds become available.

Provide trash bags and will pick up trash bags provided the cleanup frequency is not more than once a quarter.

Provide advanced warning signs and other necessary traffic control devices.

RECOGNITION SIGNS:

Placed at the beginning of the clean-up project in each direction of traffic.

May vary in size according to the local situation.

The decision to place signs, their size, and location are at the sole discretion of the City of Wildomar.

Recognition on the sign is limited to name, logo or insignia -no products may be identified.

Attachment

E

Volunteer Trails Coordinator Criteria

RESOLUTION NO. 2012 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING THE CRITERIA FOR THE VOLUNTEER TRAILS COORDINATOR

WHEREAS, the City with the establishment of the Adopt –A– Trails program and additional planned development of the trails programs has a need to efficiently coordinate these activities; and

WHEREAS, the Trails Coordinator would be appointed to a two year term by the City Council of Wildomar; and

WHEREAS, the Coordinator would be a Wildomar Resident with knowledge of the trail system and local civic organizations; and

WHEREAS, the Coordinator would be held to the same standards of conduct as other City officials and employees; and

WHEREAS, the Coordinator would meet the criteria as identified in Exhibit A to this resolutions; and

WHEREAS, the Planning Commission of the City of Wildomar, at the January, 18, 2012 Planning Commission meeting, adopted PC Resolution 12-04 recommending the City Council of the City of Wildomar consider the adoption of the criteria (Exhibit A) for a volunteer Trails Coordinator position; and

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

SECTION 1. ENVIRONMENTAL FINDINGS.

A review of the potential environmental impacts was conducted which indicated no potential for impacts on the environment. Therefore, the Planning Commission hereby recommends the City Council find and determine that the proposed criteria for a volunteer trails coordinator has no potential to impact the environment, and is exempt from CEQA review pursuant to Section 15061(b)(3) which states that if an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 2. CITY COUNCIL ACTIONS.

The City Council takes the following actions:

1. Notice of Exemption. Determines that the volunteer trails coordinator is exempt from environmental review in accordance with Section 15061(b)(3) of the CEQA

Guidelines and directs the Planning Director to file a Notice of Exemption with the Riverside County Clerk; and

2. Volunteer Trails Coordinator Criteria. Adopts the criteria for the Volunteer Trails Coordinator as described in exhibit a of this resolution.

PASSED, APPROVED AND ADOPTED this 14th day of March, 2012.

Ben J. Benoit
Mayor

APPROVED AS TO FORM:

ATTEST:

Tom Jex
Assistant City Attorney

Debbie A. Lee, CMC
City Clerk

Exhibit A

Trails Coordinator Volunteer Position Description

GENERAL INFORMATION

Trails Coordinator is appointed by the City of Wildomar City Council reports to the City Manager or his/her designee.

The Trails Coordinator should have the following characteristics to fulfill this volunteer role.

- Resident of the City of Wildomar
- Have knowledge and experience of the City Trails
- Be congenial and enthusiastic to trail volunteers
- Have leadership experience
- Demonstrated skills in successfully working with civic groups and residents
- Be in good standing with the community
- Knowledge of and ability to participate in trails activities

The Trails Commissioner is appointed to a two year term and serves at the pleasure of the City of Wildomar City Council. This is not a paid city employee position and no salary, stipends, benefits or other City resources or access to City facilities are provided. Expenses such as vehicle mileage are reimbursable at IRS rates and **all** expenses must be approved by City Management prior to expenditure.

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #3.5
GENERAL BUSINESS
Meeting Date: March 14, 2012

TO: Mayor and City Council Members
FROM: Frank Oviedo, City Manager
SUBJECT: Support of the Transfer of Ontario International Airport to Local Control

STAFF REPORT

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution entitled:

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, IN SUPPORT OF THE TRANSFER OF ONTARIO
INTERNATIONAL AIRPORT (ONT) TO LOCAL CONTROL

DISCUSSION:

The City of Ontario has recently taken actions in an attempt to take back the Ontario International Airport from a deal that was struck in 1967 through a Joint Powers Authority that gave control over to the Los Angeles World Airports (LAWA). This was at a time that Ontario was frequently used as a diversion airport for Los Angeles International Airport (LAX) when conditions such as fog prevented safe landings.

More recently in 2010 the Southern California Association of Governments Regional Council took a position to have Los Angeles cede control of the airport to ensure that local interest are met in keeping the Ontario International Airport financially viable as a key to the transportation needs of the Inland Empire region.

Additionally, in 2011 the Los Angeles Economic Development Corporation called on the LAWA to shift control over to the City of Ontario so they can concentrate on improving LAX as it has been pointed out that LAX lacks some of the necessary infrastructure needed to stay competitive with similar sized airports.

There has been concern that LAWA is directing away resources from Ontario to shore up the needs of its main airport in Los Angeles. The evidence many critics are pointing to is that Ontario has some of the highest fees for airlines in the industry which has the effect of deterring its use due to higher ticketing prices. Critics have also pointed to the fact passenger traffic does not seem to be recovering from the recession like other

similar airports. Further LAWA charges a 15 percent fee for management which further cuts in to revenues that could be used to market the regional amenity.

For these reasons the City of Ontario is asking for assistance in the form of support letters and resolutions from regional municipal agencies to force LAWA to relinquish control of the airport for the betterment of the communities who rely on the Ontario International Airport for shipping and air travel.

Attached to this report are the numerous fact sheets provided by the City of Ontario to support their current request and also to provide data on the fiscal conditions of the airport to help in the process of Council deliberation.

FISCAL IMPACT:

There is no fiscal impact to the City by this action.

Submitted & Approved by:

Frank Oviedo

City Manager

ATTACHMENTS:

Exhibit A

Facts at a Glance

Ontario International Airport: A Recovery Plan

Ontario Economic Impact

SCAG Letter

RESOLUTION NO. 2012 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR,
CALIFORNIA, IN SUPPORT OF THE TRANSFER OF ONTARIO
INTERNATIONAL AIRPORT (ONT) TO LOCAL CONTROL

WHEREAS, local control of airports in Southern California has been shown to be conducive to development of successful regional airports because the airport sponsor has a vested interest in the airport making the greatest contribution to its economy; and

WHEREAS, local control of ONT will help ensure that all of Southern California will have sufficient airport capacity to meet the long-term demand for air travel in the region; and

WHEREAS, on January 7, 2011, the Los Angeles Economic Development Corporation called on Los Angeles World Airports (LAWA) to shift control of ONT – as well as the responsibility and risk that comes with that control – to another entity so LAWA can focus more of its energy on modernizing Los Angeles International Airport; and

WHEREAS, on November 29, 2010, the Alliance for a Regional Solution to Airport Congestion (ARSAC) urged the Los Angeles Board of Airport Commissioners to transfer ONT airport management decisions to the local Ontario area in pursuit of a regional airport system that can better address ONT patronage decline and regional service demands; and

WHEREAS, on September 2, 2010, the Southern California Association of Governments (SCAG) Regional Council enacted a resolution recommending the transfer of ONT to local control as being in the best interests of Los Angeles and the Southern California region. SCAG further stated that under local control, ONT can recover from the economic downturn of the past several years while positioning itself for long-term growth, consistent with the reorganization of air traffic contemplated in SCAG's Regional Transportation Plan; and

WHEREAS, after transfer to local control, ONT can operate on the same basis as airports in Burbank, Orange County, Long Beach and Palm Springs - as low-cost secondary airports under local control.

THEREFORE, BE IT RESOLVED, the City Council hereby supports the transfer of ONT to local control in furtherance of airport regionalization and the region's economy.

BE IT FURTHER RESOLVED, the City Council requests the cities of Los Angeles and Ontario commit the necessary resources and effort to affect the transfer of ONT to local control at the earliest possible date.

BE IT FURTHER RESOLVED, the City Clerk shall communicate this action of the City Council to the Mayors of Los Angeles and Ontario, the Acting Administrator of the Federal Aviation Administration, and state and federal elected representatives.

PASSED, APPROVED AND ADOPTED this 14th day of March, 2012.

Ben J. Benoit
Mayor

APPROVED AS TO FORM:

ATTEST:

Tom Jex
Assistant City Attorney

Debbie A. Lee, CMC
City Clerk



Southern California's
Ontario International Airport

FACTS AT A GLANCE

Airport Code: *ONT*

Location: *35 miles east of downtown Los Angeles in the Inland Empire and the center of Southern California*

Access: *Well-located within the regional ground transportation system, lying between I-10 Freeway on the north and the SR-60 Pomona Freeway on the south; also accessible via a well-developed system of arterial and local roadways*

Airport Sponsor: *ONT is currently operated by Los Angeles World Airports under a joint powers agreement signed in 1967 when ONT was frequently used as a diversion airport for fogged-in LAX*

Market: *ONT's service area includes a population of six million in San Bernardino and Riverside Counties, and portions of north Orange County and east Los Angeles County*

Airport Size: *1,700 acres*

Runways: *Runway 26R/8L: 12,200 feet long, 150 feet wide
Runway 26L/8R: 10, 200 feet long, 150 feet wide*

Capacity: *Current facilities supports 10 million annual passengers; ultimate capacity of 31 million through expansion and surface transportation infrastructure development (SCAG analysis)*

Passenger Airlines: *Alaska/Horizon, American, Continental, Delta, Southwest, United/United Express and US Airways*

Cargo Airlines: *FedEx, UPS*

Passengers Served: *4,808,241 (2010)*

Cargo Tons Handled: *392,427 (2010)*

Flight Departures per Day: *70 (Summer 2011)*

Terminals: *570,500 square feet with 35 gates in two domestic terminals and an International Arrivals Terminal.*

Hangar Space: *350,000 square feet*

Parking: *Lot 2 (1,601 spaces), Lot 4 (1,790), Lot 5 (2,200)*

Hours of Operation: *24 hours a day, 7 days a week*

Constraints: *Virtually none. Current policy prohibits flight training (touch and go's) by jet powered aircraft and engine run-ups during overnight hours 11 p.m. to 7 a.m.*



Ontario International Airport – A Recovery Plan

September 2010

Table of Contents

1	Introduction.....	1
2	Historical Perspective	2
3	Market Analysis	5
4	The Problem.....	10
	A ONT’s Extremely High Airport Costs.....	10
	B The Role of Low Costs in Attracting Additional Air Service	11
	C LAWA’s Drastic Reduction of Air Service Marketing at ONT	12
	D Understanding the Components of ONT’s Costs	13
	E Airport Debt – Not the Problem	14
	F Revenue from Non-Airline Sources – Not the Problem	14
	G Sky High Airport Operating Expenses	15
	H Too Many Employees, at High Average Compensation Levels, and Additional Millions (\$) for Administrative Services.....	17
5	Transfer Options	20
	A LAWA/Jacobs Report Options.....	20
	B Transfer of Control to Ontario.....	21
6	The Ontario Imperative	22

1. Introduction

The City of Ontario (“Ontario”) presents this White Paper to support its position that the success of Ontario International Airport (“ONT”) requires that local control be restored. After extensive research, it is Ontario’s belief that the most effective and expeditious means to accomplish this objective is through a mutually agreed upon modification of the existing joint powers agreement between Ontario and the City of Los Angeles.

This document also incorporates Ontario’s comments on the Jacobs Consultancy report – “Alternatives for Management and Operation of LA/Ontario International Airport” presented at the Los Angeles Board of Airport Commissioners (“BOAC”) meeting August 2, 2010. The LAWA/Jacobs report focused on ONT’s high costs, but did not get to the heart of the other problems facing ONT: An inherent conflict of interest in Los Angeles controlling LAX and ONT, overstaffing, high labor costs, a 15 percent administrative fee levied by LAWA on ONT, and a reduced budgetary commitment to airport regionalization. Nor did it set forth options that are practical or that have a reasonable probability of succeeding. This White Paper seeks to fill this vacuum while providing a framework for ONT to make a greater contribution to airport regionalization.

2. Historical Perspective

Even people in the aviation industry are often surprised to learn that ONT is operated by the City of Los Angeles' Department of Airports (also known as Los Angeles World Airports or LAWA). ONT is located 35 miles east of downtown Los Angeles in a different city and county from Los Angeles. An understanding of how this airport came to be controlled by Los Angeles is necessary to appreciate its current status as a secondary airport in the LA Basin and to understand its potential as an integral part of the Southern California regional airports system.

The airport traces its origin to 1923, making it one of the oldest in the nation and the state. This was five years before Mines Field began operations at the current location of LAX. Dirt runways were replaced with two concrete runways in 1942 to support the nation's war effort. By the mid-1950s, Lockheed, Douglas and Northrop had major aircraft facilities at ONT. During this era, commercial air service in Southern California was limited to Burbank Airport until 1946 and thereafter at Los Angeles Municipal Airport, later to be renamed Los Angeles International Airport.

