

**MINUTES
PLANNING COMMISSION REGULAR MEETING
FEBRUARY 7, 2012**

1.0 CALL TO ORDER

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

Present: Chairman Randall Hamerly
 Vice Chairman Trang Huynh
 Commissioners John Gamboa
 Richard Haller
 Milton Sparks
 Michael Willhite

Absent: Commissioner Michael Stoffel

Staff Present: John Jaquess, Community Development Director
 Ernie Wong, City Engineer (Note: arrived at 6:03p.m.)
 Lawrence Mainez, City Planner
 Linda McKeough, Administrative Assistant III

The Pledge of Allegiance was led by Chairman Hamerly.

2.0 COMMUNITY INPUT

There was none.

3.0 CONSENT CALENDAR

3.1 Minutes of January 17, 2012, Regular Meeting.

A Motion was made by Vice Chairman Trang and seconded by Commissioner Gamboa to approve the Minutes of January 17, 2012, Regular Meeting, as submitted.

Motion carried on a 6 – 0 vote with Commissioner Stoffel absent.

(Note: City Engineer Wong arrived at 6:03p.m.)

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4.0 OLD BUSINESS

There was none.

5.0 NEW BUSINESS

5.1 Draft 2012-2035 RTP / SCS (Regional Transportation Plan and Sustainable Communities Strategy), and Draft Program Environmental Impact Report (PEIR).

Location: Southern California Association of Governments Region (SCAG).

Chairman Hamerly identified the Item and then asked for Staff's presentation.

City Planner Mainez gave the presentation from the Staff Report and PowerPoint presentation and explained the proposed background and proposed Document. He explained SCAG's Region staffs six (6) Counties that have 18 million residents and how Staff participants of 175 Cities met with SCAG Staff regarding the vision of Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) in order improve mobility, economic development and sustainability. He indicated how San Bernardino and Riverside Counties are the "hot spots" for major growth and how there are funding challenges and what it means and with San Bernardino County and with Federal and State Laws, in that the RTP has an investment of over \$525 Billion in the SCAG Region which includes \$263 Billion capital investments, \$217 Billion system operations / preservation / maintenance. The Plan demonstrates benefits that it achieves the objective of SB 375 and the reduction of greenhouse gas emissions of eight percent (8%) per capita by 2020 and thirteen percent (13%) by 2035. City Planner Mainez stated that the Video will attempt to answer any questions the Commission may have and after the Video, City Engineer Wong will give an overview of the City's RTP Projects that are incorporated into the Document to the Commission.

A question was asked by Commissioner Haller regarding the eight percent (8%) per capita reduction target with greenhouse gases is factored in with an increased population and City Planner Mainez responded affirmatively and all of the Programs factored in plus and the trip reductions, etc. and provided benefit examples.

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A question was asked by Chairman Hamerly regarding with jobs geared to due to specifically the projects within this Plan and not the outside projects and City Planner Mainez responded it could be about construction and the benefits with improved transportation in order to entice major investments into the area. He further explained the investments exploration with Freeway construction projects, 1990 Rail Transit investments currently today, Bus Rapid Transit (BRT), transportation management, goods movement, Land Use, COMPASS Blueprint, expenditures and what the next steps would be having the Regional Council certify the EIR and the adopt the Final RTP / SCS by April, 2012, and then the Documents would be submitted to Federal Agencies for review for conforming to air quality standards and then the Documents would be implemented for the next four (4) years. .

Note: at approximately 6:12p.m., the Video that was created by SCAG was then shown to the Commission.

The Video's highlights included, but not limited to the following: 1) the needs and desires of SCAG's RTP / SCS relative to land use, population and transportation; 2) transportation systems; 3) transit systems; 4) active transportation; 5) bikeways / bike lanes interconnections; 6) goods movement and freight materials; 7) truck lane movements and truck corridors; 8) aviation planning means; 9) financial elements; 10) cost and maintaining infrastructure, as well as for the vehicles; 11) new capacity lanes generating tolls, and; 12) various modes of RTP transportation methods / transit i.e. walking, biking, rail, etc. The Video was then cut short due to technical problems.

