

**AGENDA**  
**CITY COUNCIL OF THE CITY OF MORENO VALLEY**  
**MORENO VALLEY COMMUNITY SERVICES DISTRICT**  
**COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF**  
**MORENO VALLEY**

**March 16, 2010**

**STUDY SESSION – 6:00 P.M.**

**City Council Closed Session**

First Tuesday of each month – 6:00 p.m.

**City Council Study Sessions**

Third Tuesday of each month – 6:00 p.m.

**City Council Meetings**

Second and Fourth Tuesdays – 6:30 p.m.

City Hall Council Chamber - 14177 Frederick Street

*Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, in compliance with the Americans with Disabilities Act of 1990. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Mel Alonzo, ADA Coordinator at 951.413.3027 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.*

Robin N. Hastings, Mayor Pro Tem  
Jesse L. Molina, Council Member

Bonnie Flickinger, Mayor

Richard A. Stewart, Council Member  
William H. Batey II, Council Member

**AGENDA  
CITY COUNCIL OF THE CITY OF MORENO VALLEY  
MORENO VALLEY COMMUNITY SERVICES DISTRICT  
COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF MORENO  
VALLEY**

**STUDY SESSION - 6:00 PM  
MARCH 16, 2010**

**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**INVOCATION**

**ROLL CALL**

**INTRODUCTIONS**

**PUBLIC COMMENTS ON MATTERS UNDER THE JURISDICTION OF THE CITY COUNCIL**

There is a three-minute time limit per person. Please complete and submit a BLUE speaker slip to the City Clerk. All remarks and questions shall be addressed to the presiding officer or to the City Council and not to any individual Council Member, staff member or other person.

**SPECIAL ORDER OF BUSINESS**

1. Discussion of Golf Course (Parks and Community Services/ 45 Min.) ❖
2. Presentation of Preliminary Design for Amphitheater at Moreno Valley Campus by Reagan Romali, Vice President, Business Services (PowerPoint Presentation) (City Manager/ 20 Min.) ❖
3. Potential Neighborhood Identification Sign Program (Community Development Department/ 10 Min.)
4. Discussion Regarding Retention Procedures of City Documents (Flickinger/Stewart/ 10 Min.) ❖
5. Summary of Draft Route 60 Corridor Master Plan for Aesthetic and Landscaping at State Route 60/Moreno Beach Drive Interchange and Nason Street Overcrossing - Project No. 07-41570024 (Public Works

Department/ 10 Min.)

6. Discussion to Reduce FY 10/11 City Council Discretionary Funds (Flickinger/Batey/ 10 Min.) ❖
7. Discussion Regarding Letter of Hardship to Southern California Edison (Flickinger/Batey/ 10 Min.) ❖
8. City Council Requests and Communications

(Times shown are only estimates for staff presentation. Items may be deferred by Council if time does not permit full review.)

❖ Oral Presentation only – No written material provided

**\*Materials related to an item on this Agenda submitted to the City Council/Community Services District/Community Redevelopment Agency after distribution of the agenda packet are available for public inspection in the City Clerk's office at 14177 Frederick Street during normal business hours.**

## **CLOSED SESSION**

A Closed Session of the City Council, Community Services District and Community Redevelopment Agency of the City of Moreno Valley will be held in the City Manager's Conference Room, Second Floor, City Hall. The City Council will meet in Closed Session to confer with its legal counsel regarding the following matter(s) and any additional matter(s) publicly and orally announced by the City Attorney in the Council Chamber at the time of convening the Closed Session.

- **PUBLIC COMMENTS ON MATTERS ON THE CLOSED SESSION AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL**

There is a three-minute time limit per person. Please complete and submit a BLUE speaker slip to the City Clerk. All remarks and questions shall be addressed to the presiding officer or to the City Council and not to any individual Council member, staff member or other person.

The Closed Session will be held pursuant to Government Code:

- 1 SECTION 54956.9(b)(1) - CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION

Number of Cases: 2

- 2 SECTION 54956.9(c) - CONFERENCE WITH LEGAL COUNSEL - INITIATION OF LITIGATION

Number of Cases: 2

- 3 SECTION 54957 - PUBLIC EMPLOYEE APPOINTMENT/PUBLIC EMPLOYMENT

a) a) City Manager Recruitment

## **REPORT OF ACTION FROM CLOSED SESSION, IF ANY, BY CITY ATTORNEY**

## **ADJOURNMENT**





# MORENO VALLEY CAMPUS - RCCD

Presentation to Moreno Valley City Council  
March 16, 2010



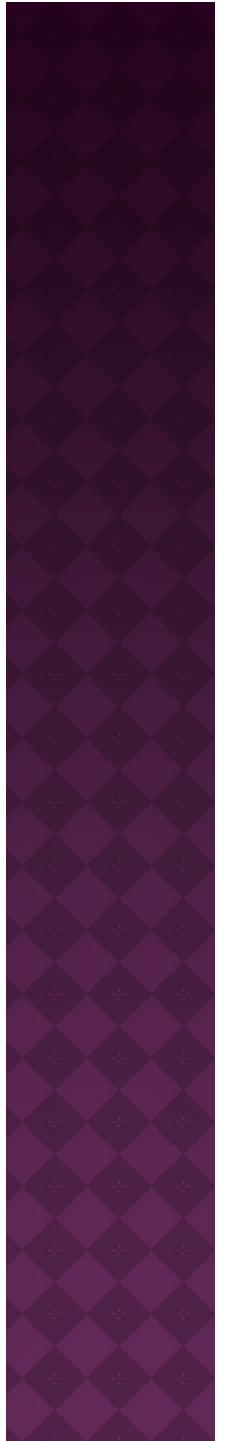
## WELCOME

- 9720 students on campus
- Growth rate ~20% over last Spring
- Economic conditions forcing people to get re-trained, look to upgrade skills. Secondary effects include lack of money for books, hygiene, basic transportation.
- Thank you for your support of Measure C bond



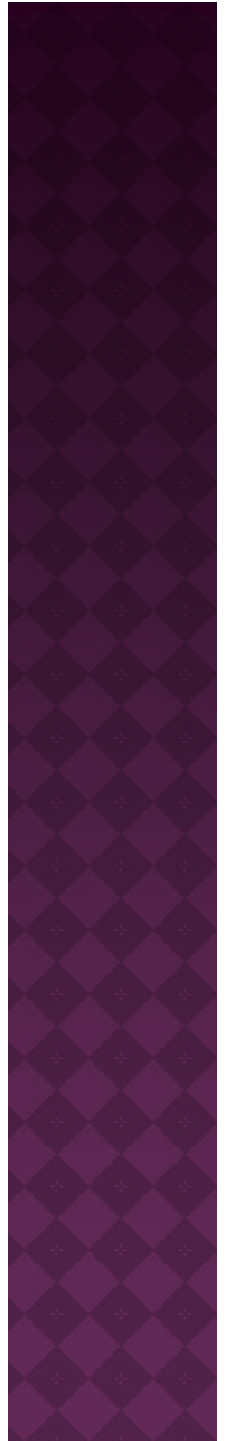
# PROPOSED AMPHITHEATER PROJECT

- ◉ Moreno Valley City desire to build amphitheater on college campus
- ◉ Possible events: July 4<sup>th</sup> celebrations, arts and theater events, chorale performances etc...