With the dawning of the jet age in 1959, commercial air service became vastly more popular. Airlines began to expand their fleets. While LAX remained the principal airport serving Southern California, there were often times when it was shrouded in fog, requiring flights to divert to ONT. As many as 60 days a year, passengers and luggage were bussed between ONT and LAX.

Because much of the annual activity at ONT during the 1960s was accommodating diverted airplanes, the cities of Ontario and Los Angeles felt it would be in the best interests of the Southern California region if Los Angeles took responsibility for operating the airport. In addition, Los Angeles was expected to bring more air service to ONT, thereby attracting businesses and creating jobs. Discussions to this end began in the early-1960s, resulting in a "Contract between the City of Los Angeles and the City of Ontario for the Joint Exercise of Powers in Relation to Ontario International Airport" ("JPA"). As memorialized in the Agreement of 1967, the parties felt that "considerable benefit would result to ONT and LAX, to the two cities and to the users of air transportation into and out of Southern California" from the arrangement.

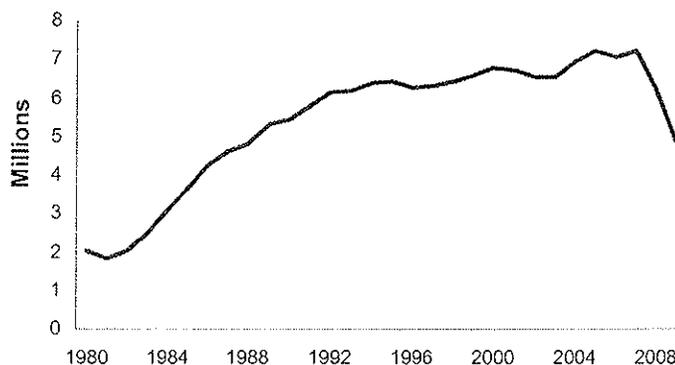
Section 9 of the JPA stated: "Los Angeles shall exercise its best efforts to attract and obtain additional regular scheduled airline service for ONT and shall immediately, under approval of this Agreement, apply to the Civil Aeronautics Board for change in the certificates of the scheduled carriers presently serving Los Angeles to specify ONT as a joint-use airport or hyphenated point with LAX."

From the signing of the JPA in 1967 until deregulation of the airline industry in 1978, the two airports were treated the same by the Civil Aeronautics Board for the purposes of airline route authorities and the setting of airfares. Thus, an airline authorized to serve LAX could also serve ONT under the same route authority and with the same air fares. Air service soon began to take off and by 1971 the airport was serving more than 1 million passengers a year.

The Los Angeles Department of Airports operated its three airports (LAX, ONT and Van Nuys Airport) as a single financial entity. This meant that all revenues from the three airports were deposited in a single airport account and all expenses were paid from that account. ONT generated sufficient revenues to cover its expenses and also to repay Los Angeles for its investments in ONT which from 1967 to 1985 totalled approximately \$4 million.

As shown on this chart, ONT passenger traffic continued to grow through the 80s and 90s as airline deregulation produced greater competition and lower fares. About a dozen LAX airlines also operated passenger flights at ONT to serve the rapidly growing Inland Empire.

ONT Passengers
1980-2009



By 1985, the airlines and LAWA determined additional facilities were needed to keep pace with the passenger growth rate. A Supplemental Agreement to the 1967 JPA was negotiated for the “Acquisition of Ontario International Airport by the City of Los Angeles.” That Agreement acknowledged the prior \$4 million payment by Los Angeles (which was subsequently fully repaid by ONT) and cleared the way for LAWA to begin development of a Master Plan to meet the airport’s long-term needs and provided future air service capacity for Southern California.

Section 14 of this Agreement stated “that both Los Angeles and Ontario recognize the continuing necessity for and hereby agree to cooperate with each other in carrying out the purposes and objectives of the Joint Powers Agreement which it is agreed shall remain in full force and effect.”

As the planning continued into the early 1990s, a major dispute arose at LAX between the airlines and LAWA relating to LAWA’s use of airport revenues and its desire to impose a “commercial compensatory” methodology for setting airline rates and charges at LAX. ONT was not involved in that dispute. Instead, it remained a stand-alone “residual” airport where the airlines’ rates and charges were adjusted periodically to ensure the airport broke even and did not require any subsidy from LAWA. This occurred beginning in 1994.

Airline rates and charges at ONT were extremely low through the 1990s, thanks to low overhead and lack of significant debt service payments. This was typical of secondary airports in the United States and the reason JetBlue Airways chose ONT as its first West Coast city in 2000. A second JetBlue flight was added in 2001 and plans announced for a third flight as part of a gradual buildup of its West Coast schedules.

As planning for the new ONT facilities turned to how to pay for them, the airlines and LAWA agreed to a plan using Passenger Facility Charges that would help keep operating costs as low as possible after the new facilities opened.

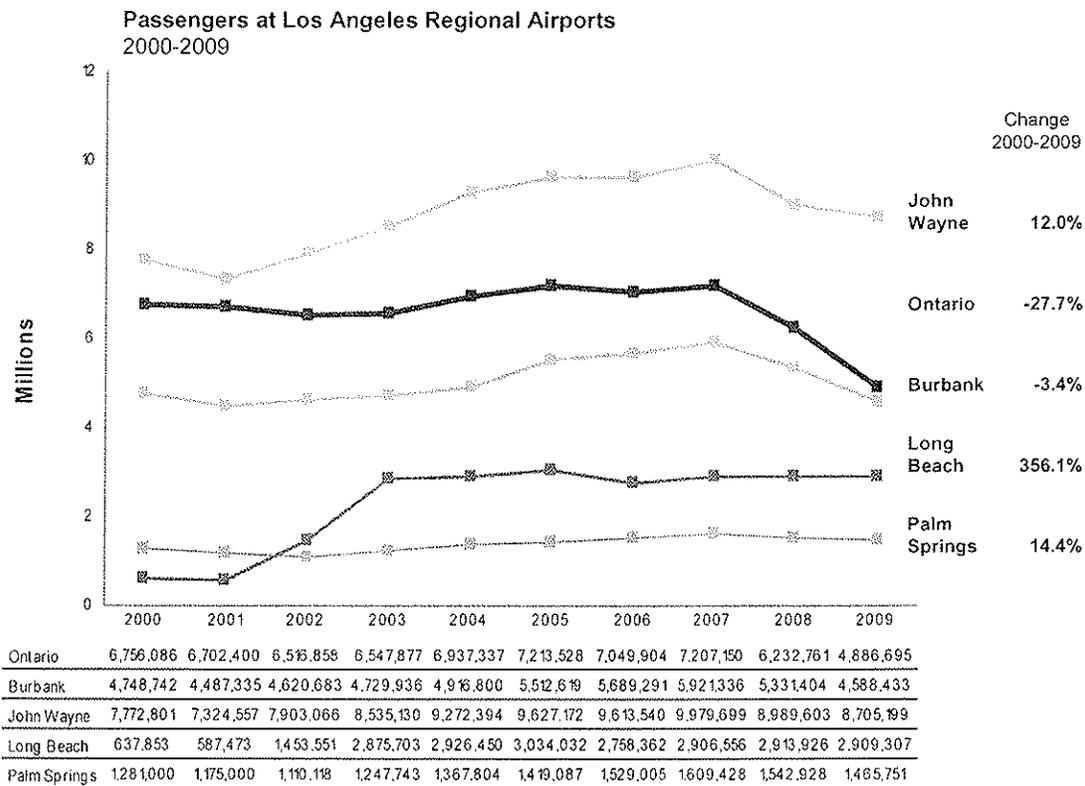
In the early 1990s, federal legislation created the ability for airports to charge a Passenger Facility Charge to be collected by the airlines in the ticketing process with funds held in trust by the airport sponsor for approved capital projects. At \$3 per enplaned passenger, LAX collected several hundred million dollars in PFCs over the course of several years. With only a limited number of LAX capital projects eligible for use of the PFC funds, the airlines serving ONT (that also served LAX) suggested using \$125 million of collected PFCs at LAX as a down payment on the new ONT facilities. Because the same airlines accounted for the vast majority of PFC collections at both ONT and LAX, it made sense to use some LAX PFC funds for the ONT terminal project. The international airlines at LAX who did not serve ONT also agreed to the plan after additional PFCs were allocated to LAX projects benefiting them. The FAA approved the specific use of PFCs and funds were transferred to the ONT terminal project. This permitted the project to go ahead with limited need for debt financing; as a result, ONT today enjoys one of the lowest debt service ratios among medium hub airports.

Nevertheless, while debt service costs were kept low, LAWA made a number of decisions that dramatically increased costs, including staffing the new facilities with City of Los Angeles employees, bringing in-house functions such as janitorial and grounds keeping that are frequently contracted out, and imposing a burdensome administrative charge. These decisions would rapidly lead to high personnel costs that would make it much more expensive for airlines to serve ONT.

3. Market Analysis

ONT is located in one of the fastest growing regions of the U.S., serving a population of nearly 5 million people in San Bernardino and Riverside Counties and portions of north Orange County and east Los Angeles County. For the broader region, ONT is generally considered the most promising solution for Southern California’s future airport capacity needs because of its ability to accommodate a large increase in air service in a region where other airports have very limited capacity to grow.

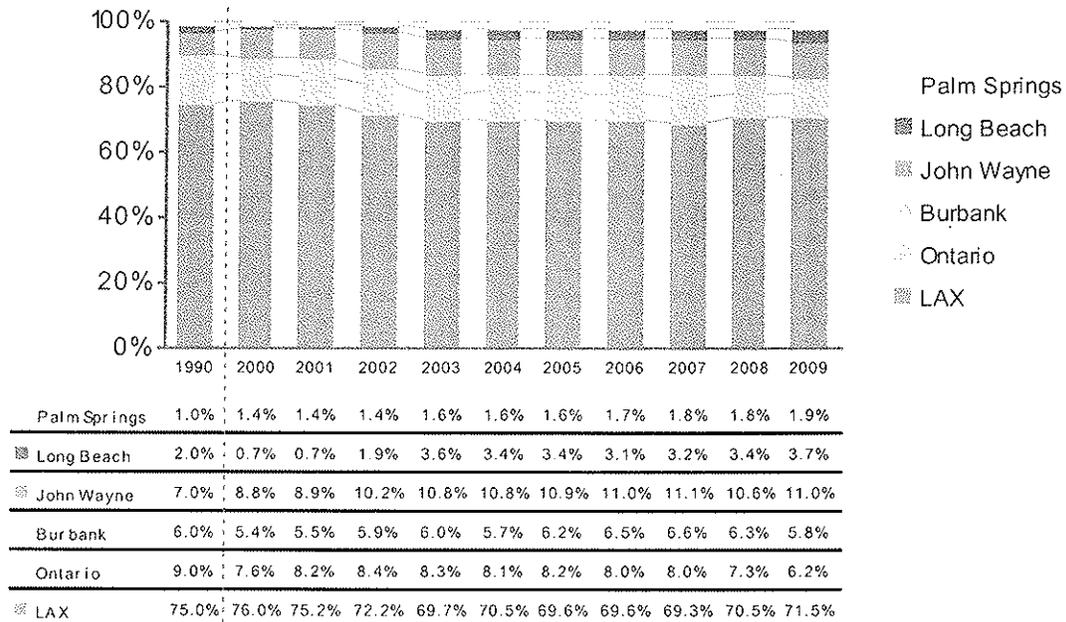
After experiencing significant growth during the ‘80s and ‘90s, ONT entered 2000 on solid footing. As illustrated below, however, by 2009, ONT had nearly 28% fewer passengers than in 2000 – a dismal record in comparison with the other Los Angeles area airports.¹ The number of ONT passengers – which approached that of John Wayne in 2000 and 2001 – now amounts to only slightly more than half of John Wayne’s. Burbank, which handled far fewer passengers than ONT in 2000, is now about the same size as ONT.



¹ Los Angeles area airports include LAX, Burbank, John Wayne, Long Beach, and Palm Springs. San Diego is not included as it serves a separate metropolitan area.

