

**MINUTES
SPECIAL MEETING OF THE CITY COUNCIL
JUNE 30, 2016**

CALL TO ORDER

The special meeting of the City Council was called to order at 6:00 p.m. by Mayor McCallon at the Donahue Council Chambers, 27215 Base Line, Highland, California.

ROLL CALL

Present: Lilburn, McCallon, Racadio, Scott, Timmer
Absent: None

PUBLIC COMMENT

Mr. Stephen Rogers spoke regarding intergovernmental coordination and the Seven Oaks Dam project.

PUBLIC HEARING

1. Adoption of the Harmony Specific Plan to Facilitate the Development of a Master Planned Community within the Seven Oaks Community Policy Area. Land Use Entitlements include Certification of an Environmental Impact Report, Adoption of a General Plan Amendment, Zone Change, Specific Plan, Development Agreement and Two Tentative Tract Maps

Mayor McCallon:

I want to have staff to make sure they swallow the microphone when speaking because we have speakers inside; we've got speakers in the overflow room. We want everyone to hear. We are going to have staff presentation first, followed by the applicant presentation, and then we will have speakers in favor of the project and speakers in opposition to the project. I would expect that we are civil during the staff presentations and the application presentations. Everyone will have a chance to speak during the public comment period. So, with that, and I would like to say if you haven't, if you want to speak and haven't filled out a speaker slip, you need to do that so I know who to call on when we get to that point. Hand them into staff and they'll bring them to me. With that, we will go onto our staff presentations.

Assistant Community
Development Director Kim Stater:

Yes, thank you Mr. Mayor, members of the Council. Can everyone hear me okay? Yes, okay. So you'll hear five staff presentations this evening on topics related to the specific plan, the EIR, circulation, the development agreement and public school facilities. So the history of this particular property as we go back into the late 1800's, this property was privately owned and used primarily for citrus cultivation. During the 1920's through the 60's it was consolidated and used from commercial agriculture. In 1989 the core of engineers along with the Counties of Orange, San Bernardino and Riverside came together and partnered in the Santa Ana Main stream project and this was to benefit the down flow streams of the Santa Ana River and to protect those properties from flooding. So the group purchased, acquired 1,657 acres and constructed the dam. The construction was complete in 1999 and this property was annexed into the City of Highland in 2000. In 2011, the City received an application for this specific plan and Orange County has partnered with Lewis Community Developers to entitle this property on their behalf. So the Highland General Plan specifically addresses this property and what its future should be, and what the General Plan says is that it should be created as a one of a kind, high quality master planned community that incorporates substantial scenic open space, recreation and trail amenities. This General Plan is specific as to what those should include such as trail connections, open space linkages, collaboration with surrounding communities, access, public services and facilities, habitat corridor, minimizing the alteration of land forms, limiting grading, clustering development and preserving that property until it is developed. You will see here in red as specific plan, the General Plan calls for this property to be developed as a specific plan, as one community, and the way that is accomplished is seven different land use applications or entitlements. So those are coming together to

you as a single package, to be considered at one time. So that includes the specific plan which is the land use document that will determine size of lots, types of architecture, infrastructure, etc. A General Plan amendment which addresses the City's circulation and land use elements and amendments that are needed for those to effectuate this project, a zone change which takes it from planned development to specifically planned development but with the specific plan itself as the guiding document. There are two tract maps, tract map 18861 which is finance and conveyance map, and tract 18871 which is the master tract map for the development. There is a development agreement which Larry Mainez will describe and an environmental impact report. So the specific plan document itself has eight different goals that will accomplish over the life of the project to create a livable environment, to develop a land use plan responding to the unique conditions of this particular area, provide for a range of housing in a variety of economic segments of our community, to create traditional residential neighborhoods, meet the needs of those neighborhoods with commercial public facilities and other services, planned for circulation system for motorists, bicyclists and pedestrians, have a strong community identity for Harmony and to incorporate sustainable features within it. So this is the project's land use map; the specific plan will be revealed a little bit later by Randy Jackson who is the author of the plan itself and in a much more eloquent way than I could ever do but I'll just go over some of the basics of the project. So access to the project is provided by Greenspot Road, so this is the old configuration of Greenspot Road, this is the new configuration with the City's recently completed Greenspot Road Bridge. This circulation, this road will come into the Harmony project, come down and come south and provide access onto Newport and then to Garnet. So essentially there's two points of access. This is what the City really considers the core of the project,

which includes the community's clubhouse, elementary school, and public joint use facilities park here. The commercial areas here, fire station, police substation and public works yard and a variety of parks. The land uses that are shown in the darker orange are your higher density, and that gets less and less as it goes from the kind of medium orange to a yellow and the estate lots that are shown in kind of white or cream color. The residential aspect of this project includes 3,632 units maximum, and the way that lays out is 84 acres of estate lots, 323 acres of low density residential, 169 of medium, 34 of medium high and about nine acres of high density residential. If the neighborhood commercial overlays utilize, which I'll discuss in the next slide, if that occurs to its maximum potential the number of units would be reduced to 3,467. So this is kind of an expanded version of the commercial area. So there are five commercial parcels with this project, this right here is parcel 20B, that's 5.7 acres and that's dedicated 100% to commercial use. Then you'll see four planning areas, 20's A, C, 35, and 40, and those have what we consider commercial overlay and that it's the preference that these parcels are built out as commercial but in the event, in the future, that if it's proven that commercial can't utilize these parcels, that there just isn't the need, then the developer, the applicant would come back to you at that time and request your approval instead to have a residential use on those planning areas. This is the Master Plan of Parks, Trails and Open Space cumulatively there is 104 acres of park use, of active and passive park, and then there's 582 acres of natural open space. So what you see here is the open space being to the north/northeast and then a small section here on the west, there is a large community park here at the southerly portion near the intersection of Newport and what would be the new Greenspot. There is more of a neighborhood park that's located here next to the school; again we are hoping that it will be joint use, facilities use agreement with the

School District in the future. There's a variety of small pocket parks, ten that are located here within the residential portion along the southerly boundary. There are two vista outlooks located here and here. There is quite an extensive network of trails, the blue, I'm not sure how well it really comes through on the projector, but there are pathways all in blue located here that could be used by pedestrians and bicyclists, and then in brown is the multipurpose trail and then the yellow, the hiking, trekking and equestrian. One of the highlights we feel of this project and its trail network is its connection to the Santa Ana River Trail which would occur within this park here, and it shows in yellow kind of here crossing over Mill Creek and then making the regional connection. These area conceptual plans for the community and the neighborhood park, so the community park which is located on the right hand side has a number of active fields, it is adjacent to the fire station, has different park amenities, you know tot lot, barbeque, shade structures, large parking lot. The community park design which is on the left is the one that will be next to the school. Again, very conceptual; we will work with the school district in the future to determine the appropriate types of active and passive uses at that park. As I mentioned earlier there are two tentative tract maps associated with this project. The first one, 18861, the finance and conveyance map has eight number lots and then the 18871 further subdivides that into 70 numbered and 99 lettered lots and those are going to represent your planning areas, parks, different facilities. Conditions of approval you'll typically see with the development aren't attached to the specific plan itself. Those are part of the tract map and the conditions of approval within your staff report, that's exhibit number five, and the conditions of approval have conditions from the Planning Department, Engineering, Building and Safety, and Fire. The Fire Department conditions really consist of a fire protection plan which is attached in that exhibit. For the

environmental impact report I will pass this off to Aliza Law; she is with Albert A. Webb and Associates and they are the consultant for this project.

Mayor McCallon:

Before we go on, there are some empty seats up front and we have seats in an overflow room over here, but we have three or four seats up here in the front for you guys standing back there.

Aliza Law, Albert A. Webb and Associates:

As Kim alluded to, the environmental impact report was conducted as part of the CEQA process. As part of the CEQA process that includes the notice of preparation which happened in 2012. A scoping meeting was held pursuant to CEQA also in 2012, in August. The draft EIR was released for public review in 2014 and a number of comment letters were received. A re-circulated portion of the draft EIR was provided in 2014 as well, and a number of comment letters, timely and late, were received. Those responses to all those comments, both received in timely and late comment letters, were responded to in the final environmental impact report. The final EIR also included the mitigation monitoring reporting program and the revised draft EIR which incorporated any changes to the draft EIR or re-circulated portions of the draft. The EIR included all of the topics within the CEQA guidelines, all the way from aesthetics down to transportation and traffic and utilities. The potentially significant impacts that were mitigated were on your screen as you can see from aesthetics down to public services. The only significant and unavoidable environmental impacts that were determined were for air quality and cumulative traffic related impacts. That concludes our brief overview.

Assistant Community Development Director Kim Stater:

Next we'll hear from the City Engineer.

Public Works Director/City Engineer
Ernie Wong:

Mayor, members of the City Council, seeing that traffic is one of the major issues of this project. I just want to get into the traffic components of the EIR first. There is a traffic study in association with this project that was done following the guidelines established by SANBAG and Caltrans. According to the guidelines, the traffic study utilized the regional scale traffic model to project the amount of traffic that would be distributed from the project. As you can see on the north and west, 56% of the project traffic would go towards Highland and then to the south 44% go towards the Mentone area. Then out of the 44%, 12% of the project traffic would go towards the Yucaipa area and 32% would go towards the Redlands area. Based on the regional traffic model and then following whether or not an intersection has more than 50 project trips, you can see on this map that the roadways are indicated in red in the Highland area, down here in the Yucaipa area, and down here in the Mentone, Redlands area are showing in red. These are the roadways where the major intersections that have more than 50 project trips will be studied. As a result, you can see in these little black dots, each one of these indicate individual street intersections that require further studies, and there are 40 of these intersections. In addition, the traffic study according to the guidelines takes into account all the cumulative projects that have been approved by the City of Highland, Redlands and Yucaipa, and future traffic generated by these future projects would need to be included in the traffic study. For example, in Highland there are 46 identified future projects, in Redlands there are 52 of those shown as red dots in here and then in Yucaipa there are about a dozen of these. In addition to those 40 intersections that require a detailed study, in accordance with a request by City of Redlands additional intersections were studied because Redlands raised issues about the project trips to the two High Schools. One is the East Valley High School here and then the other one is

Citrus Valley High School. So there was a supplemental analysis done to make sure that some additional intersections are studied near the school and along the route to the high schools. As a result nine more intersections were identified that require further studies for a total of 49. What they do is, for each intersection using future traffic, the traffic engineer studies each intersection and finds out what the level of service is for each of the intersections and then compares the minimum standard level of service standard for each agency. If the calculated level of service for the streets in the future has a lower level of service established by the agencies, then mitigation measures would be required. In this case, City of Highland and County of San Bernardino have established level of service D where City of Redlands and City of Yucaipa have a level service C. So whenever an intersection in the future does not meet these minimum levels of service established by these agencies, a mitigation measure would be required. Based on that level of service analysis, 18 location have been identified to require mitigation measures. For example, in Highland they are all basically along Greenspot Road and in Yucaipa along Bryant Street, and then in the County of San Bernardino it would be along Garnet Street and in Redlands there are some locations on the west side near the freeway. The mitigations according to the study guidelines are to be provided by the project's fair share contributions based on how much traffic this project produces and goes into that intersection; they need to pay their fair share. For example, in Redlands there are six locations that require mitigation measures and their fair share payment for each of these locations have been calculated based on today's dollar, a little over \$1 million total. This \$1 million would be subject to annual adjustment. In other words, when the cost of construction goes higher their mitigation payment would also need to be higher too. For Yucaipa, there are three of those locations, about half a million dollars of fair share

payment. For Highland there are seven locations, a little over, about \$1.2 million. I want to point out though, because of the fact that this project is located within Highland, Highland will also be collecting a standard development impact fee, and therefore this fair share calculation will be offset by a credit in the development impact fee. The City won't collect a regular fee, and this without any offset, and we are offsetting it. The next slide shows that for City of Highland the regional circulation that this project is responsible for \$31 million for regional, for local circulation \$11 million. They are getting a credit of \$10 million which includes \$1 million something of their fair share payment and \$9 million something for construction within their project. So in essence at the end City of Highland will have \$32 million and this amount will be used to improve the City's roadway network within the City of Highland that will experience traffic from the Harmony project. In the County of San Bernardino there are two locations that this project has impact on, however in lieu of making a fair share payment, this project will be required to make physical improvements and they are as follows: The intersection of Garnet and 38 will be required to widen to provide adequate width and with full improvements, and the installation of a traffic signal to construct this in its ultimate configuration. The ultimate configuration for example would be if you are going to the east, there will be two left turn lanes going up Garnet and then one through lane continuing to go east, and if you are coming from the Mentone or Yucaipa area there will be a right turn lane and then there will be two through lanes going west and a left turn lane. When you are coming down south on Garnet from the project you will have a right turn lane, you'll have a left turn lane and you have a through lane. When you're going north on this you'll have a right turn and you will have a through and a left and a defector right. So these improvements will be done together instead of piecemealed in different phases. Going up on Garnet we have

a very narrow bridge over Mill Creek, this project is required to reconstruct this bridge to standard width. However, because the County of San Bernardino has a project to reconstruct this bridge, the Harmony project will not be in essence required to reconstruct this bridge. The latest information that two days ago the County Supervisor awarded a construction contract to KEC who is actually the same company that built the City of Highland's Greenspot Road Bridge. The same company will be demolishing this bridge, Garnet Bridge and building a new one. This offers a little more information. During construction of this bridge which will happen in the next couple of months, Garnet Street will be closed to traffic except on Monday through Friday except in the morning peak hours and afternoon peak hours, two hours each. The traffic can go through the construction site along a detour, an immediate detour, all other times you will not be able to pass through this portion of Garnet Street and that is a County of San Bernardino project. Going further north on Garnet you will see that Garnet Street will be required to be aligned to take any project traffic to the project site rather than continue to go north along the existing route and then make a 90 degree turn. Also the north part of Garnet Street will also be realigned so we will have new intersection here. There will be a new traffic signal constructed at the intersection. As you can see this new roadway alignment would require the developer to acquire off site easement from their neighbors. The estimated cost to construct Newport Road and Garnet Street has been estimated to be \$6.5 million, and it would be all at the developer's expense. Phasing of roadway improvement, not all the improvements I just described will be done in Phase I. It will be done in the following milestones. First, prior to the first occupancy this project will extend Greenspot Road from the new bridge into their project site as a falling road up to where the clubhouse will be and then continuing south as a two lane road to Newport and then Newport will be widened.