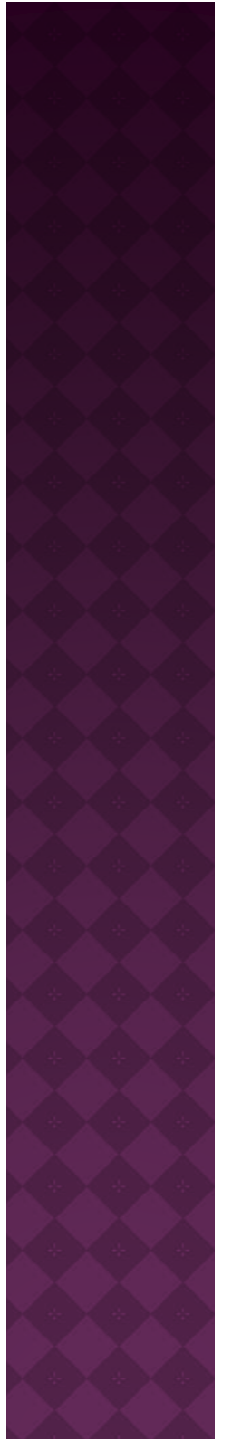
# COLLABORATION EFFORTS

- President Perez met with Arts Commission members to discuss ideas and wishes
- President Perez met with city parks and recreation officials review initial concepts
- Need to meet with city officials to review current joint use agreement and address any needs, as well as outline concepts for amphitheater and go-forward plans

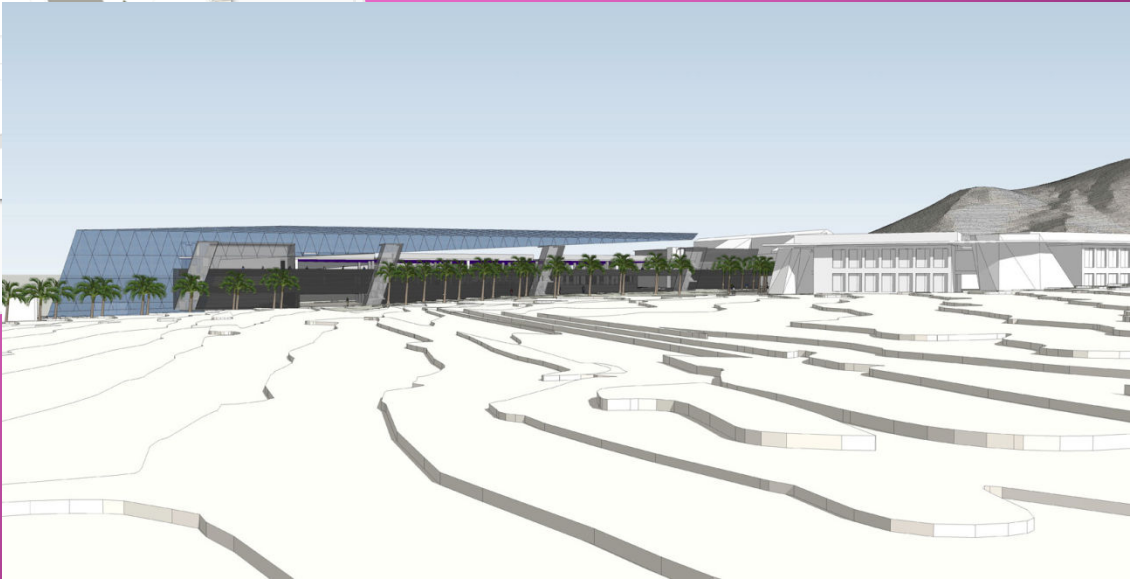
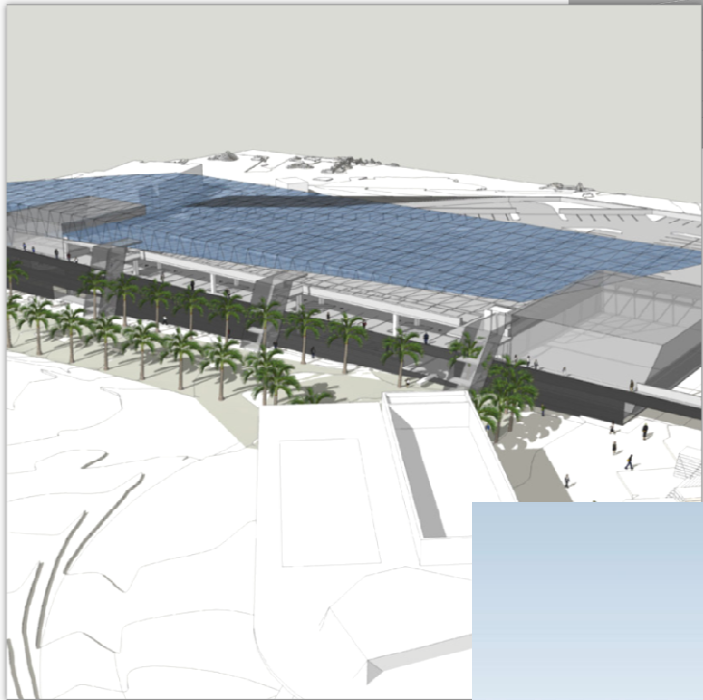


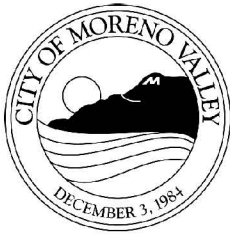
# MILESTONES

- ◉ City and MVC review current joint agreement, address and identify needs - possible LOI
- ◉ Select architect and get proposal, conduct engineering and master planning studies
- ◉ RCCD Board of Trustees reviews/approves project scope and budget
- ◉ Interview and select construction management firm
- ◉ RCCD Board of Trustees reviews/approves construction management firm
- ◉ Planning phase begins with design concepts, needs identification, creation of schematic plans with “BUG - Building User Group” - will include city interested parties
- ◉ Complete construction drawings and submit to DSA
- ◉ Plans approved by DSA and go out to bid
- ◉ Bid project, RCCD Board of Trustees awards bid
- ◉ **Shovels in the ground!**



Inspirations.....





APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>RH</i>
CITY MANAGER	<i>WBS</i>

## Report to City Council

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**TO:** Mayor and City Council  
**FROM:** Kyle Kollar, Interim Director of Community Development  
**AGENDA DATE:** March 16, 2010  
**TITLE:** Potential Neighborhood Identification Sign Program

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### **RECOMMENDED ACTION**

Staff recommends that the City Council provide direction as it deems appropriate.

