



APRIL  
2022

# San Antonio Creek Trail Feasibility Study

## 07. Appendix

This document contains all pertinent appendices to the San Antonio Creek Trail Feasibility Study.

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## **Appendix A: Existing Conditions Maps**

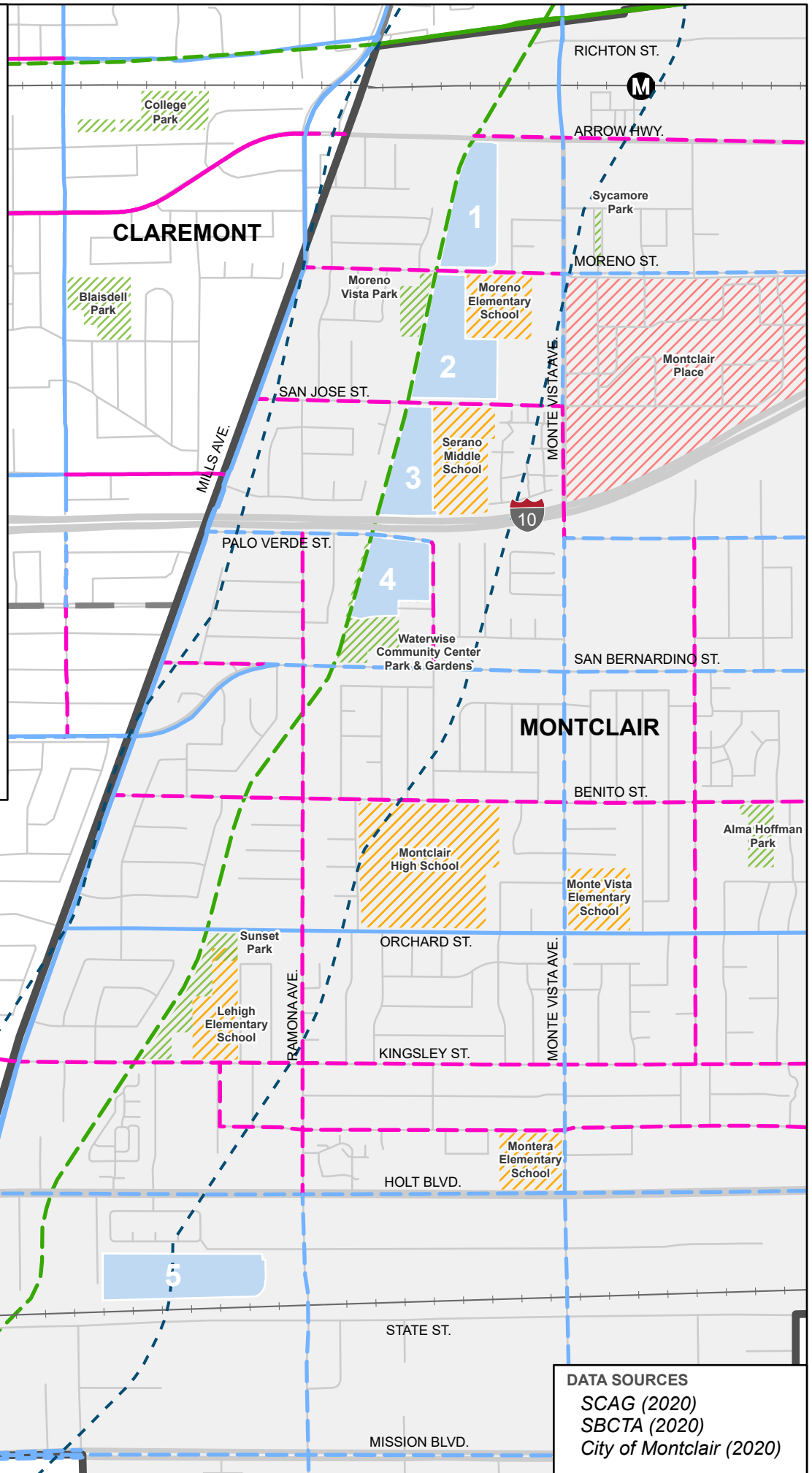
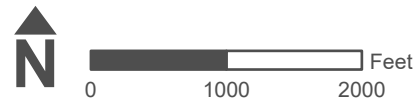
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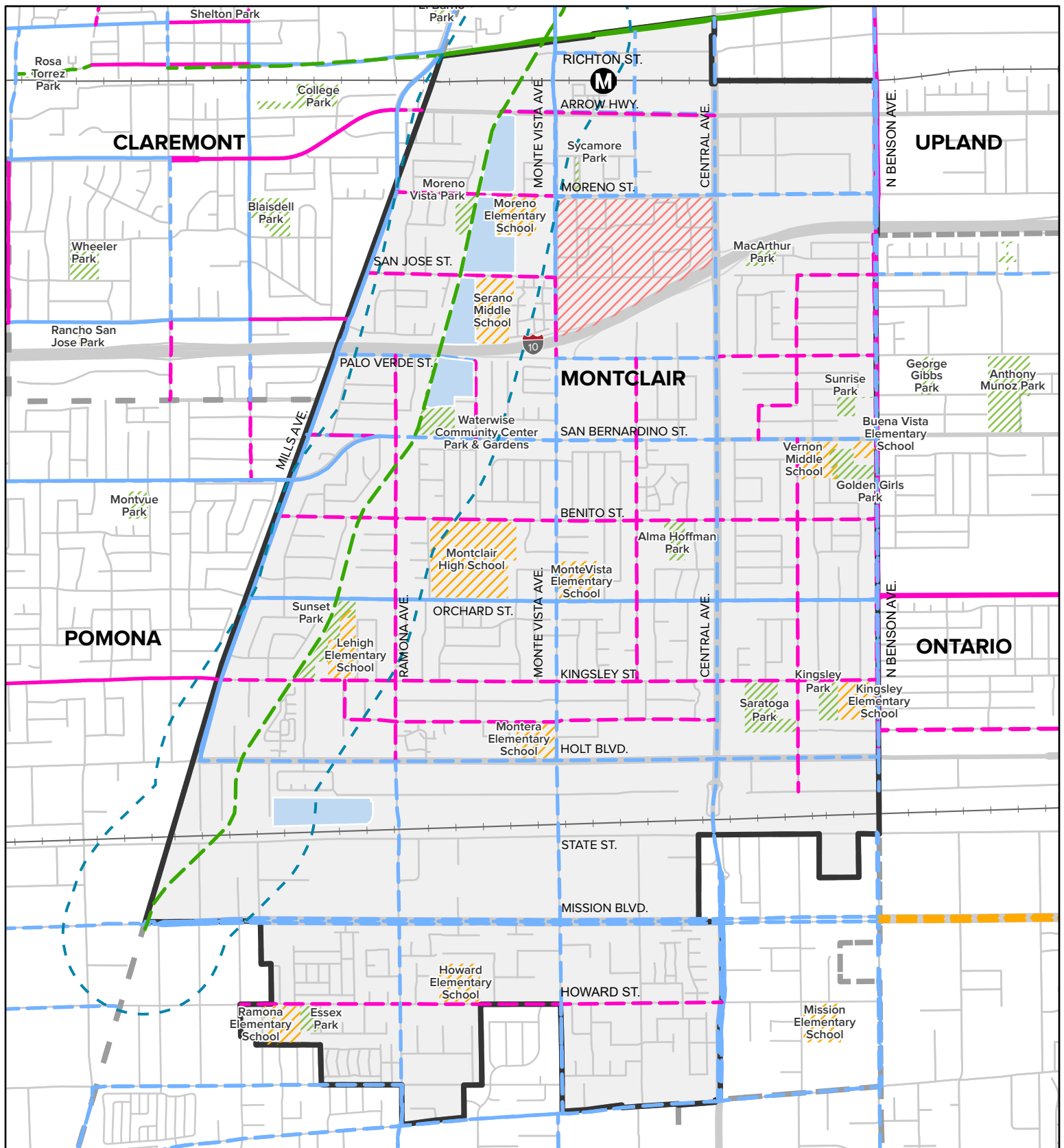
# BIKE NETWORK

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

-  Montclair Transcenter
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Schools
-  Montclair Place
-  Parks
-  City Boundaries
-  Montclair City Boundary
- Bike Paths
- Status, Class
-  Existing, Class I
-  Planned, Class I
-  Existing, Class II
-  Planned, Class II
-  Existing, Class III
-  Planned, Class III



**DATA SOURCES**  
SCAG (2020)  
SBCTA (2020)  
City of Montclair (2020)














## COLLISIONS

EXISTING CONDITIONS

CITY OF MONTCLAIR

SAN ANTONIO CREEK TRAIL

-  Montclair Transcenter
-  Pacific Electric Trail
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Schools
-  Montclair Place
-  Parks
-  City Boundaries
-  Montclair City Boundary