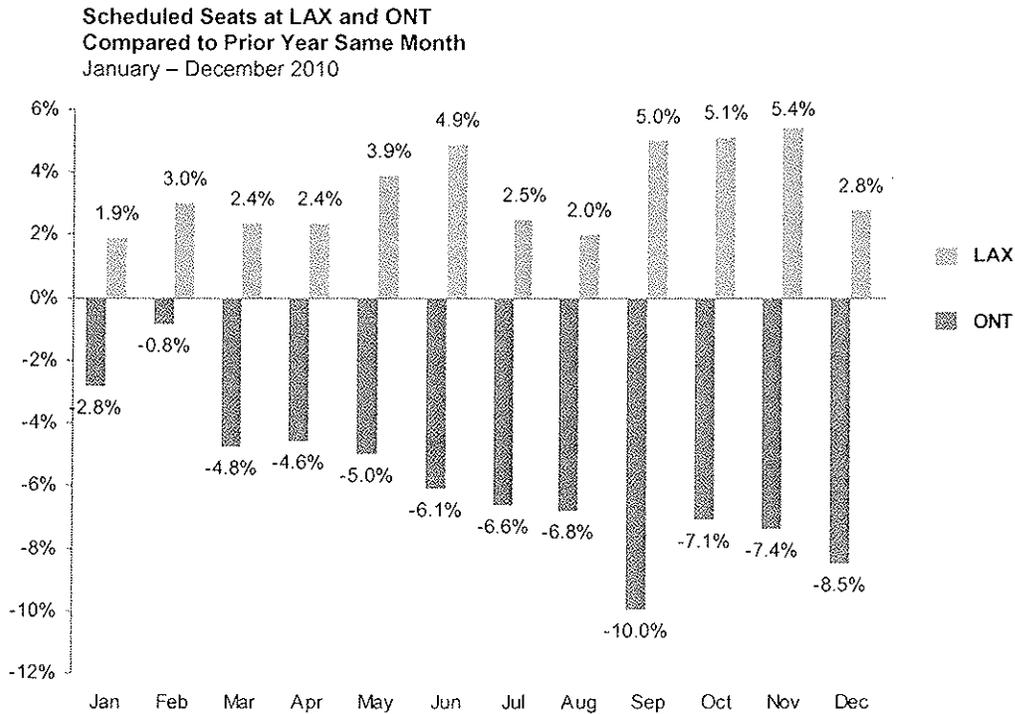
As ONT passengers have declined in absolute numbers, so has ONT’s share of the Los Angeles region’s air market. Despite LAWA’s stated policy and commitment to promote regionalization – the greater use of regional airports other than LAX – LAX’s share of passengers in the Los Angeles region has actually increased over the past seven years from 69.7% to 71.5%.

Passenger Share of Southern California Airports
 LAX, Ontario, Burbank, John Wayne, Long Beach, Palm Springs



Source: Los Angeles area airports

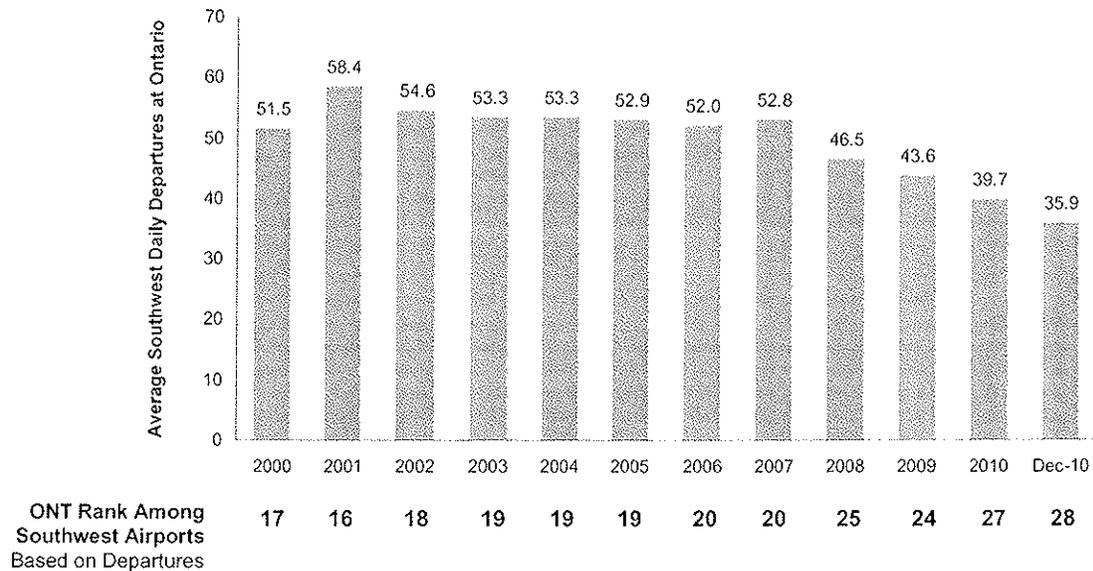
Published airline flight schedules for ONT for 2010 show that ONT continues to lose air service and will experience even deeper cuts during the 2nd half of the year. As ONT offers fewer flight options, it becomes less attractive to travelers who choose instead to fly from LAX and other area airports. This downward cycle becomes self-reinforcing and makes ONT increasingly vulnerable to further cuts. Meanwhile, as ONT continues to decline, LAX air service has grown each month in 2010 and will continue to do so for the remainder of the year.



Source: Official Airline Guide as of July 30, 2010

ONT's largest airline, Southwest – which also serves LAX, Burbank, and John Wayne airports in the Los Angeles area – continues to cut service at ONT. As a result, ONT, which ranked as the 17th largest airport in Southwest's system in 2000, will have slipped 11 places to 28th as of this December.

Average Southwest Daily Departures at ONT
 Each July & as Scheduled for December 2010



Source: Official Airline Guide as of July 30, 2010

Other changes since 2000:

- In 2000, ONT attracted its first non-stop service to Canada (Toronto) and Mexico (Mexico City and Guadalajara). Over the next three years, it attracted additional service to Hermosillo and Mexico City, as well as cargo service to China. As of February 2010, however, ONT has lost all international service, along with the Customs and Border Patrol staffing that is very difficult to obtain and that would be needed to accommodate international service in the future.
- JetBlue, which originally initiated its service to Southern California at ONT in 2000, now serves three Los Angeles area airports – LAX, Long Beach, and Burbank – but not ONT.
- Of the 100 largest U.S. airports, ONT's performance in terms of passenger growth since 2007 ranked 98th.

- As a secondary airport in a large metro area, ONT’s airlines would normally include multiple low cost carriers. Instead, all the major low cost carriers in the Los Angeles area now serve LAX, while Southwest is the only low cost carrier remaining at ONT (see chart below).

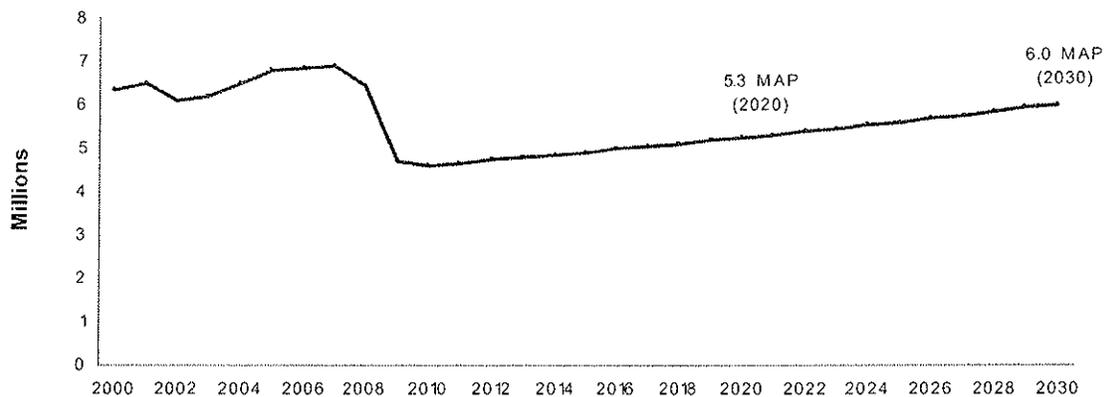
Low Cost Carrier Passengers at LAX and ONT
 2009 Domestic O&D

	LAX	ONT
Southwest	6,151,260	2,560,150
Virgin America	1,601,610	
AirTran Airways	504,340	
Frontier Airlines	437,980	
Allegiant	218,950	
JetBlue	168,740	
Spirit Airlines	127,040	
Midwest Express	76,440	
Sun Country Airlines	53,680	
	9,340,040	2,560,150

Source: Domestic O&D Survey 2009

Based on recent performance and trends, the FAA projects that ONT passengers will reach only 6 million by 2030, a figure that ONT passed in the ‘90s and that is 17 percent lower than ONT’s passenger volume was in 2005. Regardless of the accuracy of that forecast, there is reason for grave concern about ONT’s future.

ONT – FAA Passenger Forecast
 2009-2030



Source: FAA TAF 2009-2030; Passengers = Enplanements x 2. FAA actual 2000-2008; FAA forecast 2009-2030

What is causing ONT’s air service decline? Can an effective recovery strategy be developed and implemented?

4. The Problem

In major metropolitan areas with multiple airports, the economics of the airline business favour large scale operations at the primary airport – in this case LAX. Successful secondary airports in metropolitan areas with multiple airports almost invariably share two characteristics:

1. Substantially lower costs than the primary airport. Especially during the current downturn when primary airports are less congested, it is more important than ever that secondary airports maintain their cost advantage; and
2. Aggressive marketing campaigns for air service that recognize the secondary airport must compete with the primary airport and other airports in the region for passengers and flights.

As discussed below, LAWA's management of ONT has burdened the airport with the highest costs in the region and among the highest in the country.

At the same time, LAWA has made drastic cuts in ONT's marketing efforts, slashing the resources devoted to ONT market by 85% since 2007.

Whether these facts reflect a deliberate LAWA policy to develop LAX at the expense of ONT is unknown. Whether deliberate or not, the result is the same – ONT has extremely high and uncompetitive costs, and has sharply curtailed its marketing efforts.

A. ONT's Extremely High Airport Costs

From an airline perspective, airport costs are typically measured in terms of the Cost per Enplaned Passenger (CPE). The CPE is the sum of the charges paid by the airlines to the particular airport divided by the number of passengers departing from that airport. The most recent reported U.S. median CPE was \$6.76 for FY08². In budget information provided by LAWA to the City of Ontario, ONT's CPE is projected to be approximately \$14.50 in the current fiscal year, or more than double the U.S. median. The LAWA/Jacobs Report provides an even higher ONT CPE estimate of \$16 for 2010.³

The airlines are not able to charge higher fares at ONT to make up for the higher ONT airport cost. (In a region with competing airports, travelers are not willing to pay higher airfares to fly from ONT than other area airports.) Thus ONT's higher cost reduces the airlines' ability to make a profit at ONT. And the nearly \$8 *difference* between ONT's CPE and the U.S. median exceeds the airlines' total average profit per enplaned passenger.

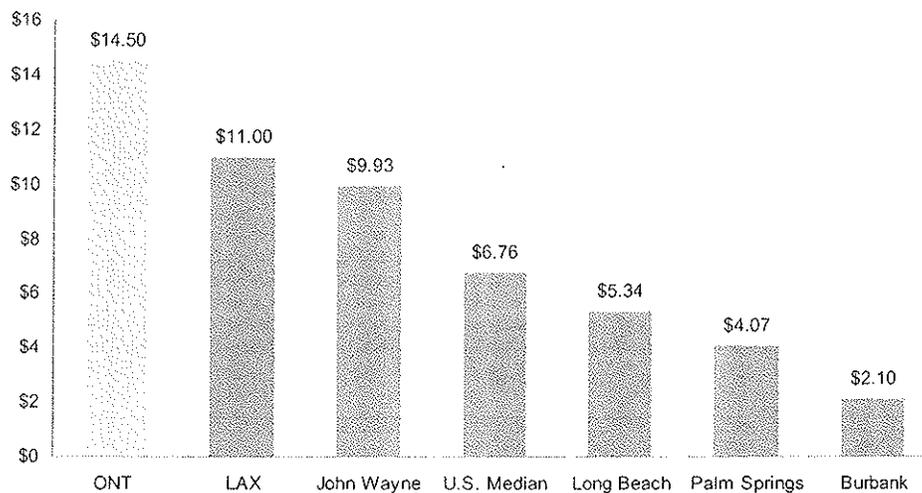
² U.S. *Airport Medians for FY 2008*, Moody's U.S. Public Finance, November 2009.

³ See *Alternatives for Management and Operation LA/Ontario International Airport*, August 2, 2010, p.9.

As widely reported, ONT's projected CPE for the current fiscal year exceeds that of all airports in the region. The LAWA/Jacobs Report⁴ shows that ONT's CPE is the highest among the 31 medium-size airports it evaluated. A broader analysis shows that ONT's CPE is the 2nd highest among the 69 airports served by Southwest Airlines.

Recent cost estimates for ONT, LAX, and the other Southern California airports are provided below.