Excuse me, from the clubhouse further down to Newport it will be a two lane road and then Newport will also be widened to a standard width two lane road and this will be done prior to the first occupancy. The purpose is to basically, is to complete the circulations from Garnet into the project and out to Greenspot Road. So we'll have a complete circulation in the first house occupancy. Then the next milestone is prior to the 501st building permit. Before a developer can get past the first 500 homes, they will have to widen this portion of Greenspot Road from two lanes to three lanes and then also construct this new alignment of Newport and Garnet and then all the way down to 38, again as a three lane road. The road itself would be wide enough for three lanes but it will be striped for one lane each direction with a center turn lane. The center lane can be used for an emergency lane when needed. The third milestone is prior to the first building permit of Phase III. By the time you've finished Phase I and Phase II basically the project is about half built. By that time, you know this will be a developed area, so this road here called Street A, I mean Street B, will have been extended to the end of this phase here. However, the City is requiring that this road be further extended all the way to the edge of the project and ready to be connected to a future bridge that could be constructed by the City, if City future, if the future City Council chooses to do that; but at least this project will have extended the roadway up to this point ready to be connected to a future bridge if constructed by the City. Next one is in addition to what the developer will do on the roadway improvements. There are other freeway and ramp improvements that will be done either by SANBAG or Highland. For example, freeway 210 will be widened from, this is Highland Avenue, from Highland Avenue down to San Bernardino Avenue. There will be two mixed flow lanes added in the median area. You know basically in the inside of the freeway. So instead of a four lane freeway, as we have now, the freeway will become six lanes through

City of Highland. In addition to adding two through lanes, two freeway lanes in the middle, there will be auxiliary lanes constructed as shown in this purple area between Fifth Street and Base Line and Base Line to Fifth Street. In addition there'll be additional lane for acceleration south of Fifth Street. Furthermore, the Base Line interchange will be widened too, and this is a joint project between City of Highland and SANBAG with Highland contributing 42% of the project cost in the amount of \$9 million. This Base Line interchange project will widen Base Line basically from Buckeye Street to Seine Avenue including widening of the freeway bridge and the frontage of these properties. Also, at the Base Line interchange the northbound onramp will be widened, the northbound off-ramp will be widened and the southbound onramp will be widened. This project will be done according to this schedule as averaged by Caltrans. Construction is scheduled for 4/2018 which is two and a half years from now and will take two years to complete. Not only the Base Line interchange and the freeway will be improved, but there is also a City of Highland project in the planning stage, this is the Fifth Street interchange. In the City's forward planning to accommodate future development and to promote commercial and residential development, the City has already widened the northbound ramp of Fifth Street from two lanes to four lanes in here and we also have done a little bit of widening on the north side. However, not only has the work been done at City expense, the City is also planning on doing a joint project with Caltrans to further improve this interchange to its ultimate configuration that would include widening of the southbound off-ramp and the widening of the southbound on-ramp which will then connect to the proposed acceleration lane that SANBAG will be doing. The section of Fifth Street/Greenspot Road between the two ramps will also be widened. As you can see, the roadway itself is already widened on the west side and on the east side, but in between

it hasn't, so as part of this ramp improvement project it is the City's intent to also widen Greenspot. That would then provide additional storage for turning onto the freeway onramp in both directions. The timing of this project, if the funding arrangement can be made with SANBAG, the timing of this project will be after the construction of the 210 widening and the construction of the Base Line interchange improvement. In other words, this could be about five or six years away. However, it still would be way ahead of when the majority of the Harmony development has occurred. Because there are quite a bit of comments related to State Route 38 that staff has heard during the Planning Commission meetings I have a few slides that particularly talk about State Route 38. In their section level service as I explained earlier, the intersections along a roadway have been calculated against how it compares to the minimum requirements. For example, for existing intersection level service it's not showing very well, but you can still see them here. Intersection level service D shown in orange is the only one under the existing condition that goes up to level service D and even that is acceptable under the County standard because the County, as you remember the County and Highland have a minimum standard level of service D. So currently all the intersections along 38 have either a level service A, B, C or D. They all meet today's minimum standard, and then in the year 2035 with or without the Harmony project, but with all the other cumulative projects and the background growth, you can see that Garnet Street and 38 have dropped down from D to E or F and then Orange Street and 38 have dropped down to a D. Now a D according the Redlands is not acceptable because Redlands standard is C, so D is not acceptable and then E is not acceptable to the County of San Bernardino. Now that would happen without the Harmony project. With the Harmony project you still have Garnet at E or F, you still have Orange Street at D, but now you have a new intersection that falls into D

which is Crafton Avenue; D is still good from the County's standards because Crafton is a County intersection. So still you have these two intersections that are below standard which are Garnet and Orange Street. It doesn't change from a level service standpoint whether or not Harmony develops or not. It's just a matter of degree; it gets worse but it's still forced into the same category. Now the Harmony project is required to contribute its project fair share so that the responsible agencies such as City of Redlands and the County could use those fees to provide physical improvements to those two intersections, to bring those intersections into compliance of their minimum requirement. Therefore, the next slide shows that in 2035 with the Harmony project and with their contribution of the project fair share and when the responsible agencies do their improvements you can see that the Orange Street intersections could become level of service C which is acceptable to Redlands. Crafton which is still D, which is acceptable to the County and then Garnet because the developer actually is going to be widening Garnet and putting a signal there and do all the work necessary for these intersections, it becomes again acceptable in level service C. One thing that there has been some discussion was about the, well what you've just studied the intersections, but not the roadway itself because the roadway itself doesn't need to be studied as part of the SANBAG guidelines. It is not a standard thing to do because in an urbanized setting where you have many intersections, the intersections are the short points. When you take care of the intersections, the traffic will flow good because for example you can see that you have level service B and C at the intersections and these are also acceptable so all these intersections are working in a system that is not functioning as a choke point. When you take care of the intersections, the roadway itself will take care of itself. This table comes from SANBAG. SANBAG on a yearly basis did compile level

service for roadway segments. For example, this is the six roadway segment along State Route 38 they all have level service A and B currently. So SANBAG is saying currently there is no problem along the roadway from a level service standpoint and this is pretty much about the traffic section. I'm going to go very quickly now on the other sections. Geology is just one slide, I just want to show that there was a lot of trenching done in the beginning of the investigation of this project and this line here shows the northerly limit of the trench. All the trenches were done along, I mean south, of this line and no active faults have been found, but you can see there is a little bit of development located north of this line. As identified in the technical investigation and the County's geologist revealed report that this any development north of this line will require additional studies to make sure that there are no geotechnical problems. My discussion with the County Geologist was this is an acceptable practice and common practice when a little bit of the project goes beyond the investigation line; they just have to do more work before any development occurs. The next slide has to do with grading. I have several slides on this but it's quick. This is a very big project for example just to give you a little sense of the scale of the project. From here to here is one mile, okay one mile is like from Base Line down to Fifth Street or Greenspot Road, that distance. In Phase I of this project this much grading will be done, this much grading is only half of the grading that, excuse me, about 40% of the grading will be done in Phase I. And then Phase II, you can see it consecutively, this is how much grading will be done in Phase II, then Phase III, Phase IV and Phase V. Because of the fact that we are dealing with a large area in grading, the condition of approval is very specific as to how the City can control the extent of grading and how much erosion control and sediment control needs to be provided as part of the grading process. You'll see that there is an extensive condition relative to grading. Next one is drainage. This is Mill

Creek here, the yellow area indicates the 100 year flood area, 100 year special flood hazard area as shown in the FEMA map. So you can tell the southerly edge of this project is within the 100 year flood, and you cannot develop this project within 100 year flood unless you provide some mitigation measures which is recognized by FEMA. The City conditions of approval require this project to secure FEMA approval and to construct all necessary drainage mitigations so that FEMA will be willing to revise their map and move the flood hazard line away from the project and FEMA won't do that until the physical construction of flood mitigation measures have been implemented. So therefore, once the map is revised we know that the mitigation measure has been constructed. Then the City can issue building permits within this area. Within the project itself there are extensive storm drain lines and there are five points where the storm drains will be released. Two on the south side, one on the west edge and then two on the north edge part. Now this is just where the major storm drain will be released. The storm drain will be released in a fashion that it will not be more than the amount of drainage flow for the development. I want to say, however, that during the final design of this area, additional hydrology and hydraulic study would be done and it could mean that in addition to one major release point, there might be additional release points along the project boundary to follow the existing drainage course. There are several drainage courses, but the principal is that no impact of drainage could be created by this project. If I'm short on time I think this is where I can stop.

Mayor McCallon:

Council would like you to proceed.

Public Works Director/City Engineer
Ernie Wong:

There are a few special circumstances along the existing boundary streets Newport Road, Emerald and Sapphire. This is Newport, we are looking from the project out to Garnet and as you can see on the south side there's a rock wall and then to the north side no rock wall. We actually have like 60 feet of right of way here; this rock wall is within the City right of way now. The project is required to widen the pavement to 40 feet so that you have two way traffic plus bike lane on both sides. So in order to widen it the developer can choose to widen it symmetrically on both sides or widen it to one side. If you widen it to both sides that means the rock wall would be affected, but the final design of this will be proposed by the developer and if they need to, if they want to widen it to just one side and if that required additional right of way is to be acquired then they'll acquire the right of way. This is Emerald, Emerald okay now this side here, this is Harmony project looking north from Newport, and Newport is somewhere down here. The interesting thing is this, the Harmony project has their boundary as this location but the City limit line is this line so Emerald Street itself is within the City of Highland. Unbeknownst to us during the LAFCO annexation process, this road itself only serves residents who live in the County and really shouldn't be part of the City's roadway system. So therefore, this project has been required to secure the County's concurrence to take over this road for the County's maintenance, and then the alternative to that if the County didn't want to do that, you know the condition, allow that alternative to be presented to the City, but I wanted to point out this unusual situation. Thirdly, this is Sapphire Street going north, and as you can see Sapphire Street actually goes inside the Harmony project. It should stay outside of the Harmony project along its existing right of way which is along here, so the project has been required to relocate or reconstruct Sapphire Avenue back out to where it belongs. Or if that doesn't happen then the condition allows the

developer to provide alternate solutions. A couple of special project design roundabouts is, one, this is, this roundabout is a feature that is now used more and more by many local agencies now. Having a roundabout will do away with a traffic signal because a traffic signal is stopping; you stop and go, stop and go and create inefficiencies plus also bad air. So a roundabout is proposed to be constructed in different locations, quite a few locations within the project such as this. You can see that the extension of Greenspot Road will have a roundabout and then the extension of this roadway which eventually could connect to a future bridge, and also this roadway called Street C within the project. So all the skeleton roadways will have roundabouts and that will do away with the need for traffic signals. Also, a special feature is a combined sidewalk and roadway. As you can see on some of these roadway sections there, on one side of the street there will be a wide concrete pathway which can be used by both pedestrians and bicycles. So the bicycle doesn't need to be right along with traffic on a street, but most of the time though when you have this wide combined sidewalk and bikeway the other side of the roadway does not have sidewalks. This is a map that shows the bicycle circulation system within the project, in red. As you can see, we have extensive bikeway systems proposed within this project. That is all the slides I have.

Community Development Director
Larry Mainez:

Mr. Mayor, members of City Council I will be giving you a broad or very brief overview of the development agreement. Can you all hear me? Okay, thank you Kim. If I let out a big scream it's because I just got bit by a spider maybe; there's a huge spider walking around here. So I just want to give you a heads up. It should make this a very interesting presentation. Before I start, let me just thank the City Council, Subcommittee, our City Manager, our Attorney and the developer as well as Orange County. They have sat at the table at arm's

length and literally for, since 2012, worked on this development agreement while we were processing the specific plan and EIR, so a lot of work has gone into this so me briefly going over this doesn't give it justice. There's a lot of devils in the details as Ernie has well presented, we are very fortunate to have Ernie, he is very detailed oriented and just culminates into a great, great project. So also it's probably worth noting this is a very, very unique arrangement between Orange County, the developer and the City. Obviously the developer tonight is LCD Greenspot LLC. They are actually not the developer recognized by Orange County yet which is very interesting, but they have been given authority by Orange County Flood Control to negotiate with the City, process the specific plan, and assist with the EIR. They have vested interest. They certainly hope to be the developer, and to recognize that situation I just mentioned tonight we handed the City Manager a knowledge consent form and as I mentioned in the staff report that was going to be ratified this week by Orange County's Board Supervisor, so that did take place. I understand they had no comments and they were very supportive of the project. So here we go, moving forward. Thank you Kim for putting this list together I'm probably going to skip over a lot of these, but the effective date of this development agreement will be 30 days after its second reading. So if this is the first reading tonight then the second meeting we have 30 days after that, the specific plan will, I'm sorry, the development agreement will take effect. It is a 20 year document, there are provisions for an extension of time depending on, and it's at the discretion of the City Council. It will be reviewed every year, the developer has vested rights once this is approved they have the right to develop the property without fear of any changes from the whim of the public through referendum or whatever have you. The document, the specific plan before you tonight, this document is mentioned in the development agreement. This is the guiding document for development so everything must

be consistent with that as well as the development agreement. Number 7 up there is the Fire Station equipment, Police Station, Public Works substation. It's in red as Planning Commission, as you know the provisions in the DA talk about the developer paying for and constructing the fire station at a certain time in the development process and it's a 1,000 and 2,000 depending on if it is a permanent or temporary facility. Whatever facility is constructed, whether it is permanent or temporary, they have to provide a substation for the police department as well as for the public works subcommittee, public works staff. The timing was critical and an issue for the Planning Commission. They directed staff to bring this to City Council for discussion and we can certainly bring that up at the end of the process. They wanted that timing to be much earlier. The developer is also purchasing or assisting with the purchase of the fire trucks that will go in these facilities, thank you very much. Number 9 there is also what is called, number 9 actually is the public improvement maintenance. This revision talks about the City owning the parks with the Homeowners Association maintaining them through a maintenance easement. This is very unusual, none like East Highlands Ranch where those are private, the City has no say in the matter on those and if that agency goes defunct the City wouldn't step up and maintain those, but for this arrangement there will be a maintenance CFD in place that would be triggered and the City would take over the operation of those parks. Number 10 public benefits payment, that's \$18,750,000 that would be paid to the City, and there would be a short installment of \$3,000,000 upfront, and Ernie touched on the possibility of a bridge project but it could be any public project out in that area. I just want to clear that up. Number 13, the Planning Commission had a minor comment on existing park deficit payment. Back a few years as you know we constructed the Community Park down on Central Avenue and Aurantia Park using our development

impact fees and some other sources. That created a deficit in our park fund, so what we did is we asked at the table, arm's length, if the Harmony Developer would be willing to contribute to help close that gap and they acknowledged they would. There is a provision in the Development Agreement for that. They opted to pay that over time and the Planning Commission has put that up there on the chart there, number 13. Request that we bring that forward to City Council and they ask that possibly they just pay that quickly up front so we can start using that fund. Park improvements timing, number 15, that's related to the two parks that Kim talked about, the large sports complex and then the smaller one next to the club house. The Planning Commission noted that the review process for the design of those parks only had City Council review, they thought it would be nice if the City, the Planning Commission could also review the design of those parks and then they could make a recommendation and they could bring that recommendation to City Council. So in closing Mr. Mayor, overall the Planning Commission is recommending approval as to the Development Agreement and that's my presentation.

Assistant Community Development
Director Kim Stater:

Next, I'd like to introduce Bernie Kavanagh with the Redlands Unified School District.

Bernie Kavanagh, Redlands Unified
School District:

Good Evening Mayor McCallon and also members of the City Council. Thank you for having us tonight. I'm going to have Steve Gall come forward. He is from California Financial Services who is representing the District on this project and he has some information that he would like to share with you regarding what we've been doing lately in regards to this project.

Steve Gall, California Financial Services:

Good Evening Mayor, City Council. I don't have a power point this evening, but I did want to share a little bit of information about the Redlands Unified School District and how we're looking at planning for the future facilities to help house the students to be generated by the project. So for those in the audience that don't know, Redlands Unified School District covers approximately 147 square miles and serves a number of communities including Redlands, Loma Linda, Mentone, Forest Falls, San Bernardino as well as the City of Highland. The District educates children from transitional kindergarten through 12th grade, and we have a current enrollment of approximately 21,000 students. Working with the City, the City staff, Redlands Unified School District identified that as many as 5,400 units are planned to be built within the City of Highland, have started to formulate a plan to mitigate that impact on the school facilities. Of course the majority of, as most know the majority of those planned units or the largest of the projects is the project we're here tonight to consider. Redlands Unified School District plans to house and mitigate the impact of approximately 3,000 students to be generated citywide through a series of expansion improvements at existing sites including the Arroyo Verde Elementary, Highland Grove, Cram, Mentone Elementary, Beattie and Moore Middle School, and then potentially Citrus Valley or Redlands East Highland Valley High School, as well as the construction of the KA facilities currently planned within the Harmony project. The biggest challenge for Redlands Unified School District at this point is the ability to generate the funding needed in the amount and at the timing that the facilities will be needed, without developer cooperation Redlands Unified School District, like all school districts in the State, have two major funding for capital improvements. One of them is the imposition of developer fees that are justified on an annual basis pursuant to the strict parameters set forth in Senate Bill 50. The District has and

will continue to justify these fees at the maximum level allowable under that, those criteria. The second funding opportunity is state grant funding. The District does currently have eligibility for state grants under the current school facilities state program. The District's ability to access those funding are subject to future bond authorizations authorized by the voters and the State of California as well as potential changes to that program. Based on an analysis performed by Redlands Unified School District the combination of these funds will be insufficient to construct the facilities needed to house the students as a result of the development within the City of Highland including the Harmony K5 site. Redlands and their team have been engaged in discussions with both Lewis as well as the other developers in the community to explore strategies to help bridge this shortfall and provide the needed facilities. Redlands, Lewis and City staff have met and discussed the steps needed to make the Harmony K5 site and school a reality. There are really two main things that we've discussed so far with Lewis as well as staff. Number one, I know that when we were in front of Planning Commission we had expressed the concerns over the size of the site and how the joint use provisions if sculpted correctly would allow Redlands Unified School District to utilize the site to house students. Redlands Unified School District's team as well as City staff and Lewis met a few weeks back to discuss the concerns and outline rough requirements for the joint use policies. The two main things that Redlands is concerned about relating to the terms of the joint use is how the terms of the joint use would allow Redlands to number one, maintain student safety during school hours, so there was some discussion about how the site itself would be fenced, how the parameter between the site, the joint use and the site would be secured during school hours. As well as the ability for the school district to provide adequate space for physical fitness and recess which may include the necessity for us to

actually use the site, the park site during operational hours. We also talked a little bit about funding. Redlands Unified School District has demonstrated the concern over the ability to access the funding needs to build the facilities to Lewis, and though Redlands Unified School District does not have the ability under CEQA to oppose or challenge the project based on these grounds. Lewis has expressed an awareness of the issue and committed preliminarily to work with Redlands to look at solutions to this funding challenge. Redlands Unified School District and Lewis will be working on a memorandum of understanding over the next few months to begin the outline terms associated with the K5 site and school. Though there's a tremendous amount of work that needs to be done and nothing is certain at this point or finalized, I think it would be accurate to assess Redlands Unified School District is at least pleased regarding the progress that has been made to date and encouraged by the conversations with both Lewis and City staff. Before I complete my comments, I would like to say that we appreciate the leadership of the City, that the City has shown and the commitment they have shown to public education and the benefits that quality public education has on the community as a whole. We look forward to continuing to work closely with City staff and Lewis to make sure the future residents of the Harmony project have access to excellent school facilities and the educational opportunities and community benefits they afford. Thank you.