Collisions

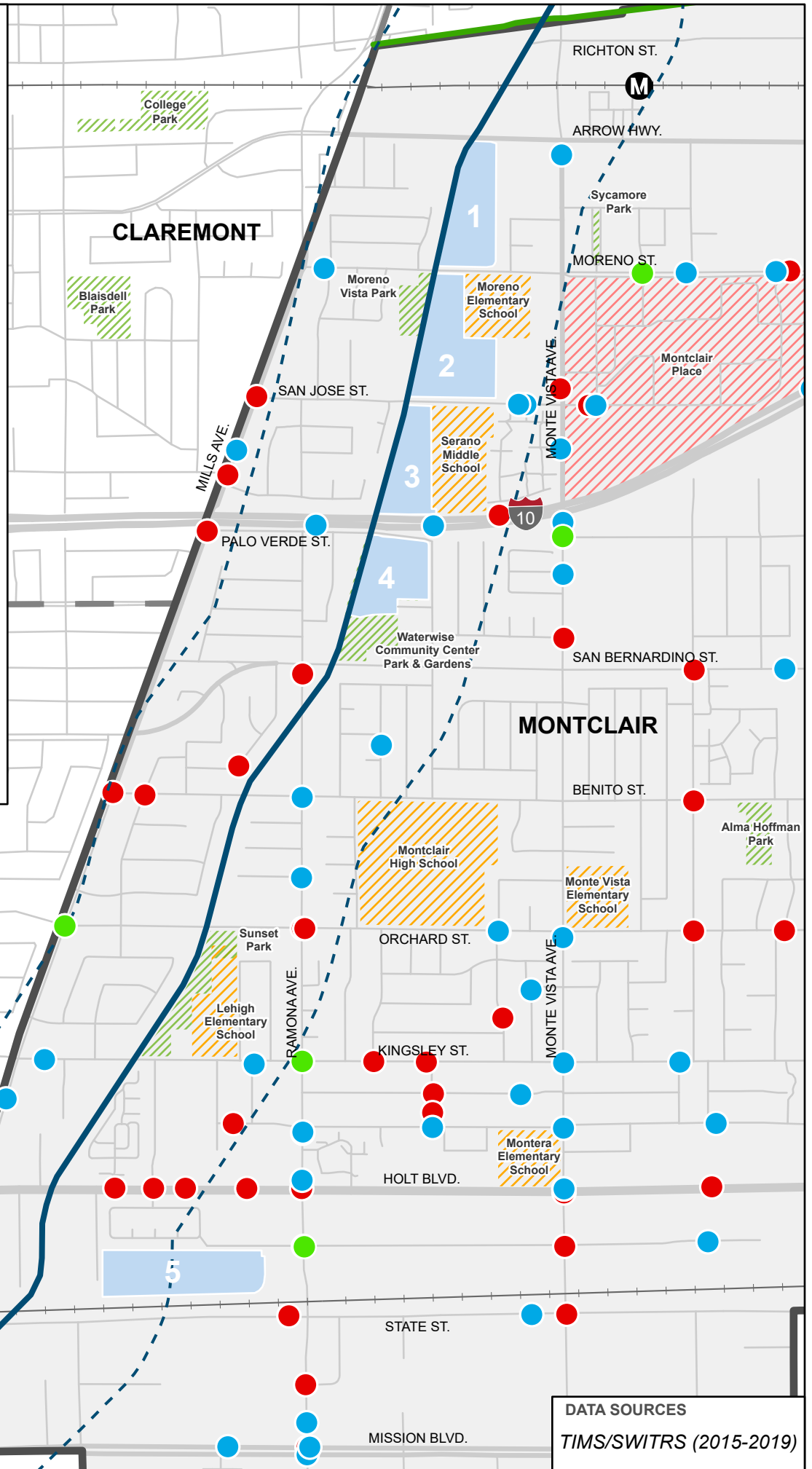
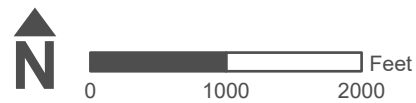
Bicycle



Pedestrian



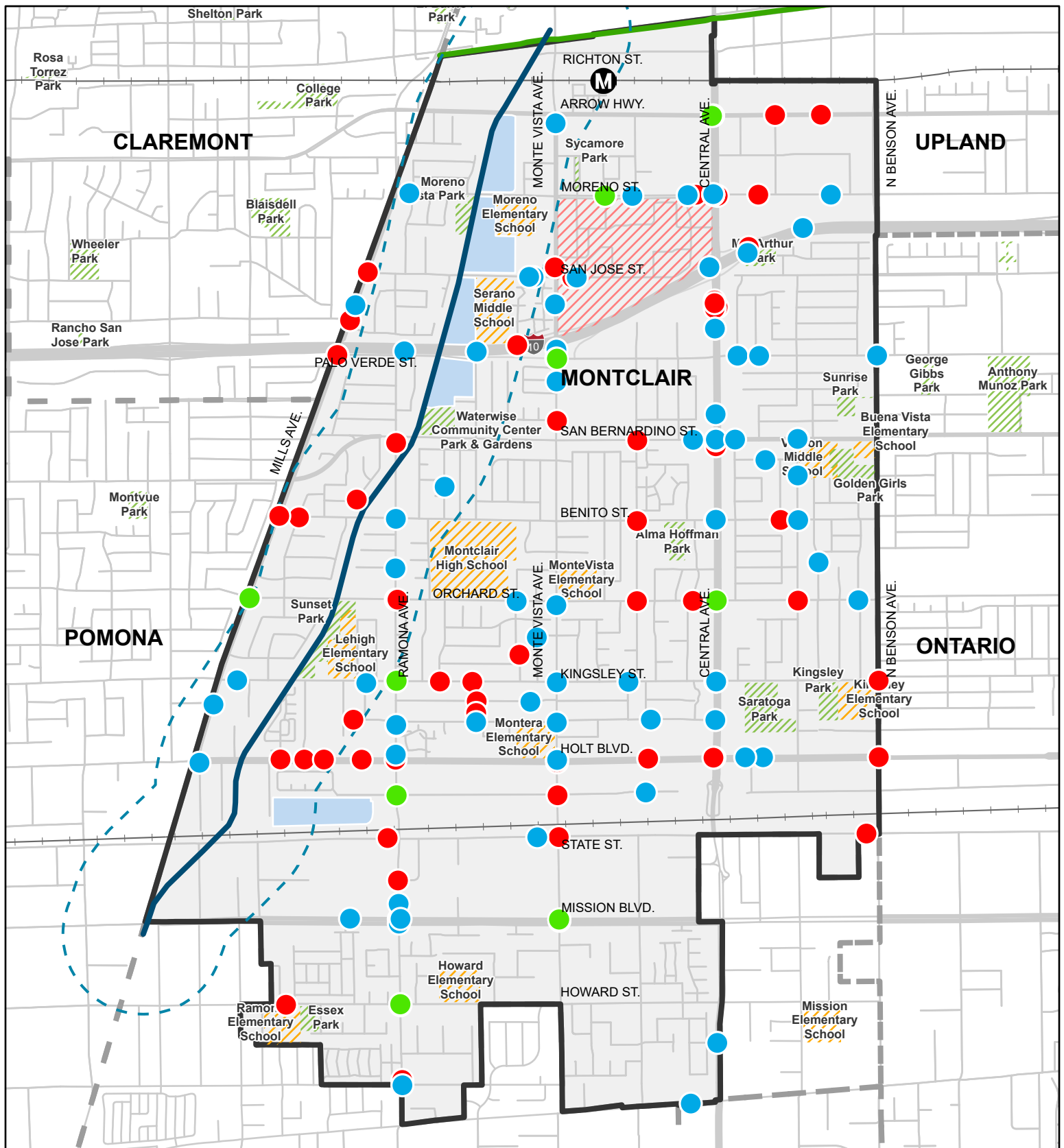
Bicycle + Pedestrian









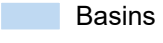





DATA SOURCES

TIMS/SWITRS (2015-2019)






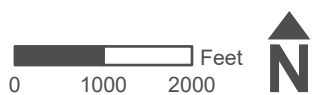
## COLLISIONS

-  Montclair Metrolink Station
-  Rail Lines
-  Highways
-  Pacific Electric Trail
-  1/4 Mile Creek Buffer
-  Creek Corridor Alignment
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  Montclair City Boundary
-  City Boundaries

## Collisions

-  Pedestrian
-  Bicycle
-  Bicycle + Pedestrian
-  Bicycle + Pedestrian
-  Bicycle + Pedestrian

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL















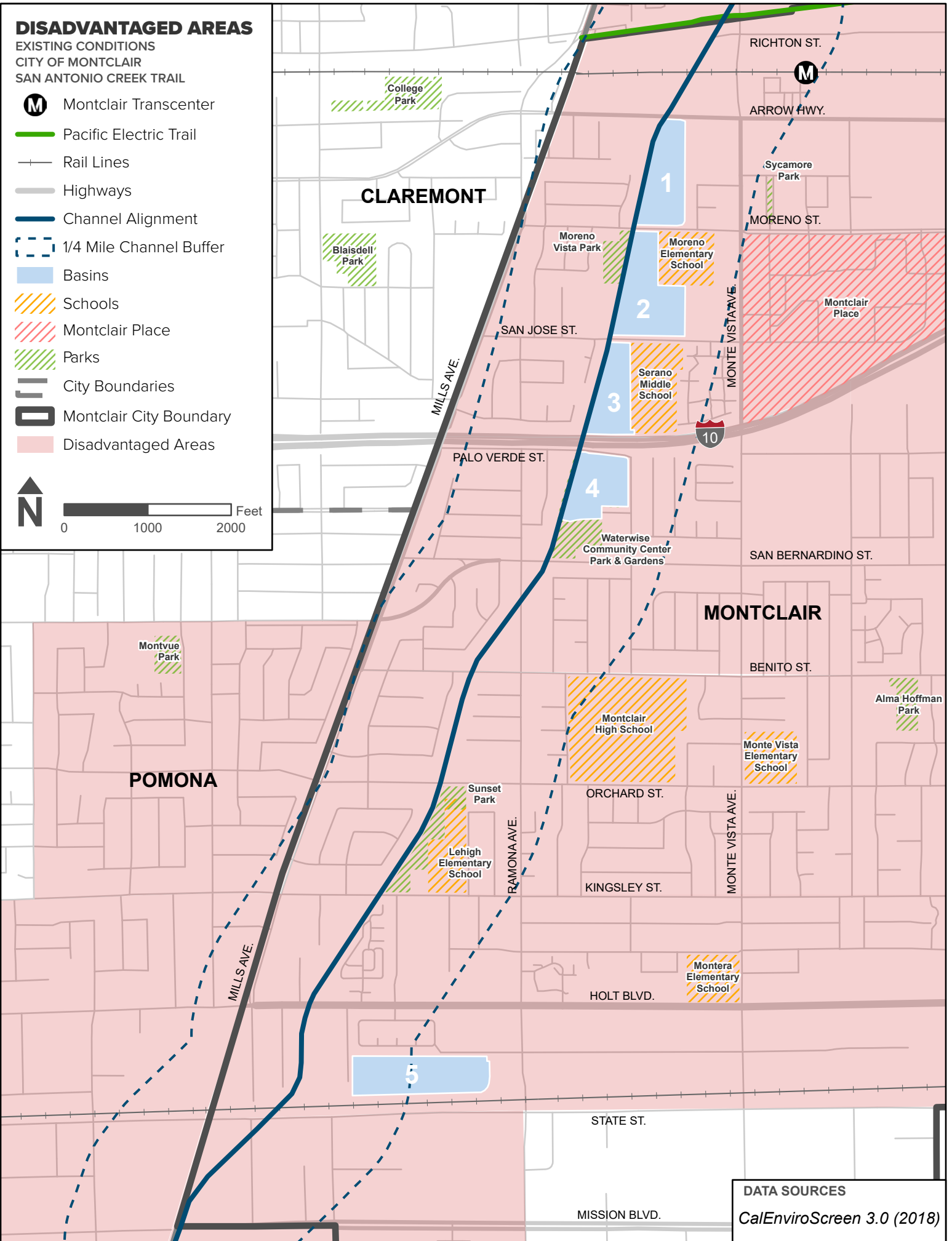
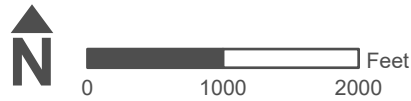
## DATA SOURCES