### **BACKGROUND**

This report arose from discussion at the January 26, 2010 Council Study Session (and previously) involving a proposal from Highland Fairview for a Rancho Belago Community Sign program. At that meeting, Council directed staff to 1) identify communities/neighborhoods throughout the City of Moreno Valley which exhibit potential for sign identification; and 2) explore ways that community/neighborhood signs might be paid for, with respect to both initial manufacture and installation, and on-going maintenance.

### **DISCUSSION**

Staff has prepared an informal map (see attached) which depicts areas/neighborhoods which either already have existing identification signs or which exhibit features (such as local history, location, topography, development type, etc.) which provide a basis for 'place identity'. Examples of the former are Hidden Springs, Sunnymead Ranch, Towngate and Moreno Valley Ranch. Examples of the latter are Canyon Springs, Sunnymead, Edgemont, Old Moreno and the Moreno Valley Industrial Specific Plan Area.

There are two fundamental components to the issue of how community/neighborhood identification signs have been—or in the future could be—paid for: 1) manufacture and installation and 2) on-going maintenance.

### Manufacture and Installation

The expense for manufacture and installation of community/neighborhood identification signs may be borne as follows:

- a. Project Developer (e.g., Hidden Springs, Sunnymead Ranch, Moreno Valley Ranch, Towngate).
- b. City General Fund.
- c. Redevelopment Agency (RDA).
- d. Community Facilities District (CFD).

It should be noted that utilization of RDA funds would be restricted to areas located within the boundaries of established redevelopment project areas. And while neighborhood identification signs could conceptually be paid for as a 'public improvement' under the financing umbrella of a CFD, the costs of forming CFDs are considerable, so typically that tool is used to finance millions—not thousands—of dollars of public infrastructure/improvements.

### On-going Maintenance

The expense for on-going maintenance of community/neighborhood identification signs may be borne as follows:

- a. Project Developer establishes through cash deposit with the City a 'perpetual maintenance' fund whose earned interest pays for on going maintenance.
- b. Home Owners Association (HOA), as exemplified by Sunnymead Ranch.
- c. City General Fund.
- d. Community Services District (CSD), established pursuant to the 1972 Calif. Landscape and Lighting Act, as exemplified by Hidden Springs and Moreno Valley Ranch.

It should be underscored that the City's recent experience with property owners' reluctance to approve increased funding of existing CSD's (for landscaping and street lighting) draws into question the practical viability of this mechanism for paying for maintenance and replacement of future community/neighborhood identification signs.

### **FISCAL IMPACT**

The specific fiscal impacts of the City's assuming General Fund responsibility for manufacture, installation and maintenance of community/neighborhood identification signs are indeterminate at this time. Costs would depend on such matters as sign design and material components, types and numbers of signs, location of installation and degree of maintenance. A more fine-grained framework addressing these matters would be necessary to allow reliable cost projections.



**SUMMARY**

There are a number of areas in the City which, for various reasons, might be considered a distinct 'community' or 'neighborhood'. Some of these are already identified by entry signs installed by a project developer and maintained by either a home owners association or a community services district.

Several alternatives exist for paying for the manufacture, installation and maintenance of community/neighborhood identification signs. These exhibit various degrees of practical application and viability.

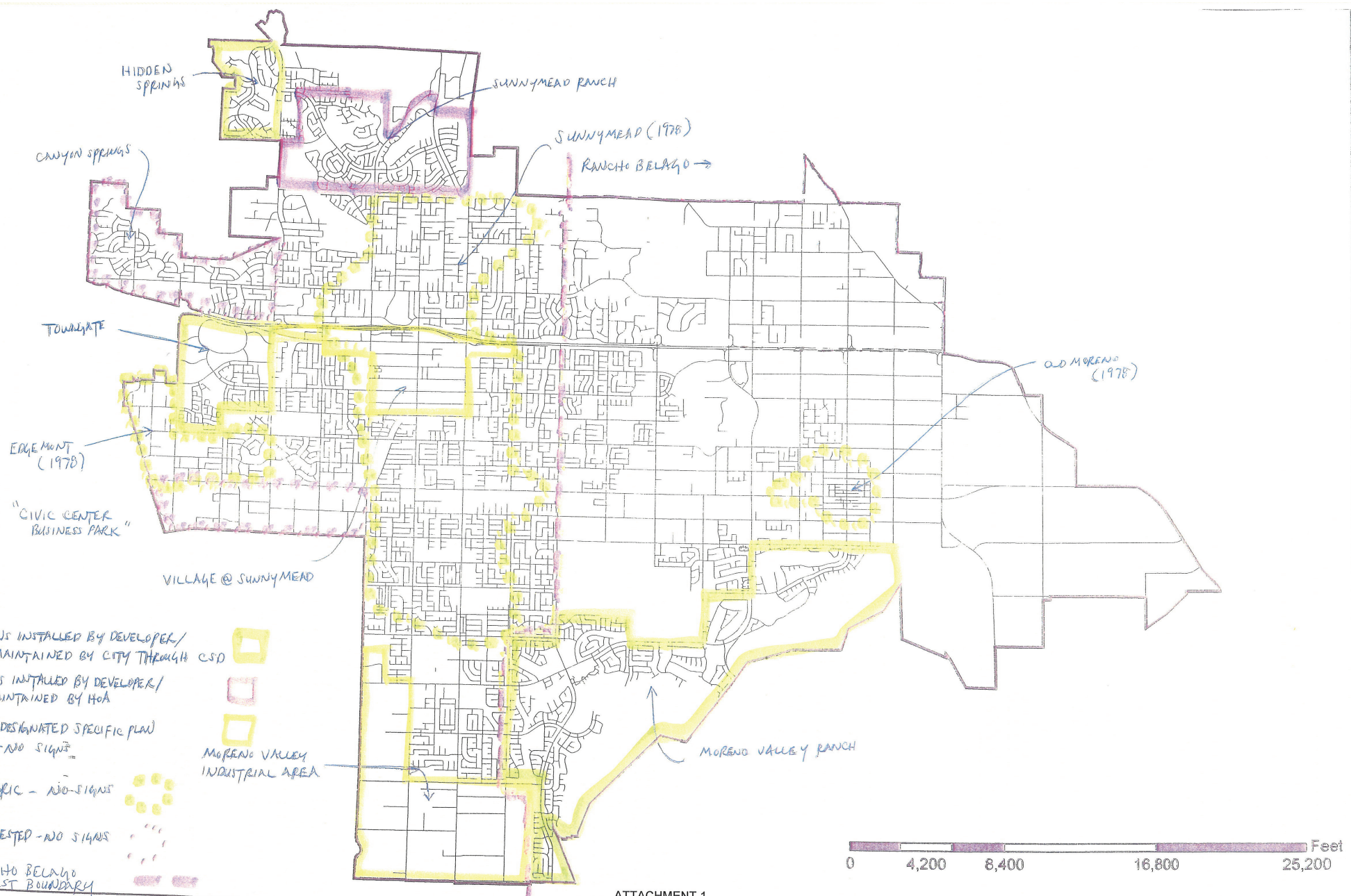
**ATTACHMENTS/EXHIBITS**

1. Map of existing and potential communities/neighborhoods

Prepared By:  
 Kyle Kollar  
 Interim Director of Community Development

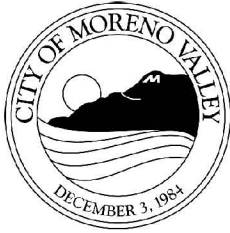
Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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ATTACHMENT 1

