ATTACHMENT 12

Notes from the Community Outreach Meeting on 10/15/14
Community Outreach Meeting for Harmony Specific Plan  
October 15, 2014  
6:30 p.m.

Housekeeping and Introductions

School

- What is the capacity of the schools, is there room for them to take on?
  - Yes.
- In the traffic study, was it assumed the kids would go to East Valley High School?
  - There were assumptions with East Valley and discussion with Citrus. It is an open enrollment policy.

Circulation

- Bill Simmons, Tres Lagos Mutual Water Company. Tres Lagos area needs more circulation by putting a road connection to the main Harmony Road between the existing upper and lower connections. It is too far for people between those openings for people to travel out. Has this been considered?
  - The City looks at a Master Plan which takes into consideration new and other developments and how everything will tie together. (EW)
- There is only 200’ separating the development from the County line, it would be easy to put a stub there for people to enter and exit.
  - Logical locations for road connections have been discussed. Road connections are designed for the greater picture with other future developments in mind. These locations have not been defined yet. (EW)
- What is the time frame for the Mill Creek Bridge and who is paying for it?
  - It is a future City project. For a City to implement a project, it must have funding and funding comes from new developments. The faster developments come, the more money the City will have. Bridges take around 7 years from planning to construction.
- How wide will the road be from Newport onto Garnet, to the 38?
  - It required a 2 lane road, but to provide more capacity, there will be a 3 lane road with 2 outbound lanes.
- It will funnel onto the 38, which is only a 2 lane road? HWY 38 is already compacted, especially around 7am and 4pm.
  - There are mitigation measures, which HWY 38 is part of. There has been a traffic analysis. Street capacity is generally controlled by intersections, which causes the backup, not the road. The analysis did not recognize the need to add more lanes.
  - We will go back to the traffic analysis and see how that particular location was addressed in the traffic study.
- “Putting the cart before the horse.” The City should come in from Mentone and build out, rather than the other way around, because it is going to be years before it is completed. The HWY is only 2 lanes so it is suggested to look and get a plan starting from Mentone.
- We are going to look in more detail with the traffic consultants to find a determination for this particular location.
- Collaborate with Dr. Q (County of San Bernardino), SANBAG, CalTrans, and the park on the ground so there can be better planning with other projects and the surrounding neighbors. Is the non-motorized transportation plan consistent with SANBAGs non-motorized transportation plan?
  - All of the yellow markers along the 38 indicate that there has been a significant amount of studies. We will go back and look at the requirements for the street widening of the 38. With the non-motorized transportation plan, we encourage cycling, walking, and public transit. They are proposing a sidewalk/bike lane on one side of the street that are about 10’ wide, throughout the project. Outside the project, when they are improving down to the 38 and widening Greenspot Road, the pavement will accommodate both traveling and a paved shoulder for walking and cycling.
- Is there an opportunity to connect with the Santa Ana trail system?
  - Yes. We have been working with them. We hope to put a trailhead at the Santa Ana River Trail.
- At the continuation of Greenspot Road, is the General Plan designation for Greenspot Road a 4 lane HWY?
  - The current General Plan says it is a 2 lane road with a median, in this portion, which is consistent with the proposed plan of making it a 2 lane road.
- The issue is the road is being upgraded from 2 lane to a 4 lane hwy only for a portion, it would make sense to have the 4 lane be continued for the other exit. Why are the other improvements, circular alignment, not shown on the exhibit?
  - This is what was proposed by the applicants, it was not their initial plan to realign the street as a curve. It came from City and Development Staff. By implementing that realignment it will help alleviate traffic.
- Will it be shown as a component of the project in the final EIR and will the developer need to obtain additional Right of Way?
  - Construction will require additional Right of Way. It is intended to do the realignment but it is not an approved project. It will not happen until we have an approved project.
- Improve Mill Creek first so residents in Garnet area will not be impacted as much.
  - Staff is proposing that both entrances of the development be done in the first phase.
- Congestion on University onramp is already a problem.
  - The offramp needs a mitigation measure which is to construct a traffic signal. That is not a part of this project. It is up to the City of Redlands or CalTrans to improve this. On the onramp, there will be two left turn pockets.
- Is this consistent with the passenger rail station at University?
  - Redlands passenger rail system will be extended from San Bernardino. We do not know if SANBAG considered that portion.
  - There is communication among the organizations when it comes to projects to circulate and recirculate.
• Notices should be given to University of Redlands
• How will this affect the workers regarding traffic?
  o It is part of the traffic analysis
• Will the requests that Redlands made be made?
  o All comments that the City received will get a response.
• When will those responses come?
  o Hopefully the Final EIR will be ready by the end of the year, if not sooner. There is a legal
    requirement of (10/15) days before public hearing.
• Is the traffic study online? (Exhibit with marked impacted areas)
  o Yes, the traffic study is a part of an appendix of the EIR but this particular traffic analysis
    can be put online.

Sewer and Water

• Consider personal reclamation systems in the homes while they are being built?
  o Possibly in the future. These types of projects are used in apartment complexes.
  o Back to water sources – about 3M gallons of water a day for Harmony
    ▪ 1M indoor use and 2M for outdoor use
    ▪ Divert Santa Ana River water and State project water, treated for drinking water
  o Private Wells, Tres Lagos Water Company
    ▪ OC holds majority of the shares for the water company
    ▪ There are 2 wells, not great for production but there is no plan in using them
  o How will sewer service be provided?
    ▪ EVWD will be in charge of this portion. If they choose to go into sewage, the
      plant will be of service.
• Construction time frame for sewage plant in regards to the project
  o 6M sewage flow for existing customers
  o 10M once we have a buildup
  o Harmony creates 1M for waste
  o Construct in 3 years
• Where will the sewage plant be located?
  o Sterling/3rd Street
• There are water problems all over the country? Where do you plan to get water from? In 25-50
  years, this will all be desert and people will end up paying more for water than gasoline.
  o Regional Water Master Plan (State requirement)
    ▪ We have plenty of water to serve all the new units and current customers
  o Water Supply Assessment determines where the water is going to come from.
    ▪ Comes before Will Serve letter (Next several months)
  o Charges $.002/gallon
  o We need to conserve how we use outdoor use of water
• How to incorporate using indoor water use better to source outdoor water use, gray water
  system through permitting.
- It is complicated. We have 10M/day (half the demand) available to us that we are not using. Use this source first.
- Who is paying for this project?
  - EVWD does with the money collected from bills.
  - They charge developers their fair share based on their impact on EVWD systems
- What is the timeline for Will Serve Letters?
  - Not in a position to give Will Serve Letters until their board determines if they will go into the sewage business. There are too many constraints on the sewage capacity at the moment.
  - When the details between EVWD and the developers are sorted, then the Will Serve Letters will be available. Probably in the next several months.
- Will the particulars (reclamation plan and water) be in the Final EIR?
  - Not in control of the EIR but they will comment on it.
- Process of doing their own environmental for the plant
  - Environmental document for regulations – National standards
  - Trying to get as much funding as possible
- How much will this project cost?
  - $120M but generates over $200M in water
- Is this county or in unincorporated area?
  - It is in the City of Highland

General Questions

- Suggest natural parks
  - Active parks, outlooks, small pocket parks.
- Establishing biological corridor, there is an existing so we need to protect and maintain it.
  - The existing corridor is offset, it is open to wildlife but this project is defining those limits
- Will this project bring new jobs for locals and veterans with fair wages?
  - It is an open market. People apply for jobs from all locations but the company is committed to the community.
- Putting bids in the newspaper
  - Only when required