TIMS/SWITRS (2015-2019)

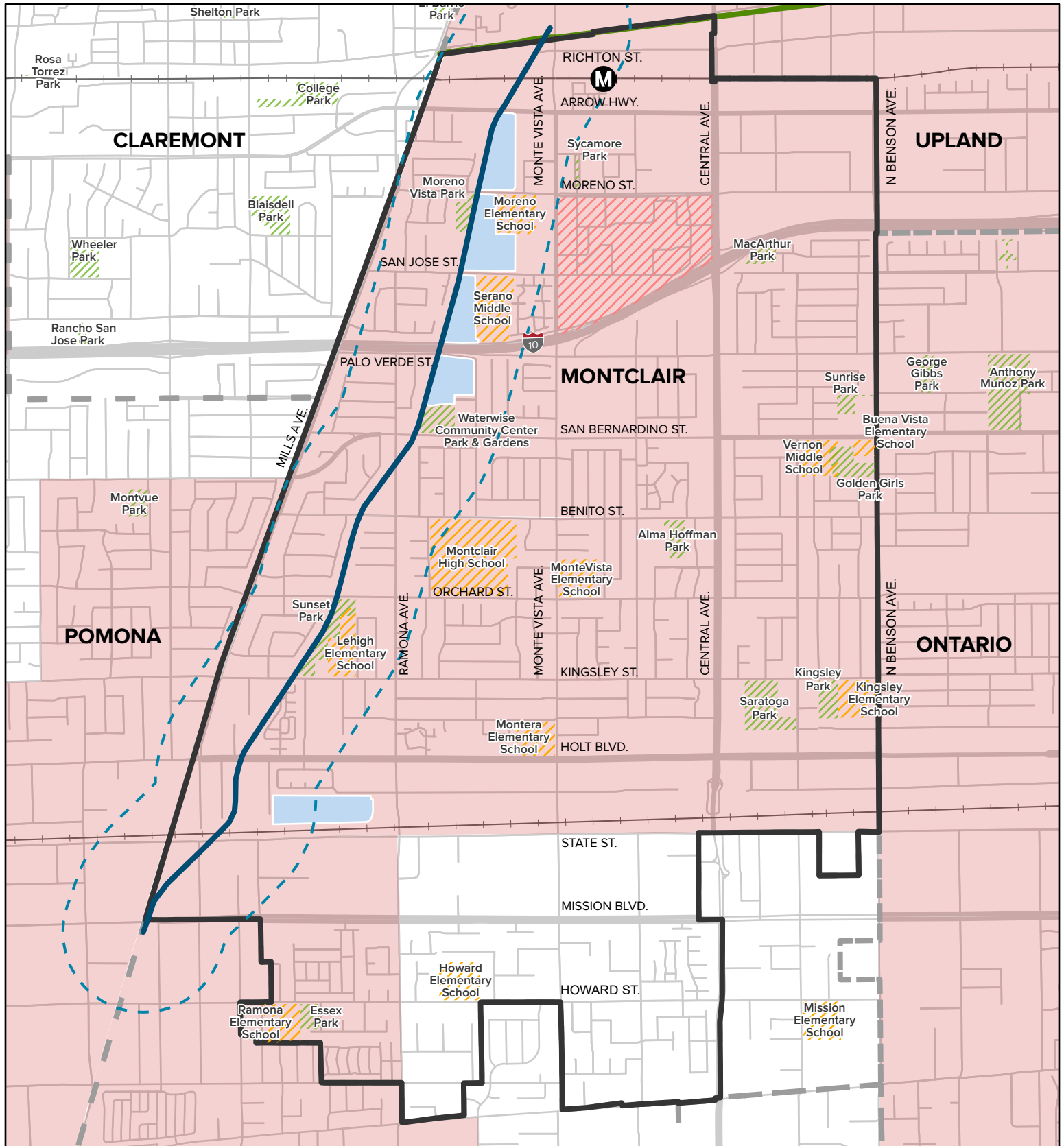
# DISADVANTAGED AREAS

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

-  Montclair Transcenter
-  Pacific Electric Trail
-  Rail Lines
-  Highways
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Schools
-  Montclair Place
-  Parks
-  City Boundaries
-  Montclair City Boundary
-  Disadvantaged Areas



DATA SOURCES  
CalEnviroScreen 3.0 (2018)



## DISADVANTAGED AREAS

- M** Montclair Transcenter
- Rail Lines
- Pacific Electric Trail
- Highways
- 1/4 Mile Creek Buffer
- Creek Corridor Alignment
- Basins
- Parks
- Montclair Place
- Schools
- Montclair City Boundary
- City Boundaries

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL



## DATA SOURCES

CalEnviroScreen 3.0 (2018)










## LAND USE










EXISTING CONDITIONS

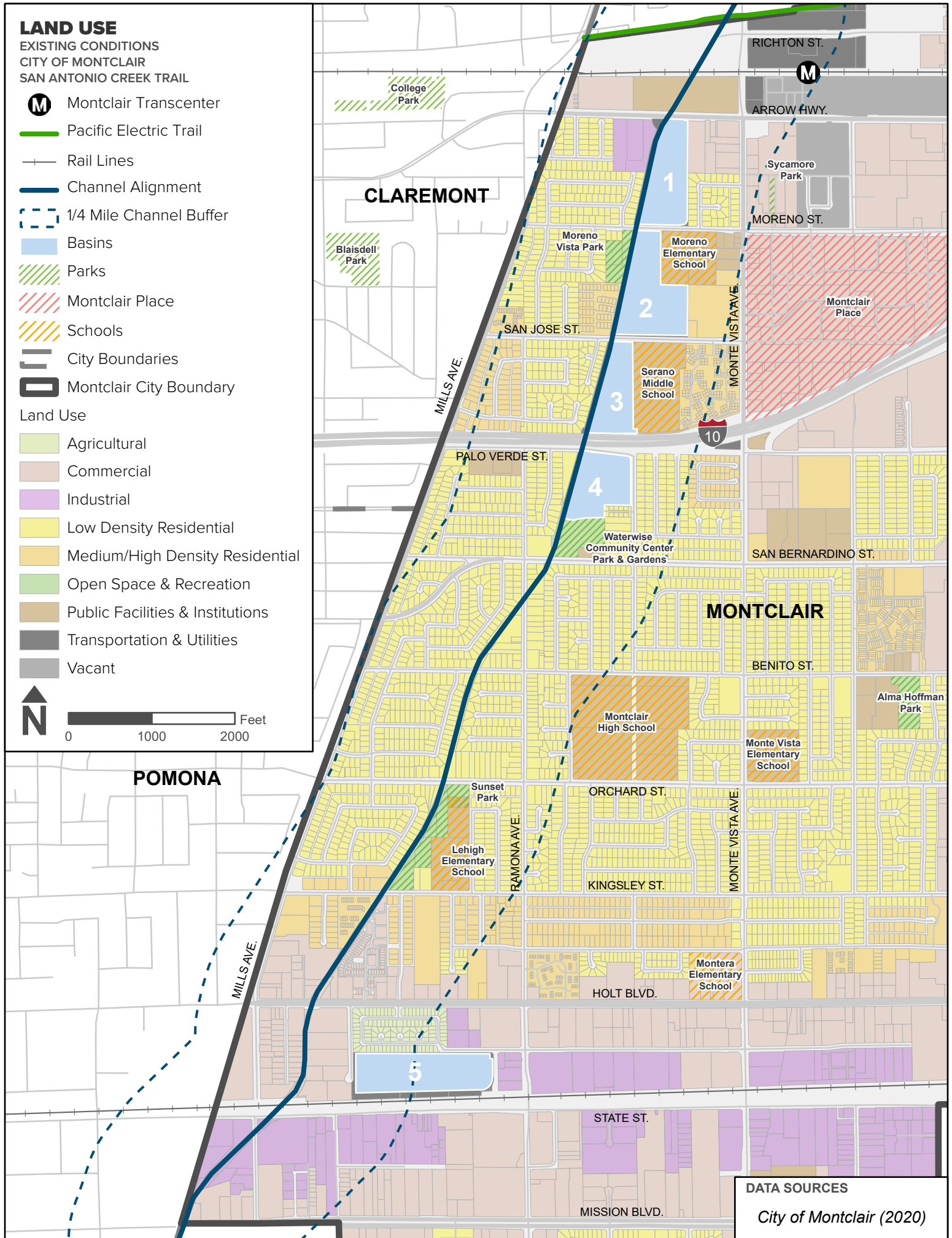
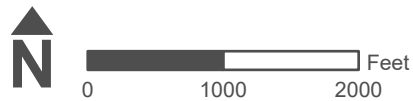
CITY OF MONTCLAIR