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rit</i>
CITY MANAGER	<i>W/S</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Chris A. Vogt, P.E., Public Works Director/City Engineer

**AGENDA DATE:** March 16, 2010 (Study Session)

**TITLE:** SUMMARY OF DRAFT ROUTE 60 CORRIDOR MASTER PLAN FOR AESTHETIC AND LANDSCAPING AT STATE ROUTE 60/MORENO BEACH DRIVE INTERCHANGE AND NASON STREET OVERCROSSING  
PROJECT NO. 07-41570024

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### **RECOMMENDED ACTIONS**

Staff recommends that the City Council:

1. Review and comment on key elements of the Draft Route 60 Corridor Master Plan for Aesthetics and Landscaping prepared by Caltrans.

### **BACKGROUND**

In 2005 Caltrans constructed a segment of carpool lanes on SR-60 between Day Street and Redlands Boulevard and worked with the City to incorporate aesthetic elements along walls within the project area and abutment walls at the Perris Boulevard undercrossing. These aesthetic elements are consistent with the City's adopted "Highway 60 Corridor Design Manual Landscape Guidelines." The Guidelines were also used for landscape and hardscape improvements made by Caltrans on the 2005 project.

In May 2008 the City approached Caltrans with an opportunity to review existing aesthetic elements and develop a new Corridor Master Plan. This plan would address projects that are currently in the design phase such as the Nason Street and Moreno Beach Drive interchange improvement projects and future interchange projects at Redlands Boulevard, Gilman Springs Road, and Theodore Street. Future overcrossing projects at Indian Street

(bridge replacement) and at Graham Street (new bridge) will also benefit from the Corridor Master Plan.

After considering several ideas for aesthetic treatments at its December 18, 2008, Study Session, the City Council elected to use the City's seal on pilasters, the mountains from the City seal on abutments with colored pavers to show the sweeping mountains around the bridge, and trees with birds soaring from the trees on visible sound walls and retaining walls.

On June 23, 2009, the City Council approved a Cooperative Agreement with Caltrans to develop a Corridor Master Plan to be used on the SR-60/Moreno Beach and SR-60/Nason interchanges and all future SR-60 projects within the City's jurisdictional boundaries.

### **DISCUSSION**

Using the theme chosen by the City Council at its December 2008 study session, Caltrans has been working with City staff to develop a draft Corridor Master Plan for the City Council's consideration. The complete draft is available for review in the office of the Public Works Director/City Engineer. City staff would like to present key elements of the draft Corridor Master Plan in summary form to solicit feedback from the City Council. Using the Council's feedback, the final Corridor Master Plan will be prepared and submitted to the City Council for adoption by early summer 2010.

### **ALTERNATIVES**

1. Review and comment on key elements of the Draft Route 60 Corridor Master Plan for Aesthetics and Landscaping prepared by Caltrans. *This alternative will allow the City and Caltrans to finalize and implement the Corridor Master Plan along the SR-60 corridor.*
2. Do not review and comment on key elements of the Draft Route 60 Corridor Master Plan for Aesthetics and Landscaping prepared by Caltrans. *This alternative will delay adoption and implementation of a Corridor Master Plan for Aesthetics and Landscaping along the SR-60 corridor.*

### **FISCAL IMPACT**

Funding for development of the SR-60 Corridor Master Plan will be shared equally between Caltrans and the City. The cost of developing the Corridor Master Plan is estimated to be \$100,000. The City will contribute up to \$50,000 (\$25,000 each from the Nason and Moreno Beach projects). The State will contribute up to \$50,000 and will pay for any costs exceeding the estimated cost.

For budgeting purposes, the cost for incorporating the aesthetic treatments into each interchange is estimated at approximately 0.5% - 1.0% of a complete interchange project.

All funding sources for this project (Transportation Uniform Mitigation Fees (TUMF - Fund 415) and 2007 Redevelopment Agency Tax Allocation Bond (Series A) proceeds (Fund 897) are restricted to capital improvements for the SR-60/Moreno Beach and SR-60/Nason Bridge interchange transportation projects and cannot be utilized for operational activities. There is no impact to the General Fund.

**SR-60/NASON OVERCROSSING**

FY 2009/2010 AVAILABLE FUNDS

2007 RDA Bond Funds for SR-60/Nason Bridge (Account 897.91728)..... \$17,724,000  
**Available Funds** ..... **\$17,724,000**

FY 2009/2010 ESTIMATED COST

Corridor Master Plan ..... \$ 25,000  
 SR-60/Nason Bridge Design and Right-of-Way/Utilities ..... \$1,730,000  
**Estimated Total**..... **\$1,755,000**

ANTICIPATED PROJECT SCHEDULE

Complete Design and Right-of-Way ..... May 2010  
 Begin Construction\* ..... May 2011  
 Complete Construction ..... November 2012

\* Contingent upon completion of SR-60/Nason Interchange (Project No. 98-25897)

**SR-60/MORENO BEACH INTERCHANGE**

FY 2009/2010 AVAILABLE FUNDS

TUMF Funds for SR-60/Moreno Beach Interchange (Account 415.70024).... \$ 6,896,000  
**Available Funds** ..... **\$ 6,896,000**

FY 2009/2010 ESTIMATED COST

Corridor Master Plan ..... \$ 25,000  
 SR-60/Moreno Beach Interchange Design and Right-of-Way ..... \$5,330,000  
**Estimated Total**..... **\$5,355,000**

ANTICIPATED PROJECT SCHEDULE

Complete Design and Right-of-Way\*\* ..... February 2011  
 Begin Construction\*\* ..... August 2012

\*\* Contingent upon available funding

**CITY COUNCIL GOALS/**

POSITIVE ENVIRONMENT: Create a positive environment for the development of Moreno Valley's future.

COMMUNITY IMAGE, NEIGHBORHOOD PRIDE, AND CLEANLINESS: Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

**SUMMARY**

Using the theme selected by the City Council on December 18, 2008, Caltrans and City staff have developed a draft master plan to guide the aesthetics of new and retrofit construction in the SR-60 corridor over the next few years.