City Planner Mainez explained how Highland is a small City in a big Region and that it is hard to envision Highland with being a Regional area and how the City can improve the network within the Region and how there is a need to start looking at intensifying Land Uses in certain areas in the City of Highland i.e. Base Line Corridor / Town Center, the Golden Triangle Policy Area and the Easterly Terminus (Foothill Corridor) for the Bus Rapid Transit (BRT) from Montclair to Fifth Street. He further indicated as the Commission reads the Document, there is emphasis on the need to intensify building near transit corridors and building near train stations, etc. also the Document is not a Regulatory Document and mandating the City do that, but consider it as a vision, but in the future, that could change.

Community Development Director Jaquess explained the implementation process and how SCAG will use State and Federal transportation monies to construct infrastructure would be systems-wide is oriented towards serving land use design and intensification with traffic transportation corridors, infill development, intensification of existing neighborhoods in Southern California for

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transportation and using infrastructure investments as a way to accomplish this and not necessarily revising the City's General Plan, but maybe in four (4) years from now there, when there is a next phase of the RTP / SCS there may be an effort to increase that goal, but reacting to this Plan, it is not a Regulatory Plan.

City Planner Mainez added that for the last two (2) years with working on this Document, he was surprised that the Plan is not a Regulatory Plan, but does "set the platform" and how there is a lot of discussion going on between the Cities and then he explained the displayed Maps regarding the years of 2008, 2020 and 2035. Listed in the Staff Report, there are Regional Housing Needs Assessment (RHNA) numbers and the allocation for the next cycle of the Housing Element regarding population growth, housing and employment.

Chairman Hamerly asked if the Commission had any questions of Staff. Hearing none, City Engineer Wong was then called upon for his presentation.

City Engineer Wong explained the RTP Projects along with a PowerPoint Presentation and the exception of the RTP / SCS is dedicated to individual transportation projects. SCAG had asked each City to provide to SCAG what Transportation Improvement Projects that each City anticipated to be completed by 2012 – 2035 that can be reasonably accomplished by a Public Agency or Development and SCAG can incorporate those Projects build up the Regional Transportation Networking i.e. cost of the investment, travel time savings, etc. He then pointed out Transportation Routes in the City of Highland anticipation of transportation improvements within the next twenty-three (23) years and is not part of the RTP and how the Map was prepared for only presentation purposes. He explained the transportation improvements for Fifth Street from Tippecanoe to the Freeway then from the Freeway to Greenspot Road. He then explained how the City was awarded the "Tiger Project" which is a \$10 Million Project, along with funding from City of San Bernardino and IVDA for the Project to improve the locations from Del Rosa from Third Street to Fifth Street and then from Fifth Street to the Freeway, but then how the Federal Government withdrew the City's award of the Contract in late December, 2011. He further indicated how the "Tiger Project" is critical with development connections to Highland, San Bernardino and the San Bernardino International Airport and is trying to phase the Project into increments so that a portion of the Del Rosa and Fifth Street improvements could still be accomplished.

City Engineer Wong explained the RTP Project moving easterly on Greenspot Road between the Freeway and Boulder Avenue which is the Golden Triangle Policy Area and how City Council had previously dedicated \$11 Million RDA Funds to fund Fifth Street improvements (drainage, under-grounding utilities and street improvements, etc.) and is finishing up on the design portion of the Project

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and how the State of California is abolishing RDAs. The \$11 Million was dedication sales of RDA bonds and the City's position is that the RDA bonds is a committed expenditure and is therefore, not subject to be taken away and that the City is hoping that it will be able to retain the funding and improve Greenspot Road and the Golden Triangle Policy Area, but needs legal interpretation and needs to be worked through and ensure that the City still has those funds to do that portion of Greenspot Road and that it could happen and it could help to promote businesses that would be located within the Golden Triangle Policy Area

City Engineer Wong explained continuing to go easterly, the RTP Project located on the south side of Greenspot Road and the "S" Curve is to widen the road up to four (4) lanes and to construct another four (4) lane Greenspot Road Bridge to go over the Santa Ana River. The City has also received a Bike Lane Grant to widen Greenspot Road and the east side "S" Curve all the way to the eastern City Limits. When the widening is completed, there will be two (2) travel lanes, and the Bike Lanes would be a paved shoulder construction and would be located on each side of the travel lanes. Ultimately, the Bike Lanes will travel from the eastern City Limits on Greenspot Road / Fifth Street to Tippecanoe.