SAN ANTONIO CREEK TRAIL

-  Montclair Transcenter
-  Pacific Electric Trail
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  City Boundaries
-  Montclair City Boundary

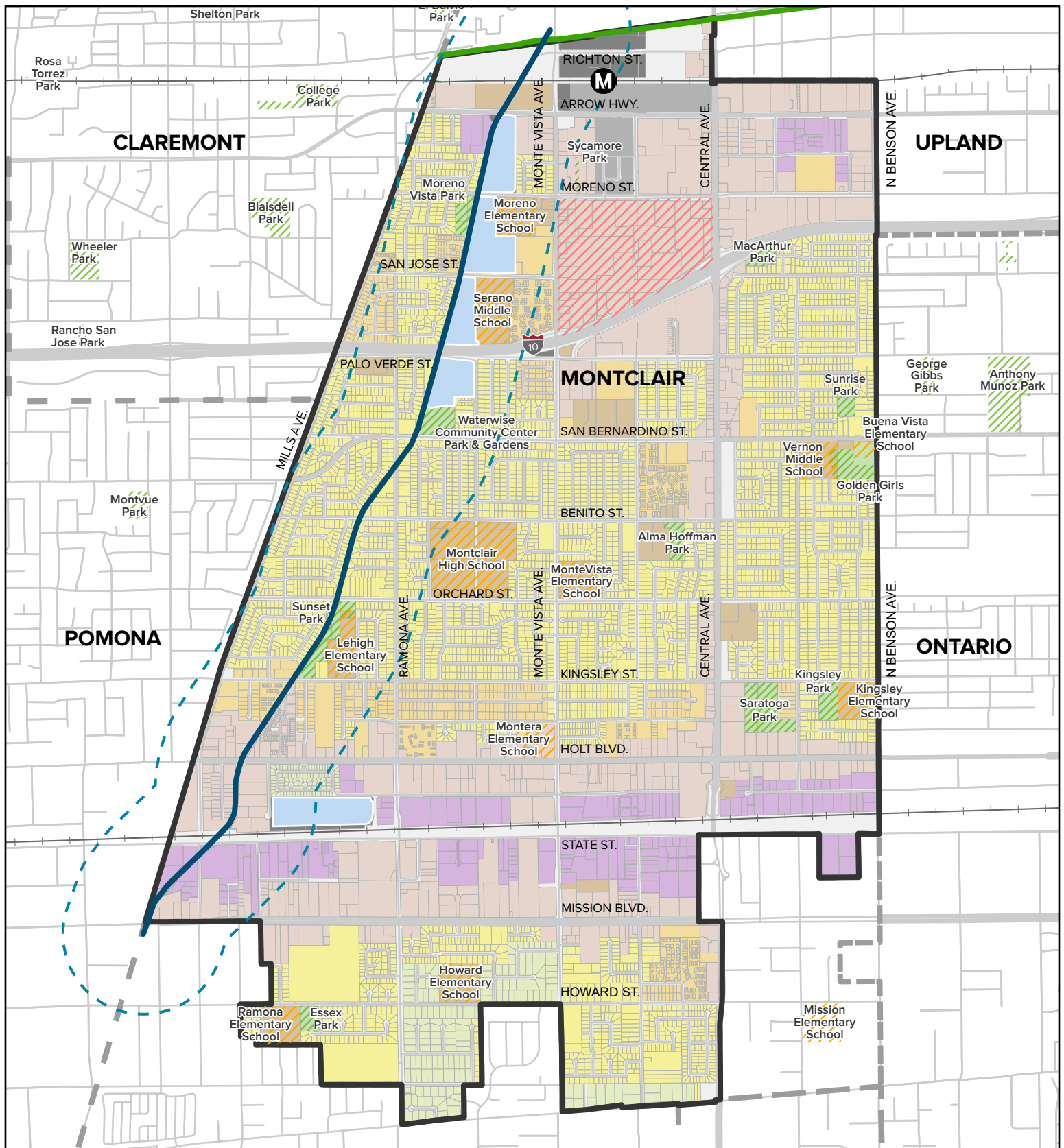
### Land Use

-  Agricultural
-  Commercial
-  Industrial
-  Low Density Residential
-  Medium/High Density Residential
-  Open Space & Recreation
-  Public Facilities & Institutions
-  Transportation & Utilities
-  Vacant



### DATA SOURCES

City of Montclair (2020)



## LAND USE

- M** Montclair Transcenter
- Rail Lines
- Highways
- Pacific Electric Trail
- 1/4 Mile Creek Buffer
- Creek Corridor Alignment

- Montclair City Boundary**
- City Boundaries**
- Land Use**
- Agricultural
- Commercial
- Industrial

- Low Density Residential
- Medium/High Density Residential
- Open Space & Recreation
- Public Facilities & Institutions
- Transportation & Utilities
- Vacant

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

0 1000 2000 Feet




## DATA SOURCES

City of Montclair (2020)


## OWNERSHIP


EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL


 Pacific Electric Trail

 Rail Lines


 Montclair Transcenter

 Channel Alignment


 1/4 Mile Channel Buffer


 Montclair Place

 City Boundaries

 Montclair City Boundary


Parcel Ownership

 City of Montclair

 Chino Basin Water District

 Monte Vista Water District

 Chaffey Union High School District

 State of California

 San Bernardino County Flood Control District

 Omnitrans


 Southern California Water Co.