Cost per Enplaned Passenger
Most Recent Fiscal Year



Source: Airport financials, press reports, FAA Form 127

CPEs are somewhat of a moving target as airline enplanements change and airports embark on major capital programs. As discussed below, although ONT's CPE also will rise and fall as enplanements change, the airport is fortunate to have a low level of debt, and therefore should have a greater ability than most airports to reduce costs during periods of declining enplanements.

B. The Role of Low Costs in Attracting Additional Air Service

Examples of successful secondary airports in large metro areas include: BWI, where lower costs were a strong factor in attracting Southwest's major operation there over Washington Dulles; and Ft. Lauderdale, where lower costs led to the development of LCC service there while Miami has none. Chicago Midway Airport, Houston Hobby, Boston Manchester, and Dallas Love Field have all achieved success by having much lower costs than the primary airports in these metropolitan areas.

⁴ See *Alternatives for Management and Operation LA/Ontario International Airport*, Jacobs Consulting, August 2, 2010, p. 9.

Low cost carriers, such as Southwest, JetBlue, AirTran, Allegiant, Spirit, and Frontier, which offer a simplified fare structure and lower average fares, are the most likely candidates for growth at ONT. These carriers are also the most likely to consider airport costs as an important factor in their air service decisions. ONT's current high costs present a significant hurdle to the expansion of air service.

As an example, Allegiant – perhaps the most cost-sensitive of all carriers – made the unexpected decision to serve LAX instead of ONT based at least in part on LAX's lower costs. Allegiant's decision to serve LAX beginning in May 2009 stands in contrast to its actions in other large urban areas, such as Phoenix, where it serves a secondary airport, Williams Gateway; and Tampa, where it serves a secondary airport, St. Petersburg. Allegiant has recently expanded service in the LA region by initiating service to four cities from Long Beach, another lower cost airport.

Although there is no guarantee that lowering ONT costs will result in more air service, having low costs gives ONT a fighting chance to reverse the recent loss of air service and to begin a long-term growth trend. With lower costs more typical of a secondary airport in a large metropolitan area, ONT would be well-equipped to make its case for additional or new service to Southwest, JetBlue, Allegiant, and other low cost carriers.

The LAWA/Jacobs Report acknowledges the importance of lowering ONT's costs:

“Reducing CPE alone would not result in an increase in air service from incumbent airlines in the short-term, but doing so could be an important step in the long-term growth in air service from incumbent airlines and in attracting competitive air service from new-entrant airlines.”⁵

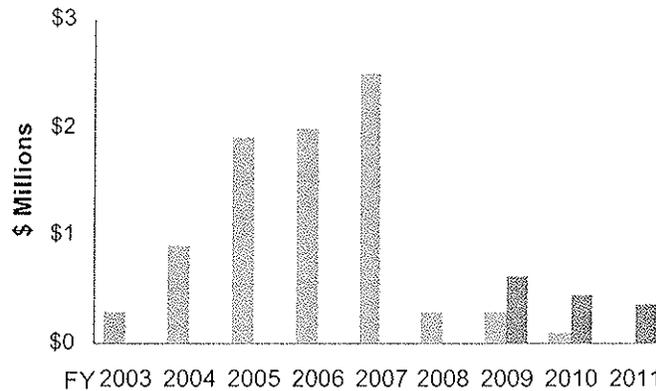
C. LAWA's Drastic Reduction of Air Service Marketing at ONT

Apart from having low costs, nearly all successful secondary airports have engaged in aggressive air service marketing campaigns. LAWA did so as well for ONT until 2007, when it changed course and slashed the resources devoted to ONT marketing efforts.

Precise figures on ONT marketing expenses are not broken out in LAWA's budget, but the information below is believed to be reasonably accurate.

⁵ See *Alternatives for Management and Operation LA/Ontario International Airport*, Jacobs Consulting, August 2, 2010, p. 3.

Estimated ONT Air Service Marketing Expenditures



Source: Estimated based on industry sources and LAWA budget analysis; 2009-2011 figures in grey provided by LAWA.

Figures for FY2003 through 2008 are based on historical information and industry sources, with estimates going forward. Separate figures in grey for FY2009-2011 are as provided by LAWA.

After spending in the range of \$2-3 million per year for ONT air service marketing during FY 2005-2007, LAWA slashed that figure to less than \$400,000 for the current fiscal year, a reduction of approximately 85%.

LAWA has never explained this deliberate decision to curtail air service marketing at ONT. It is, however, inconsistent with LAWA pledges to support regionalization and has been harmful to air service development at ONT. During this same period, many U.S. airports were increasing the resources devoted to air service marketing in the face of growing competition among airports for new air service.

Other LAWA actions further illustrate its lessening commitment to ONT. For example, for many years, the LAWA Board of Airport Commissioners routinely held two Commission meetings each year in Ontario to demonstrate its commitment to ONT and regionalization. The BOAC has not held a meeting in Ontario since October 2007 (almost 3 years).⁶

D. Understanding the Components of ONT's Costs

The charges paid by the airlines serving ONT are determined by totalling the airport's operating expenses and debt payments, and subtracting any revenue the airport receives from sources such as airport parking, rental car fees, and airport food and retail. The balance is what the airlines must pay.

⁶ LAWA reports that it discontinued ONT meetings based on a City Attorney opinion that prohibits LAWA from acting on any LAX or Van Nuys items during meetings held outside of Los Angeles.

To determine why ONT's costs are so high, it is necessary to briefly review the airport's operating expenses, debt payments, and non-airline revenue. Although the LAWA/Jacobs Report suggests that additional study is needed to determine why ONT's costs are so high, even a cursory analysis of the airport provides a clear answer. We begin with a review of ONT's debt.

E. Airport Debt – Not the Problem

Some airports have high costs as a result of the substantial debt incurred as part of large capital development programs. The debt incurred in building the Denver Airport in the early 1990s made it a particularly costly airport for many years, as did the debt required to finance San Francisco's international terminal in 2000. Debt service requirements sometimes make up more than half of total operating costs at airports with major capital programs.

ONT is fortunate in that it has little debt. Fitch Ratings, in its March 2009 review of ONT, highlights the airport's "low debt levels" and "very modest and level debt profile (with debt service payments representing only 8% of total operating revenues in fiscal 2008)." Fitch notes as well that the "airport has no major capital projects over the next 5-10 years and intends to fund maintenance capital projects from airport cash and from passenger facility charge revenues and grants."

The median level of airport debt for U.S. airports was \$78 per O&D passenger in fiscal 2008, according to Moody's⁷. For Ontario, the comparable figure was only \$23 in airport debt per enplaned passenger. For the current fiscal year, the ONT figure will have risen to about \$34 because of the declining number of passengers. Even so, ONT's outstanding debt is only 44% the level of the median U.S. airport. In short, despite ONT's passenger declines, debt is not the cause of its high costs. Other things being equal, ONT's low debt means it should have lower than average costs.

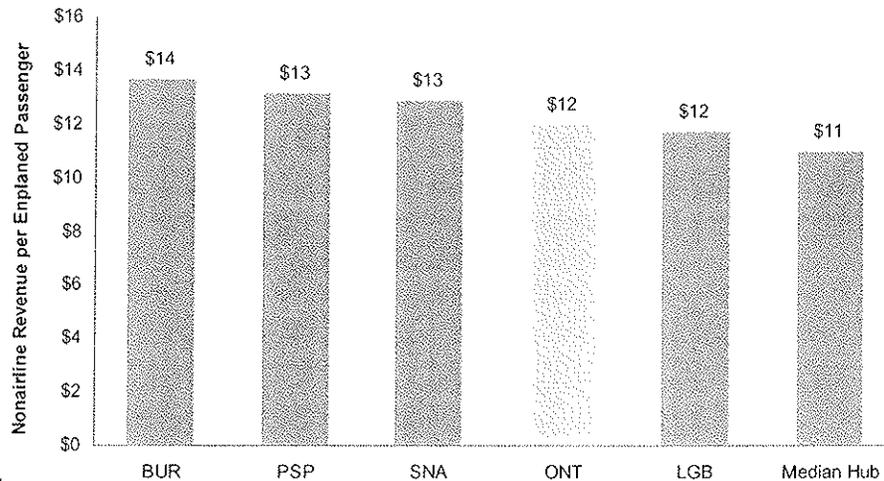
F. Revenue from Non-Airline Sources – Not the Problem

The more revenue collected from sources such as airport parking, rental car fees, airport food and retail, and other "non-airline" sources, the lower the fees the airlines must pay.

Although there is certainly room for improvement in some aspects of ONT's non-airline revenue management efforts, it turns out that ONT's non-airline revenue per enplaned passenger is slightly higher than the medium-hub airport average of \$11. This is primarily because ONT's parking revenue and rental car rental are higher than average. These sources of revenue more than compensate for ONT's lower than average food & beverage and retail revenue.

⁷ *U.S. Airport Medians for FY 2008*, Moody's U.S. Public Finance, November 2009.

**Nonairline Revenue per Enplaned Passenger
FY 2008**



In summary, a lack of non-airline revenue is not the cause of ONT's high costs. Other things being equal, ONT's higher than average non-airline revenue means that it should have lower than average airline costs.

G. Sky High Airport Operating Expenses

If ONT has low airport debt and above average non-airline revenue, what is the reason for ONT's high costs? The short answer is that ONT has extremely high operating expenses as a result of:

- A much larger workforce than comparable airports
- The burdensome LAWA administrative charge
- Much higher compensation levels than at comparable airports

For U.S. airports, the median level of operating expenses per enplaned passenger for FY 2008 was less than \$14⁸. For ONT, operating expenses per enplaned passenger have ranged from \$29 to \$33 over the past several years – and even after cost and staff reductions at ONT will be in the \$29 range. Thus, as the LAWA/Jacobs Report accurately states, even after cost cutting –

"ONT's total operating expenses per enplaned passenger are more than twice the average for U.S. medium hub airports"⁹.

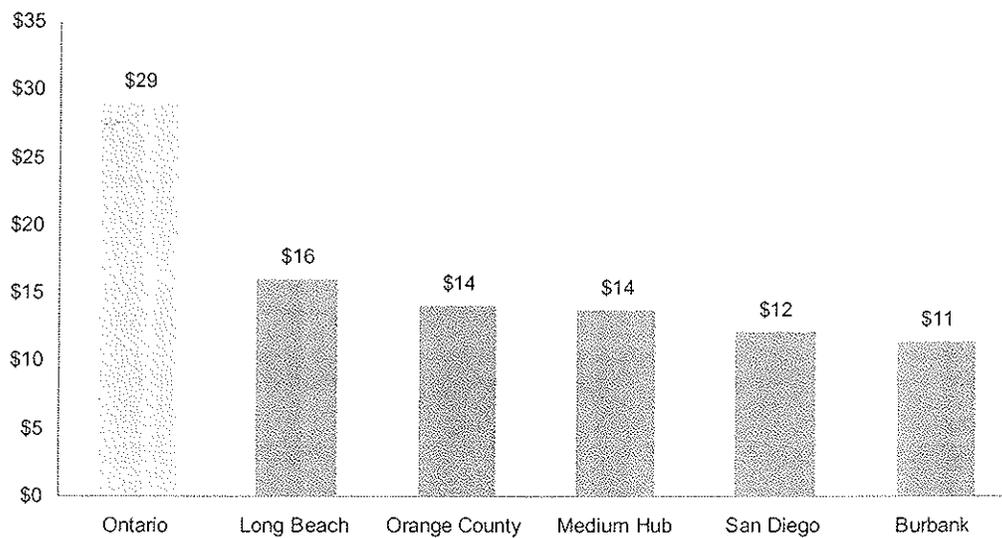
⁸ *U.S. Airport Medians for FY 2008*, Moody's U.S. Public Finance, November 2009.

⁹ See *Alternatives for Management and Operation LA/Ontario International Airport*, August 2, 2010, p.11.

The LAWA/Jacobs Report shows that in comparison to ONT's \$29 operating expense, comparable airports had operating expenses ranging from \$9 to \$17 per enplaned passenger, with all but one of the comparable airports below the \$15 level.¹⁰

The chart below shows the operating expense per enplaned passenger at Los Angeles area airports and San Diego.

Operating Expense per Enplaned Passenger
Most Recent Fiscal Year



Source: Airport financials, Fitch ratings reports, FAA Form 127

Stated differently, assuming that ONT had achieved the medium-hub airport cost average at its existing enplaned passenger level, ONT could generate over \$31 million in cost savings, or a cost reduction in the range of \$13 per enplaned passenger.

¹⁰ See *Alternatives for Management and Operation LA/Ontario International Airport*, August 2, 2010, p.11.