**ATTACHMENT**

Attachment "A" – Summary of Draft Corridor Master Plan for Aesthetics and Landscaping



Prepared By  
 Margery A. Lazarus  
 Senior Engineer, P.E.

Department Head Approval  
 Chris Vogt, P.E.  
 Public Works Director/City Engineer

Concurred By  
 Prem Kumar, P.E  
 Deputy Public Works Director/Assistant City Engineer

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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# Summary of Draft Route 60 Corridor Master Plan for Aesthetics and Landscaping



**City of Moreno Valley**  
**District 8 - San Bernardino**  
**March 16, 2010**



Attachment "A"

## Agenda

- Review the Corridor theme selected December 18, 2008, and modifications.
- Review Key Elements of Draft Master Plan that relate to theme.
- Obtain feedback.



# GOALS AND OBJECTIVES

- The Corridor Master Plan is a design guideline for all highway projects on Route 60 in Moreno Valley City Limits, creating a unified and cohesive corridor.
- As stated in December 18, 2008 presentation, Guidelines can also be incorporated into I-215 Corridor if the Council so desires.

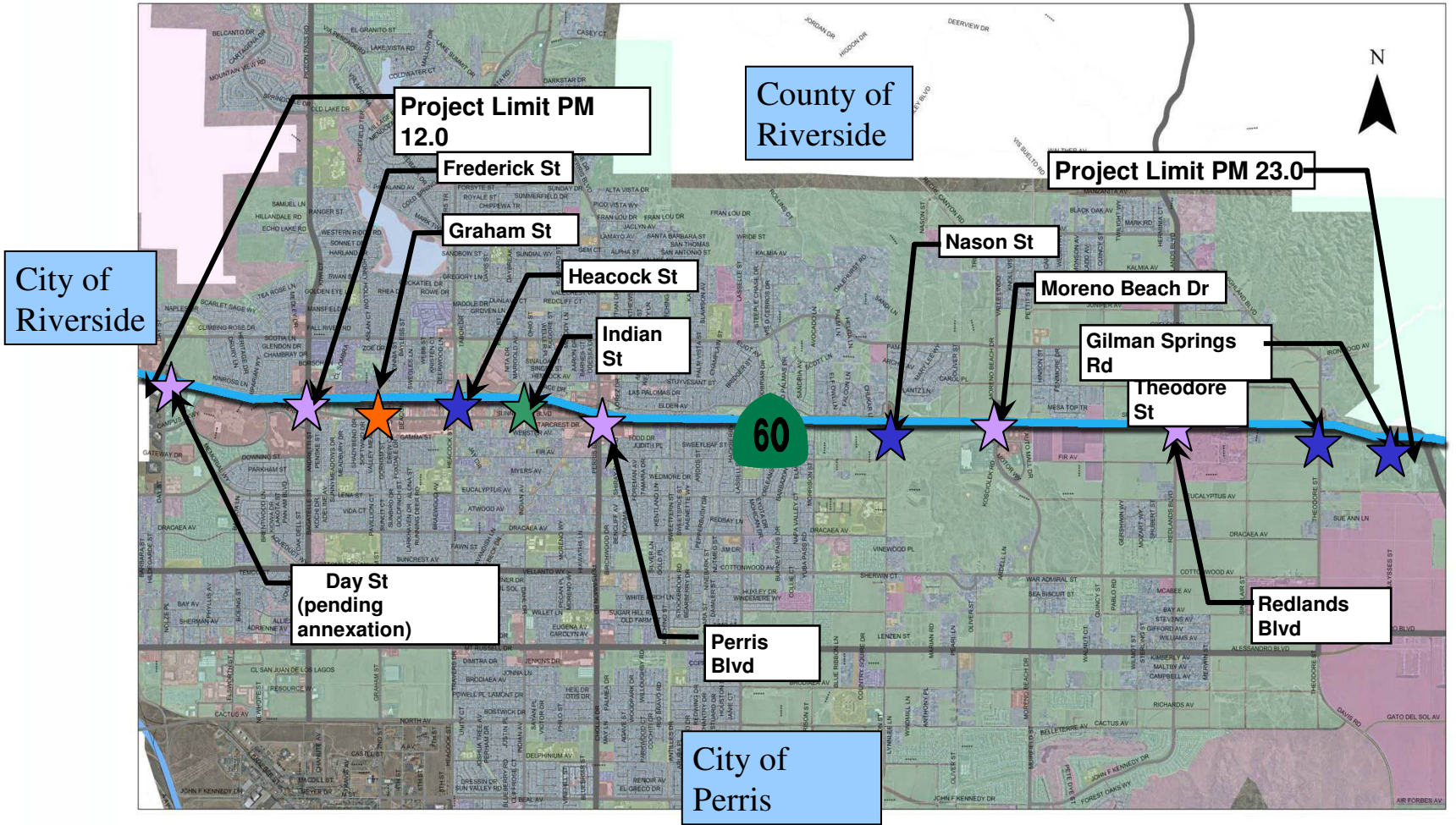
## Project Study Scope

The Corridor Master Plan provides design guidelines for new highway projects, accomplished by the following major actions:

- Create a sense of place relating to the City's history and natural surroundings.
- Preserve and enhance community character.
- Include aesthetics on structures.
- Select appropriate plants for a lasting design roadside environment.
- Identity potential gateways and enhancements.



# Interchange and Overcrossing Location Map

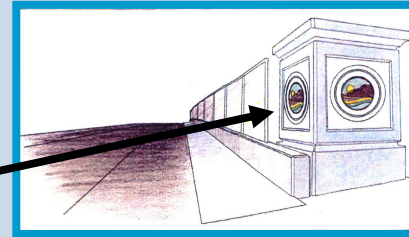


## Legend

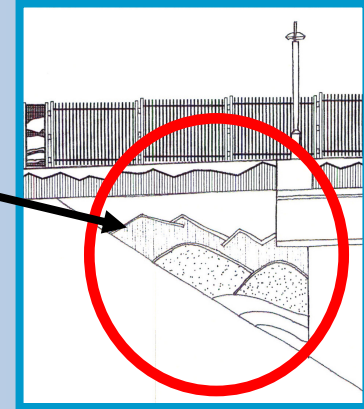
- ★ Potential Gateway Interchange
- ★ Interchange
- ★ Overcrossing
- ★ Future Overcrossing

# Corridor Theme – December 18, 2008 Modified

City of Moreno Valley seal on the pilaster (plinth) at bridge termini.