Assistant Community Development
Director Kim Stater:

In conclusion, Mr. Mayor, as it has been mentioned a number of times this project has been recommended for approval by the Planning Commission. There were a few modifications made to the conditions of approval, those were made and are included in your staff report as amended. Larry touched on the items that they liked to see modified in the development agreement and they had identified 111 potential amendments to the

specific plan so those were reviewed by staff and the development team. The vast majorities of those were agreed to; there are 25 that the applicant would prefer not to change. When we get into further discussion, if you like I can go through those at a later time. That concludes staff report.

Mayor McCallon:

Okay, applicant, your time.

Pat Loy, Lewis Community Developer:

Good evening Mayor and City Council. I'm Pat Loy with Lewis Community Developers and we're pleased to be here tonight. First off we'd like to thank you for making a special meeting tonight to consider this project and we'd also like to thank the staff for the thousands of hours that we literally spent meeting every week probably for the better part of five years, back to 2010, 2011, 12, 13 and 15 and into 16 so thank you very much for everybody that's brought this. Many thousands of hours of work and effort that are bringing this project to you tonight. So as part of our team presentation tonight, were going to have Randy Jackson do a presentation of the plan, we'll have Randall Lewis talk a little about the benefits to the City of Highland. First I'd like to introduce James Campbell with the County of Orange.

James Campbell, County of Orange:

Thank you Pat. My name is James Campbell with the County of Orange and on behalf of the project partners San Bernardino, Riverside County, I want to thank the City of Highland, your honorable Council and City staff for their study and review of this proposed project over the years. This property was originally entitled to the County of San Bernardino for 3,600 units, 36 holes of golf when the County purchased this property as a borrow site for the construction of the seven oaks dam which began back in 1993. On behalf of the property owner and the Orange County Board of Supervisors, we appreciate the attendance here today as well as the public discourse on this project. The purpose of this project is to create a vibrant, sustainable master planned

community that is supported by the City of Highland and helps to offset the additional cost of the regionally important Santa Ana River Flood Improvement project. That's a mouthful. After more than six years working with community, city staff, other public agencies, decision makers, interest groups and others, after many study sessions, public meetings, focus community meetings and many articles written by Charles over here. Quite well, I might add. After making numerous project changes to address issues raised and to improve the project and after spending millions on design and entitlement, we are pleased to present the project to you this evening. We are looking forward to this hearing and continuing to work with the City and others to bring this project to fruition, so thank you.

Pat Loy, Lewis Community Developer:

So as Kim said in the staff report, the County of Orange owns the property Lewis has been engaged to entitle and ultimately to buy it to move forward for development. So as we started work on the project we brought in really an award winning California and National and even International firm Placeworks and one of the principals here tonight, Randy Jackson will take you through the plan and he was the author of the specific plan.

Randy Jackson, Placeworks:

Mayor McCallon, members of the City Council it is indeed a privilege to be here after several years of planning this project and the commitment that all have made getting to this point. We really had a lot of discussion and integration of the major ideas that transcended over the last five years and has come from all aspects of the City including the City Council itself, the Planning Commission, especially the staff, working with the staff many hours and the community and the number of formats. What I'd like to do, you've seen the details, you've already seen the finished project, I'd like to back it up a little bit and just hit some of the big ideas and some of the concepts so you have a parameter to think about how this plan will

develop over a number of years. This is not an instant project; this one will take a while and will work with the specific plan as the guiding principles for that development. It's kind of hard to see but the spot on the map is Harmony, about 1,657.3 acres of land, and it is at the far eastern end of the City and it will become eventually the entry gate to the City. It will set the feel and character for many people that come to visit other parts of the City but it will especially establish a unique kind of environment. You can see how it sits in open space, trails, and recreation for those that will come to live there and great communities and neighborhoods. You know it's had an interesting history. More than 100 years it's been in one kind of use or another. Agriculture for many years, stood foul for a number of years, and then it was used as a borrow site to create the seven oaks dam, something we've all shared in the number of communities and cities as life saver from flooding and hazards. But it has also left the site in a character that is disturbed and needs to be resolved and reused. Part of the plan as we got to know the project, it really telegraphed how it ought to be developed and some of the considerations we should take. You know this is a unique site, it has both the mountain side on the property and some beaches and very few projects expand that far ranging in the environmental character of the site. So we see those as framing a number of the major designs, functions, recreation open space and trail components within our community. We also see the opportunity to live in the environment and create a community that's quite different than you see elsewhere. We will have, and continue as part of our project to have, an education program so that people that live there or around us understand how we fit within that environment. We will become environmental stewards as part of that process and the Homeowners Association will maintain and manage areas as well as other groups that will be very important in that stewardship. We are going to provide trails into those areas. We're

going to improve drainage programs, all those things are part of the environmental stewardship and we'll set lands aside that will be permanent habitat for many areas that currently aren't used that way. Health and wellness is our key mark for the structure of our community; walking, education, recreation, all of that would become part of our hallmark of the design of the character of the community and its outreach and it's a place to grow. As I mentioned we're going to start with one concept and continue to build on that concept. We'll change it as we go, but in the end we'll create a balanced neighborhood and a sustainable design is going to be our key note. So the site, one of the things we do as a planner we look at the site and it telegraphs how the site ought to be developed. Out of the 1,600 acres there is about 50 percent of the property that's developable, the other 50 percent winds up in slopes or open space or drainage corridors. It breaks itself into three natural neighborhoods that we think about. They become organizational neighborhoods. They also become phasings as we move through the project, and there's a great opportunity to re-hook together some of those natural features, the drainage corridors, the open space corridors, and the view corridors within the plan. This is the plan; the concept is to be able to cluster the development into about 600 acres of the 1,600 acres to be able to create neighborhoods within those areas. Create a walkable component within that, to provide drainage connections and green space and provide a variety of buffers and open spaces as part of that design. You know as we worked with the community, we realized that Greenspot Road needed to be realigned so we took it upon the team to find a solution to move the Greenspot alignment into the project and serves as one of our major backbones. It also takes the pressure off the surrounding neighborhoods and it will become part of the circulation system of the city itself as time goes along. We set aside about 800 acres of open space, and part of that has extension slopes on

it and so we've managed how we transition those slopes to catch the water that runs off, to be able to circulate it through the property and connect back up with the rivers. We've also had a number of land forms that have been protected. Ones especially along the river will help create a great river park and also it's a land form that will help screen part of the lower part of the development. As part of the plan we've identified a number of natural areas that have been set aside so we've been able to move development out of those areas, establish two wildlife corridors and habitat areas that help connect the mountains to the north with the environment and the character to the south. One of the big efforts, we've spent the last couple of years working on the fire protection plan and I think the City has done a great job. We've had a separate consultant work with us. We've developed a concept where we got a wide range of setbacks. We also have a road network within the neighborhoods that give easy fire access and a buffer to each of the neighborhoods, and the solution in the end also included an early fire station as part of the service area. So those combined together create a fire management plan that will continue to operate with and build as the plan goes forward. One of the interesting things about this is we've been able to create a center core in this community and it is midway in the development and it will provide a walkability to both neighborhood recreation center, our school and our parks and provide commercial uses within that development. We've also included opportunities for a little higher density housing in there so that a variety of opportunities for senior housing and/or first time buyers can be part of that development. I think really the hallmark though as we move forward will be the creation of the parks, the open space and the trail system. More than 104 acres of parks have been set aside, more than 100 acres of corridors that link the neighborhoods together. In many places you can walk out of the neighborhood onto a trail and never cross

another street till you get to the core. In other places we've set aside trails that are separate from the streets and in other places we've created parks along the wash that will allow people to ride bikes, jog, and enjoy the park and the open space. So this connection with trails to the north will provide a very comprehensive connection component as was mentioned to the Santa Ana River into Mill Creek and a number of great areas for community opportunities. Not just Harmony, but the City of Highland. We really had envisioned a variety, natural character to the landscape especially in the transition of natural areas and the opportunity we think to be able to take some of the heritage from the agricultural history and incorporate it within the plan. We've set aside three major zones for orchards, citrus, walnut and apple and then in conjunction with that native materials, low fire protection materials, and real natural sense and character to it, but we'd like to use that agricultural component as part of our organization. As a matter fact, in the core we're going to have a farm center to help raise vegetables for CSA as well as be able to identify plant materials that will do well in the community. A hallmark of this plan as we mentioned is we've clustered it into neighborhoods. We have a great number, over 10 different product types we see in the future, and probably extend beyond that but you can see the small corridors by the density. That allows us to have a neighborhood that's integrated, allows for a wide range of opportunities for first time buyers, for seniors, and for conventional housing. We think the architecture will be unique. We'll work with staff and review that as we move forward on the plan. We'd like to see a more traditional farm character too, but I think there will be a variety of architecture and we will develop a strong sense of CC&R's and implementation programs for that. So that's a quick overview, and I'll be available through this process if there are specifics that you would like to speak to.

Randall Lewis, Lewis Development
Company:

Good evening, Mayor McCallon and City Council. My name is Randall Lewis. Thank you for this opportunity to be here and all the speakers have said thank you to staff, thank you to planning commission and thank you to the community for all the input that we've gotten to try to shape this development over the last five years. Harmony is a large project and it's a complicated project and has a lot of impacts and we're well aware of it. You're going to hear a lot them pro and against it. We realize that there are many impacts, but we think a net Harmony is very positive for the City of Highland and I'd like to talk about some of the positive benefits. I think first has to do with housing itself. At its core Harmony is a housing development. Our region faces a tremendous shortage of housing. It's been in the newspaper almost every day this month. Articles about the terrible crisis we have in San Bernardino County and in Southern California for good affordable housing, which is good housing period, at all price ranges, and Harmony can go a long way with helping to deal with that housing problem. There's a lot of work done on what causes demand for housing, so some of the demand for the housing at Harmony would just come from the natural growth that's coming to the region. People are moving here for jobs, there are more births than deaths, people have babies so there's a lot of demand that has just always created it. But there's also a lot of demand from within the City of Highland that may not be obvious; it's not always intuitive. I study a lot as part of my career, what are the sources that demand for housing and a lot of times it's just life changes, life stages and Highland is a city that has good stock of housing but it hasn't had a lot of new housing built in the last decade, especially compared to the rest of San Bernardino County. So two easy examples of where some of that demand might come from within Highland would first be for older people. As you get older, we're all getting older, I

turned 65 last month, you start looking at your housing choices and where you are and you say maybe I want something different. Maybe you don't want a two story house, maybe you want a single level home or maybe you want a two story home with a master bedroom on the ground floor. We think there's going to be a lot of opportunities for people who have lived in Highland for a long time, who want to move laterally to get the kind of housing that's going to fit their needs better. At the other end of the spectrum are people in Highland that might want a first or second home or kids from Highland who want to come back to Highland. What we're finding is the kind of housing stock Highland has currently doesn't always match the needs for some of these first and second time homebuyers. A lot of them are saying I don't necessarily need a large lot or I'd rather have more time to take care of my family or my kids than mowing the lawn. A lot of them would trade off a large lot to have a more affordable price or just to have more square footage. So I think a big benefit of Harmony will be to take care of some of this external demand, but also to take care of some of the internal demand. Harmony is going to be fiscally positive for this city. That didn't get discussed a lot tonight in the discussion, but as you study the reports you'll see Harmony has a very positive fiscal benefit and in California that's important for cities. Every city in California that we deal with is trying to think how do you pay for the services, how do you pay for what the residents need and want. Harmony will be fiscally positive for the City of Highland in the future. Harmony is going to provide open space and recreation. Your planners talked about it, Randy showed it and it's true; you're going to a lot of new permanent open space and recreation because of the Harmony community. Harmony was designed with sustainable design features, and as we enter these changing climate periods I think it's important that all of us have an obligation to do sustainable communities and Harmony will be a showcase of sustainable development.

Harmony will play a key role in supporting the retail that's in Highland now and the retail that Highland residents would like to see more of. We deal with this in cities all over where people say can't you get more restaurants, can't you get more shops and we do a lot of retail development. What makes it come is not wishing and hoping. What makes it come is shopping power and where that shopping power comes from is more rooftops, who will eat at the restaurant and get their haircut at the barbershop and shop at the stores. So that's going to be a real key benefit. Also, this development will help the existing and future retail in the City of Highland. Harmony is going to pay for major improvements. I know Ernie talked about it and Larry talked about it. There are major improvements that have been negotiated. It will be for roads throughout the city, not just around Harmony. It will be for fire protection, it'll be for police, it'll be for public works; there will be major improvement to the City of Highland that this project will pay for and that will be there for a long, long time. Highland has a great reputation. Mayor your buzz in the community is very good. Highland has a reputation as great place to live, and I think this will help maintain that reputation if we do our job it'll help even build it even better as a great place to live. There are a few key things I just want to talk about some of the impacts and some of the things that we have to consider. First, we know there are impacts. We've done significant outreach, we can be faulted for a lot of things, but we cannot be faulted for outreach. We've had dozens, scores of community meetings, newspaper stories, been at every fair, private meetings, we've done all a company could do to reach out so I feel good about our outreach efforts. We've tried to look at all the major impacts, traffic, water, schools and we've tried to come up with either tangible solutions or in the case of the school district that you heard about, he could have gotten up here and said we don't want this or these guys are jerks, but that's not what you heard from the school district. You heard

that we're working with them and were going to find solutions to make sure the schools are being handled. Harmony is not going to happen all at once. We're not sure when it would start because once a project gets approved you've got to then go into more planning. You've got to do grading and we're not sure how many cycles there'll be, but Harmony's not going to happen overnight. It's very likely that Harmony will be a 15 year development. It could be a 20 year development; it just depends on the pace of the market, and it depends how many recessions we're going to come to, but these impacts that are coming they will not come overnight. They will come over decades, not over months or years and last, I think we have to look what happens if Harmony is not approved. The people are going to come here and the demand is going to be there. Families are going to still have babies so the demand will be there for the housing, and if it's not here where is it going to go? Just because of the unique geography of this area, the topography of the area, there aren't a lot of other choices. So what'll happen if Harmony isn't approved is the people are still going to be here, they are still going to live somewhere. It just means they are going to clog the roads, they're going to clog the highways, they're going to cause further environmental problems and it's really going to hurt quality of life too. So we think Harmony will be good in net for the community, will be good for the City of Highland and we hope you will follow your Planning Commission who studied this so much and look favorably upon the Harmony community. Thank you.

Pat Loy, Lewis Community
Developer:

In summary again, I'd just like to express our thanks to some of the key members. Just starting with Joe Hughes, Larry Mainez, Kim Stater, and Ernie Wong, really everybody that's in this room, sorry if I left anybody out. We deal with a lot of cities, and your staff works hard. They take the project seriously, so we've had some tough negotiations, but throughout they were fair and friendly and I had a good

pleasure to work with them over five years so I complement them for that. That concludes our presentation. We would request your support and approval for the project, and I'm happy to answer any questions now or at the appropriate time.

Mayor Larry McCallon:

Now comes, I'm going to open the public hearing part of the agenda. As you can see we have before us all of the materials the Planning Commission minutes, all of the presentations made to Planning Commission, all of the responses to the EIR and the comments and the responses from the City. All of that has been provided to each one of us and we've looked at it and so during this public comment period I would request that you realize we have all of that material in front of us and we've had access to it. We have at least three hours of public comment before us. What I want to do is we will limit each person to three minutes and only three minutes. I will request that three speakers come forward and line up at the podium so that we have people ready to move and especially those that are in the overflow room will know they need to come in here, and we'll start off with those that are in favor of the project. So would Dennis Johnson, John Jaquess and Jim Imborski line up at the podium please. Dennis, three minutes and speak into the microphone.

Dennis Johnson:

Good evening, thank you. Some 30 years ago and I really feel lucky tonight that those homes and Randall Lewis has put together a fabulous presentation. Everybody knows he put together Victoria Gardens, a fabulous deal. He does things with his reputation and the reputation has followed him and he's got a project here that I think will make Highland outstanding. I call this the Rancho Santa Fe of East Valley. I was lucky enough many years ago to become the first Mayor of Highland and joining me at that time was Jody Scott, Jim Rissmiller, Laurie Tully-Payne and Bob Shelton. I support this project totally. It is such a step from what we had 30 years ago. We finally got a city

manager named Sam Racadio, who's here with us tonight, again who taught us how to really be cheap. Anyway it has produced a City that I'm very proud of and I'm here tonight to support this program because it's a giant step forward and I'd like to try and reminisce a little bit. What we said years ago, if we won our independence from the City of San Bernardino, we want to become a contract city. We wanted to be frugal, we wanted to pay as we went. We did not want any debt. The citizens wanted open space, we gave them that by saying number one, our lots would be large, most of them at that time were 8,000 square feet to 20,000 square feet. We wanted to fight crime so we contract with the San Bernardino Sheriff Department. They've been an excellent service to us. If you look at their criminal rate of arrest, it's awesome. We promised the people also that we would not charge any taxes. We don't as far as I know noticed, and we didn't. We said to the development community and watched it here tonight, if you want to come into this community you're not going to impair the people who came in the past; they've already paid their share. So we developed impact development fees, which Jody fought, she didn't want to charge anybody for anything, but what happened out of that is now the burden is on the developer to pay these fees. We watched here minute by minute, list by list, road by road.