H. Too Many Employees, at High Average Compensation Levels, and Additional Millions (\$) for Administrative Services

Comparing the number of employees at different airports has certain limitations because the degree of outsourcing differs.¹¹ Nevertheless, most airports operate within certain ranges, and in terms of employee staffing, ONT is in a class by itself.

ONT has budgeted for 302 employees for the fiscal year beginning July 2010, an extremely high number that is discussed below. In addition to budgeting for those employees and other operating expenses, ONT pays LAX an administrative fee of 15% of its operating expenses. For the fiscal year that began July 2010, the administrative fee will be \$8.7 million. We do not know what services are provided in exchange for this charge. Although there are certainly some important functions that LAWA provides ONT, such as legal, risk management, etc., the magnitude of the administrative charge raises questions as to the value provided – and particularly so when viewed in conjunction with ONT’s already high budget for wages and benefits.

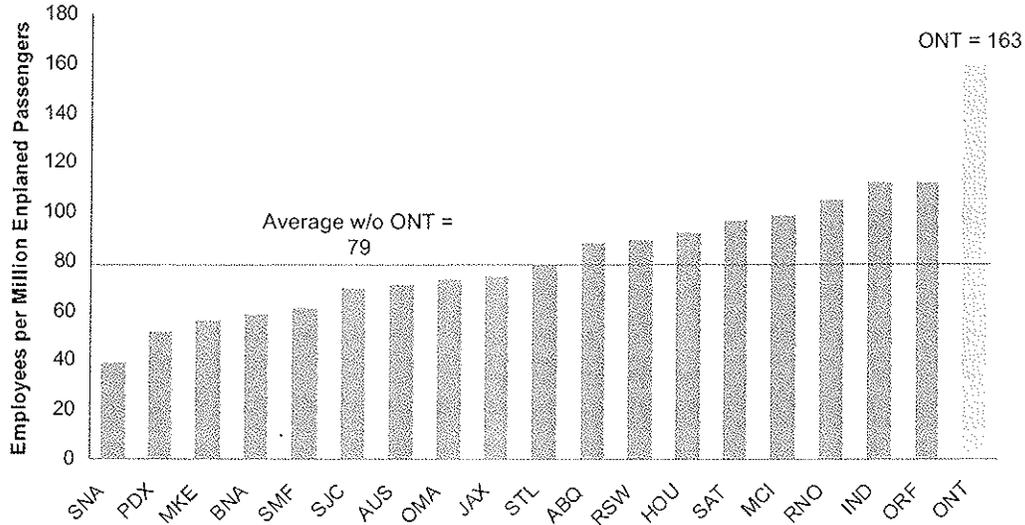
ONT’s compensation budget for the current fiscal year is \$30.9 million, which amounts to \$102,400 per employee. Taking into account the administrative fee, ONT’s true employee count is really the 302 employees budgeted plus 85 additional LAWA employees that it pays for with the \$8.7 million administrative fee (85 x \$102,400 is \$8.7 million).¹² The true total ONT employee count of 387 is more than double John Wayne’s staff of 175, more than three times Long Beach’s staff of 124, and more than San Diego’s staff of 355 (SAN has three and a half times as many passengers as ONT).

Shown below for 18 medium-size airports is the number of airport employees per million enplanements, which range from 52 to 112 – with an average of 79 employees per million enplaned passengers. The ONT estimate of 163 employees per million enplaned passengers is more than double the average of the other airports.

¹¹ At Burbank, for example, most airport functions have been outsourced, and total airport salaries and benefits are only \$2.4 million compared with contractual services that are seven times that amount.

¹² Both the employee count and the administrative charge are down substantially from the year before when LAWA budgeted for 366 employees and a \$10.2 million ONT administrative charge.

Employees per Million Enplaned Passengers – Medium U.S. Hubs
 Most Recent Fiscal Year



Source: Analysis of reported airport staffing

Note as well that among medium size airports there is little correlation between the size of an airport and the number of employees reported per million enplanements. In other words, smaller airports do not necessarily have more employees per million enplanements.

Using the ratio of 79 employees per million enplanements and applying that ratio to ONT’s projected 2.37 million enplanements shows that ONT should have approximately 187 employees – assuming that the administrative charge goes away – and not 302 as currently budgeted. If ONT continues to pay an \$8.7 million administrative charge, then ONT would need to reduce its staff from the current level of 302 employees to only 102 employees to reach an average staffing level. (The administrative charge alone adds \$3.68 per enplanement to ONT’s costs – which is more than Orange County, San Diego, or Burbank paid in total compensation and benefits per enplanement in FY2008.)

Apart from the sheer number of employees, the ONT budgeted average employee compensation of \$102,400 is the highest of any airport in the region, with other airports having total average compensation at least 15% lower. And this figure may understate true average ONT compensation because many of ONT’s core senior management functions are provided by LAWA. Even the airport manager position at ONT is split half time with Van Nuys Airport – an unusual arrangement for a medium hub airport.

LAWA's management has made substantial cuts in ONT's operating costs.¹³ To have made such efforts only to achieve little progress in improving ONT's costs suggests that the LAWА organizational structure is simply not suited to operating an airport such as ONT which must have a competitive cost structure to have a realistic chance of succeeding. The LAWА/Jacobs Report suggests as much in its consideration of outsourcing the majority of ONT operations.

¹³ LAWА notes that there were 450 LAWА employees at ONT in 2007, and therefore the 2011 budgeted number of 302 represents a decrease of nearly one-third.

5. Transfer Options

This section discusses the three options set out in the LAWA/Jacobs Report, as well as the most logical option of transferring management control of the airport back to the City of Ontario.

Each option is evaluated using the following criteria:

- (1) Will the option result in ONT achieving a competitive cost structure?
- (2) Will the option result in ONT's management aggressively marketing the airport?
- (3) Does the option assure that management will devote the time and attention needed to develop ONT to its full potential?
- (4) Does the option assure that ONT's interests will be paramount and not subject to conflicting priorities?

A. LAWA/Jacobs Report Options

The following three options are discussed in the LAWA/Jacobs Report:

LAWA continues to manage and operate ONT – LAWA would continue to seek ways to lower airline costs and increase non-airline revenues.

This option is a continuation of the status quo that has not worked to date and fails to meet any of the four criteria outlined above—cost reduction, aggressive marketing, management focus, and conflict avoidance.

3rd Party Terminal and Parking Concession Agreement – LAWA would outsource the operation and maintenance of the terminal facilities, concession program, public parking, and rental car.

This option partially addresses the first criterion and none of the others. By outsourcing portions of the airport to a more efficient operator, it would lower airport costs. However, it does not outsource the entire airport, including portions that consume significant operating resources, and therefore may not achieve the cost reductions required. In addition, it does not address the other criteria listed above.

Long Term Concession Agreement – LAWA would lease the airport for 40-60 years. Although the LAWA/Jacobs Report does not mention the FAA's privatization program, the description suggests that vehicle would be used.

This option may or may not ultimately lead to a competitive cost structure for the airlines at ONT. So far, there have been no successful privatization efforts in the U.S. so this is unproven territory. What we do know, however, is that even if successful, the privatization process will take at least 2-3 years. ONT cannot wait that long to make substantial progress in reducing costs and to begin to aggressively promote the airport. Each month that passes means less air service at

ONT and a more difficult recovery. Depending on the structure of the deal, this option may satisfy the other criteria listed, at least if Ontario is the public agency sponsoring the privatization."

B. Transfer of Control to Ontario

The City of Ontario once used the JPA to transfer control of ONT to the City of Los Angeles. The same JPA may be used to transfer management and operational control of ONT back to the City of Ontario. Ontario is committed to taking whatever steps are necessary to assure that this vital economic engine is reinvigorated through the creation of a low-cost airport that aggressively markets the airport and region. For Ontario, there is no doubt as to the airport's highest priority of attracting new service, nor will there be the appearance of a conflict of interest.

6. The Ontario Imperative

It is a hopeful sign that Los Angeles recognizes the need for a different approach to the management and operations of ONT. Ontario strongly believes that the management and operating responsibility for ONT should be transferred to the City of Ontario through a modification of the JPA as described in this White Paper. This option provides the greatest opportunity to ensure the long-term viability of ONT while achieving the mutual goal of airport regionalization.

There must be a sense of urgency as the two cities work together cooperatively to find a way to reverse the downward decline of air service and passenger traffic at ONT. Since 2007 passenger traffic at ONT has plummeted more than 32 percent. Adding to the need for immediate action, airlines serving ONT have announced flight schedule reductions of nearly 8 percent in the second half of 2010. In economic terms, the decline in air service at ONT from 2007-2009 has meant the loss of over \$400 million to the Inland Empire regional economy and the loss of over 8,000 jobs.¹⁴

In 2006, LAWA affirmed its commitment to regionalization as part of the settlement of a lawsuit challenging the Master Plan for expansion of LAX. There, LAWA expressly agreed to “develop a regional strategic planning initiative to encourage the growth of passenger and cargo aviation activity at under-utilized, LAWA owned, commercial airports in the region (currently Ontario International Airport and Palmdale).”

It is admirable that LAWA has begun to reduce operating costs at ONT. It is crucial that the City of Ontario continue this process as it aggressively markets the airport. There also must be recognition that there is the appearance of a conflict as a result of LAWA owning and operating competing airports in the current and future Southern California economy. This conflict must be addressed as a prerequisite to achieving true airport regionalization and restoring ONT as an economic engine for the region.

Since 2001, LAX has declined from the 3rd busiest airport in the world to the 7th. In 2009, it served 56.5 million passengers, a loss of 5.9 million passengers since 2007 and 10.8 million since 2000. Ontario understands LAWA’s need to focus attention and resources on rebuilding LAX traffic even as it mounts the largest capital improvement program in the airport’s 83-year history.

Returning ONT to local control will also promote airport regionalization, a key initiative of Los Angeles Mayor Antonio Villaraigosa. Regional airports in Southern California under local control have rebounded from 9/11 and weathered the recessionary economy. Regional airports

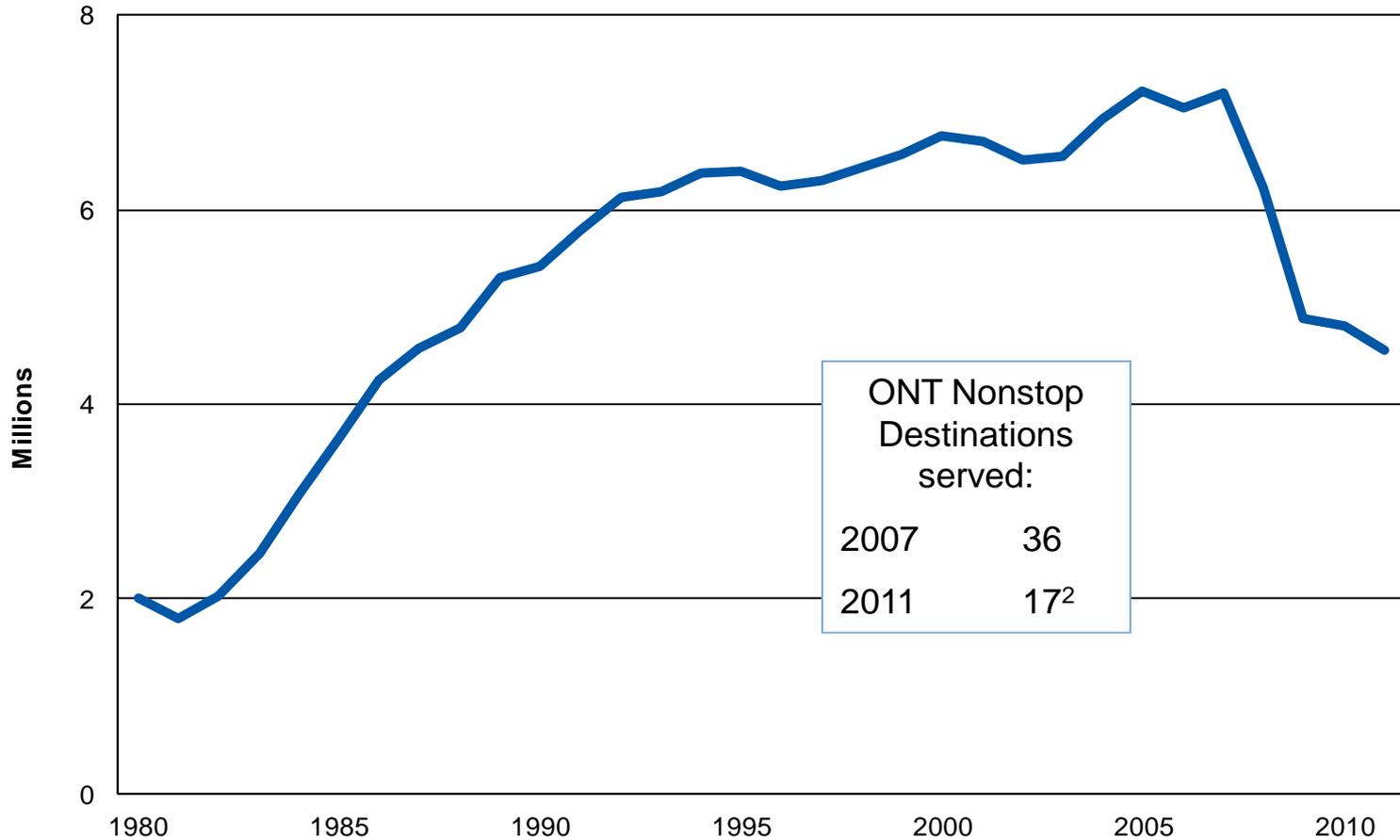
¹⁴ Estimated total economic impact of ONT passenger air service; 2007: \$1.27 billion; 2009: \$860 million; loss of \$410 million. Estimated total jobs created by ONT: 2007: 25,081; 2009: 17,006; loss of 8,075 jobs. Source: Oliver Wyman analysis.

under absentee control -- ONT and Palmdale Regional Airport -- have not. Adding to the importance and urgency of airport regionalization is SB 375. Without a healthy ONT, the region will be challenged to develop a successful sustainable community strategy under SB 375 which the California Air Resource Board would approve.