 SBCTA

 Ontario-Montclair School District

 Southern California Edison

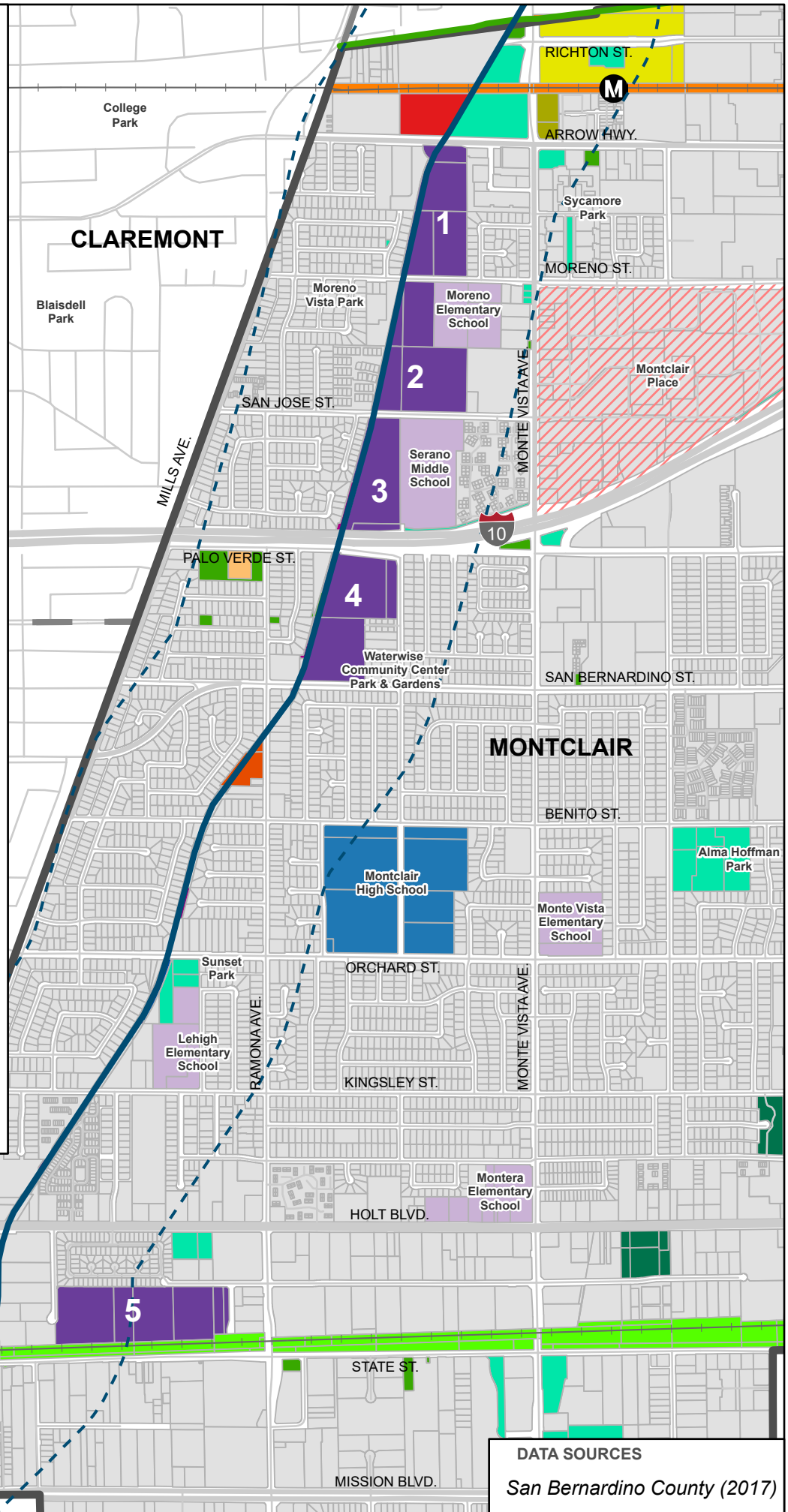
 Private

 San Bernardino County

 Rail

 Federal

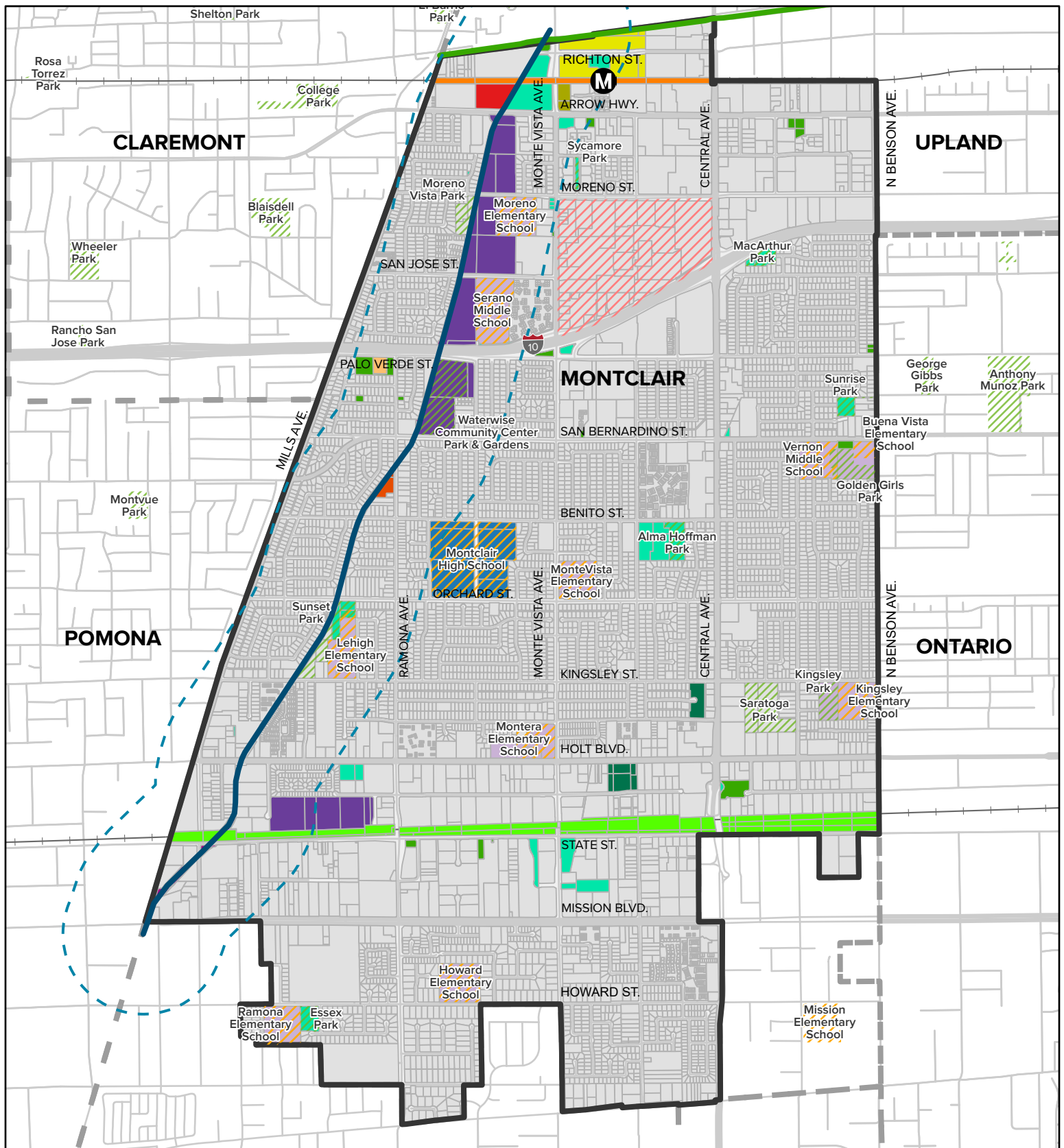
 SCAG



## DATA SOURCES

San Bernardino County (2017)





## OWNERSHIP

- M** Montclair Transcenter
- Highways
- Rail Lines
- Pacific Electric Trail
- 1/4 Mile Creek Buffer
- Creek Corridor Alignment

## Parcel Ownership

- City of Montclair
- Chino Basin Water District
- Monte Vista Water District
- Chaffey Union High School District
- State of California
- San Bernardino County Flood Control District
- Omnitrans
- Southern California Water Co.
- SBCTA
- Ontario-Montclair School District

- Southern California Edison
- Private
- San Bernardino County
- Rail
- Federal
- SCAG

## EXISTING CONDITIONS CITY OF MONTCLAIR SAN ANTONIO CREEK TRAIL



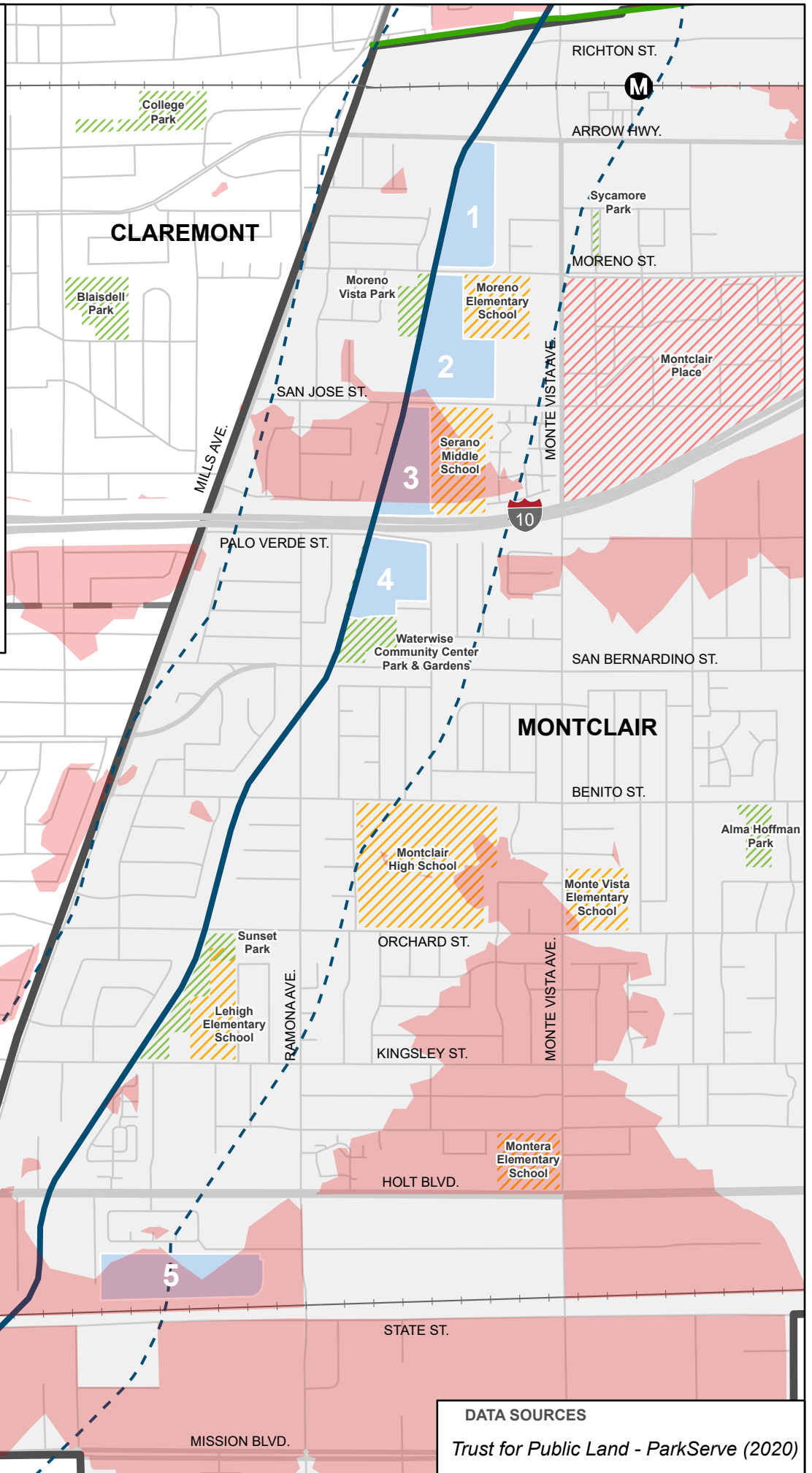
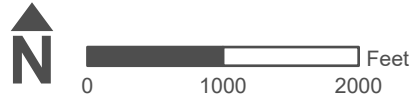
## DATA SOURCES

San Bernardino County (2017)