City Engineer Wong explained about the City's General Plan vision to connect Greenspot Road with Mentone generally located at Route 338 / Bryant Street. He then explained that from a circulation standpoint, how the Orange County Lewis Group of Companies owns properties located near the eastern City Limits and is known as the Harmony Specific Plan Project, is working with the City and recognizes the City's vision to construct / connect from Highland to Mentone / Yucaipa area and Orange County Lewis Group's feasibility of an alternative connection located at Mill Creek to Bryant Street.

City Engineer Wong explained with the City's General Plan vision and the interconnection between communities from Highland to Redlands through Cone Camp Road that would be evidentially extended and connect to Redlands across the Santa Ana River. In the RTP, this was submitted to SCAG to recognize that for Regional connections hoping this would "set the stage" of future planning with the neighboring communities.

City Engineer Wong explained the area where Boulder Avenue crosses City Creek and there will be a four (4) lane Bridge constructed and the road will be widened from City Creek to Eucalyptus. Once the Project is completed, Boulder Avenue will be a four (4) lane thoroughfare from Highland Avenue to Greenspot Road. Work will be started on the Bridge next week by removing the rubble and anticipated to be completed in a twelve (12) month period.

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City Engineer Wong explained there are three (3) Interchange Proposed Projects that are located at Fifth Street, Base Line and Victoria Avenue. He explained Fifth Street Project includes both on- and off-ramps which are to be widened with added turn pockets and an added southerly truck acceleration lane and is included in SANBAG's Freeway Widening Project using Measure I funding and further explained SANBAG's Freeway Widening Project to the Commission. He indicated that SANBAG has begun to interview consultants to do environmental work and have the environmental work completed in 2½ years for the Freeway Widening Project and then will take a couple of years to complete the design work followed by construction. In approximately five to six (5 – 6) years, two (2) additional lanes will be added to the Freeway and how some of the bridges would also need to be widened at the Highland Avenue and San Bernardino Avenue.

City Engineer Wong explained the Base Line Interchange Project is listed as a very high priority project with SANBAG's Measure I and is ranked No. 2 and has a good chance of maybe having funding in the current Measure I funding cycle with approximately sixty percent (60%) funded by SANBAG and the City matching with forty percent (40%) funding match. The Project is to widen the Base Line Bridge at the Freeway and the ramp is to include additional turn lanes and SANBAG will add one (1) auxiliary lane in each direction and connect with the Base Line and Fifth Street Interchange, Lanes similar to this serve the long acceleration lanes located from Redlands to the 210 Freeway and that may be happening in a few years, but the biggest challenge is whether or not the City may be able to come up with the funding.

City Engineer Wong explained the Victoria Avenue Interchange Project in that there is no direct access for traffic generators for IVDA / San Manuel and gave the historical background with the Caltrans Project Study for Victoria Avenue and that it needs more analysis and select alternatives and how Caltrans has estimated \$2.25 Million for an Environmental Phase and how Highland does not believe it would cost that much because the City has not gone out to obtain proposals, but the City had applied for and was approved for a \$1 Million Grant, but needs to have complete funding for an Environmental Study with other Agencies for this Project. If not, the \$1 Million will be utilized for a portion of the Environmental Study that could be used for a few more years until additional funding is acquired to finish the Environmental Phase of the Project. Ultimately Project will be an eight (8) lane wide Freeway and would be completed in approximately five to six (5 – 6) years.

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City Engineer Wong explained the rest of the locations are General Plan improvements and monies are not yet there i.e. Highland Avenue improvements and from Lankershim to Arden connection. He then concluded his overview.

Chairman Hamerly asked if the Commission had any questions of Staff.