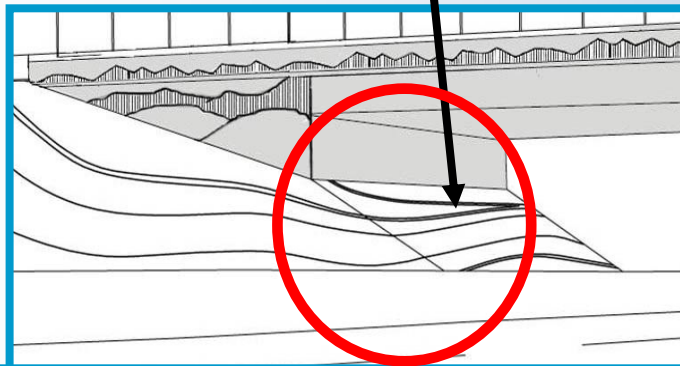


Mountains that are part of the seal on the bridge abutment.

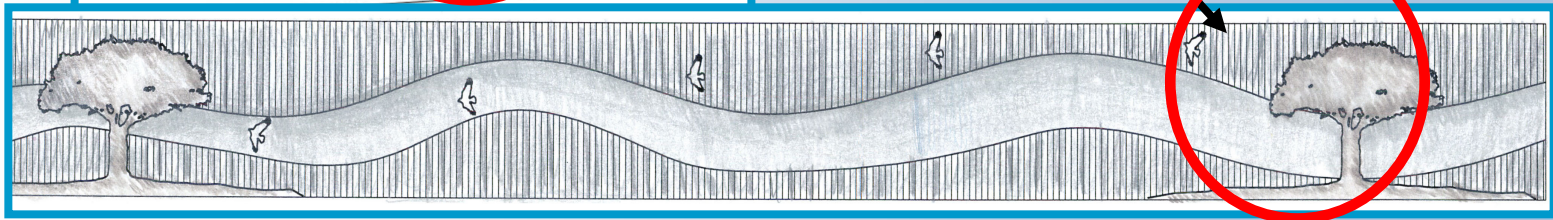


Walls in between the bridges showing the City logo, trees with the birds soaring from the trees.

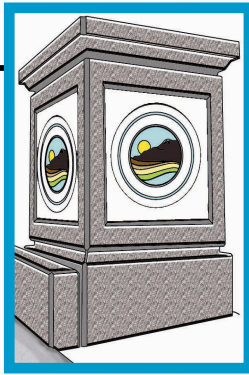
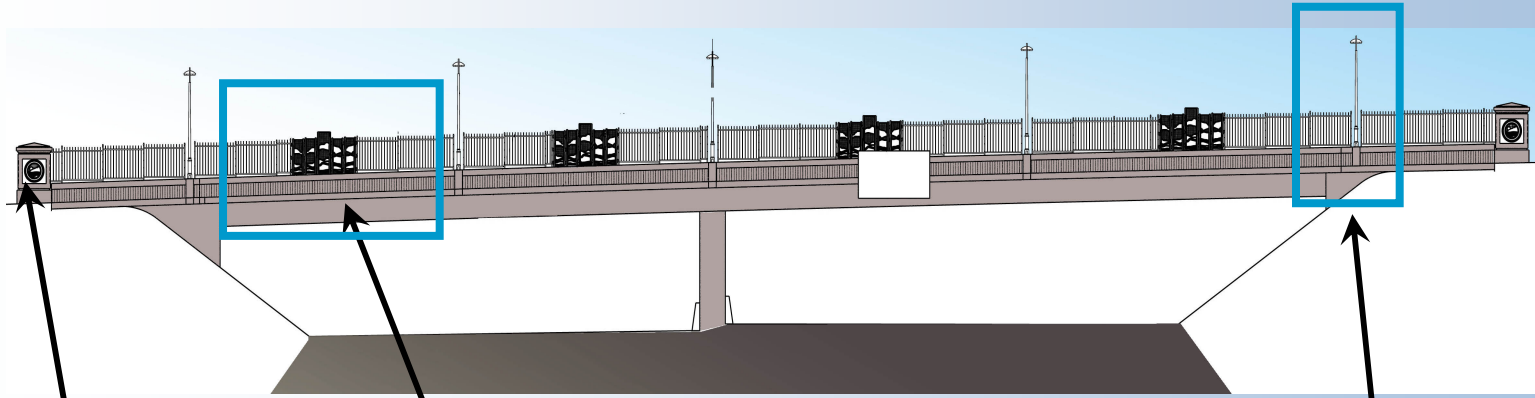
Colored pavers continue lines of gravel mulch to show the sweeping mountains around the bridge.



*Team has modified theme: This feature subject to available space of bridge wall.*

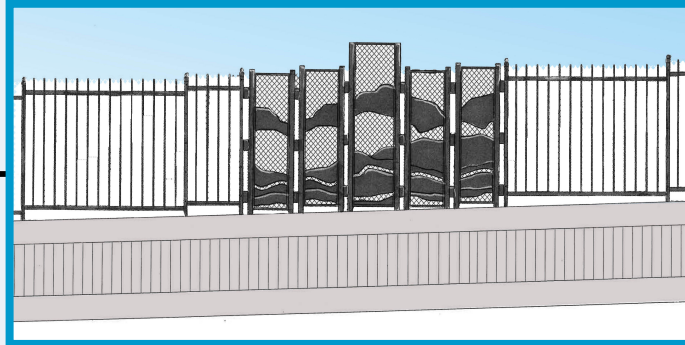


# Gateway-Designated Interchange Bridge Treatment



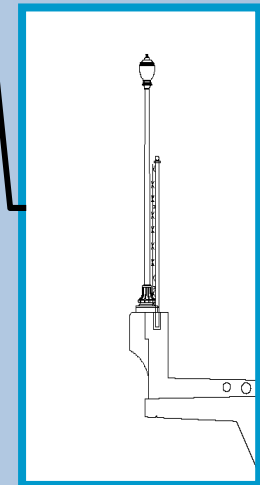
## Plinth Features

- City of Moreno Valley seal in full color.
- Plinth shall be gray in color.
- Anti-graffiti coating on plinth, seal and all concrete.



## Fence Feature

- Black picket fencing (steel).
- Mountain motif panel in black.

