
MINUTES

City of Yucaipa
I- 10 Corridor Specific Plan Advisory Committee

Meeting #2
Tuesday, August 30, 2005
6:30 P.M. – 8:30 P.M.

City Council Chambers, City Hall

The I-10 Corridor Specific Plan Committee (SPAC) held its second meeting on Tuesday, August 30, 2005. Members in attendance were as follows:

Tim Carlisle – Parks and Recreation Commission	David Palmer – Property Owner
Kathy Fellenz – Councilmember Hoyt	Della Nielsen – Property Owner
Gary Fritzsche – Property Owner	KT Gates-Waldrup – Trails & O. S. Committee
Lonni Granlund – Councilmember Masner	Don Harlan – Councilmember Drusys
Greg Gage – Property Owner (SMWC)	
Merle Sessions – Property Owner	
Sandy Robinson - Property Owner	
Jack Nelson - Property Owner (YVWD)	
Diane Smith – Mayor Riddell	

Sam Gennaway from P&D Consultants opened the meeting at 6:30 P.M. and introduced the city staff and consultant team members in attendance: John McMains (Planning Director), Paul Toomey (Associate Planner), and Laura Stetson (P&D Consultants, Principal). The SPAC members then introduced themselves.

Mr. Gennaway stated that the purpose of the meeting was to provide an overview of the constraints and opportunities affecting the project area, based on research conducted by the consultant team date, as well meetings/conversations with most of the property owners.

The first order of business was selection of a SPAC chairperson. Mr. Gennaway said the chair's role would be to represent the SPAC at Planning Commission and City Council hearings at which the Specific Plan will be presented. Diane Smith suggested that the SPAC select co-chairs: one person representing property owners and a second representing the balance of the committee. Sandy Robinson volunteered to represent the property owners. Kathy Fellenz was selected as co-chair.

PRESENTATION

Mr. Gennaway began the presentation by highlighting the three key themes from meeting #1. The goals of the Specific Plan, as expressed by the committee at the first meeting, are to:

Traffic

Two significant I-10 improvements are planned within the project area:

- Live Oak Canyon/I-10 interchange improvement, planned for June 2006
- New Wildwood Canyon Road/I-10 interchange, as shown in the General Plan Circulation Element, with a 10 to 15 planning horizon

Mr. Gennaway reviewed long-term roadway improvements in Yucaipa, as shown in the Circulation Element. Key roadways directly adjacent to or on the site that will be widened, either in conjunction with development on the subject site or otherwise, include:

- Calimesa Boulevard: from 2 to 4 lanes
- Wildwood Canyon Road: from 2 to 4 lanes
- Oak Glen Road: from 2 to 6 lanes

KT Gates-Waldrup emphasized the need to accommodate non-motorized forms of transportation, including provision for equestrian trails. Mr. Gennaway said that trails will be an important component of the specific plan.

Ms. Robinson asked about the need to plan for a frontage road along the south side of I-10. This road was formerly shown on the City's master plan of roadways but was removed as part of the most recent General Plan update. Mr. McMains indicated that internal project circulation needs will be examined through this Specific Plan effort.

Committee members asked for additional information regarding the ultimate capacity of the Live Oak/I-10 interchange and the planned Wildwood/I-10 interchange. Mr. McMains indicated that data is available from the General Plan traffic analysis and that information will be provided to the committee as part of subsequent meetings to assist in the planning process.

Cultural Resources

The site contains both historic and archaeological resources, but none of these resources poses a constraint to development.

Geotechnical/Hydrology Issues

North of I-10, the site consists of rolling hills with relatively steep southerly slopes. Immediately south of I-10, the geology consists of strongly dissected alluvial deposits with a general east-west drainage pattern, with very steep hills beyond. Yucaipa Creek flows through Oak Creek Canyon.

Two faults cross the site: the Chicken Hill Fault and the Banning Fault. A portion of the Chicken Hill Fault is a State-designated Alquist-Priolo Earthquake Fault Zone, and regulations apply regarding required setbacks from the fault trace.

The site presents significant drainage concerns. Much of this is caused by inadequate drainage underneath I-10. The Yucaipa Creek 100-year flood zone affects properties along its course. North of I-10, the presence of the freeway has created drainage problems during periods of heavy storm flow. A comprehensive approach to addressing drainage will be required.

Infrastructure

Water and sewer infrastructure can easily be planned. The water system should include a dual-pipe system: one for potable water and the second for reclaimed water (for landscape irrigation and other approved uses). New water tanks will be required on the north side of I-10 to serve new development. The sewer lift station on Live Oak Canyon Road will need to be relocated. The Yucaipa Valley Water District will also be required to annex portions of the project site in order to provide service.

SPAC DISCUSSION

At the conclusion of the presentation, Mr. Gennaway invited committee members to identify other issues to be considered in the planning process. Committee members offered the following:

- Ensure that the maps clearly identify the project area boundaries.
- Pay attention to equestrian needs.
- Provide additional information to committee members regarding housing/growth projections, particularly for year 2010.
- Provide information about the capacities of the interchanges (at build-out).
- SPAC members would like to have time to review all data in detail prior to the next meeting. In general, members would like more time for the entire specific plan process.
- The Wildwood Canyon Road interchange needs to be recognized as a given in the plan.
- Ensure that the specific plan incorporates the planned realignment of Calimesa Boulevard.
- Explore “urban renewal” as a source of funds. A large portion of the site lies within a redevelopment project area, which represents a potential funding source.
- The specific plan needs to address the source of water for the new development.
- Infrastructure financing is critical, particularly for drainage. The City has some obligation to fulfill, and the balance could come from an assessment.
- Does the Hillside Ordinance apply to the project site?

PUBLIC COMMENT

Members of the public were given the opportunity to comment.

- More time is needed for property owners to review draft alternative plans. The time between now and September 27 (next scheduled SPAC meeting) is inadequate.
- Has the planning team prepared any “bubble” diagrams yet for the site?
- We need to know the capacity of the interchanges.
- We need to understand project impacts on adjacent properties.

CONCLUSIONS

Mr. Gennaway responded to the committee’s desire for more time and land use planning involvement by suggesting that the next meeting occur on October 4 and consist of a planning/design Charrette. Due to a conflict with the Rosh Hashanah holiday, that meeting has been postponed to October 11. He also stated that all committee members would receive copies of the technical reports presented this evening. The committee agreed to the date change and Charrette approach.

The meeting adjourned at 8:25 P.M.