Under local control, ONT will simultaneously reduce its cost structure and increase its marketing, advertising and promotion spending to provide the airport capacity Southern California needs in the long term to protect its tourism economy. Other airports in the region are constrained. John Wayne Airport has a passenger cap. Long Beach Airport has a noise cap. Bob Hope Airport is constrained by its facilities and staunch opposition to airport expansion from the City of Burbank. Palm Springs Airport's ability to assume a greater market share is limited by its distance from the regions' major population centers. ONT is the only airport in Southern California that is unconstrained, and where there is political and community support for greatly expanded operations.

ONT – A Growth Airport throughout Much of Its History, Until Recently

Annual Passengers at ONT
1980-2011¹



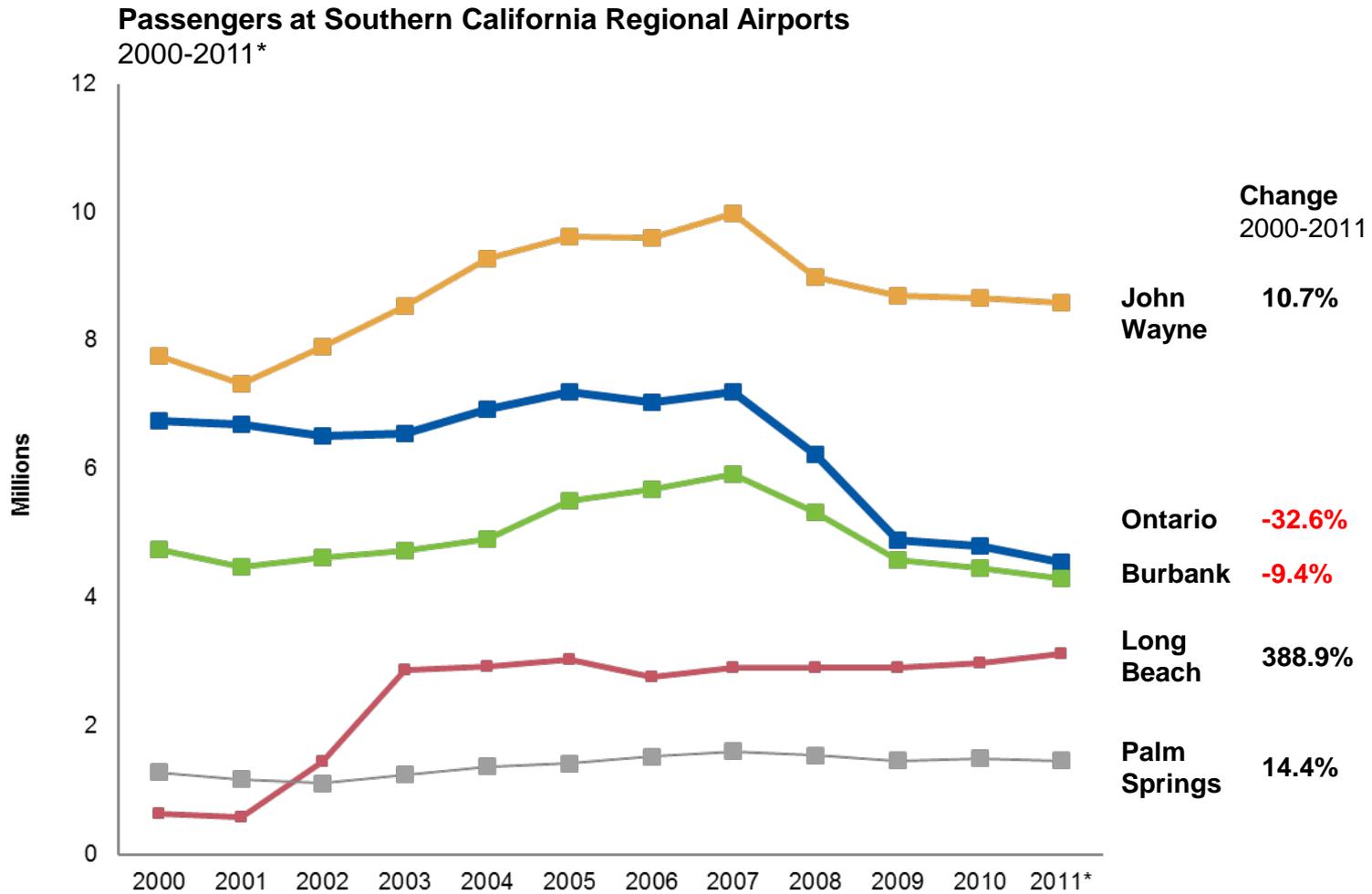
Notes:

(1) Projected, based on YOY comparison of actual passengers Jan-Oct 2011 and Jan-Oct 2010

(2) Service to Prescott, Arizona and Visalia, California was dropped in May, leaving 15 nonstop destinations

Source: Airport Records, and OAG

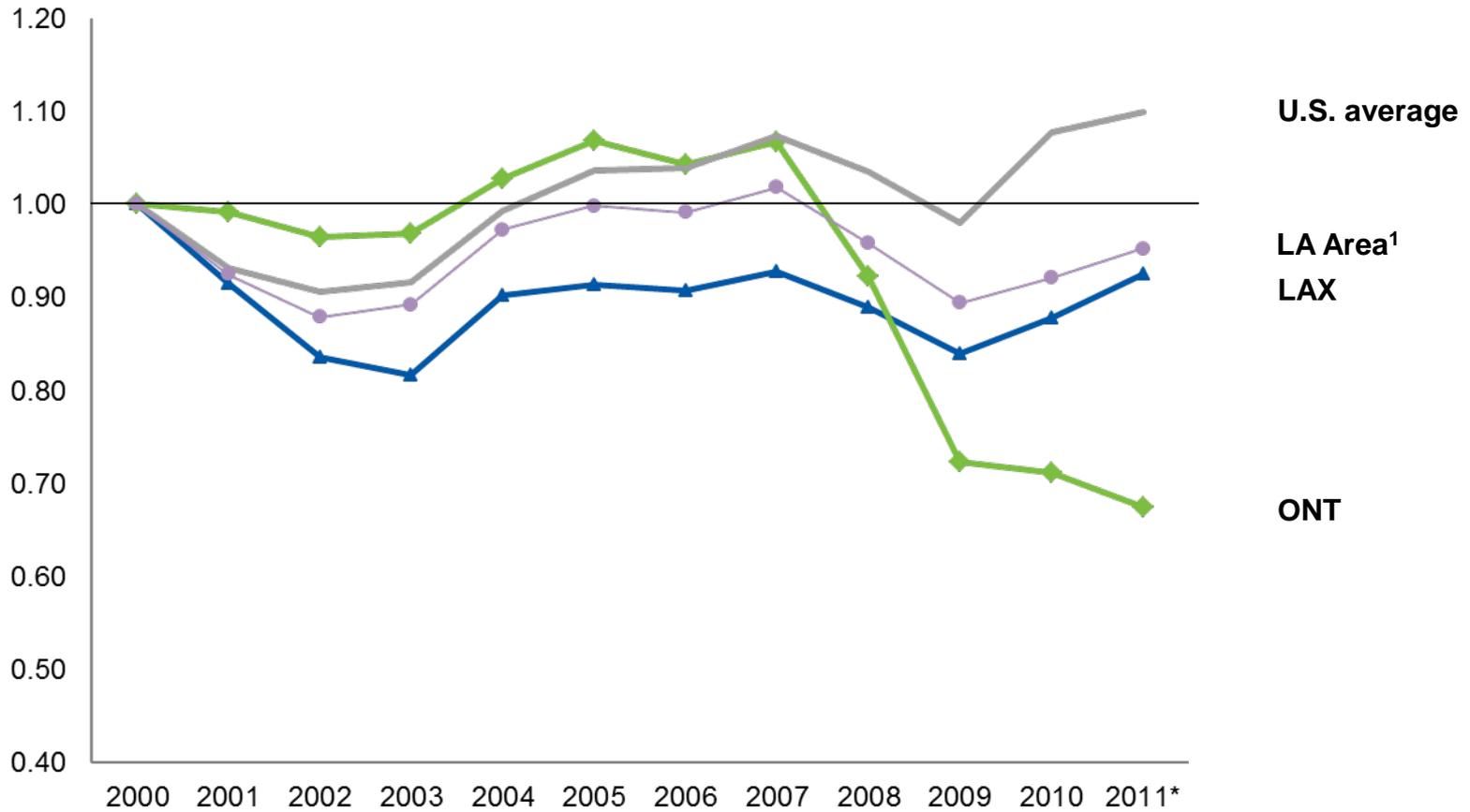
ONT versus Competing Airports in the Region



* Projected, based on YOY comparison of actual passengers Jan-Oct 2011 and Jan-Oct 2010
Source: Southern California Airports

ONT in Perspective

Passengers Compared to 2000; Indexed to 2000=1.00
2000-2011

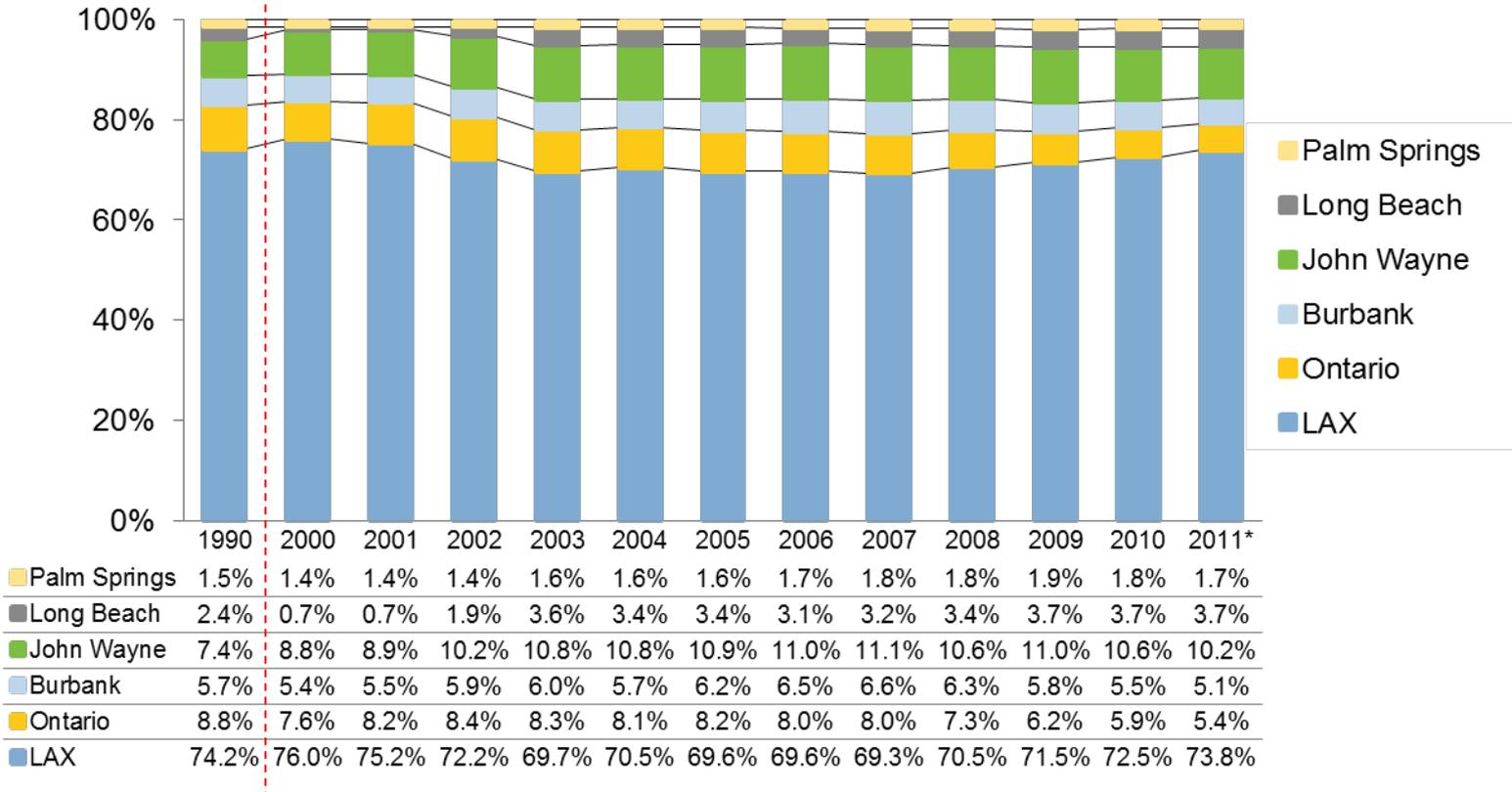


* Projected, based on YOY comparison of actual passengers Jan-Oct 2011 and Jan-Oct 2010
 (1) "LA Area" stats include LAX, Burbank, John Wayne, Long Beach, Ontario, Palm Springs
 Source: Southern California Airports