City Clerk Betty Hughes:

Three minutes.

Dennis Johnson:

Okay, I do not know how much it has totally cost. Can I go a little farther, a little?

Mayor Larry McCallon:

You need to wrap it up.

Dennis Johnson:

Okay, we had winners and losers. We had Mobil Oil come...

Mayor Larry McCallon:

Dennis, your time is up.

Dennis Johnson:

What happened there with East Valley...

Mayor Larry McCallon:

Your time is up Dennis.

Dennis Johnson:

Okay, anyway, I support the project. It's a fabulous project and an approved one.

Mayor Larry McCallon:

No more public outbursts please, thank you. John Jaquess.

John Jaquess:

Dennis and I aren't related even though our collars are the same. My name is John Jaquess, citizen of Highland. Mayor and Council Members thank you for the hearing. I just wanted to make a couple three comments. This property has been looked at for development for a long time. I remember in the early 70's a couple of developers who are no longer with us tried to develop the property with large lots but the infrastructure costs and various other expenses made that an infeasible project and it really wasn't a good use of the land. In the 80's it got looked at again from a planned development standpoint and ultimately as you know in the mid 80's a county approved project, I don't know the exact number about 3,500 units but of note that project was smaller than the project before you tonight in terms of acreage. There's an extra about 500 acres if I recall in this project that were not a part of that project. So this project really is overall a little less dense. Also that project had a golf course, this project does not. Golf courses mean a lot of grading so there's a lot of, I think improvements in terms of sensitivity to the land in this project versus what would have been had the project that was approved in the 80's been built. Randall touched on the economics issue, I think it's important, I always said that it's funny in the City of Highland you can't buy a pair of jeans, you have to go to San Bernardino or Redlands to do that. Highland is losing a tremendous amount of revenue from its citizens who are traveling out of town to shop. The City wants the retail here. We all know that, but retailers have told the City that rooftops are important. When we talk about the fact that this project is out here they say fine come back and talk to us when it's actually

approved. If this project is approved I think it makes the City a much stronger candidate to attract some of the national retailers that you want to see. Last, I think this is a quality project. Lewis and the planning consultant are quality companies, they do quality projects throughout California and I support the project. I think it's good for the City and I think it'll be a beautiful development when it's done. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Next is Jim Imborski, but I would ask that Nanette Peykani, Chris Feicut and Ed Horovitz line up.

Jim Imborski:

Mayor and Council and Staff I'm very pleased to be here tonight to support this project. I live at 28605 Sheffield Drive in Highland for over 20 years. I retired about a year and a half ago from the engineering profession. During that time I worked on over 500 subdivisions throughout Southern California, and in my opinion this is one of the best planned communities I've ever seen. The open space, the traffic circulation, it is just awesome. It's going to be a great benefit to Highland. We have Greenspot Road which over the 20 years we've observed tragedy of accidents and death along that road, and when we've had floods Highland has been an island. By creating these things, it's going to open up that space and give us a safe access in and out of the City. My wife wasn't able to be here tonight, but we have children, grandchildren, great grandchildren, we don't want them to move to Adelanto or Victorville or Moreno Valley to get a home. We want them here by us in a quality development like this. So as a resident of Highland I strongly support this project and I hope you do too. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Nanette.

Nanette Peykani:

Good evening Council Members and City Staff. This is the second time I've had the opportunity to speak on behalf of the Highland Area Chamber of Commerce in support of the Harmony project. A little background which Mr. Lewis has already given us, in 2015 the Inland Empire saw the second highest job growth in the state in spite of almost 10 years with minimum housing growth. There is pent up housing demand from those just entering the job market and those whose credit worthiness has improved over the last five years. Typically with increased job growth and pent up demand it should lead to a higher level of new housing construction but this has been a missing ingredient in the current economy. The Harmony project will complete Highland's eastern border. It will attract new homebuyers primarily because we have all done a fantastic job getting the word out about how nice it is to live here. Folks want to live here for the close proximity to the mountains, the excellent schools, the good neighborhoods, the friendly and community oriented business owners and that it is close to transit corridors allowing for an increasing diversity in transportation. Those new residents will participate to increase sales and contribute to Highland's local economy. The Lewis Company has an excellent track record in their industry. We can see examples of their quality development projects, both commercial and residential, within the Inland Empire. They are local and they are deeply committed to the communities in which they represent. As our slogan reads the Highland Area Chamber of Commerce is your partner for growth, and we have supported the City in countless letters of support for grant projects that cover bike lanes, safe routes to schools and other public works projects. Our members have also written letters of support for the Harmony project. Growth brought East Highlands Ranch, new schools, new shopping, and business opportunities. This is the same growth that is currently bringing Highland Hills, Richmond Homes and soon Mediterra and Harmony. The over 250 members of the

Highland Area Chamber of Commerce include the local restaurant owner, the barbershop, the auto repair garage, home based business, community service organizations, the grocery store, the car wash, the insurance agency and so on. As a business organization we represent both large and small business interests in support of growth for Highland and we urge your support for Harmony. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Chris.

Chris Feicut:

So I'm in support of this project. I'm a current member, resident in East Highlands Ranch. My wife and I actually moved back to the City about four years ago. We actually, our first place together after we got married was actually at Lewis Development in Rancho. We lived at the Homecoming project there and we absolutely loved the amenities that they provided, the walking ways like that were discussed that are going to come with this project. A lot of the biking and different activities, planned events they had for us, granted we were an apartment community. I understand this is going to be a lot of homes and different types of development but this, when we heard about this project we got excited because we see this as something new and fresh. We live in East Highlands Ranch we are looking forward to this development, somewhere we can see ourselves moving to and we just had our first son about four months ago and this is something we can see him possibly growing up and us staying there for a long time and him, you know, buying a home there someday. So this is something we are excited about and you know I just want to voice the opinion for the younger crowd, so to speak that this is something fresh and new and exciting that we are backing. So you have my support for this project and I hope you guys do too.

Mayor Larry McCallon:

Thank you for your testimony. Ed, before you get started would Jarrod Miller, Arnold Stubblefield, and Mr. Murad line up.

Ed Horovitz:

Good evening Mayor, Council Members and staff, my name is Ed Horovitz. I live at 1545 Little Ponderosa in Lake Arrowhead. I know most everyone in this room on that side of the counter if you will, and I've been an active member in this City for over 13 years. Treh Partners, Tom Robinson and myself did our first Highland development in 2005 which was the Lowe's Center. Six years later when we went into the recession and continued to develop brought in the City's first In-N-Out, Chevron and the LA Fitness, and are now continuing and going to submit drawings for the retail portion next to LA Fitness. Also, as the City knows we're moving forward as part of our exclusive negotiating agreement to continue to try and bring development to the north side of Greenspot Road. I'm here as a property owner, a major commercial property owner in the City of Highland and support strongly the Harmony development. As Mr. Lewis said without those additional rooftops and all the economics will support it, the retailers won't come. As you all know Tom Robinson, myself, work hard to bring new retail tenants. The first question is where's the new rooftops, when are they coming, and when are they anticipated. I've been somewhat of a competitor, an admirer of Lewis Development for over 20 years. I personally have seen the quality design, and finished project of it and it's some of the best in Southern California. I'm confident in staff's ability and of the City of Highland's leadership through Council to ensure this sorely and badly needed new additional residential development and mixed community will be brought in and approved through City Council. Again, on behalf of my partner, myself and well over 15 different tenants who I asked permission if I could represent them in support, and we're all strongly in favor of it. They, as ultimate consumers in need of the additional housing, realize the critical importance of additional new

residences in the community. With that I strongly support and appreciate Lewis' development and look for City Council's approval of this new development. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Chris. Jarrod Miller.

Jarrod Miller:

Good evening Mayor and Council. Thank you for the opportunity to speak. My name is Jarrod Miller. I'm a local resident as well as acting HOA Board Member for Highland Estates and storm water engineer. On behalf of myself and Highland Estates I'd like to support this project for multiple different reasons. I drive Greenspot regularly as well as Garnet and these are very dangerous roads. The potential infrastructure improvements that occur will benefit the entire community. The additional revenue for the City of Highland as well as leading by example, you know if you look through Southern California the entire region is developing. This is a great opportunity for Highland to set an example with this sustainable development. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Mr. Stubblefield.

Arnold Stubblefield:

Mayor, members of the Council. My name is Arnold Stubblefield, 2258 Bradford Avenue, Highland. I've spent some time reviewing the Harmony project and I believe that it's a real positive for our City. I think the project is a huge economic benefit, give a good boost, not only to Highland but the surrounding communities. A project that I think will endure with time and I'm here tonight to express my support for a well-planned project such as Harmony. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Mr. Murad, before you get started will Chuck Ruiz, Casey Erickson and Paul Herrera line up please.

Wadsworth Murad:

Good evening, Wady Murad, and I live in the older section of Highland and am a lifelong resident of Highland. I live and work here and I've seen over the years growing up a lot of good, some bad, but I think this project has good merit and I see it as an asset to the community so I'd be asking your favor in supporting it. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Mr. Ruiz? Not here. Casey Erickson.

Casey Erickson:

City Council, Honorable Mayor, I'm Casey Erickson and I, like some around here, I'm also a Civil Engineer and I worked on hundreds of subdivisions here in Southern California and I will say as I've seen this subdivision is actually quite well laid out from my perspective. I think the work that has been done on it is rather good, but that's not what brings me up here today. I'm also a pilot at the Redlands Airport and a flight instructor. I do business with the Redlands Airport and I'm also the responsible party. The FAA has granted us air space to practice over Highland; we got an aerobatic practice area which we call the APA. We use it for training, required training as well as for aircraft testing that's required, and this air space has been granted to various parties, myself being one. Dennis Brown who's in the audience here, he was with the previous waiver holder and responsible party. We are going on 40 years now, and I fully anticipate this project to being approved but what I would ask the City Council and Mayor to think about in the future as I'd like to respond to some of the comments that the Planning Commission had in regard to my comments on the April 19th hearing, and that is number one is the CEQA required an analysis that Webb did. I would say they dropped the ball. They did not address that the sound concerns were one of the loudest impacts on this subdivision, and we will generate quite a bit of complaints here probably in the City of Highland. With that in regard, I want to thank the Planning team here, mostly Kim Stater, for planning, what is it I

think it's planning condition 88 in getting a disclosure acknowledging noise impacts in the future which is a great thing. So I thank the Planning Commission for that concession. What I would like to lastly address is that the Planning Commission says that the City acknowledges future projects may have an impact on this APA and the developed areas of the project are outside the FAA buffer zone and the project will not impact the APA. This is just absolutely false. The APA overlies, the east side of the APA overlies the west side which is the low density and medium density residential housing. They overlap, there is no 500 foot buffer, we do not have that so if this is approved we will lose our aerobatic box. Not possibly, we will lose it. There is, we can move it to the west, there's a good chance the FAA will grant us if we move it a thousand feet to a mile to the west, that is a possibility, and that's why I'm not against this project, but when I'm asking in the future what is said next is that the future projects in the areas may impact the APA currently without this project there is nothing..

City Clerk Betty Hughes:

Three minutes

Casey Erickson:

impacted. What I would ask you to do is that in the future when these next subdivisions come up to consider this when approving these next subdivisions.

Mayor Larry McCallon:

Thank you for your testimony. Before Mr. Herrera gets started, would Aysar and Andre May and Ed you already spoke didn't you? Ed has already spoken, yes. So would those two line up? Go ahead Paul.

Paul Hererra:

Good evening Mayor, members of the Council, how are you doing? My name is Paul Herrera many of you know that I work with the Association of Realtors that cover most of the Inland Empire. However I want to be clear that I'm not here speaking on their behalf. Those associations do not take positions on individual projects. I am here to speak in favor of

Harmony. This is a quality project and one that is brought to you by a builder with such a remarkable track record in the Inland Empire. The residents of this project in the future aren't here to talk and urge your support of the project but if they were I think they would thank you for having supported a project that gave them a home and a place to raise their children; a quality place where they can enjoy trails and parks, and they would most of all enjoy things that were probably invisible to them at that time. That is the care and time and energy that have been put into getting this kind of quality project before you this evening. The reality is that our state continues to grow and no longer because of migration. It's not growing because families are growing, the overwhelming portion of the growth is because families are growing and the end result of that when homes aren't built is that it prices middle class working families out of market, out of ownership and that's become a real crisis as we go forward in this state. We are at a place right now where you're going to see this affected by affordability, and we're seeing this at the very, very moment. Young families being crowded out, there's a reason why so many grown children are now living with their parents for a longer, longer period of time. It's not just because they wish to or not just because of the job market, but it's also because affordability has become so tough for young families and first time homebuyers in particular. We are in a place right now where this project can make real dent in that issue going forward and it's going to make a difference. One based entirely on that work and energy and thoughtful process that's been taken care of here, I hope you'll support the project and vote in favor. Thank you so much.

Mayor Larry McCallon:

Thank you for your testimony. Aysar.

Asyar Helo:

Good evening Mr. Mayor and rest of council members and staff. My name is Aysar Helo. I live at 28809 Harworth Drive in Highland. I've been a very long resident of Highland. Also have a business, local business here and I've been meaning to stay in Highland and one of the reasons I came tonight, everybody has precious time, is to ask you to approve this project, because in the long run this is a positive for the City of Highland. It's positive for the residents, it's positive, it gives us growth, it gives us income for the City and local businesses that have been suffering. We lost a very huge development, the triangle development, and it got delayed because there are not enough rooftops within Highland to support those types of businesses. Again I've been here for many, many years. I've seen many different developments come, some of them approved, some of them not approved but this particular one I think it's very positive to go ahead and approve it and with that I'm done.

Mayor Larry McCallon:

Thank you for your testimony. Andre May and Chuck Ruiz. Going once, going twice, okay. Now we'll go to those who are opposed to the project, once again if you'd line up in order, David Jaracz, Pamela Miller and Bernie Underwood. Okay, he said his wife was sick and may have to go early. Okay, what is your name? Okay, I'll allow you to proceed and then Pam Miller and Bernie Underwood. Please line up, thank you.

Pat Read:

Good evening I'm reading this for David Jaracz and specifically about the southwest corner of Newport and Garnet. Until the first meeting commission of all the maps we had seen for years show Newport dead ending into Garnet. Then when we go to the Planning Commission meeting, all of sudden the plans changed and now a sweeping left hand turn was going directly through the center of the M's Family Citrus and Avocado grove. Its seems to me that not showing this until the last minute was an internal move on the part of the City and

then Lewis Group to hide the fact that you intended to take this grove without even notifying the owners until you had to. The grove is not even in the City of Highland and you are planning a development that needs this property for access to your project and will ultimately mandate an eminent domain just to fill your coffers with millions of dollars. The City of Highland and the Lewis Group are looking for this project with big dollar signs clouding their eyes. How can you even consider this Harmony knowing that you will be taking away the livelihood of the family. This is normal, I know, I've been through it and the skullduggery of planning it years ago when you didn't plan to tell this family that they were going to be out on the street. After the project is approved or when the bulldozers are down the street, oops sorry that's a surprise, we're going to take your grove that you've worked so hard for so long because you are taking the people's property and million dollar Lewis Group needs your family grove for a project that's not even in the same city or that has anything to do with the grove. You good people here in front of me and the Lewis Group behind me would not want to give up your land so that someone else could profit, and why do you think it is okay here and now. In closing I believe that this meeting should be adjourned until such time as the Council can get its ducks in a row and be worth coming with all the skeletons that are hiding in the closet and I, as Pat Read, oppose this project.

Mayor Larry McCallon:

Thank you for your testimony. If you want to show approval you can wave your hands or whatever, but I won't have you clapping out there okay. Pamela Miller.