A question was asked by Chairman Hamerly if the RTP is contingent on funding i.e. \$600 Billion or if it will “blow up” if funding is not there and neither SCAG, nor the Report were specific about additional what revenue sources would be and City Engineer Wong responded the RTP document is updated every four (4) years and each time that it is updated, SCAG asks from each Agency for the best available information has, that each Agency makes assumptions the best that they can and with the twenty-three (23) year Plan, there is potential with a combination of development, City projects and Grants, that the Agencies could be more aggressive with Grant monies rather than being practical. The City does not know how other Agencies approach this and whether or not they are aggressive, and reiterated that SCAG’s information is obtained from the Local Agencies that have a vast knowledge about how their community will continue to develop and improve.

A question was asked by Chairman Hamerly about incurring liability with the City and local tax increase, property assessment, bond issues, etc. and if received a Grant and then the Federal or State Government decide to defund the project, then what happens to those funds. Does the Agency reconsider or go through another cycle and reapply i.e. Greenspot Road issue and what happens if a developer / partner backs out and City Engineer Wong responded that it is on a case-by-case basis and he then provided some scenarios with both SANBAG and the City each providing a certain funding percentage, but if the City of San Bernardino is unable to allocate the funding and then maybe SANBAG would loan the funding to San Bernardino and pay back through future Measure I funding at a fair and equitable cost.

A comment was made by Chairman Hamerly how the Local Agencies have better control and how SCAG, State and Federal Agencies make their own rules and time lines and City Engineer Wong responded from a financial standpoint, that will be beneficial and how it would cost for alternative improvements i.e. toll road, user fees, etc. Community Development Director Jaquess added how the Video indicated SCAG is part of the Strategy over a twenty-three (23) year period and all areas will be explored for alternative funding mechanisms i.e. indexing the gas tax (index gas tax so the gas tax will go up with inflation), identify other ways to tax shipping containers, etc. in order to generate the \$550 Billion improvements

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A question was asked by Chairman Hamerly if viewing the truck corridor in having a shipping container tax and will the international shipping community travel an alternate route / port in order to beat the shipping container tax system and we might be “shooting ourselves in the foot” by doing that and Community Development Director Jaquess responded that he believes that SCAG understands that and was acknowledged.

A question was asked by Chairman Hamerly about the housing population projection by 2020 wanted infill development projects and higher density residential communities located in / around existing major modal transport hubs and used the Harmony Specific Plan Project as an example. Community Development Director Jaquess responded SCAG is not telling the City what it can / cannot do from a land use standpoint and how it is totally up to us to make our land use decisions. From SCAG’s standpoint, SCAG is encouraging to do things that provide an opportunity to increase density around transportation and build transit stations in areas where they think it is going to generate the most good and then people will plan to build density around these using the specialized focused planning i.e. COMPASS Study and that the Harmony Specific Plan Project has ideas for development as for long term economic projection with people wanting less Lot sizes, smaller homes, etc. which appears to be the demographics of the future.

A comment was made by Chairman Hamerly about having a downward adjustment with the RHNA numbers if most of the development is going to be concentrated towards the urban cores right now so that we are focused on low, moderate and subsidized housing around those areas where they are going to live, work, walk configurations as opposed to making bedroom communities and having these individuals in the outlying areas where the jobs are not in great numbers and Community Development Director Jaquess responded how the RHNA numbers for the City of Highland are lower this time than it was with the last cycle and is partly due to the economy and the partly due to using the RHNA numbers to putting the densities near the jobs and transit access areas.

A comment was made by Commissioner Haller than the San Bernardino International Airport should be included and the Document may ultimately lead to additional Grant monies, and having the State or someone and make monies available because that is an incentive for people who build them and why not include more Projects in the Plan as a place holder that would give the City more points in the future when the City applies for funding i.e. there was a Study prepared with the Airport showing Victoria Avenue extended as the main entrance to the Airport and that there were more improvements up / down Victoria Avenue and also include Alabama Street improvements. City Engineer

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Wong responded that Alabama Street is included and how Tippecanoe is connected Fifth Street and Del Rosa, but Victoria Avenue is not included, but will look into it and request an amendment because the City is planning to make the connection once the monies are available and anticipates that will be done within the next twenty-three (23) years.

A comment was made by Commissioner Haller that Victoria Avenue is consistent with the Plan which integrates transportation modes and is a key access to the Airport.