Southern California Airport Regionalization

- Since 2003, LAX's market share has actually increased from 69.7% to 73.8%
- Over the 21-year period from 1990, LAX's market share has dropped only 1.2%

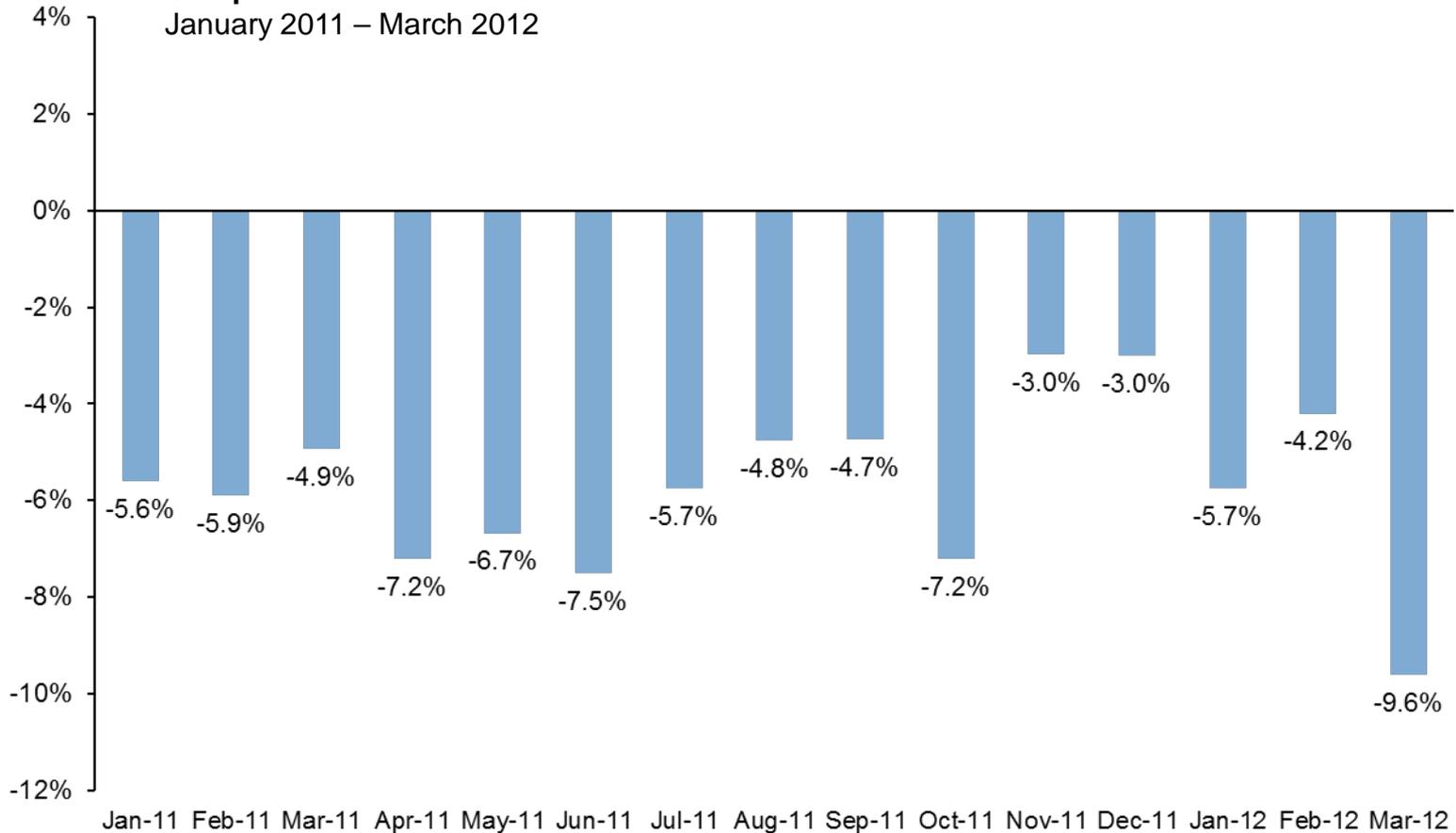
Passenger Share of Southern California Airports
LAX, Ontario, Burbank, John Wayne, Long Beach, Palm Springs



* Projected, based on YOY comparison of actual passengers Jan-Oct 2011 and Jan-Oct 2010
Source: Southern California Airports

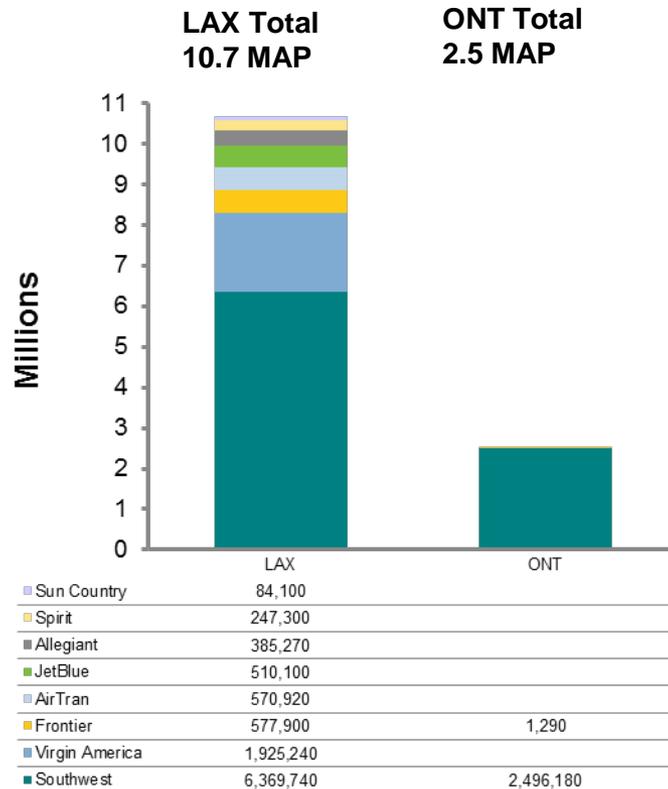
Ontario Continues to Lose Air Service – with Even Deeper Cuts Occurring in the Spring

**Scheduled Seats at Ontario International Airport
Compared to Prior Year Same Month**
January 2011 – March 2012



LAX Has Attracted Low Cost Service Instead of ONT

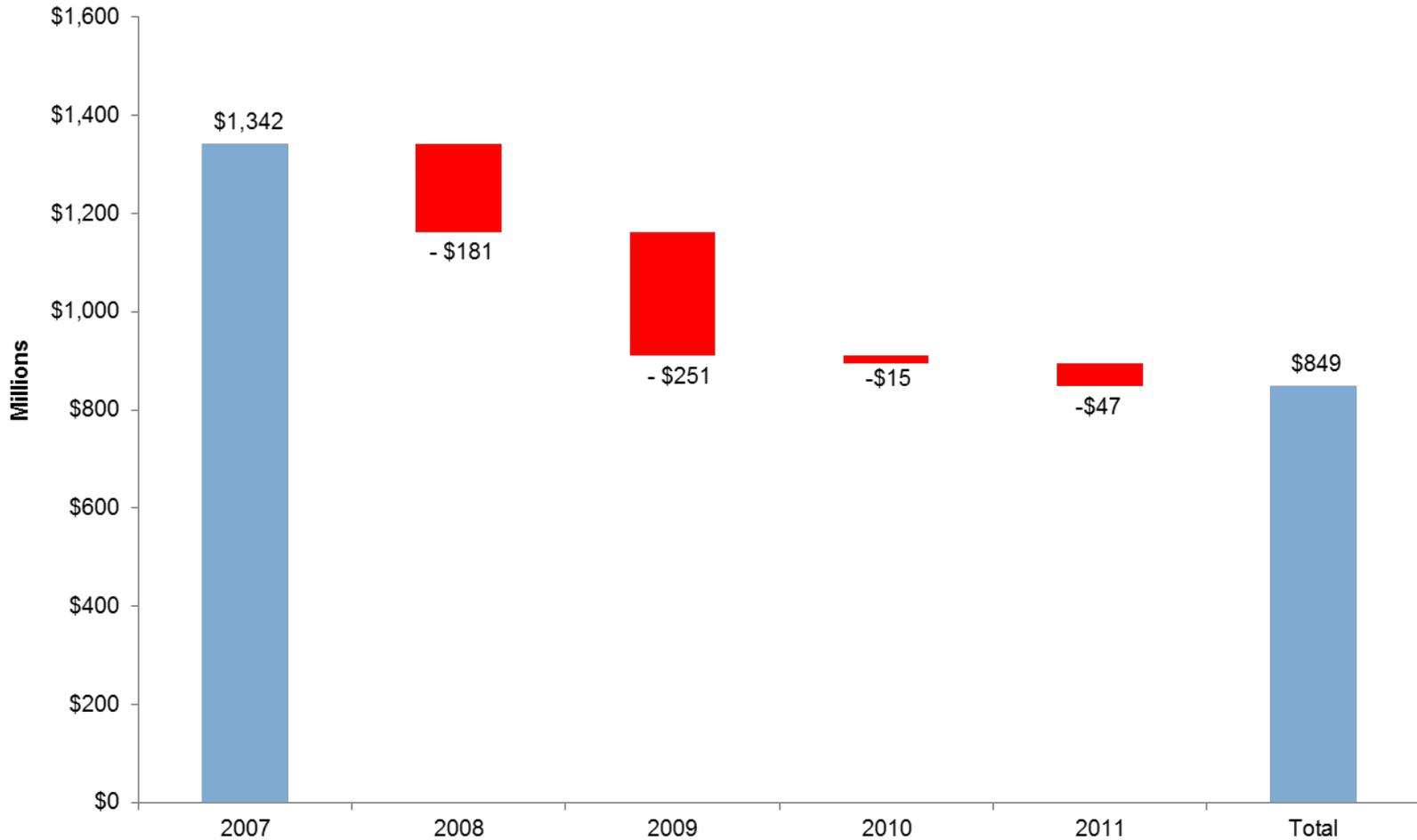
Low Cost Carrier Passengers at LAX and ONT
YE2q 2011 Domestic O&D



Total Economic Impact of ONT Was \$849 Million in 2011

Total economic loss of \$494 Million versus 2007

Total job loss of over 9,227 jobs versus 2007



In 2011 US\$

Source: Oliver Wyman Analysis



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President
Larry McCallon, Highland
First Vice President
Pam O'Connor, Santa Monica
Second Vice President
Glen Becerra, Simi Valley

**Executive/Administration
Committee Chair**

Larry McCallon, Highland

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Greg Pettis, Cathedral City

AMENDED Agenda Item #7

September 2, 2010

Mr. Miguel A. Santana
City Administrative Officer
City of Los Angeles
200 N. Main St. Suite 1500
Los Angeles, CA 90012-4137

Dear Mr. Santana:

SCAG is aware that you have been asked to submit a report to the Los Angeles City Council's Budget Committee in September in response to a Council motion, on the feasibility of transferring operating control of LA/Ontario International Airport (ONT) from Los Angeles World Airports (LAWA) to the City of Ontario.