Pamela Miller:

I'm Dr. Pam Miller and I'm speaking against the Harmony project. There are a number of issues that I want to cover. I'll do my best to try and cover them within the allotment. I'm speaking primarily to the long term irreversible and devastating effects of allowing the Harmony project to proceed. We will have an

irretrievable loss and irradiation of endangered species, habitats that are home to unique and rare habitats. That's a significant presence of several endangered species that will be completely destroyed. You cannot move a species habitat. There are possible archeological sites in the area. The environmental impact report is seriously flawed. The next area is the irreversible environmental impact with respect to noise pollution, traffic pollution, and light pollution, with respect to light pollution we are talking about virtually eliminating the ability to see the night sky and increasing in greenhouse gas emission, raising heat index from the increase in sidewalks, concrete, asphalt, etc. We are talking about no freeway or rail access for five miles leading to massive traffic congestion on surface streets, which is already an existing and significant issue directly affecting Highland, Greenspot and Mentone residents. Highland is a bedroom community and the Harmony project illustrates only one access in, one access out so just two access roads in or out. A traffic gridlock that will occur with any roundabout, so roundabouts don't diminish the traffic increase, the traffic congestion. The CEQA project or study is flawed. It doesn't include a fair amount of information that is currently in the Highland General Plan. We are talking about an infringement on and the ultimate loss of the only acrobatic, I'm sorry aerobic zone in Southern California; a loss of the rural and agricultural lifestyle that has existed for the past century in the Greenspot and Mentone areas. When Lewis Homes talks about areas of citrus and apples, that requires a significant amount of acreage; apples and citrus are not compatible products that require different climate projects and we're not talking about 50 trees that constitute mitigation. There is the potential and very serious issue of limited access and exit for people and animals as well as emergency vehicles. With a direct impact of massive growth with respect to fire, earthquake and flood zones as well as a disregard of historical data with respect to the Mill Creek

flooding including recent data that occurs within the past several decades. So we're looking at a flash flood zone with potential flooding for downhill properties, potential liquefaction resulting from flooding, a high risk fire zone..

City Clerk Betty Hughes:

Three minutes

Pamela Miller:

Thank you. I'm certainly against this project.

Mayor Larry McCallon:

I won't, I'll clear the room if you continue to demonstrate. You can raise your hands. You can snap your fingers. Bernie.

Bernie Underwood:

Good evening. My name is Bernie Underwood I live at 29621 Lakeview Lane. I've lived here in Highland since 1994. Before that my husband and I resided at Norton Air Force Base from 88 to 94. He was the last Commander and closed the base. Since we just had an excellent presentation for the specifics I will speak in general. Here we are again to talk about the Harmony Development. This has been going on a long time with a lot of effort by the opposition presenting many considerations why this development should not happen. A few weeks ago in the June 10th Highland Community News there was an article entitled they're listening. Let me read the first paragraph. "Those who bring concerns and suggestions to the Highland City Council may get the impression that they are not being heard, but their appearance is noted and does make an impression. I am here to say you're not listening. You're not considering what your constituents want. If this was ever put to a vote for the citizens of Highland it would fail. It is all about money. Orange County reaping a return on the land purchased and used for construction of the Seven Oaks Dam, Highland wanting to reap the builders' fees and tax base from the new dwellings. Never mind Highland will never have good shopping or entertainment now since the building of the malls in the doughnut hole, too little, too late. The City prides itself for running in the black.

Don't cut your nose off to spite your face. Certain City Council members announced a long time ago that they were already in favor of Harmony. Looks like a done deal. Now the dominos of the City will begin to fall. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Lucky C, and who are you?

Richard Orbaker:

My name is Richard Orbaker.

Mayor Larry McCallon:

Did I call your name? I don't believe I called your name.

Richard Orbaker:

No, you did not.

Mayor Larry McCallon:

Did you put in a speaker slip?

Richard Orbaker:

I didn't know there was one.

Mayor Larry McCallon:

Okay there is one in the back and I will call your name.

Richard Orbaker:

So I can't speak?

Mayor Larry McCallon:

You will speak in order. There are several ahead of you.

Mayor Larry McCallon:

Would Lucky C, Anthony Serrano, and John Rezendes-Herrick. Lucky C is first.

Lucky C:

Hi I'm Lucky C at last. I'm going to read something from a report that was sent to the City of Highland I believe this week. The subject is a review and comment on hydrology and water quality analysis. Harmony specific plan draft and the final environmental impact report. It says Dear Ms. Borg, at your request Base Line environmental consulting, known as Base Line, has reviewed portions of the Harmony specific plan draft environmental impact report that is the DEIR. Specifically we reviewed the hydrology and water quality section and in order to provide a meaningful context we also reviewed the project description. We also reviewed the final

environmental impact report or the FEIR. The comments presented below the reference to the EIR indicates both the draft EIR and the final EIR. The project description does not include adequate details of the design of the hydrologic hydraulic features of the project or storm drainage infrastructure to allow the reader of the EIR to understand these important project elements. Instead, the EIR defers to the future preliminary design of these project elements. The following is the sum total of the information included in the project description of the EIR on drainage, flooding, storm water management. Here it is: the Harmony specific plan proposes a comprehensive drainage system to collect, convey, and deliver storm waters in accordance with City requirements. The primary goal of the storm water management system is to prevent flooding and protect property by providing safe, effect draining. The project contains eight tributary areas that are impacted by the specific plan raging in size from 26 acres to 482 acres. The project site generally receives storm water run-off from the foothills lined to the north and northeast. The run off is conveyed through the site and ultimately reaches Santa Ana River to the west or Mill Creek on the south. The level of description is inadequate even for even a programmatic level CEQA document, but the Harmony specific plan EIR purports to be a level plan EIR. Based on the review of the EIR additional CEQA...

City Clerk Betty Hughes:

Three minutes

Lucky C:

All right, thank you for your time.

Mayor Larry McCallon:

Thank you for your testimony. Mr. Serrano your next.

Anthony Serrano:

May I begin?

Mayor Larry McCallon:

Yes.

Anthony Serrano:

Mr. Mayor and members of the Council, Anthony Serrano. I've owned property in Highland for more than 25 years. I'm retired for three years and I just have a couple of issues that I oppose. The reasons why I oppose the Harmony project and what I wanted to bring to your attention today, and I know you have the write up, is that there was not a complete disclosure under CEQA law public resources code 21005(a) (b) and (C). The problem, Mr. Mayor, is that the City, your consultant, the owner Orange County, the developer and everyone, all the professional people that have come up here to testify before you today, think this property was purchased. It was not, it was an eminent domain condemnation, and I've got a copy of the filing of December 15, 1997. It was purchased as an eminent domain and it was paid to the Blue Banner Company who are the original owners. Under CEQA law, under eminent domain and condemnation the first right of refusal if you abandon the property, abandon the project, if you only use a portion, a surplus or a remnant there is a determination process that goes through and the original owner gets first rights to repurchase property. I've also provided you a copy of the City of Escondido case from April 6, 2006 dealing with the Redding Family titled dispute of land to be returned to family. So my point to you is this Mr. Mayor, you cannot say today that this property can be deeded over, and I've already worked with the Auditor Controller's Office. I mean we haven't gotten any tax revenues on this property since Orange County's had it for all these years. No tax, no assessment. I went and pulled the records and the point of it is, and I'll just read this, was the original land owners notified and provided first right of refusal to regain the property for any of the unused property. As the potential governmental entity providing a chain of ownership for assuring marketability of title and the original land owners right of first refusal. Did the government agency make a determination for any portion of the property obtained via the combination eminent domain

as unused surplus remnant? If so, where's the determination? None of this information was disclosed in any of your documents, and we've been paying these consultants to get this information. I paid \$24 to go down to the Auditor Controller to get..

City Clerk Betty Hughes:

Three minutes

Anthony Serrano:

of the document, so you know we have a lot of problems here I would recommend..

City Clerk Betty Hughes:

It's three minutes

Anthony Serrano:

There's probably going to be a legal challenge on this.

Mayor Larry McCallon:

Thank you for your testimony. Mr. Herrick

John Rezendes-Herrick:

John Rezendes-Herrick, 10163 Agate Avenue in Mentone.

Mayor Larry McCallon:

Before you start would Richard Orbaker, Robert La Chausse and R. Rea line up.

John Rezendes-Herrick:

I'm not here to speak against Randall Lewis or the Lewis Group. They have done quality projects throughout Southern California. The question here is, is this project appropriate for this area, and there's been a lot of talk this evening about big ideas. I'd like to address four of those ideas. First one, major residential projects like this do not pay for themselves in terms of constructing infrastructure and maintaining the infrastructure throughout the years. This is going to be a drain on City and County resources. Secondly, Southern California has dealt for years the imbalance between jobs in one place and residences in the other, that resulting in hundreds of thousands of vehicles going over the LA and Orange County lines on a daily basis. This is, does not address the problem, it increases that problem as many of these folks will be commuting to jobs an hour, two or even three hours away. Third, traffic, we heard a lot of traffic mitigation discussed this evening but the

bottom line there's a lot of might be's, could be's, maybe's. Coordination needs to be done from City, County and State agencies; putting in a left turn bay here or widening a freeway lane there is not going to address the traffic impacts of these projects. It needs to be a concerted effort with guaranteed funding. Lastly, schools, the Redlands School system admits that they don't have the financial resources available to address the educational needs of this project. That has to be squared away before any thought is being given to approving this project. On the wall of the Council Chamber we have the motto "In God We Trust". I place my faith in God that things will work out for the best, but I also hope to place my trust in elected officials that they will do their job in looking out for the citizens they elect. Please don't betray that trust.

Mayor Larry McCallon:

Thank you for your testimony. Richard Orbaker.

Richard Orbaker:

Thank you. My wife and I built our farm in 1975 in the Greenspot area. We have an equine cleaning center and I wanted to bring up something that is pretty easily found. If you go to google and go to earthquakes Mentone, the USGA data base will hit you right away. Since 1931 there have been 9,994 earthquakes in Mentone alone. Probability of a 5.0 earthquake within the next 50 years is 98.72%. That will be a 4.0 to a 9.2. Please consider this it is absolutely ludicrous that you're building all these homes in a very high density area of earthquakes.

Mayor Larry McCallon:

Thank you for your testimony. Robert.

Robert LaChausse:

I'm Dr. Robert LaChusse. I've been a resident of Highland for over five years. You've heard a lot of concerns that people have. You've heard from the developer. There are a couple of concerns that I have, not only as a public health scientist, but also as a child psychologist. The first concern I have is traffic. I don't think the environmental impact report

has done a good job looking at the traffic. Anybody that drives past Church along Greenspot between seven and eight can see that traffic is a problem in the City of Highland. The other concern I have is about school capacity. Both Beattie and Moore Middle Schools are near capacity and we don't have much room in the other high schools. I think the assessment of the number of children that will be impacted by this development is rather low. I also think it's clear by the Planning Commission and the developers that have been dealing with the City is that they want to look more at sprawl rather than redeveloping the fine City of Highland. We need to stop looking at moving outwards and look at our city inwards. I also think you need to look at history and what other cities have done when they have moved forward with acting purposely, and we have to ask ourselves as a City do we want to have the type of City where we build houses and developments that lack infrastructure including water and schools and eventually lead to ongoing real estate collapse. That's what happened in the early 1980's with the City of Moreno Valley. Or do we want to look like a City like Redlands where we've had purposeful considered development? I ask you and the people behind me what kind of City do you want to look like? I also think that any belief on the part of the Council, their developers, that this development is going to break a windfall of a tax base for the City is just plain not true. If you were to take a poll of the people that are behind me and ask them where their dollars go for dining and entertainment, for clothing it's not going to be in the City of Highland. These people are not going to shop in the City of Highland. They are going to shop in Redlands and Yucaipa and Victoria Gardens. I ask that the City of Highland and the Council Members to consider that I don't expect that the City of Highland is going to look the same 10 years from now that it looks from today, but you need to have a much more considered and purposeful approach. There are significant threats to the City and its public

health with this particular development. I urge you to put this plan on hiatus and recognize the contributions that the many people of the City of Highland are making. Take into consideration their thoughts and let's do a little more planning on this project. Furthermore what happens tonight and the weeks afterwards are going to be the hallmark of the City Council for years to come and could possibly lead to a political change in the City of Highland. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Would Angie De La Rosa, Mike Lee and Leanette line up please.

Raelynn Rea:

Good evening ladies and gentlemen. My name is Raelynn Rea. I'm sure you already know who I am. I wanted to share a little bit about where I live. I have lived along side a stretch of the Santa Ana for over 40 years, 45 years; we came in the 70's. We have seen in those years a tremendous amount of change on State Highway 38, Mill Creek, and I just want to talk about the Santa Ana River for a minute. It is geologically active area as someone pointed out. The San Andreas Fault runs through the Mill Creek area and it branches into the fault, Mill Creek fault near the mouth of the canyon. Rock slides and flash floods in the canyon are common and I can attest to this because I've seen them, I've heard them and I've watched water that wasn't there five minutes ago almost cover the entire width of that Santa Ana Mill Creek basin within minutes taking huge boulders that rattle my house and trees and branches, right on down. The Flood Control history lists three storms in 75 years preceding 1938 as bigger floods; 1862, 67 and 91 were bigger. Makes the '38 storm about a 25 year storm. The carbon data of that area done in the 1990's lead researchers to conclude that storms the same size or even larger than the one 1862 had occurred about every 120 to 190 years. This conclusion is intimidating, because in 1862 that was 320% the size of the '38 storm. The '38 storm, that flood that was

created by the Santa Ana River reached a few blocks north of Mill Street and Arrowhead Avenue. By comparison it created a continuous body of water in 1862 from downtown Third Street in San Bernardino to the bench of North Pioneer Street in Redlands. It was huge and we haven't even begun to see that kind of water come down that stream, that river. That is the river that you guys are calling a recreation area. A recreation area, really? Have you guys ever seen it? Have you seen it? Wendy showed slides of what that river can do. You are bringing homeowners in here, young families with children, where do you suppose they are going to let those kids play because you call it a recreation area? Where the rattlesnakes and the bears and mountain lions and bobcats all live? I kill about four or five rattle snakes a year; they are all over the place out there in your recreation area. Another thing that I wanted to bring up really quickly is insurance issues. We just recently purchased a piece of property and we went to our car insurance they went to five or six agencies and we were turned down in hand because of the fire and they don't want to insure us. Now they have to ultimately, but we're going to have to really pay. We're paying a lot. Have you considered those families that you were saying these young families that are just starting the fact that the insurance rates over there are going to be astronomical? Both for their car insurance as well as their homeowners, then they have to pay the dues.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony.

Raelynn Rea:

Okay, thank you. I'm against this.

Mayor Larry McCallon:

Angie De La Rosa.

Angie De La Rosa:

Thank you Mayor and the City Council for hearing our testimonies. I'm against the project and I'm going to follow what Rae said here because she gave personal testimony and that's what it's all about and I'm going to give you the same thing. The people here are opposing this project because they really don't care about the fair share thing and they don't care about your minimal compliances. I heard so many things that the guy said about traffic, that it's okay and about the poor circulation, and there is going to be poor circulation and we know poor circulation in a human being is a heart attack and this project is a heart attack about ready to happen. So I want to talk about the traffic congestion. Traffic congestion results in a number of problems including economic costs due to delayed travel times, air pollution and accidents. We've had so many accidents on Highway 38. I have one right here in December, two young teenagers were killed, head on collision, and you're talking about the Greenspot Road and that you're fixing that but you're not talking about the main Highway 38 and that's where a lot of the accidents happen. The children have to cross that every morning to go to school and they're not going to get across. I've seen kids wait five, ten, fifteen minutes trying to get across to go to East Valley High School; now they're never going to get across. So that delays them for school, that's not good. As one road bay becomes congested drivers may use other areas which is going to be our side streets which already we can't get out and get across. As a result of traffic impact analysis becoming more common as a planning tool to foresee demands on the transportation network and to mitigate any negative impacts. Understanding traffic impacts becomes even more important as budgets for the public facility and infrastructure improvements become increasingly strained and that happens. I lived up in the High Desert and to this day Bear Valley Road is still a mess. They promised to put a bridge on the squally. I've been gone 16 years, that has not happened, and by the way their development

at least they put the houses on the east side or west side which is more important, now when they go to get to the mall and all that they're on that side but this you're going to have to go all the way from Greenspot or from Highway, all the people and by the time they get to work, try to get to the freeway to get to work, they're going to have include about another half hour, hour before they even get. You're going to have people having to drive to go to work because you're not going to have jobs around here. So we know the congestion is going to be terrible in the mornings when they take their kids to school. If you ask the Highway Patrol they'll already tell you it's a madhouse over there at REV.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony.

Angie De La Rosa:

I'm opposed for all these reasons and forever.

Mayor Larry McCallon:

Are you Leanette?