A comment was made by Chairman Hamerly the San Bernardino International Airport may become a Commuter-Type Airport to have a light rail line that connects with the San Manuel Band of Mission Indians Casino with the Airport and will have that hub whether it is a light rail, bus, or trolley transit system, or do something la little more charming or old world and go back to the orange heritage. City Engineer Wong responded that the Plan calls for a major highway with a four (4) lane road with a median, but agreed that it would be to the City's advantage to show Victoria Avenue Interchange to the Airport in the future and reiterated that he will make that request for an amendment.

A question was asked by Commissioner Haller about the Bike Lanes along the Santa Ana River and the connection to the Santa Ana River Trail System and the feasibility of linking the two (2) connections and Community Development Director Jaquess responded about connections with the Harmony Specific Plan Project to Santa Ana River Trail which currently ends at Garnet Avenue on the south side of the road and plans to construct to connect the existing Trail(s) that goes up to the San Bernardino Mountains.

A question was asked by Chairman Hamerly about if the Bike Lanes could be detached from the road located on Greenspot Road and indicated how the bicyclists make the loop and the vehicles are going so fast once they leave the developed areas and is concerned with public safety and for convenience of detaching the Bike Lanes from the road. City Engineer Wong responded how Highland's General Plan shows Class II Bike Lanes, but has development potential to construct Class I Bike Lanes in the future and the opportunity is there with the Harmony Specific Plan Project for funding to widen the street and to separate the Bike Lanes.

A comment was made by Commissioner Haller that he echoes Chairman Hamerly's comments and that 55 MPH is fast and is unpleasant to be in a Bike Lane right next to the traffic and does not feel safe and if we are serious about facilitating commuting, a separate Lane would be better especially if the Lane will be more heavily used and Chairman Hamerly added that loop out there at times has forty to fifty (40 – 50) riders in them and how a person sees vehicles swerve way out into oncoming traffic in order to get around some of those groups.

A question was asked by Vice Chairman Huynh about funding Projects with RDA monies and City Engineer Wong responded the City's Five Year Capital Improvement Projects (CIPs) includes \$36 Million RDA monies and now he does not know if the \$36 Million is still legally available for the Projects and that the City is taking the position that money that the City receives by selling bonds are already committed to Projects and the City should be able to still use the monies and that it cannot just disappear. Community Development Director Jaquess added that is a pretty risky action and the City is proposing it, but everything we hear is that the RDA monies are gone.

A question was asked by Vice Chairman Huynh about if Senator Dutton is proposing legislation and Community Development Director Jaquess responded affirmatively that he did so last week and City Engineer Wong added that it would have a major impact on the City's ability to do projects

Chairman Hamerly asked if anyone in the audience would like to speak on this Item.

Mr. George Einfeldt, 29311 Henderson Lane, Highland, California, who is a resident, and is the General Manager for East Highlands Ranch (EHR) addressed the Commission. He stated that he has a twenty-three (23) year old granddaughter that is living in Chicago and she gave up her car and depends on public modes of transportation and he is not an environmentalist and he has heard nothing tonight in order to get out of his car. The Video presented the idea that we are supposed to get out of our vehicles and we are not about to budge. He doesn't see any light rail and that there is no connectivity from Highland to the Metrolink through what SCAG is trying to get a person to do and is a missing link in SCAG's twenty – thirty (20 – 30) year Plan and that roads will still be built along with the Interchange. People who live in East Highlands Ranch will drive two (2) hours to Los Angeles to their jobs and that it is going to get worse and is an insurmountable problem and how Greenspot Road is a major thoroughfare and needs six (6) lanes and how the Planning Commission has its "hands full" of trying to get this solved and thank goodness it is not going to be done tomorrow and that Mr. Einfeldt would pay more taxes to the City of Highland, nobody else, for some of these Projects.

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A comment was made by Community Development Director Jaquess that Charles Roberts, who is the Editor of the Highland Community News, had left and Chairman Hamerly said that is okay because Administrative Assistant III McKeough is taking the Minutes!