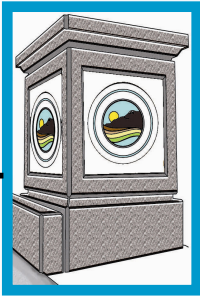
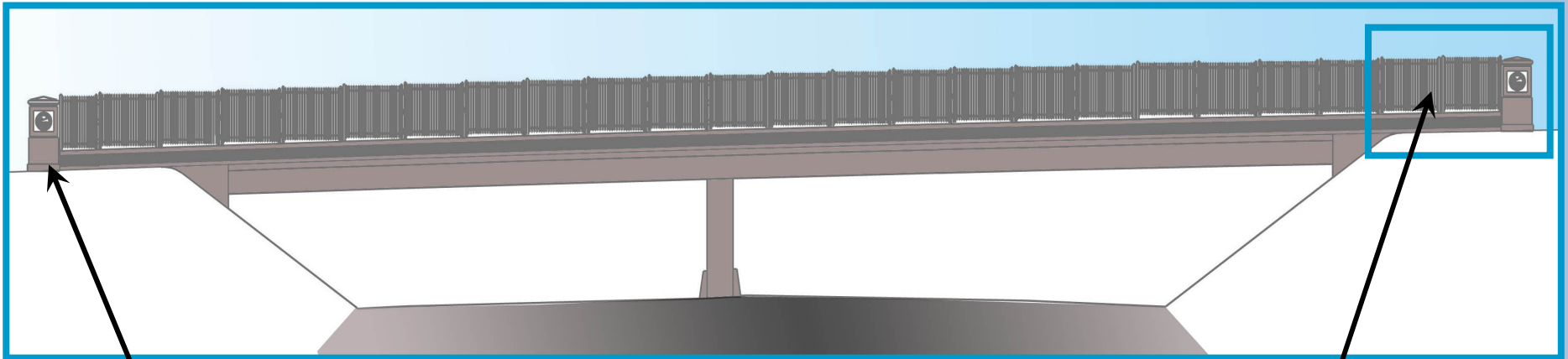


## Decorative Lighting (option)

- Light standard as gateway identity.
- Light standard location continues into barrier as pilaster.

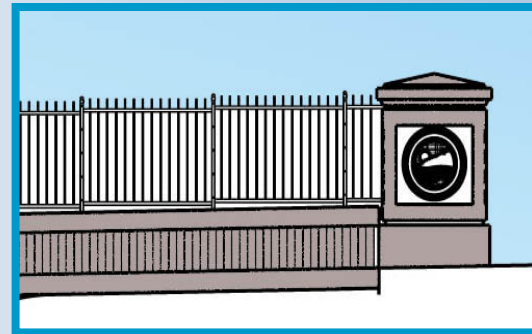


# Non-Gateway Bridge Treatment



## Plinth Features

- City of Moreno Valley seal in full color.
- Plinth shall be gray in color.
- Anti-graffiti coating on plinth, seal and all concrete.



## Fence Feature

- Black picket fencing (steel).
- No mountain motif panels.

# GUIDELINES

## Gateway Bridge Treatments

- Potential “Gateway-Designated” interchanges are identified based on the main egress points to nearby major economic activity and regional connector routes (existing and proposed).
- The treatments in a gateway-designated interchange are intended to be a level above the treatments used in other interchanges.
- Recommended gateway bridge treatments are to include:
  - Decorative fencing with mountain panels - added feature.
  - Black picket fencing.
  - Plinth with City seal.
  - Gravel incorporated in the bridge slope paving.
- Optional gateway bridge treatments:
  - Mountains on abutment walls, if space is available.
  - Decorative lighting.

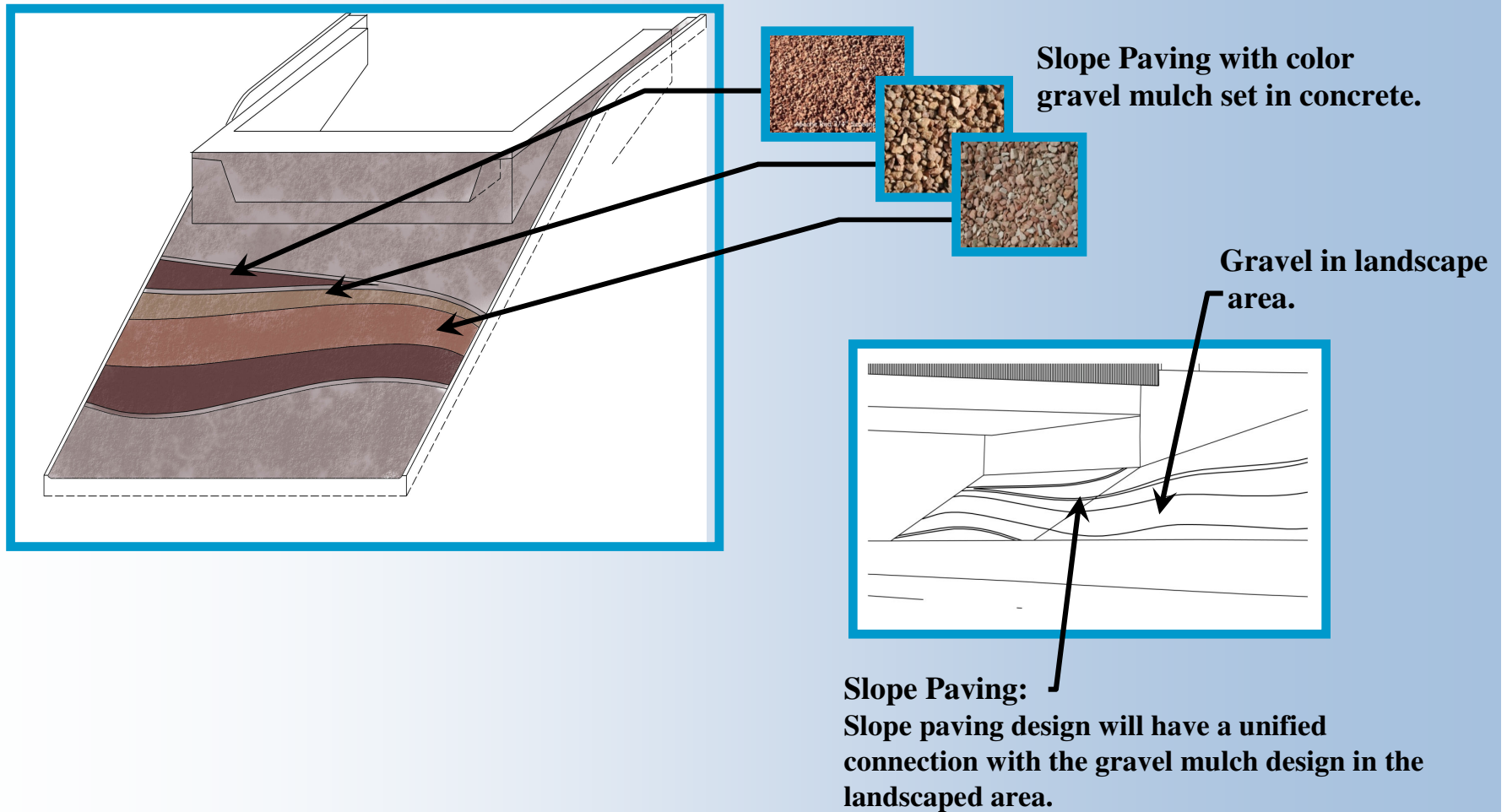
## Non-Gateway Bridge Treatments

- Recommended bridge treatments are to include:
  - Black picket fencing.
  - Plinth with City seal.
  - Gravel incorporated in the bridge slope paving.
- Optional bridge treatments:
  - Decorative lighting.
  - Mountains on abutment walls, if space is available.