Leanne:

I am Leanne. Well first of all I want you to know I oppose where this project is. It's a pretty project but it's in the wrong place. Now as Council Members I assume your job is to make sure the quality of life for these people in your community is first and foremost. All the people that I heard were for it are really for the almighty dollar. Where is your concern for their quality of life? How are you going to disclose to everybody who is interested in this project and purchasing a home there the dangers. The floods, the earthquake, what about the environmental pollution? Do you remember, I'm old enough to remember this, Lockheed Jet Propulsion Lab in Mentone, 61-75? Had polluted the water in the area with chemicals they used and burned or buried in the wash. Federal policies allowed for burning toxic chemicals, waste in open unlined dirt pits during the 1970's. Any of you know about that? Do you know it polluted our water plume? Do you know it affects all of our water around

here? Well the, in 1980 the trichloroethylene, a solvent, was detected in four of twelve ground well samples in the Redlands area and the Loma Linda area and several of the wells had to be shut down. In 1989 as a result of TEC contamination, and I can't even remember the whole phase of their title, but they had to put in an activated carbon ground water treatment system to clean the water from some of these impacted wells. How does it affect you? Well let me tell you. The perchlorate could adversely affect human health by interfering with iodine absorption resulting in thyroid issues, regulating metabolisms, releasing hormones, while in children. Oh we were talking about children, weren't we? It helps proper development. Subsequent investigations by this same group determined Lockheed Martin Corporation was the source of the TEC contamination and they still haven't got it cleaned up. In 1997 the ammonium perchlorate was discovered in a number of domestic wells that serves several water purveyors throughout San Bernardino and Riverside counties. So now we're heading down. Two of the wells in City of Loma Linda impacted some 800 residents in Redlands; the community subsequently filed a lawsuit against Lockheed. Well how are you going to disclose to all these people the environmental issues that they may have because you want to put this project in? I think you should vote not to put it in.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony. Mike Lee. Next is John Biz, Laura Farmer and Kevin Dawson, please line up.

Mike Lee:

Good evening ladies and gentlemen. My name is Mike Lee. I'm 66 years old. I was born and raised in this valley and I can tell you what it looked like back in the 1950's and it was a whole lot different than it is now. In 1978 my wife and I decided to move to Highland to live in the country. The joke's on me right? I have

Base Line, a freeway, in my backyard now. It is not a pleasant place to live because you can't have conversation in my living room if you have door or window open because of the traffic noise. So I know what's going to happen to the people out there off of Greenspot Road. I've seen it before when the East Highlands Ranch was developed; we met in Dennis Johnson's house. Dennis left earlier, but if he were here he could tell you that and we were given the same song and dance that this young lady read earlier, not that it's her song and dance but it's that fairy tale map that you've got over there and we were shown the same thing. We were promised access to the National Forest roads 2N09 and the trails. We were promised all kinds of things that never came to fruition. We are not allowed on East Highlands Ranch property; existing residents got left out of that project. We are locked out of the National Forest, what trails do exist are chopped up into little pieces. You can't ride a horse through Highland, you have to stop every two blocks put it back in a trailer and then take it another block to put it back on the street again and you can't get to the forest service roads now. So that song and dance, fool me once shame on me, fool me twice shame on you. This project is a proposed project, that map will not be what finally gets developed out there. That map will be changed dramatically. The greenbelts, the access will not be for the existing residents. It'll be a gated community just like East Highlands Ranch is. Ladies and gentlemen you represent the existing residents of Highland, not Orange County, not developers, us, taxpayers. Your vote will tell me if you're for us or for somebody that doesn't even live here. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. I won't say it again. Please do not demonstrate. You can raise your hands or you can snap your fingers. John Biz.

John Biz:

I'd like to touch on some of the subjects apparently you've already heard before. As far

as Harmony project as I've seen it, I'm against it. I've talked to dozens if not hundreds of people in the area from time to time, recently on the subject and I have yet to meet the first person that's in favor of going with this, going through with it until we get some type of traffic control in the area and not just in the City but you know through Redlands and everywhere else. The traffic is the biggest issue; after that's taken care of I think as far as building at the rate they are talking about, I think if you're going to build it should be built in an awful small scale. They just limit building like they do in Redlands or some of the other areas. They limit building assuming they do, but as far a place as Lockheed Universal Rental they still have after effects of that, and I'd like to know if this thing did go through how they are going to handle things such as contamination for example like they have in Redlands. I'd like to see, assuming the City hasn't had lawsuits or they don't foresee any on the subject, and if they ever did build I have a lot of questions having to do with Fire Marshall approval. How people are going to get out of town with the roads they have today and got things such as earthquakes. Most people are familiar with what they had around here in the past and I think that should be considered. Flood control, some people have touched on that I think that should be one of the major issues in the area. I've seen floods from Forest Falls to Fallsvale and anywhere in between. My father took me on a tour of the flood from 1938 since he lived in the area.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony. Laura Farmer.

Laura Farmer:

Good evening, Laura Farmer. I grew up in Highland, work in Highland and I am a member of Residents for Responsible Development and a financial supporter of Greenspot Resident Association. My opposition to this project is purely selfish. I've been playing and hiking in those hills since I was a kid and would hate to

see all that beauty destroyed to build this monstrous development. Does Highland really want to take away what looks like to me the last beautiful wide open space? On my many adventures there I have seen deer, lizards, coyotes, woodpeckers, roadrunners, rabbits, quail, rattlesnakes, and a really big cat that I'm guessing was a bobcat, and many bugs and bees. What happens to them? Well I know the coyote will be considered a nuisance, when in reality it will be the humans that are the nuisance. I forgot to mention the owl that lives in the big hole that is fenced off on the eastern side of the project. I know I'm sounding like a tree hugger, but that's okay with me. I just wish you could see the beauty of those hills that I see instead of the revenue to be generated by its development. I came across a Native American quote that seems fitting for this occasion. When the last tree has been cut down, the last fish caught, the last river poisoned, only then will we realize that one cannot eat money. I urge you to vote no on this project. I have one more concern. I learned at the Planning Commission meeting that Newport Avenue needs to widen for the project. It was said that the developer would contact the landowner to purchase the land needed to widen the road, and that if the landowner declined to sell the City of Highland would approach the landowner on behalf of the developer, and if the landowner again declined to sell the City of Highland would use eminent domain to obtain that land. How is this fair? Those people worked hard to obtain the American Dream only to possibly be stabbed in the back by their own City. I know that sounded a little harsh but I'm sure you get what I mean. This project is totally wrong for our community. It is my wish to see this land left as it is for future generations to enjoy and explore as I have had the great fortune to do so. Thank you for your time.

Mayor Larry McCallon:

Thank you for your testimony. Kevin Dawson. Would Gabe, Ron Van Voorthuysen and Jolene Redvale line up?

Kevin Dawson:

Good evening, thank you. My name is Kevin Dawson and I'm a Board Member of Friends of Riverside Hills. We oppose the approval of this project because of serious inadequacies in the project's environmental review which constitutes violations of CEQA. Friends of Riverside Hills are a nonprofit California Public Benefit Corporation which has been primarily concerned with preservation of hills, arroyos and streams in western Riverside County area. A very important part of that concern is the Santa Ana River and its tributaries. The Harmony Project directly affects that concern. In particular, the project's EIR fails to adequately consider the project's potential to cause flooding hazards for downstream communities and biological impacts on wildlife movement and on native plant communities. Both in the intermediate area of the project site and downstream along the Santa Ana River, which is Southern California's major river, and much of it is in somewhat a natural state. It is a precious biological resource that would be negatively affected by this project. The project would place in undeterminably vast amounts of fill in the Mill Creek flood plain with potential flooding impacts far down stream along the Santa Ana River, and yet it appears that the project EIR only considers such impacts within the project site. A related concern is that there is nearby former dump sites, perhaps used for years by Lockheed, with potential of toxic plume that could affect drinking water of Riverside and other downstream communities. This project with its potential to change the hydrology and flooding hazards has the potential to exacerbate the effects of such a toxic plume, a potential that the EIR failed to adequately consider. We also believe that such large scale development as this proposed has the potential to exacerbate the problem of greenhouse gas emissions and that the EIR also failed to adequately consider this. A major problem with the EIR is that it failed to adequately consider the future provisions such as a bridge that the proposed development will

inevitably lead to, thus constituting a piecemeal of consideration of the project's potential impacts. The notion that impacts will be determined at a later date as they happen and mitigation may be worked out sometime in the future which is a further violation of CEQA. We have become aware of extensive and damning comments on the EIR by others including the Greenspot Residents Association and their representatives, which comments we wish to associate ourselves with and incorporate by reference, and for the above reasons Friends of Riverside Hills thereby goes on record as opposing approval of this project and its EIR and urges the City of Highland to reject them in their present form. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Gabe.

Gabe:

My name is Gabe. Good evening Mayor and City Council. I'm here to talk a little bit on the water situation. I'm from back east, Midwest and I've been to all these cities and you think you got problems here with the water. Trust me it's all over the world. If you want to find out more about the water situation in the world I have a magazine, I don't have it with me, it's a graphic magazine, April 2010, and it tells about the entire situation. The icebergs melting and things are happening. In Africa the people have to travel around because on the lowlands the water, there's no more water on the lowlands for the cattle and that so now they have to go up to the next step in the mountains. The people have to, the women carry five gallon buckets and they're allowed five gallons of water but they have to walk 25 miles to get this water. That's just a start. Anyway what amazes me is how these, I've been to several of these development meetings, and that and what amazes me is that the developers they always come in after the fact. They don't tell you exactly what's going on as far as the water, we know that there's a shortage of water. Right now if you listen to the news last couple of weeks the trees are falling down on houses and that. That means there's no water

in the ground and that's going to keep on happening and we know that if you allow this project to go through the people, the people that buy these homes, they're going to be responsible for the water. Not only that, they're raising our water prices. We don't use that water anymore, but now they raise our price. That doesn't make sense, so we need an explanation here. The groups that I belong to are really against this project, and while it might be a good project, we don't want it here, we don't want it happening here because of all the traffic and the water and everything else. We got so many issues that the people, the general people, in general, don't know what's going on. But we've been researching this thing and trust me, be careful, because the attorneys are out there. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Mr..

Ron Van Voorthuysen:

Mayor and Council.

Mayor Larry McCallon:

Would you pronounce your name for me?

Ron Van Voorthuysen:

Anyway, I'm here to oppose the project. You look at the picture and you see how the traffic flows from Highland, just flows right in there beautifully, roundabouts and all and it plugs. Anybody that is a non-engineer, anybody with common sense will see that the traffic flow of your project is terrible. So Ernie has been talking about mitigating signal lights and intersections, but you look at overall picture and you see that the design is flawed and it cannot work and it's going to impact not only the City of Highland but your neighbors. I'm your neighbor and I live on Garnet Street right below Newport where this would all drop into; 17,000, 40,000 trips a day, running past your house is not a good thing and it's not a good thing for me. Anyway the project is too big for the area, the infrastructure that you have. It's got too much traffic to get to the freeways, to get to schools, to get to anything. Quality of life is thrown aside. So please consider downsizing at least this project and Kim's first slide can

you pull that back up again? Yours, your presentation that you read, it was the Highland general something, that one. You forgot one word when you read that. High quality master plan estate community, not mass plugged in houses tightly put together to get 3,600 and some odd homes up there. This is your document, your person brought it up, I just noticed what it said when she brought it here. Not mass planning like this, keep that area rural. Please.

Mayor Larry McCallon:

Thank you for your testimony. Jolene. After Jolene would Bruce Coonrod, Kathy and Don Teynissen line up please. Go ahead.

Jolene Redvale:

Hi thank you for hearing me this evening. I'm Jolene Redvale and I live in Redlands, one block off of Highway 38 between the intersections of Lugonia and Judson and Lugonia and University. Lugonia and Judson I'm one block from there, I can see accident happen. It's one of the biggest accident prone intersections in Redlands and just down the street University is another one. I have a lot of concern with this project including the taking up of all the beautiful open land that we have left on that side of the valley, but tonight I just want to talk about the traffic problem. Admittedly, this is a significant unresolved impact along with air quality. This project has two egress and ingress points, two places to get in and out; 54,000 units times four people per household, that's 25,000 people plus 33,000 car trips per day. Do you know what a box canyon is? If you think about the old western movies; when the bad guy chases the good guy into the box canyon what always happens? Well the good guy wins right? Well the good guys aren't going to win in this because there's no way to get out except on streets where like on Lugonia Boulevard in Redlands, its Lugonia Boulevard, speed limits are posted at 45 but cars normally go 50 to 62 on an average. If 34% of the traffic is coming out of that project and coming to Redlands then that's 11,500 trips per day. Some of them will go to the high

school, some of them will go to Stater Bros but a lot of them will go by my house through one of the most accident prone intersections in Redlands. I don't think it is good enough to say that we have a standard level of service and so that's good enough. That intersection wasn't even mentioned, Judson, wasn't mentioned in that. I don't think you can say that without the Harmony project intersections will be worse in 2035. That's kind of like saying do you walk to school or bring your lunch? The logic is insensible. I can read here on the agenda that the Highland's mission is Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. Well the geology report said that this kind of development is acceptable and common practice even though it fails to really meet the needs.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony. Bruce Coonrod.

Bruce Coonrod:

Could I ask for a time warning at two minutes? Mr. Mayor and City Council Members, good evening everyone. I strongly oppose the Harmony specific plan. My family, friends and neighbors all oppose the Harmony specific plan. Highland residents that I know oppose the Harmony specific plan. Highland residents that I've spoken with in recent weeks all oppose this specific plan. CEQA violations, emergency egress, phantom bridges, eminent domain, air quality, light pollution, noise pollution, traffic issues, water issues, school impacts, depleted archeological resources, certain deteriorating quality of life in general are all major concerns, and I concur with what my neighbors have presented and will present in these regards. I drive across this project every day, sometimes many times. Just yesterday morning I saw a pair of golden eagles feeding on a lizard. A quail cubby with chicks the sizes of ping pong balls and in the late afternoon a magnificent five point buck. Is this just about plugging in roof tops for

Highland's expansion and tax coffers like some crazy monopoly game? Except for the dangers posed by Highway 38 wildlife in the project area can currently migrate without impediment. The development of this projected magnitude running for almost three continuous miles from east to west will severely impede natural wildlife movement, northerly and southerly between the San Bernardino Mountains and Mill Creek flow line and the Crafton Hills and San Timoteo areas. This project is proposed provides no appropriate corridor for wildlife travel but rather acts as an instrumental obstacle and major blockage. Habitats in this area consist of what is known as River City and Sage Scrub, River City and Olivial Fan Scrub. The Harmony project would remove 1,000 acres of this critical habitat.

City Clerk Betty Hughes:

Two minutes

Bruce Coonrod:

Thank you. The natural and critical habitat of this area currently supports a great wealth of animal species ranging from the smalls of San Bernardino Kangaroo Rat to as large as the Black Bear, coyote, raccoon, fox, badger, bobcat, mountain lions, steers, snakes, frogs, toads, lizards, quail, dove, hawks and eagles. Special status wildlife exists, including the San Bernardino Kangaroo Rat. Because of the abundant reptiles and rodents in the project area, special status raptors such as the Coopers Hawk, White Tailed Kite and the Golden Eagle regularly forage and may even nest in the region. The project that's proposed would equate to the loss of more than 1,000 acres of suitable foraging habitat, as well as a drastic reduction in the availability of prey. The habitat in the proposed area presents some of the last best places for wildlife to thrive. Rather than wholesale development in the commutative cascading negative impacts ...

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony.

Bruce Coonrod:

The Council is urged to deny this specific plan.

Mayor Larry McCallon:

Kathy. After Kathy are Don Teynissen, Rattler and Scott Mathews.

Kathy:

Mayor, Members of the Council, Lewis Home Rep,

Mayor Larry McCallon:

Could you pull the mic over?

Kathy:

My name is Kathy. I have lived in the Greenspot area since 1988. Please consider the inappropriateness of this visionless project. A massive subdivision is not a ranch nor is it a habitat. The department of the interior report makes it clear that you cannot improve on a natural habitat, page 2. Please consider the residents, some who have lived here for generations whose homes, livelihoods and way of life will be ruined by this proposed massive addition to our already overburden area and infrastructure. Please do not ruin this majestic and historic canyon. I plead with you to think of the people whose lives and homes will be taken from them, their livelihood.

Mayor Larry McCallon:

Thank you very much for your testimony. Don Teynissen.

Don Teynissen:

My name is Don Teynissen, Mr. Mayor and Council. I own the property at the end of Newport on Garnet. At one time Newport ran through my property until that portion was vacated because it split my property. So I'm very familiar with where you want to run this traffic. They're talking about putting roundabouts in there. I also own a home in Colorado. They've put in roundabouts there and they are the biggest pain in the butt you've ever seen. There's one within five miles of my home there and I hate it every time I go through it. I also am concerned about the water. I own one of those Stubblefield homes up on the hillside where I've been there for almost 40 years. We are on water rationing up there by the East Valley Water District. That's

the same company that's supposed to be supplying water to this Harmony. I don't know where they are going to get the water, but we're already on water rationing. I don't feel it is right that you can put in more homes that are going to take that. As far as the bridge going over Garnet, I think you're wasting your money. If this development thinks this is a good enough project to put this in, I think you ought to make them extend Emerald Avenue out to 38. Put in their own bridge, get the traffic away from the Greenspot area where's it's going to be very hazardous. I don't approve of this going through there. I think you've already made up your mind. You're going to approve the project, but at least let's do it with some common sense. Another thing is when I grew up here, I've been in this area 86 years, we didn't consider hazardous waste very much when I was a kid or growing up. The County used to spray oil on the weeds on the side of the road to kill the weeds. Now if you spill a half gallon of oil you've got to call out hazmat. So I've been around here awhile. I've been in business 55 years on Waterman Avenue so I know what the area is. If you're going to have that project up there, my kids and grandkids are always harping at me about the environmental impacts of everything. Let's at least get the electrical part there, force them to put solar panels on every house and that unit so they aren't using a lot of electricity and creating pollution by generating electricity. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Rattler.