Mr. Einfeldt continued It would be less in taking care of ourselves and watching what the State has done to us and that the City is trying to keep control here in Highland and that Staff is doing a great job. City Engineer Wong responded there is a Metrolink Station located in San Bernardino and there are plans to extend the Metrolink Station further to the east and extend it even further to the University of Redlands. There is feasibly a light rail to Cone Camp alignments and loop includes up to Highland Avenue and then travel on the south side of Fifth Street then to the San Bernardino International Airport because Staff saw a Planning Map at SANBAG unsure of what stage SANBAG is with these connections to Highland and Community Development Director Jaquess added there have been discussions at Staff level, but has not gotten to the part of the RTP, but it might be in RTP in the next four (4) or eight (8) years from now.

A question was asked by Chairman Hamerly about if there is an overall blanket on the Regional Map / EIR is for the smaller projects in Highland and if Staff can explain the mandatory / mitigation measures EIR and Community Development Director Jaquess responded this a Programmed EIR and is designed to be specifically to be a tiered environmental document and is what Chairman Hamerly is describing.

A question was asked by Chairman Hamerly if Victoria Avenue Interchange be included in this EIR, why would it cost to prepare another Draft EIR for \$2 Million to study that and Community Development Director Jaquess responded that was Caltrans' number that was thrown out to the City. The City does not know if it was due to budgeting. Chairman Hamerly responded how environmentally the City had to jump through hoops for the Boulder Avenue Bridge that was taken out and to be replaced, and how it was horrible how the cost was increased to this little City by an additional twenty percent (20%) for this project and City Engineer Wong responded if someone is ready to do a specific project, then you need to have a specific project EIR.

A comment was made by Chairman Hamerly that there have been eight (8) issues identified of unavoidable consequences of implementing the Projects are addressed on a Regional scale and rather than go through and re-justify the existence of the smaller Projects that are components of the bigger Plan, have the City target in and address impacts on noise, cultural, etc. to the local area

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rather than trying to reinvent the wheel and it might streamline the process and take studying the Project from five (5) year time frame down to two (2) years in order to expedite the Plans and Community Development Director Jaquess responded that is what SCAG is doing. City Planner Mainez added the only expedited process under CEQA is the evaluation of Regional Impact to the Circulation System and that is it and he then provided a scenario if one asks how to regulate the mitigation measures in a programmed EIR and that is when that person would provide the mitigation measures to his consultant for regulating requirements and then the document would be submitted to SCAG for their review and for conformity and Community Development Director added how SCAG is acknowledging the tiering.

A comment was made by Chairman Hamerly about a mechanism in acknowledging at some level for streamlining process making it less expensive to implement the projects for the good of implementing the Plan and that everyone would win.

A question was asked by Commissioner Willhite about the new Base Line Bridge and time frame for its construction and City Engineer Wong responded the City received a Federal Grant of eighty-eight percent (88%) across City Creek and will take approximately two and one-half (2½) years and currently, it's at the environmental study and design before construction can begin.

A question was asked by Commissioner Sparks about the time frame on the new Boulder Avenue Bridge and City Engineer Wong responded it's supposed to start construction next week and will take approximately twelve (12) months before completion.

A question was asked by Vice Chairman Huynh regarding when is the Fifth Cycle that is listed in the middle of Page 8 of the Staff Report due and if the SCAG's RHNA numbers are locked in. Community Development Director Jaquess responded the Fifth Cycle is due next year and has to be done by October, 2013, and how the current Cycle was started in 2005. City Planner Mainez added that his goal / plans to submit the Fifth Cycle to SCAG by November, 2012, and he then explained that the City gets its RHNA's Numbers from SCAG and is based on the City's growth projection. He indicated with the last Cycle, the City had ended up with Land Use Rezoning with a Higher Density and indicated that Staff's intentions will be preparing an Update Draft with Alternative Sites that will be submitted to the Commission later this year for consideration and analyze Alternative Rezoning Sites and ultimately, to get the Updated Document certified and then it will be submitted to the State later this year.