# PARK PRIORITY AREAS

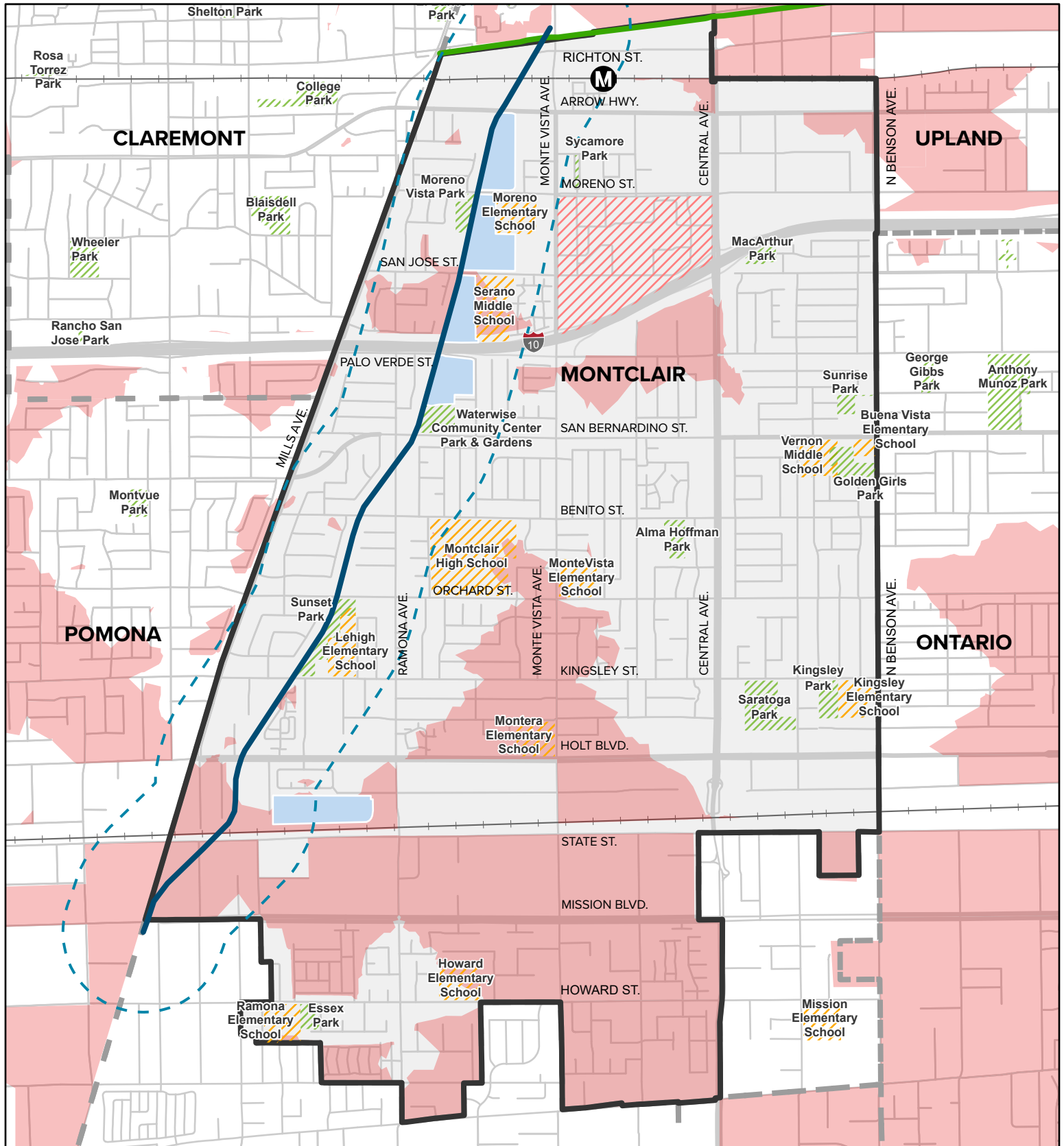
EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

- Montclair Transcenter
- Rail Lines
- Pacific Electric Trail
- Channel Alignment
- 1/4 Mile Channel Buffer
- City Boundaries
- Montclair City Boundary
- Basins
- Parks
- Montclair Place
- Schools
- Park Priority Areas



## DATA SOURCES

Trust for Public Land - ParkServe (2020)



## PARK PRIORITY AREAS

- Montclair Transcenter
- Rail Lines
- Highways
- Pacific Electric Trail
- 1/4 Mile Creek Buffer
- Creek Corridor Alignment
- Basins
- Parks
- Montclair Place
- Schools
- Montclair City Boundary
- City Boundaries

- Park Priority Areas

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL








## DATA SOURCES

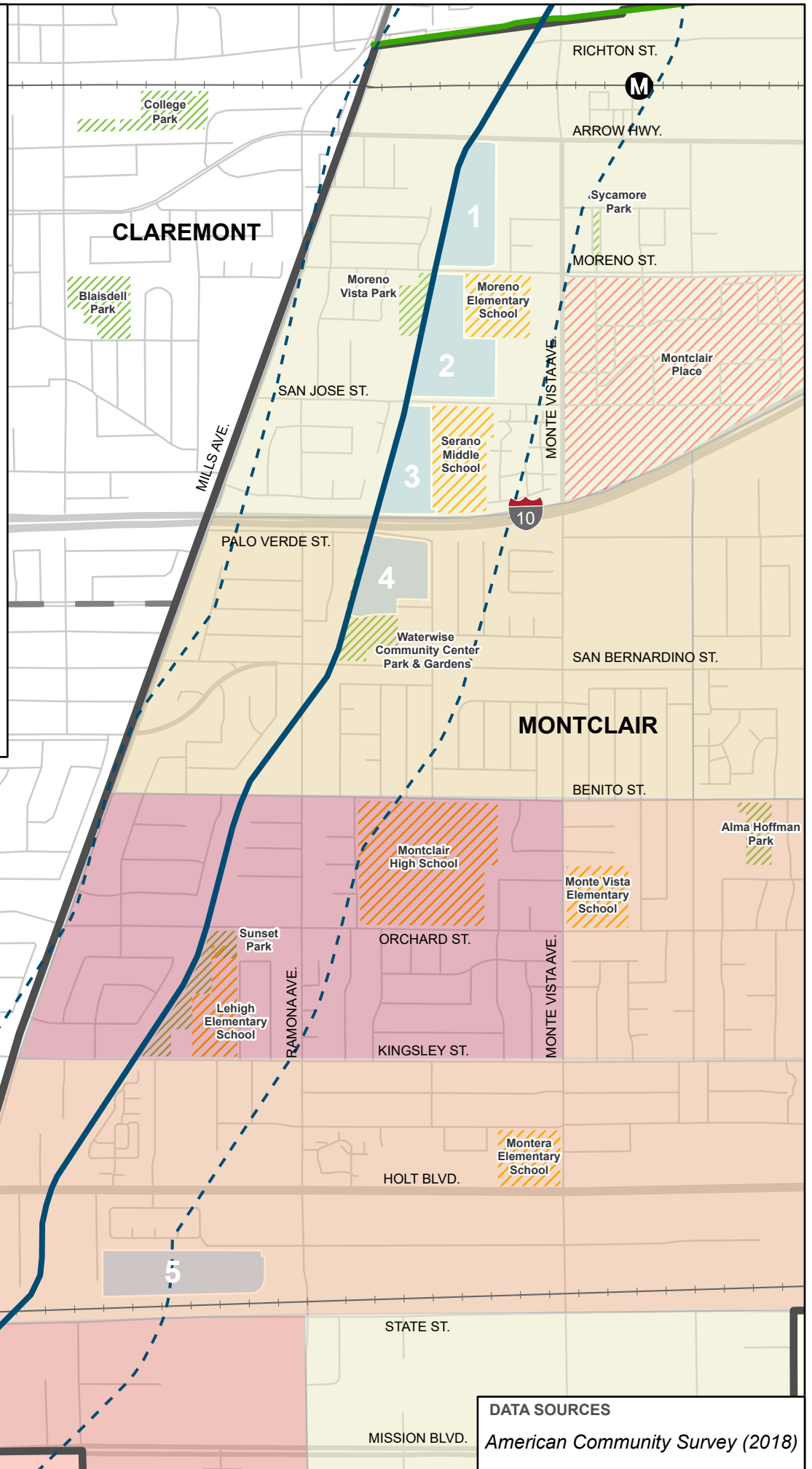
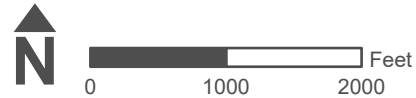
Trust for Public Land - ParkServe (2020)

**POPULATION DENSITY  
EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL**

-  Montclair Transcenter
-  Pacific Electric Trail
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Schools
-  Montclair Place
-  Parks
-  City Boundaries
-  Montclair City Boundary

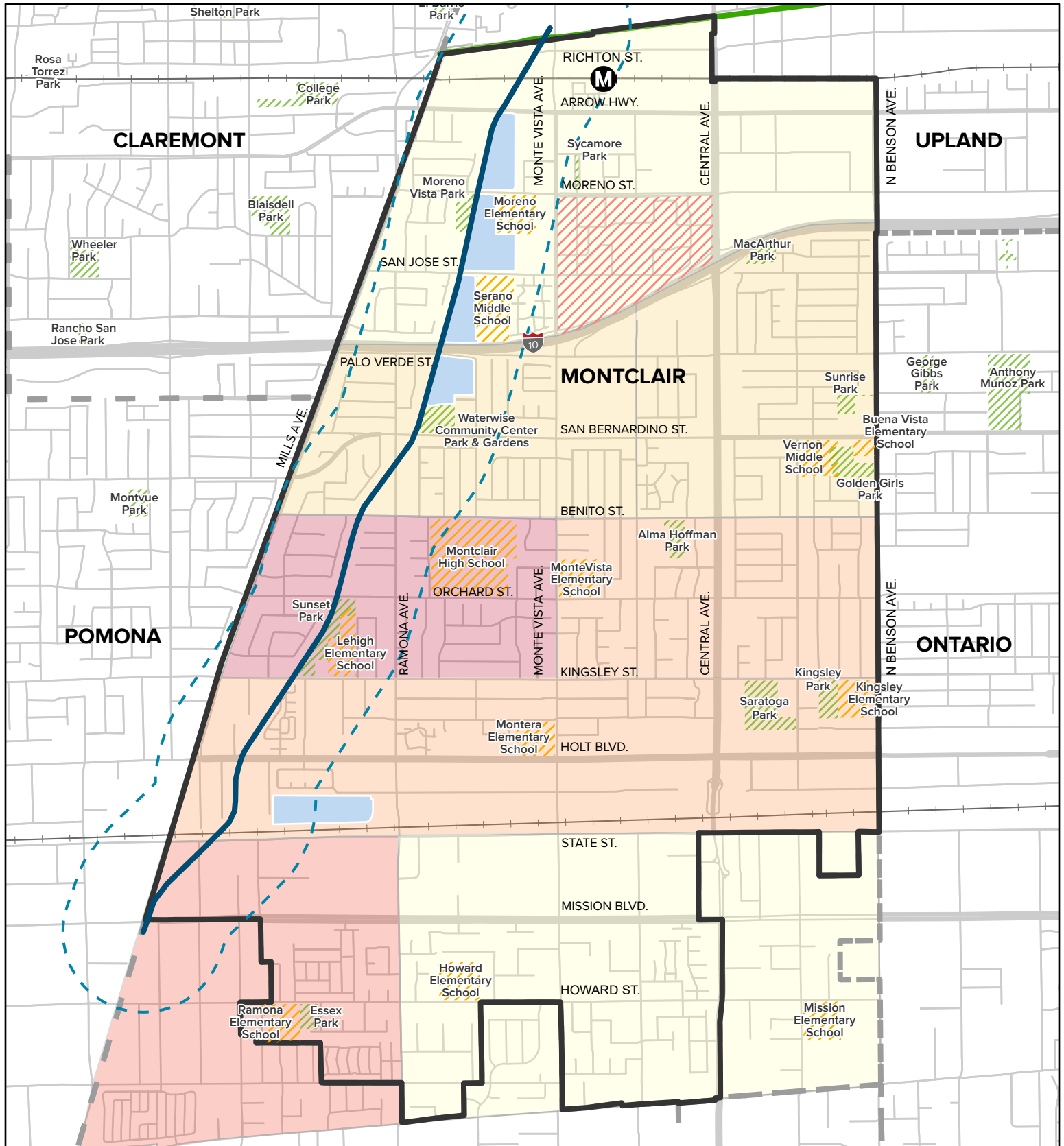
Population/sqmi.