Rattler:

My comments are about the realignment of the Newport/Garnet roadways. The realignment was disclosed for the first time on May 3rd in a rather dismissive way as just going through an orange grove. This project does not have the rights of way through this orange grove. The owners have never been contacted, nor have the rights of way ever been discussed until this last May. This so called orange grove is the essential part of a business that employs

directly two heads of households, and it provides the income to an elderly widow. This orange grove represents hundreds of thousands of dollars of investments, money, sweat and individual effort of the owners and the people that work on this orange grove. The realigning of the roads through this income producing land when there already exists adequate and appropriate rights of way is unreasonable and unfair, especially when there are better and more direct routes to Highway 38. Tacitly, if you remember the last slide they showed the roadway going through the development up to and dying at where there should be a bridge going across Mill Creek at the south east end of this development. Now that tacitly saying that's where the roadway should really go. Running the roadway down through the middle of somebody's private grove is a contrived and capricious solution to a problem that they haven't even addressed. Now I heard them say that they have reached out to everybody that has been affected by the project. I can assure you they have not reached out to those who are most affected. The taking away of somebody's, trying to take or threatening to take away somebody's livelihood and land is not reaching out. They have not contacted the owners in any way shape or form. It's wrong...

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony. Scott Mathews. Would Dr. Timothy Krantz, Curt Toovey and Ralph Schroder line up next. Thank you.

Scott Mathews:

Mr. Mayor, Council Members, my name is Scott Mathews. I live at 2612 Zanja View Drive. The entrance to my neighborhood is Ward Way. There's only one way in and one way out, it's off the Highway about half a mile east of Garnet. So exiting my neighborhood is already a dangerous prospect. I'm sure with all the added traffic from this it's going to make it even more dangerous. I've hunted this place since I was 12 years old and it's going to be a shame

to see it go. One of my friends, Ron Van Voorthuysen, he's going to get hit the hardest out of everybody. Right now there's a sign posted on that property saying "flood plain enter at your own risk" basically, and when I heard you guys were going to build this project there in the long term, it's not going to work. It's all the issues that everyone has spoken about tonight, are all going to come to fruition and it's going to be a sad, sad thing for Redlands and East Highland. Thank you for your time.

Mayor Larry McCallon:

Thank you for your testimony. Dr. Krantz.

Dr. Timothy Krantz:

Thank you Mr. Mayor, Members of the Council. I speak to you this evening on behalf of the Crafton Hills Open Space Conservancy, a 501c3 land trust, nonprofit land trust overseeing 3,500 acres of land south of the community of Mentone. South of the community of Mentone, and we are very concerned with the impacts of this project which would completely isolate the Crafton Hills from the San Bernardino Mountains to the north. I would refer to my comments, more detailed comments dated October 2014 and March 2016 in these regards. I speak to you also as a fellow planner, where together with Councilman Timmer at the time and John Jaquess, who already testified, as a County Planning Commissioner back in the mid-1980's, we reviewed the East Highlands Ranch which we approved because it had ready access to the 210, Highland and Base Line for good traffic. It also provided good commercial resources that would serve that community. We also reviewed the Sunrise Ranch project proposed on this very development site, and we denied that project because it was the definition of a leapfrog project without the necessary community services for infrastructure, for traffic, water, electricity, fire protection and police protection. With regard to traffic, your own City Engineer has pointed out that in the traffic improvements they show improvements on the southeast side of the

project on Highway 38. You'll notice a stub there and a neighborhood commercial node. No project that I've ever reviewed as a Planning Commissioner, or I dare say that you've ever reviewed, would have neighborhood commercial at the very back of the project site. It's fully intended that the project will connect to Highway 38 from this site; it's shown by your City Engineer. This would be a five lane signalized intersection. This is not analyzed in the project EIR, and yet where this is proposed there's a hill that goes over Highway 38 that would obscure the line of sight. You'll have to move that intersection further to the east, towards Bryant which would now completely cut off the proposed wildlife corridor on the east side of the project. Furthermore, the project is bounded by hazards. The San Andreas Fault, this line is the San Andreas Fault, it's not any old fault, it is the San Andreas Fault.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony

Dr. Timothy Krantz:

The project cannot be approved as presently planned. I urge your denial of it.

Mayor Larry McCallon:

Mr. Toovey.

Curt Toovey:

Good evening, I'm Curt Toovey, resident of Highland, member of Residents for Responsible Development, and I stand in opposition to this project. I don't think you can review the Harmony project without taking a look at the additional thirteen other developments in the City of Highland. When you're looking at 3,632 homes in the Harmony project and add the other projects to it, that figure suddenly jumps to 5,666 new homes. When you take a look at 12,500 residents in the proposed project, that's based on 3.44 people per household, it seems to me a rather low household if we are looking at attracting families. Nevertheless, take that same figure, 3.44 people, multiply that by 5,666 new homes,

you come up with 19,500 new residents in this City. That's over 1/3 of our current population. Traffic measures, this project was looking at 34,000 additional vehicle trips per day, and Larry you may correct me if I'm wrong, but I believe what we've looked at with the final EIR is actually approaching 40,000 additional vehicle trips per day. If we end up looking at that, and I know there's been a lot of study done on this and we're looking at various studies in various areas, but it still comes down to some basic not mathematics, just arithmetic. That figure would average about 3.2 vehicle trips per day, per resident of the Harmony project. If you take that figure and you apply that to the 5,666 homes suddenly you're looking at a total of 62,400 vehicle trips per day. This is very significant and is that an average? Absolutely. But we're looking at something when this City has already maintained it can't mitigate 34,000 additional vehicle trips per day. Now all of a sudden we're looking at nearly twice that number. I wanted to talk about schools, but I've been asked to talk about the financing on this, and when we are looking at how this will be financed through a Mello Roos program, a taxation on this which means that the developer isn't going to have to bring a lot of money into this. What they are going to do is put that as a tax on the houses that are being developed. That's what Mello Roos does. Mello Roos are notorious in the State of California, and there is no State of California office that can actually oversee all of these Mello Roos programs because there's just too many in the state. If you take a look at this in terms of a bond measure, and you look at the bonds already for Mello Roos in this City, those bonds are at the lowest level. They are not doing well and they don't bring a lot of money in. When we look at this, we also have to consider the City of Beaumont. How's Beaumont doing these days and how many of their city officials are facing felony charges? I urge you to not allow this project. Thank you.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony. Ralph Schroeder. After Ralph will be Michelle Skiljan, Mike Volpone and Richard Garcia; please line up.

Ralph Schroeder:

Mayor already said who I am. I own a home in Mentone and I also own a home in Redlands. This project is going to be affected by both of them and somebody failed to acknowledge where you going to get power? Power? Where we going to get power, to power all these homes? How many people in the audience have lost power in the last month in this audience? They've already structured on the water, the environment, the City's traffic, I couldn't count on my hands and my feet how many people have been killed on Highway 38. How many times has Greenspot Liquor been driven through? You think this is going to improve in traffic? Good luck.

Mayor Larry McCallon:

Thank you for your testimony. Michelle.

Michelle Skiljan:

Good evening my name is Michelle Skiljan. Mr. Mayor and Council I oppose this project as presented. Question number one, has every resident of Highland been notified about the Harmony project? What specifically has been done to communicate this project to residents of Highland? Question number two, as leaders of the City of Highland do you not have an obligation to ensure your residents, the people you represent, have been notified of a project of this magnitude? Question number three, in a previous meeting it was stated there was no earthquake threat to Harmony homeowners. I was recently denied insurance on a classic car due to my proximity to fault lines. I am southwest of this project, how can you ignore this threat to future residents of Highland? Question number four, I've attempted to review Harmony items on the City of Highland website; numerous attempts from numerous locations have failed. How are concerned citizens supposed to access and read all

Harmony documentation? Additionally, how does an individual access all power points presented by City staff? Question number five, traffic backs up terribly between Church and Boulder today without 3,600 additional homes. I'm not seeing this addressed in the presentations. What is the City planning for efficient movement of traffic between Harmony and 210? Question number six, there is existing wells and water systems for grove irrigation in and along the Harmony project. These are existing wells that have been in place for hundreds of years that provide water to groves in the Greenspot community. What assurances do you provide to the local growers that rely on this water that it will be protected? Question number seven, when discussing drainage sites there is no mention of the homes below the Harmony project. What assurances do homeowners have that properties below Harmony are not put in jeopardy? Question number eight, very few jobs will be created with Harmony leading to more commuters. How can you call a community without jobs sustainable? Many discussed the demand for housing; without jobs, specifically without high paying jobs, who will be able to afford these homes? Double income commuters. My concerns regarding the Harmony project which have not been addressed in the EIR or the various meetings I've attended are air quality, specifically greenhouse emissions, traffic and risk of injury due to increased traffic flow. The ability to exit the region in a timely manner in case of emergency, wildlife disruption and habitat destruction, light pollution, ground water reduction, earthquake threat, and quality of life for myself and my neighbors who chose an agriculture community to reside in. I request you decline approval of Harmony as presented. Thank you.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony. Mike Volpone.

Mike Volpone:

The Highland Planning Commission and now this City Council are prime examples of why we the people have no faith or trust in our Government or our leaders today. Shame on you, Mayor, for not letting people clap. Okay. First of all, the majority of the City is against this project; you haven't brought it to vote, nobody wants it. If they reduce the size of it to less than 1,000 homes, maybe it would be a good thing. We don't have the water, we don't want the traffic, the traffic studies are flawed; adding two lanes to interstate 210 will do nothing. Wider on ramps and off ramps are a joke; 60,000 plus vehicular trips a day will require eight or more lanes on that 210 freeway. If this is going to go through, Harmony should pay for that. Yes, we need shopping, but why don't you develop the property we already have on Greenspot across from Lowes? And seriously Ernie, traffic circles? Most people in Southern California can't drive as it is. That's only going to cause way more accidents. Anyway, I urge you to not approve this project and stand with the people of Highland that have elected you.

Mayor Larry McCallon:

Thank you for your testimony. Richard Garcia. After Richard would the following line up, Bob Read, Steve Hellerman and Heska King.

Richard Garcia:

Good evening. My dad, a World War II Purple Heart Veteran and myself enjoy the beauty of the Harmony project area, and when I explained to him that the area will be changed forever into a high density, flood prone fire disaster and seismic hazard area project with thousands of new residents in danger, and not in addition to the current residents who as you remember during the floods and fires were unable to get out of the area. The area was gridlocked during the floods; we had people drown because of the floods. Infrastructure is not adequate at this time, and I know you guys are here to do the best for the citizens of the City and I hope the project as planned will be denied tonight by your vote. I want to say thank

you very much, and my Dad, he did see the flood of '38; he's getting ready to hit 94 years old and he loves the area and he's also concerned as I am and my neighbors that we don't over densify or over populate the area with high density housing. Thank you very much.

Mayor Larry McCallon:

Thank you. Bob Read, Steve Hellerman and Heska King.

Bob Read:

Hello, my name is Bob Read. I live at 4600 Mill Creek Road in Mentone and if you could put the picture of the highway up again I can show you where I live between Garnet and Bryant.

Mayor Larry McCallon:

We know where it's at on the map. You're wasting your time.

Bob Read:

It's okay, I know I'm wasting it. Well, I'm not going to take very much time. I'm against this project. Like I said we live at 4600, that's the last group of houses up on Mill Creek Road about 150 yards probably where you want to put the bridge across. Well as it is, we can't get in and out of our highway, I mean our driveway. We had a fifth wheel trailer for the horses, we had to sell it and get a bumper pool two horse and we barely can get in and out at that point, so if you add all these, all this traffic up there, I'm not going to reiterate everything everybody said because you get the general idea, but there's just no way. There's no turnout lanes on Highway 38 for a truck; that's all the way from down in Mentone, all the way to Bryant. There's not one turnout lane and there could be no future for Highway 38 to ever, ever, there's no way they can widen Highway 38 so this is one thing you want to think about. Okay and I definitely oppose the whole project.

Mayor Larry McCallon:

Thank you for your testimony. Steve Hellerman. Steve's gone. Heska King.

Heska King:

Good evening Mayor and City Council and Staff. Thank you for listening. The reason I'm here as a concerned citizen and regarding to flood that many people have spoken about flood. Well I'm one of them that had experience in flood. I live in Forest Fall for 30 going on 38 years and I happen to live right next to Dry Creek. Well normally I experience all kinds of water coming down, and well last couple years we had a flood. You know I don't think this could ever happen to my house. When I bought that house just like all the people mentioned about natural beauty, all that, that's why I moved up to Forest Falls. Well due to my next door say you know I'm going to control this water flow instead of having natural flow, because due to man changing the natural flow guess who paid the price. I did. I've been living this house for almost 38 years. Guess what? Now insurance company doesn't want to deal with that. They want me to take care of this. Well now I got to let my house go. The cause is so extreme, I mean, if you see my house right now and my yard you'll be shocked. This could happen. Well I was told that you guys going to control water flow by wall and a levy. Well I can guarantee they will not work. That's what my next door neighbor did, it didn't work. I'm paying the price and I'm losing my house that I raised my family in it. I've been living there for 38 years. You know the passion of your home that you love, you know what my husband is such a handy man and he built my home with all kinds of detail. I got to let it go. I'm going to warn those people this could happen to you. So I believe in prevention, that's why I'm here too. Consider this, you cannot win over Mother Nature by building wall and a levy. Thank you for listening to what I had to say and please reconsider this. If you don't believe this can happen, please get in my car I will take you to my house. I've been living there for 38 years, now I have to move. I lost my house. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Dave Woodward, Ileene Anderson and Jinnette please line up. Dave Woodward, Ileene Anderson, Jinnette, Pat Read, Marvin Norman. Pat Read? Okay, Pat Read, that's you, okay. Marvin Norman please come forward.

Marvin Norman:

Hello Mayor, City Council, residents. I'm here on behalf of the Inland Empire Biking Alliance. Ernie is very familiar with us, and we've worked with Ernie on several other projects and we're based out of Redlands and represents cyclists in the region. Heard several comments on, I know many of our residents are members who ride the Greenspot loop, it's a very popular bike ride that we do weekly, and this project will definitely impact that, so we are concerned about that to make sure that is still rideable for us as we go through. I believe we worked with them to address that, and also there's mountain biking in the hills. Of course some of that may just be paved over, so we'd be sad to see that loss as well, possibly consider making sure that's saved somehow. And as other people have said, this is kind of a sprawling project, and it is better than some of the sprawling projects that have come in before, but it still is expanding the City beyond where current infrastructure is. For example we have maybe 30-40 acres across the street, right next door even, of empty lots that are available for construction that would make better use of the infrastructure that already exists in the City without extending it to new places. Of course this is not just a problem necessarily facing Highland, a lot of cities; it's kind of how this Country works. You keep building out and using the new projects to cover the old stuff that may or not be covered by current revenues, and so this is another project along that lines that is not necessarily anyone's fault here, but that's more or less what's happening. Unfortunately they've gotten some of their project costs covered for example by that Garnet Bridge that I saw, the County just approved the contract for. One thing that of course we keep hearing a lot about is the traffic

impacts. I don't think anyone can be understated that there will be traffic impacts, but we as bicyclists we would like to see it improved for biking and we know they are working on a lot of trails. We believe that will definitely help to keep down trips within the project of people who are going to the stores or whatever is located there, the schools, but we would also like to make sure that one thing that would really help is a lot of people are turning back to their bikes and they're getting them out of their garage, dusting them off and riding them even to farther distances than just the local school. For example, especially for example, the students who would go to the local high schools could potentially ride to school if we make sure that they have the connections all the way to do so including the trail. One thing that is definitely critical would be that to make sure that not just all these roads are built but that the Santa Ana River Trail...

City Clerk Betty Hughes:

Three minutes

Marvin Norman:

is finished up to Garnet.

Mayor Larry McCallon:

Thank you for your testimony. Wendy Rea, Scott Simpson and Bruce Bailey please line up.