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A question was asked by Chairman Hamerly if the Draft Update will include transportation sites / hubs and Community Development Director Jaquess responded that Staff is not planning any light rail at this point and City Engineer Wong added the light rail is a Regional Transportation Agency like SANBAG and that light rail transportation needs to serve the Region, not just Highland and Community Development Director Jaquess added that it is a collaborative effort. City Planner Mainez added that Highland is defending and supporting the General Plan and not making huge changes i.e. train station, light rail connection and how Highland is a low density community and submitted the City's growth projection and see what SCAG would do with the numbers and that City Engineer Wong's goal was to obtain projects into the Document and City Planner Mainez's goal was the RHNA numbers was acceptable. City Planner Mainez further added if we wanted to make the change to light rail and create a station, you would have to prove in the RTP that there is reasonable funding expectation and was unsure if the City could do that, even though the idea makes sense tonight; where would the funding come from. Maybe in the next four (4) years and maybe some "surprise" funding will come and we would be able to make that loop connection into Redlands.

A comment was made by Chairman Hamerly rather than reacting to that comment rather than just say we saw somewhere on the Map that someone had stuck a rail line through this corner of our City and thinking that we really don't want it there and would rather have it over here and City Planner Mainez responded that he was shocked and saw this at a meeting and they threw that in front of us and this was the first time about one month ago and Community Development Director Jaquess responded how a person can draw a line on a Map anywhere and throw it out there and see what sticks. He explained that the rail line issue is being discussed at the Regional level that City Engineer Wong mentioned and is an elaborative process and it may happen and that is why the RTP is updated every four (4) years so the City can make those kinds of updates and how City Engineer Wong's goal was to ensure from a funding standpoint everything was in the RTP which he did accomplish.

A question was asked by Chairman Hamerly even some of the most haphazard sketches and lines on Plans somehow have a tendency to be codified over time and no one questions them seriously enough and Community Development Director Jaquess interjected that there is not enough traction to make it for an RTP discussion and City Planner Mainez added this is the first time Staff has brought this to the Planning Commission and normally, would not do that but with SB 375 forcing the land use discussion, made it important and then thanked City Engineer Wong for attending and providing his summary.

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A question was asked by Chairman Hamerly if anyone else in the audience would like to speak on the Item.

Mr. George Einfeldt addressed the Commission and explained how he visits Planned Unit Developments (PUDs) projects across the United States and how last October, he had visited Seattle, Washington on high density projects and how the transportation flows together from 6:30a.m. and is a planned system. If a developer designs something, Harmony needs to design how to get commuters out of their Project. Transportation needs to be an integrated part and reiterated the Commission travel see to PUD projects and would be pleased as to what can be done and he then thanked the Commission.

Chairman Hamerly asked if the Commission had any further questions of Staff and Commissioner Haller thanked Staff for all their efforts and City Planner Mainez responded and if the Commission concurred, requested the Commission to take action to Receive and File the Documents and forward to the Public Works SubCommittee.

A Motion was made by Vice Chairman Huynh and seconded by Commissioner Gamboa to Receive and File the Draft 2012-2035 RTP / SCS and PEIR Document and recommend forwarding the Documents m to the Public Works SubCommittee for consideration.

Motion unanimously passed on a 6 – 0 vote with Commissioner Stoffel absent.

6.0 ANNOUNCEMENTS

Community Development Director Jaquess explained the Items tentatively scheduled for the February 21, 2012, Regular Meeting and that Commissioner Gamboa would be out of town.

Community Development Director Jaquess reminded the Commission about the upcoming Planners Institute in March and how the City does not have a budget for this, but if the Commissioners would like a brochure or to go on their own, see Administrative Assistant III McKeough for further information.

A question was asked by Vice Chairman Huynh if Staff could provide copies of Reports to City Council regarding issues on RDA funding / monies that are on hold or that they may not be able to be done relative to RDA Projects. Community Development Director Jaquess responded how this is an evolving process and Staff does not have a lot of answers yet, but will remember to provide to the Commission if anything is given to the City Council for consideration.

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7.0 ADJOURN

There being no further business, Chairman Hamerly declared the Meeting adjourned at 7:46p.m.

Submitted by:

Approved by:

Linda McKeough, Community Development
Administrative Assistant III

Trang Huynh, Vice Chairman
Planning Commission

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