-  3691 - 4646
-  4646 - 7910
-  7910 - 8424
-  8424 - 8844
-  8844 - 9578



**DATA SOURCES**

*American Community Survey (2018)*



## POPULATION DENSITY

- Montclair Transcenter
- Rail Lines
- Pacific Electric Trail
- Highways
- 1/4 Mile Creek Buffer
- Creek Corridor Alignment
- Basins
- Parks
- Montclair Place
- Schools
- Montclair City Boundary
- City Boundaries

Population Density  
Population/sq.mi.

- 3691 - 4646
- 4646 - 7910
- 7910 - 8424
- 8424 - 8844
- 8844 - 9578

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

















## DATA SOURCES



American Community Survey (2018)

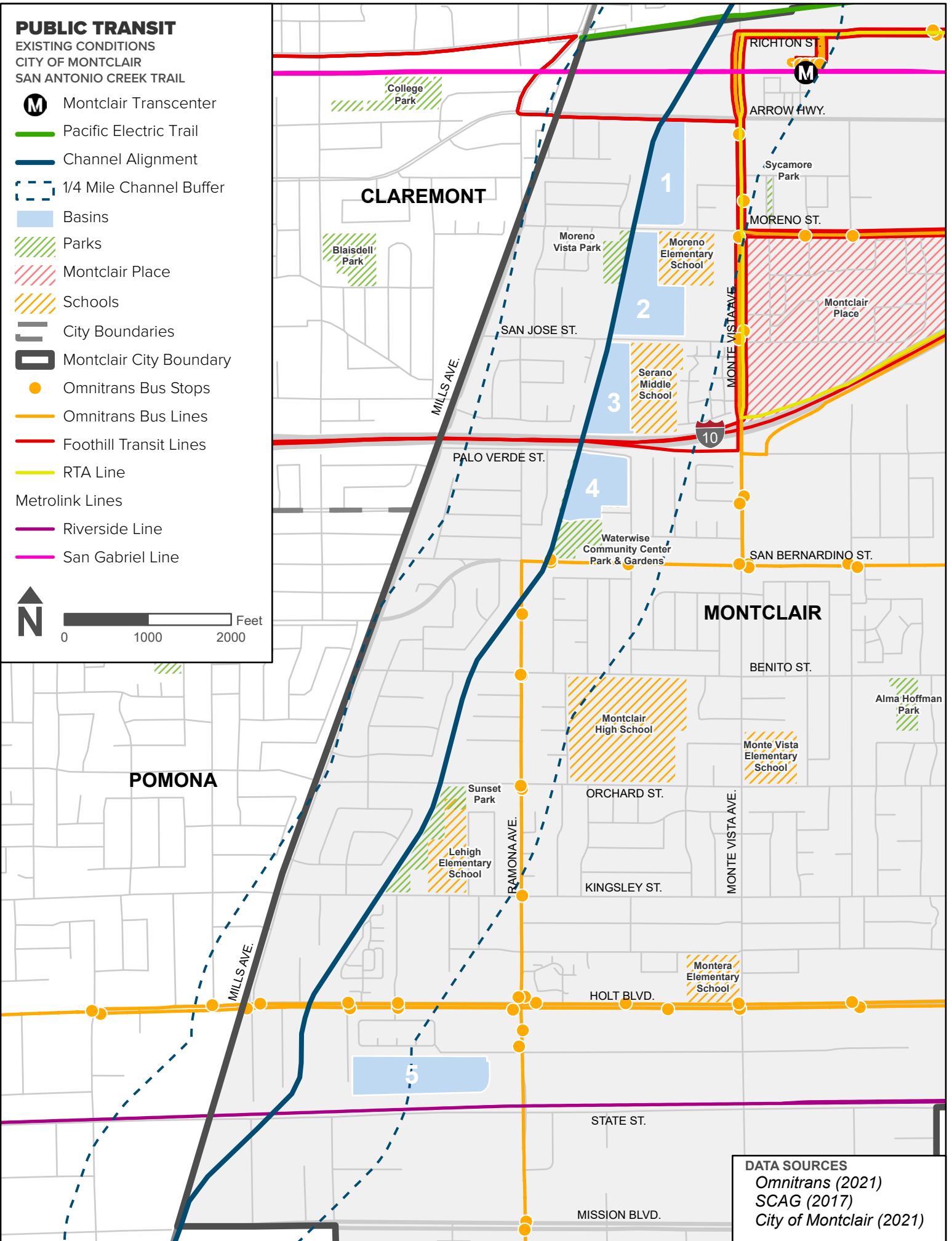
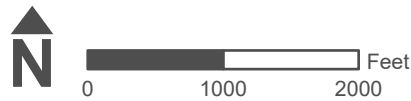


# PUBLIC TRANSIT

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

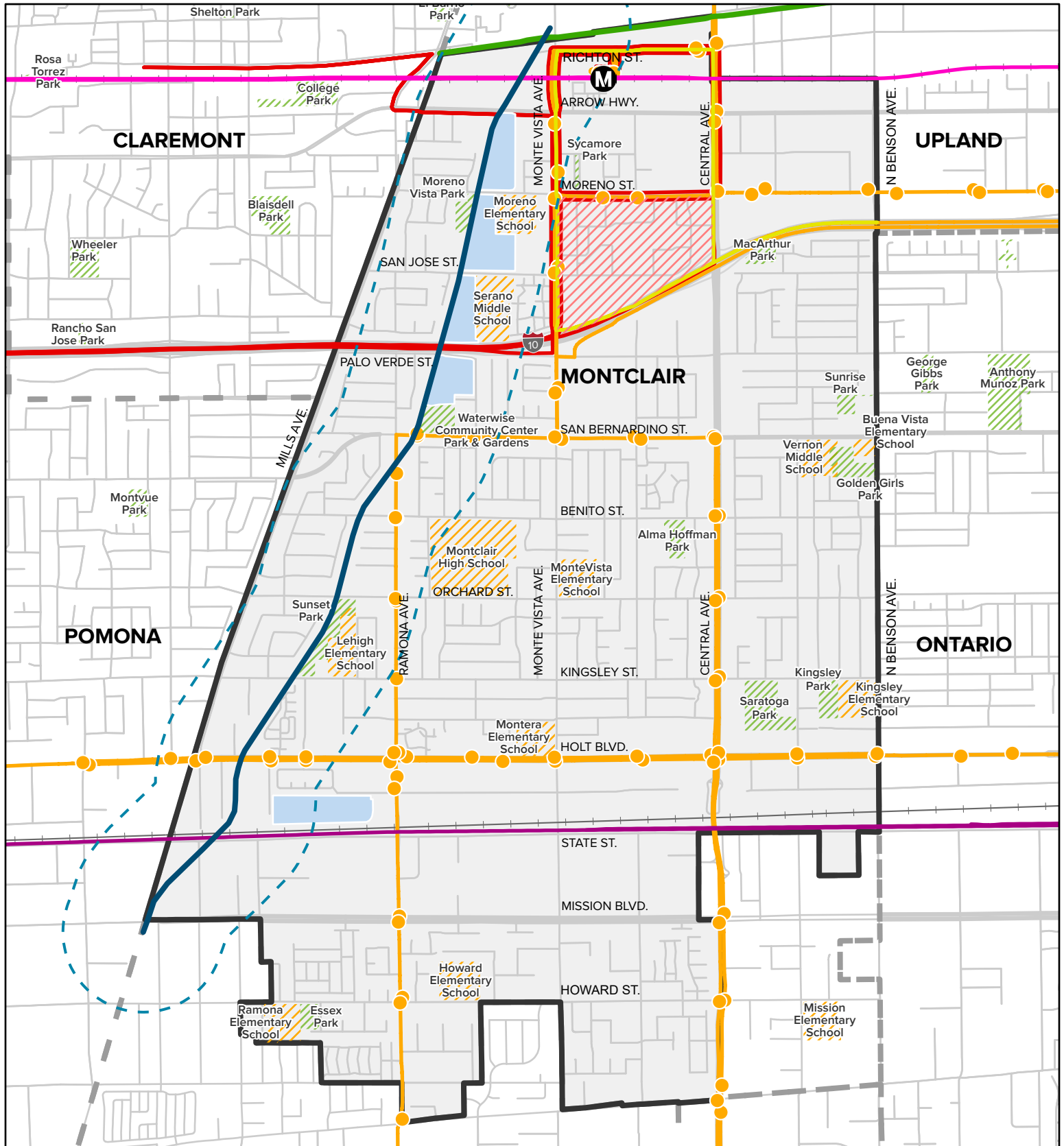
-  Montclair Transcenter
-  Pacific Electric Trail
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  City Boundaries
-  Montclair City Boundary
-  Omnitrans Bus Stops
-  Omnitrans Bus Lines
-  Foothill Transit Lines
-  RTA Line
- Metrolink Lines