Wendy Rea:

Mr. Mayor, Mayor Elect, City Council, thank you very much for your time this evening. I want to for a moment express my appreciation for the time you've taken to hear us out. I know this is difficult topic to hear and we have a lot of unhappy people here. I am the President of the Greenspot Residents' Association and the newly forming Alliance for Mill Creek. I want to take a few minutes to talk a little bit about some of the comments that came back from the EIR. They sort of, you're not an expert and unsubstantiated opinion components that come back as a repeated comment in the EIR. There's actually legal precedence for relevant personal observations being taken as evidence. For example,

adjacent property owner might testify to traffic conditions. I also want to just stress that the burden is upon the City under CEQA to look at cumulative impacts, and these are people's lives we are talking about, so when we start talking about flood observations it's a pretty critical component. The issue is that the overarching theme in the EIR that it is quite piece meal. A project base, there are a lot of things deferred and those deferrals actually create a lot of concern for us. How exactly will you mitigate some of these flood concerns? I'll get into that in a minute, but some of these key components, they're all listed in the very long letter and I don't want to reiterate what the attorneys have said, but one of the things that struck me today was that for Ernie Wong, for example, saying well we might need to increase the number of drainage outlets. You need to know that now. You need the hydrological assessment now. This is a significant flood risk in this area and not sufficient hydrological research has been done. There is your beaches, as has been pointed out, are subject to substantial flooding, substantial flooding. There's a vicious flood history in this canyon. For those of you who that are actually used to seeing little Edison one here, that little power plant, that's what it used to look like. Notice all the vegetation in here. It doesn't look like this anymore because of raging floods that cleared out the canyon. I want to talk about why I keep harping on this when we talk about this, is this reason, the Mill Creek Levy. If you look at that blue line which is the Mill Creek Levy, now I know everyone keeps saying Wendy's not a Hydrologist but I've talked about to about a dozen people at this point, most of who, unfortunately, feel that this issue is too political to go on record, but what they say is that when you confine water, now this is where it gets pretty easy folks because we've all played with hoses, right? You put your finger over the hose and what happens? It increases the force and the velocity of water when you confine it to a small space. So when you look at this area, you say

you're going to raise the landfill, but I want you to bear in mind the Mill Creek Levy has a nine foot freeboard. That's the buffer zone over flood zone, so that means on the other side you have something that is nine foot above your head and you're going to raise with fill but not a disclosed amount of how much fill...

City Clerk Betty Hughes:

Three minutes

Wendy Rea:

It's difficult for me to believe this will function.

Mayor Larry McCallon:

Thank you for your testimony.

Wendy Rea:

Our next presenter here. I would like to comment that the record reflect that I was unable to enter into the record additional evidence relating to the project and its impact under civil procedure 1094.5.

Scott Simpson:

Good evening, I'm Scott Simpson. I'm retired former employee of the Department of Toxic Substances Control. I was the branch chief for enforcement and permitting, and I have knowledge of several sites in the Santa Ana River Basin that are contaminated with hazardous materials and they are not thoroughly mentioned in any of the documentation put before you. There is the Lockheed site, which is directly across the river from a major portion of this development and it's contaminated with numerous chemicals from the production of solid rocket motors, and that site is currently under clean up. It's a Federal program. It's not listed on the NPL because the problem was created by the Federal Government. The NPL were created to solve industry pollution problems. So where your contractors and consultants are scanning environmental data bases, they are missing it because it's in the Defense Department. There is an environmental setting within half a mile of the site. It's agricultural, it's this Lockheed site, and some of the agricultural issues are not discussed either, and that's in most of the homes are going to be built on grove land which has a long history of using banned

pesticides. There are contaminants in that soil from things like DDT, DBCP, EDB, DDE, and others that are classified as persistent and bio accumulative toxic substances in the environment, and you're about to approve building homes on them and there's been no testing to determine what is there and how dangerous it might be. It takes a health risk assessment to determine that. In addition, the fertilizers used on this property have a contaminant in them called perchlorate which also is a contaminant at the Lockheed site from the rocket fuels. Perchlorate is a known problem in this water basin from firework emissions and rocket fuels, and the Lockheed site has been a significant source. It's also highly contaminated with other materials, and it's listed in the Federal records as a highly contaminated site and anything within two and half miles of it should be studied thoroughly and fully disclosed. In addition, there is a little known site on the upper left portion of the Lockheed property that was a former ceramic manufacturer and if you look at the Delano site of Franciscan ceramics you will learn a lot about what can be used in ceramics and found at these sites including radioactive substances. You don't mention any of that. Thank you.

City Clerk Betty Hughes:

Three minutes

Mayor Larry McCallon:

Thank you for your testimony.

Bruce Bailey:

Hello. My name is Bruce Bailey. I'm a resident and I'm also a retired Hazardous Materials Specialist for Riverside County. I was also a project engineer for a water district. The areas that I was looking at, there's a plume throughout the basin and you have perchlorate, you have multiple solvents, some came from the Redlands Airport, some came from the Lockheed site but you have a lot of issues with water quality in this area. They are going to affect your water supply, it is going to affect Redlands water supply and everyone. So to increase the population is going to be an issue in the future. The Inland Fish and Game

Conservation has lead contamination that wasn't brought up in the search when they did the report. Also, the Redlands shooting park has lead contamination in the Santa Ana River that wasn't brought out. So there are a lot of issues with the EIR that they missed completely that should have been brought out and addressed. I, just as a resident, I'll comment on that aspect. I live just a block and a half off of Greenspot. I can't keep my windows open at night because of traffic, okay. If you increase this traffic like they are talking about, I'll never be able to open up my windows, I mean the traffic noise is that loud. I ride my bike on Greenspot with all that traffic; in the future I won't be able to do that, so it's going to impact me personally. Besides that, I don't think the EIR was done correctly. Thank you.

Mayor Larry McCallon:

Thank you for your testimony. Vivian Marquez, Laurie Stawaker and Patrick Sandford please line up.

Vivian Marquez:

Good evening my name is Vivian Marquez. The negative impacts resulting from this project have been presented repeatedly. The increase in traffic, the water situation we are facing and will continue to face, the overcrowding of schools, the degrading quality of life for residents of Highland, Mentone, Redlands, the lack of infrastructure, creating financial burdens, the destruction of natural habitat. This project has nothing, nothing which will result in any positive long term effects. Therefore, I am pleading with the Mayor and the Council if they will reject this project. Thank you. Thank you for your time.

Mayor Larry McCallon:

Thank you for your testimony.

Laurie Stalnaker:

Thank you Mr. Mayor and Council Members. I didn't intent to speak tonight, but then I heard some of things and it was bringing back memories. I'm looking around this room and I'm thinking oh my god they're still here. I used to serve on the Planning Commission for our

City. I see the same faces here, so you guys have been here a long time except for Councilwoman Jody Scott; she wasn't here then. What was happening when I was serving on the Planning Commission, this City had decided it wanted to hire visionaries to put our vision for the City of Highland together. We were going to develop from the old Norton Air Force Base wherever Highland and San Bernardino meet all the way down to Boulder. I asked at that time, are we going to be soliciting businesses that will actually pay people enough to live in the City of Highland and work in the City of Highland? I haven't seen a whole lot going on, on I guess it's Third other than at the Base. A lot of people have mentioned tonight the fact that the traffic is so bad, but the traffic is bad. I travel Base Line to Webster sometimes at 20 minutes to make a right hand turn onto Greenspot off of Webster in the mornings. The traffic is bad because everybody is going out of town to work, and the point I was trying to make when I was on the Planning Commission, I think that's been about 10, maybe 12 years, is that we have no retail. We don't have, every one of us I would venture, I guess that people in this room all shop in Redlands. You want a pair of jeans, if you want a pair of shoes, you have to go to Redlands to get it. So this funding from the residents of Highland is generating revenue for other cities. Why do we want to put more rooftops up when there's no place to shop and no place to work that allow them to buy a home here? My argument isn't about Lewis Homes. I know Randall very well, served on a couple of committees with him, they are a wonderful company, but the vision that these people had, you people, have had for all of these years isn't working. You keep doing the same things over and over, more residential, no more businesses. I understand from the company that was going to put in the big triplex movie theater on Greenspot went to Redlands...

City Clerk Betty Hughes:

Three minutes

Laurie Stalnaker:

Because they were tired of waiting.

Mayor Larry McCallon:

Thank you Laurie.

Laurie Stalnaker:

You're welcome.

Mayor Larry McCallon:

Patrick, then after Patrick, Stephen Rogers and Erin Graeberboje.

Patrick Sandford:

Thank you Mr. Mayor, City Council. Ladies and gentlemen, if I can direct your attention to the projector over here. This redline and highlighted area is the extension of Base Line that was discussed ten years ago when I first spoke in front of all of you. At that time there was general plan amendment to have Base Line go all the way through. There was a traffic study that commission, much like the one you have going on now by the City, and it showed that there would be a 10% increase in traffic going through East Highlands Ranch, which I was very pleased to hear. Until I read the actual study to show that it did not include future development. Everyone knew this property existed; the name Harmony didn't exist at that time, but it was understood that the day would come where the property would be developed. Next map please. A lot of development going on Greenspot, it's not there yet, so a lot of future growth is going to be coming, so a lot of cars, a lot of traffic that we haven't experienced yet, and we already know there's quite a bit of traffic that's going on Greenspot and this is all the different, this is actually an older map, there's things that are missing off this map. You have more development coming than what's on there. Next map please. This shows the development of Harmony; it's what I've affectionately called the heel and toes. There's property where the toes would be, there's property where the heels would be, that can be developed someday. I know a lot of people want to see it never developed, but what I'm saying is typically it does happen and when it does we need to plan for it. I know there are some numbers out there. I have some real concern

about them being very optimistic. When I, and I have been meeting with a lot of you, most of you have talked to me about this and when I brought this up; basically I've been told you're working on it. Next slide please, keep going, thank you. This is the response to me for the environmental impact report, you won't be able to see it but basically the comment in there is that they are calling it a what if. You can't address a what if and I'm saying they are actual concerns where the EIR is going at a what if. Next slide please. So going back to what I've described to you. I think we skipped one, yes. So initially ten cars was going to equal eleven with a 10% increase but if you take the number of cars that are coming from Harmony per the study that you guys have published. Next slide please. You'll see in actuality ten cars would have equaled 22.5 cars or a 125% increase, so you guys were slightly off. Instead of 10% it was 125% as far as the increase from the study you did, so that's why I'm a little concerned when you have optimistic numbers put in a study that it gets really concerning for me. I thank you very much for your time.

Mayor Larry McCallon:

Thank you Patrick. Stephen Rogers, Redlands.

Stephen Rogers:

Mayor and City Council, Steve Rogers, Redlands. I wanted to speak about what I call the traffic, Harmony traffic challenges. I'm speaking on behalf of the Mentone Area Community Association. There is no fair share developer contribution towards Greenspot Road, Garnet Street and future Mill Creek Bridges which all provide arterial access to the project. No considerations are made in the project traffic impact analysis to analyze future project impacts to the roadway link segments of State Route 38, Mill Creek Road, Mentone Boulevard, Lugonia Avenue passing through both Mentone and Redlands. Local programming for SCAG, SANBAG regional transportation plan and sustainable community strategy is deficient pertaining to regional transportation facilities which have been

omitted specifically for the ultimate improvement of the San Bernardino Avenue SR210 interchange, as well as the three bridges providing future direct access to the site. The proposed major realignment of Newport Road and Garnet Street approaching the Garnet Bridge over Mill Creek is outside of the control of the City of Highland to implement being entirely within the unincorporated area, and would require approval of the San Bernardino County general plan amendment not discussed in the final EIR. These are the kinds of fatal flaws that make this EIR deficient and I urge the Council to reject it. Thank you.

Mayor Larry McCallon:

Thank you for your testimony.

Erin Graeberboje:

Thank you Mayor and City Council. My name is Erin Graeberboje. I've been a resident of Highland, California with my family, raised my children here since 1988. I grew up in the Redlands area and I totally understand being last. I've heard a lot of the complaints, the concerns, and because I live in the area I deal with traffic regularly and I'd like to say that I know the Lewis Companies and that the vision that they have, all the concerns that people have, is that we are kind of stagnated in the City of Highland. In order to develop change, in order to improve the streets, in order to develop the infrastructure, and to have better schooling, in order to have a sub police station, and new fire station, and I know there's concern for traffic, but in order to have a proper development and do things right you have to bring the infrastructure in. You have to have a developer that has the knowledge and the backing and the ability to bring this to the City of Highland. I think that when people have concerns of the development, I think that Lewis Operating or Lewis Management or the company that's going to be developing the property will take into consideration these concerns. Their long term interest, well you can say they just want to make money, but they have a long term interest in developing communities where people go wow, I want to

live there. I want to be there. My children are 25 and 26, our house is paid for, and we're not going to move. I would like to see our children live in that development. They have money to live, I have a boy that has money in the bank right now to buy a house but he can't buy a new house in this area; where can he go? I'm hoping to heavens that they'll be able to have a project where they can buy a new home and have a wonderful project. I understand the concerns about flood and other issues and that these are my concerns as well, but how are you going to resolve these issues? By sticking your head in the sand and just doing nothing? I think you have to do the development. You have to move forward; this is an opportunity to develop a site that was designed for that all along. I don't think that they do it willy nilly or leap frog or are not concerned about the environment. I think they are, and I know that I love this area and I want to see it developed properly. I like the wildlife. My husband hunts and hikes in the area and I'm for the project. I hope it goes through and I know that the concerns that people have that I think this developer will take the time to listen and make changes that are necessary to make the development proper and I'm for it.

Mayor Larry McCallon:

Thank you for your testimony. That's the last speaker slip I have. Is there anyone who has not spoken yet who would like to speak on this matter either for or against? Seeing none, then I'm going to close the public comment part of the agenda, and before we get to the applicant's rebuttal we're going to take a ten minute break.

Mayor Larry McCallon:

Okay, we will reconvene the Council Meeting and go to the applicant's rebuttal.

Pat Loy, Lewis Community Developer:

Mr. Mayor and City Council, in consideration of the fact that the last few days we received some significant letters and significant additional testimony, we've had very little time to review that. We would respectfully ask if we could continue the meeting in order to have the time to adequately review the information and prepare an appropriate response or rebuttal.

Mayor Larry McCallon:

That is probably very appropriate since we've received, I don't know, eight, nine, ten letters in the last day concerning the project. So I ask the attorney, the public comment part of the agenda we have completed, everyone has been given a chance to speak, so if we continue this we would continue and keep the public hearing open only for the rebuttal or what is your input?

City Attorney Steele:

Yes, Mayor, I think you've certainly had a couple hours of public testimony and accommodated everybody who wanted to speak and in fact gave a second offer for folks who wanted to speak, so I think it would be appropriate with the only item left in the public hearing to be the applicant's rebuttal, period, pursuant to our normal procedures. I think it would be appropriate to continue the hearing to a date certain only for the purpose of receiving the applicant's rebuttal as well as staff's responses, if any, to the many letters that have been received in the last day or so. I think we would try to make it clear on the agenda for the next meeting that the public comment period for this hearing has been completed, and that the hearing is only open for the purposes of rebuttal and for the Council to receiving this response information.

Councilman Sam Racadio:

And for us to ask questions that we have?

Mayor Larry McCallon:

We'll have our...

Councilwoman Jody Scott:

Would it be helpful if we wrote some of our questions down?

City Attorney Steele:

I think individually if you wanted to put your questions in writing and give them to staff on an individual basis that would certainly be helpful to staff to prepare your answers. Of course your questions and deliberations are not part of the public hearing, so that'll take place after the rebuttal.

Mayor Larry McCallon:

After we close the public hearing, after the rebuttal. Three weeks be sufficient?

Pat Loy, Lewis Community Developer:

I believe so yes, thank you.

Mayor Larry McCallon:

Okay, we previously determined on the Council that if we had to go to additional time it would be July 21st at 6:00. That was the time we all agreed to. Therefore, if there is no objection from the Council, we will continue the meeting until July 21 at 6:00 p.m.

Councilman John Timmer:

The question I have is, once we continue this meeting the word will still be out that we continued and we'll probably continue to get more letters. Do we have to consider those, or just the information we got up to this date?

City Attorney Steele:

I would suggest that the Council's action this evening is that the public input portion of the hearing has been completed. That includes letters or testimony, both oral and written, and the evidence you're going to take other than the rebuttal evidence is in and this is going to be the extent of the record of this hearing.

Mayor Larry McCallon:

Okay with that then, yes. Jody?

Councilwoman Jody Scott:

Would it be possible on the 12?

Mayor Larry McCallon:

We're at the 21, July 21.

Councilwoman Jody Scott:

Oh we're not going to the do the 12th one?

Mayor Larry McCallon:

No. Since there is no objection from the Council, we'll adjourn this meeting until July 21 at 6:00 p.m.

ADJOURN

There being no further business, Mayor McCallon adjourned the meeting at 10:10 p.m.

Submitted By:

Approved By:

Betty Hughes, MMC
City Clerk

Larry McCallon
Mayor