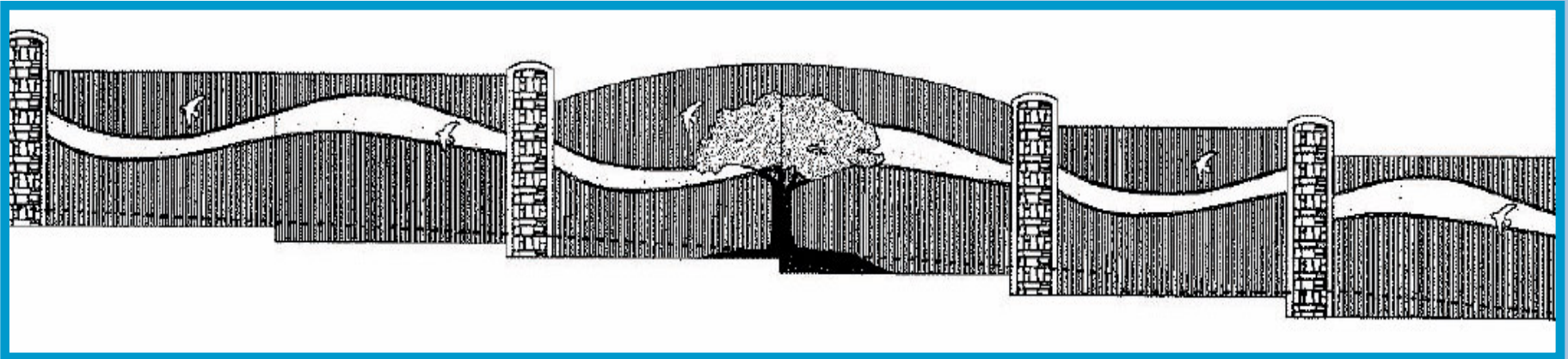
# Typical Slope Paving: All Bridges

The selected materials for slope paving under bridges are as follows:

Gravel with red and brown tones will be used to create swales or waves under the bridge, and connect the hardscape to the landscape. This design concept will be applied to all slope paving areas.

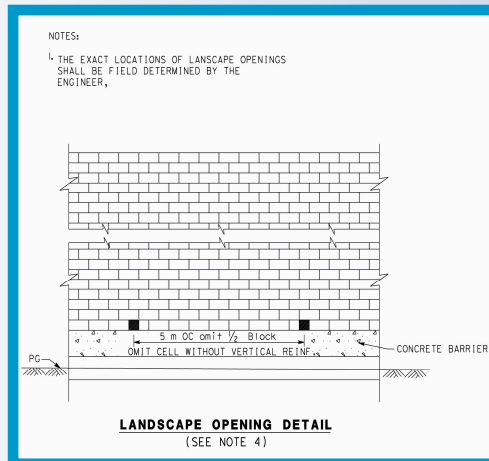
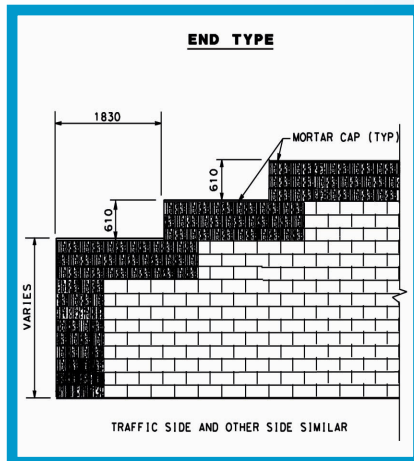


# Sound Walls with Aesthetic Features: Visible/Case by Case



*Precast soundwall panels will be two sided. A single texture may be used for non-visible side of panels. Working drawing with textures are detailed in the Master Plan document.*

# Standard Sound Walls: Non-Visible/Case by Case

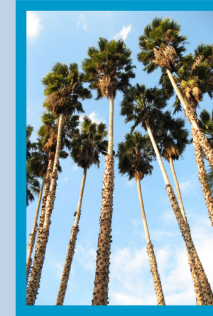


*Standard soundwalls with vines*

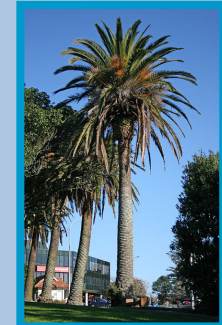
*Standard sound walls will be split-face block with a 3 course cap of five-scored plain block on both sides. Vine planting is required for all walls. Block color is set in the Master Plan document.*



# Typical Landscaping



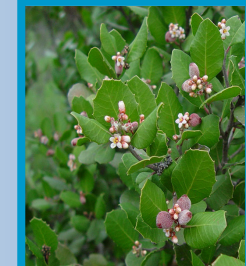
*Mexican Fan Palm*



*Canary Island Palm*



*Coast Live Oak*



*Lemonade Berry*



*Ice Plant*

## Landscape Design Objectives

- Massed shrubs, ground covers and gravel mulch bands form dominant ground pattern of graphic waves.
- The gravel mulch will consist of three colors as used in the slope paving. Wave pattern will continue through the slope paving below bridge.
- Trees massed as background repeat/reinforce the wave ground patterns.
- Shrubs and ground cover for color, preserving the line of sight.
- Specimen oak tree (space permitting) may be planted in interchanges designated as gateways.
- Plant palette in Master Plan will provide wide range of plants from which designers can select.
- Plant palette to include drought tolerant plants.

# Summary

## **Consistent Bridge Elements**

- Plinth at bridge ends with City seal.
- Black picket fencing.
- Mountain imprint on abutment walls (if space is available).
- Slope paving below bridge featuring waves of three colors of gravel that continue into the landscape.
- Decorative lighting (optional).

## ***Gateway Distinctions for Bridges***

- Mountain motif panels in bridge fencing.

## **Consistent Sound Wall Elements**

### ***Aesthetic Features – Visible Locations***

- Tree and soaring bird with wave. Pattern and textures set within Master Plan.
- Textured pilaster at points of grade adjustment.
- Consistent color as set within Master Plan

### ***Standard Features – Non-Visible Locations***

- Split face block with three course cap of five score block.
- Consistent color as set within Master Plan.
- Plant with vines.

## Summary (continued)

### **Consistent Landscape Elements**

- Gravel mulch waves in three colors that continue pattern of the slope paving below bridges.
- Ground cover/massed shrubs repeat/reinforce graphic wave ground pattern.
- Trees are massed to repeat/reinforce ground pattern.
- Plant selections from the Master Plan.

### **Gateway Distinction for Landscape Elements**

- Specimen Oaks (space permitting) as featured elements.

## Next Steps

- Obtain comments on Draft Master Plan by March 16, 2010.
- Prepare final Master Plan for review by Summer 2010.
- Consider applicability to I-215 Corridor.

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