SCAG has enjoyed the long partnership with City of Los Angeles and the leadership position the City has demonstrated in providing for interregional and international travel (i.e. LAX and Ontario airports). Continuation of options for international and national travel for the 19 million residents of the regions is essential for the economy, livability, clean air and other public policy goals the City and SCAG have partnered on. At the same time, SCAG understands the tough economic challenges the city faces during this recession.

Staff have reviewed the recent report from Jacobs Consultancy – "Alternatives for Management and Operation of LA/Ontario Airport" – commissioned by LAX, that was presented at the August 2 meeting of the Los Angeles Board of Airport Commissioners. Staff has also received a briefing on this issue from Ontario and San Bernardino County officials.

SCAG supports the finding to recommend the transfer of ONT to local control as being in the best interests of Los Angeles and the Southern California region. The transfer will enable LAX to focus its attention on modernizing Los Angeles International Airport and restoring passenger traffic to pre-9/11 levels – essential steps to make LAX achieve its full potential as the City's primary economic engine.

SCAG believes that under local operating control, ONT can recover from the economic downturn of the past several years while positioning itself for long-term growth which would be consistent with the "reorganization" of the air traffic contemplated in the SCAG's Regional Transportation Plan. By transferring control of ONT to the City of Ontario, ONT will operate on the same basis that airports in Burbank, Orange County, Long Beach and Palm Springs operate as a low-cost secondary airport under local control.

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

Larry McCallon, Highland

First Vice President

Pam O'Connor, Santa Monica

Second Vice President

Glen Becerra, Simi Valley

**Executive/Administration
Committee Chair**

Larry McCallon, Highland

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Greg Pettis, Cathedral City

During the recession of the past several years, ONT has one of the highest operating costs in the region. Over the past decade, as other regional airports have recovered from 9/11 and increased their market share, ONT has lost more than two decades of traffic growth and seen its market share decline. This is unfortunate since ONT is the only airport in the system not constrained by passenger or noise caps (John Wayne and Long Beach, respectively) or facility constraints (Bob Hope) or a legally enforceable settlement agreement (LAX).

SCAG recognizes that LAX has several billion dollars of debt to finance the Bradley West and related projects. While these facility improvements may push airline rates and charges higher, that alone is not sufficient to drive low-cost airlines to ONT. If ONT does not simultaneously reduce costs and build traffic to reduce its cost per enplaned passenger, airlines will be incentivized to find markets outside Southern California where they can obtain the highest returns for their aircraft assets. This result would negatively affect the economy of not only the Inland Empire but the entire southern California region including Los Angeles.

Southern California must continue to have a robust system of regional airports both to accommodate local demand and to minimize automobile traffic and emissions resulting from unnecessary reliance on LAX. In that regard, it is especially important that ONT, which is uniquely positioned to accommodate growth, be operated in a way that enables it to achieve its full potential. As airline traffic rebounds and LAX approaches its practical capacity based on ground access and facilities, the region's need for a fully-developed and healthy ONT will become increasingly important. Without ONT, SCAG and the region will be challenged to develop a successful sustainable community strategy under SB 375 which the California Air Resource Board would approve. In summary, SCAG believes that the transfer of ONT to local control is in the best interests of all jurisdictions including Los Angeles. It also is in the best interests of promoting regionalization and boosting our region's economy.

Thank you for considering SCAG comments as you deliberate in preparing your report and making your recommendation. SCAG respectfully requests that this letter be provided to the City Council when your report is transmitted.

Sincerely,

Hasan Ikhata
Executive Director

CC Regional Council
Greg Devereaux, CAO
County of San Bernardino

**WILDOMAR CEMETERY DISTRICT
REGULAR MEETING MINUTES
FEBRUARY 8, 2012**

CALL TO ORDER

The regular meeting of February 8, 2012, of the Wildomar Cemetery District was called to order by Chairman Benoit at 8:38 p.m. at the City of Wildomar City Council Chambers, 23973 Clinton Keith Road, Suite 111, Wildomar, California.

Trustee Roll Call showed the following Members in attendance: Chairman Benoit, Vice Chairman Walker, Trustees Cashman, Moore, and Swanson. Trustees absent: None.

Staff in attendance: General Manager Oviedo, Assistant General Manager Nordquist, Cemetery District Attorney Biggs, and Clerk of the Board Lee.

At 8:39 p.m. the Board of Trustees took a recess.

At 8:43 p.m. the Board of Trustees reconvened into open session, with all Trustees present.

PUBLIC COMMENTS

Sheryl Ade, resident, stated the Council meeting has taken just over two hours and cemetery meetings are usually only 10-15 minutes. It is a disservice to people who want to speak on cemetery issues, but may have no interest in the Council meeting, but they have to sit through the Council meeting. Also if contract staff have to attend the cemetery meeting it is inappropriate to have them sit through the Council meeting. The cemetery meeting should be at the beginning of the meeting and not at the end. Additionally she does not wish for her comments to be taken as harassment. She does not like Mayor Pro Tem Walker's characterization of the public's legal right to speak as harassment. When the public has legitimate concerns it is inappropriate for Council Members to label that as harassment. The Council Members work for the citizens.

Maria Walker, resident, stated she was at the Planning Commission meeting and it is harassment when a business is attacked over and over again when they have done the work on CEQA and it has passed. There are no new businesses because of Ms. Ade. She stated that she didn't represent those who wrote emails, or phoned, she represented the ones who didn't. As a resident of over 32 years, it is angering that there are people who are not helping the City be successful. Ms. Ade has a problem with everything the City does and she has her own agenda.

APPROVAL OF THE AGENDA AS PRESENTED

A **MOTION** was made by Trustee Moore, seconded by Trustee Swanson, to approve the agenda as presented.

MOTION carried, 5-0.

4.0 CONSENT CALENDAR

A **MOTION** was made by Trustee Moore, seconded by Trustee Swanson, to approve the Consent Calendar as presented.

MOTION carried, 5-0.

4.1 Minutes – January 11, 2012 Regular Meeting

Approved the Minutes as presented.

4.2 Warrant Register

Approved Warrant Register dated January 26, 2012, in the amount of \$683.59.

4.3 Treasurer’s Report – December, 2011

Approved the Treasurer’s Report for December, 2011.

5.0 PUBLIC HEARINGS

There are no items scheduled.

6.0 GENERAL BUSINESS

6.1 Wildomar Little League Agreement

Clerk Lee read the title.

Assistant General Manager Nordquist presented the staff report. There are two changes to the agreement. In Section 1 under Parties and Date, third row, add “and Wildomar Little League Baseball, a subdivision of Little League Baseball, Inc.”. The other change is Section 4.5.2., fourth line from top of page, it should read “It is understood and agreed that all licensees shall be covered by insurance secured through Little League,

Inc. and that such insurance shall extend to and name as additional insured the Wildomar Cemetery District and the City of Wildomar.”.

Gil Rasmussen, resident, who submitted a speaker slip, stated he did not wish to speak.

Laura Kelly, President of the Wildomar Little League, stated she has been working with Assistant General Manager Nordquist and Little League International on this request in order for her to have signing authority on the agreement. There are some changes that Little League International is saying would take some time in order for them to be approved as they have not heard of this type of request before.

Assistant General Manager Nordquist stated this latest development would correct that situation. This agreement would be between the Cemetery District and Wildomar Little League and Ms. Kelly would have the authority to sign the agreement without needing the authorization from Little League, Inc.

A MOTION was made by Trustee Moore, seconded by Trustee Swanson, to approve the agreement between the Wildomar Cemetery District and Wildomar Little League for usage of Parcels 3 and 4, as amended.

MOTION carried, 5-0.

GENERAL MANAGER REPORT

There was nothing to report.

CEMETERY DISTRICT ATTORNEY REPORT

There was nothing to report.

BOARD COMMUNICATIONS

There were no communications.

FUTURE AGENDA ITEMS

There were no items.

ADJOURN WILDOMAR CEMETERY DISTRICT

There being no further business, at 8:53 p.m. Chairman Benoit declared the meeting adjourned.

Submitted by:

Approved by:

Debbie A. Lee, CMC
Clerk of the Board

Ben J. Benoit
Chairman

WILDOMAR CEMETERY DISTRICT
Agenda Item #4.2
CONSENT CALENDAR
Meeting Date: March 14, 2012

TO: Chairman and Board of Trustees
FROM: Gary Nordquist, Assistant General Manager
SUBJECT: Warrant Register

STAFF REPORT

RECOMMENDATION:

Staff recommends that the Board of Trustees approve the following warrant registers:

1. Dated February 9, 2012, in the amount of \$828.20;
2. Dated February 16, 2012, in the amount of \$473.15; and
3. Dated February 23, 2012, in the amount of \$203.65.

DISCUSSION:

The Wildomar Cemetery District requires that the Trustees audit payments of demands and direct the General Manager to issue checks. The Warrant Registers are submitted for approval.

FISCAL IMPACT:

These Warrant Registers will have a budgetary impact in the amount noted in the recommendation section of this report. These costs are included in the Fiscal Year 2011-12 Budgets.

Submitted by:
Gary Nordquist
Assistant General Manager

Approved by:
Frank Oviedo
General Manager

ATTACHMENTS:

Warrant Register dated February 9, 2012
Warrant Register dated February 16, 2012
Warrant Register dated February 23, 2012

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
201011	2/9/2012	000022 EDISON	12712		CEMETERY ELECTRIC SRVCS 12/2	103.41	
					Total :	103.41	
201012	2/9/2012	000012 ELSINORE VALLEY MUNICIPAL, WATER	5322572		CEMETERY WATER SRVCS 12/20/1	445.58	
					Total :	445.58	
201013	2/9/2012	000186 RIGHTWAY	703617		RESTROOM MAINT/ SERVICES	70.55	
					Total :	70.55	
201014	2/9/2012	000378 TEMECULA VALLEY PIPE & SUPPLY	423639		CEMETERY DEPARTMENTAL SUPP	14.55	
					Total :	14.55	
201015	2/9/2012	000020 VERIZON	11912		VOICE/INTERNET SRVCS 1/19/12-2	175.61	
					Total :	175.61	
201016	2/9/2012	000368 WHITNEY'S DRINKING WATER	2111		CEMETERY DRINKING WATER	18.50	
					Total :	18.50	
6 Vouchers for bank code : wf						Bank total :	828.20
6 Vouchers in this report						Total vouchers :	828.20

vchlist
02/16/2012 12:04:14PM

Voucher List
City of Wildomar

Page: 1

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
201042	2/16/2012	000011 CR&R INC.	0256719		WASTE SERVICE- 3YD COMMERCIAL	121.11
					Total :	121.11
201043	2/16/2012	000379 HOME DEPOT CREDIT SERVICES	12712		CEMETERY MAINT/SUPPLIES	352.04
					Total :	352.04
2 Vouchers for bank code : wf						Bank total : 473.15
2 Vouchers in this report						Total vouchers : 473.15

Page: 1

Bank code : wf

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount	
201044	2/23/2012	000367 CINTAS CORPORATION	055200968		CREDIT FOR OVERPAYMENT OF S	-35.04	
			055411411		STAFF UNIFORMS	35.04	
			055414070		STAFF UNIFORMS	35.04	
			055416688		STAFF UNIFORMS	35.04	
			055419353		STAFF UNIFORMS	35.04	
			055422021		STAFF UNIFORMS	30.76	
			055424696		STAFF UNIFORMS	30.76	
			055427305		STAFF UNIFORMS	30.76	
					Total :	197.40	
201045	2/23/2012	000368 WHITNEY'S DRINKING WATER	21512		CEMETERY DRINKING WATER	6.25	
					Total :	6.25	
2 Vouchers for bank code : wf						Bank total :	203.65
2 Vouchers in this report						Total vouchers :	203.65

WILDOMAR CEMETERY DISTRICT
Agenda Item #4.3
CONSENT CALENDAR
Meeting Date: March 13, 2012

TO: Chairman and Board of Trustees
FROM: Gary Nordquist, Assistant General Manager
SUBJECT: Treasurer's Report, January 2012

STAFF REPORT

RECOMMENDATION:

Staff recommends that the Board of Trustees approve the Treasurer's Report for January, 2012.

DISCUSSION:

Attached is the Treasurer's Report for Cash and Investments for the month of January, 2012.

FISCAL IMPACT:

None at this time.

Submitted by:
Gary Nordquist
Assistant General Manager

Approved by:
Frank Oviedo
General Manager

ATTACHMENTS:

Treasurer's Report