  -  Riverside Line
  -  San Gabriel Line






















**DATA SOURCES**  
Omnitrans (2021)  
SCAG (2017)  
City of Montclair (2021)





## PUBLIC TRANSIT

-  Montclair Transcenter
-  Highways
-  Rail Lines
-  Pacific Electric Trail
-  1/4 Mile Creek Buffer
-  Creek Corridor Alignment
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  Montclair City Boundary
-  City Boundaries

-  Omnitrans Bus Stops
-  Omnitrans Bus Lines
-  RTA Line
-  Foothill Transit Lines
-  Metrolink Lines
-  Riverside Line
-  San Gabriel Line

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL



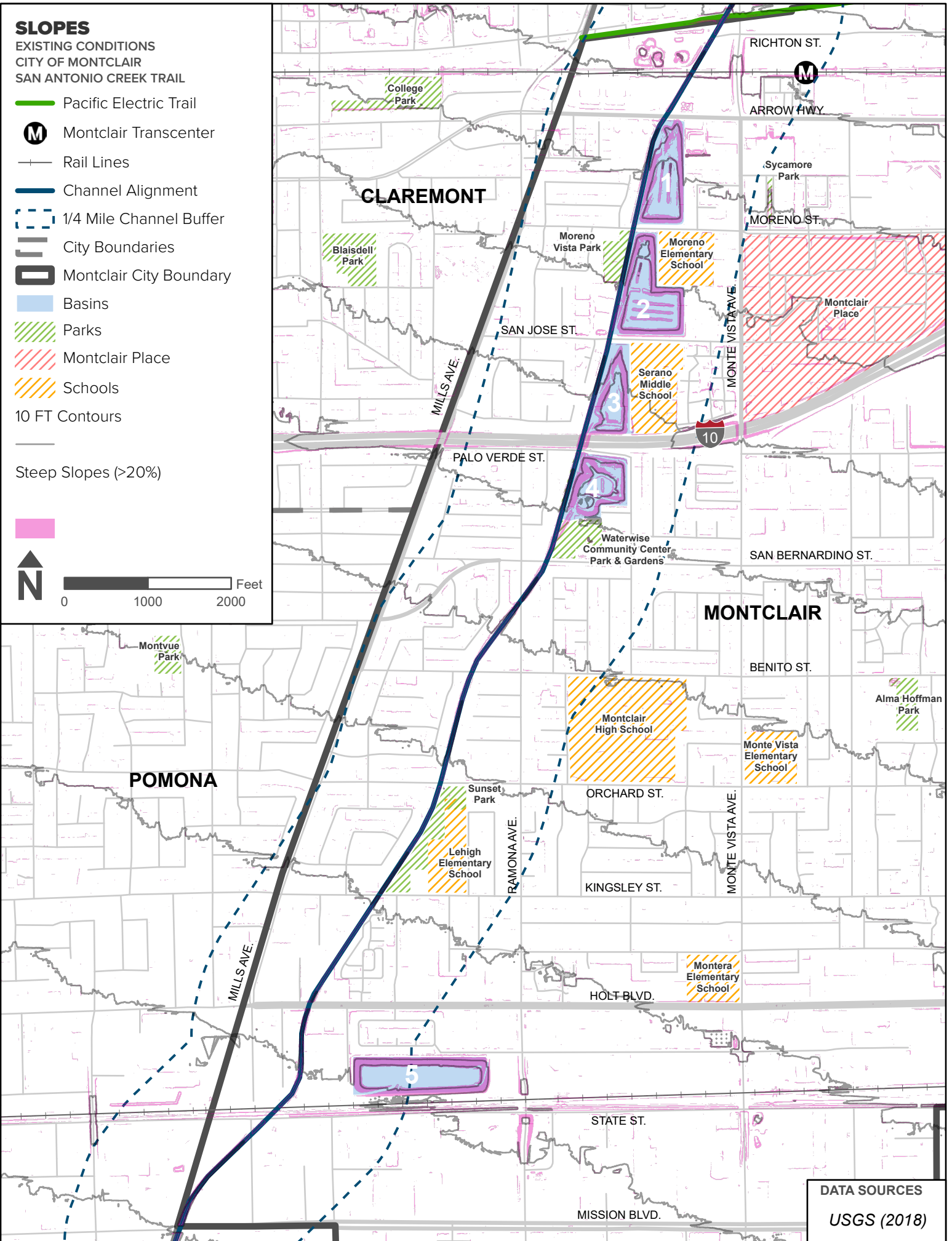
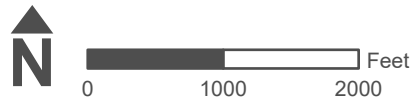
## DATA SOURCES

City of Montclair (2020)

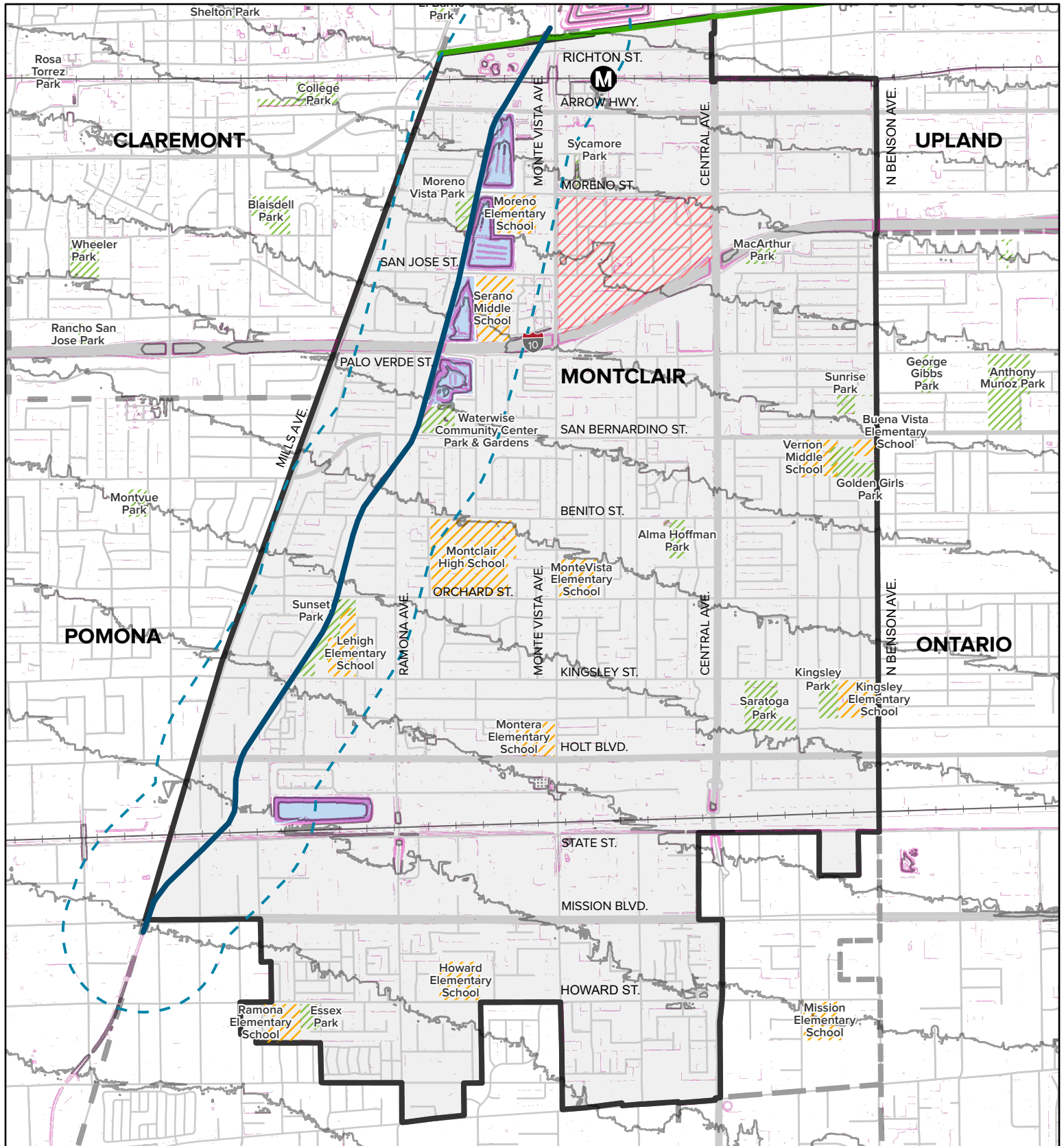
## SLOPES

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

-  Pacific Electric Trail
-  Montclair Transcenter
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  City Boundaries
-  Montclair City Boundary
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  10 FT Contours
-  Steep Slopes (>20%)



DATA SOURCES  
USGS (2018)



## SLOPES

- |                          |                         |                     |
|--------------------------|-------------------------|---------------------|
| Montclair Transcenter    | Basins                  | 10 FT Contours      |
| Rail Lines               | Parks                   | Steep Slopes (>20%) |
| Highways                 | Montclair Place         |                     |
| Pacific Electric Trail   | Schools                 |                     |
| 1/4 Mile Creek Buffer    | Montclair City Boundary |                     |
| Creek Corridor Alignment | City Boundaries         |                     |

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL














DATA SOURCES











USGS (2018)

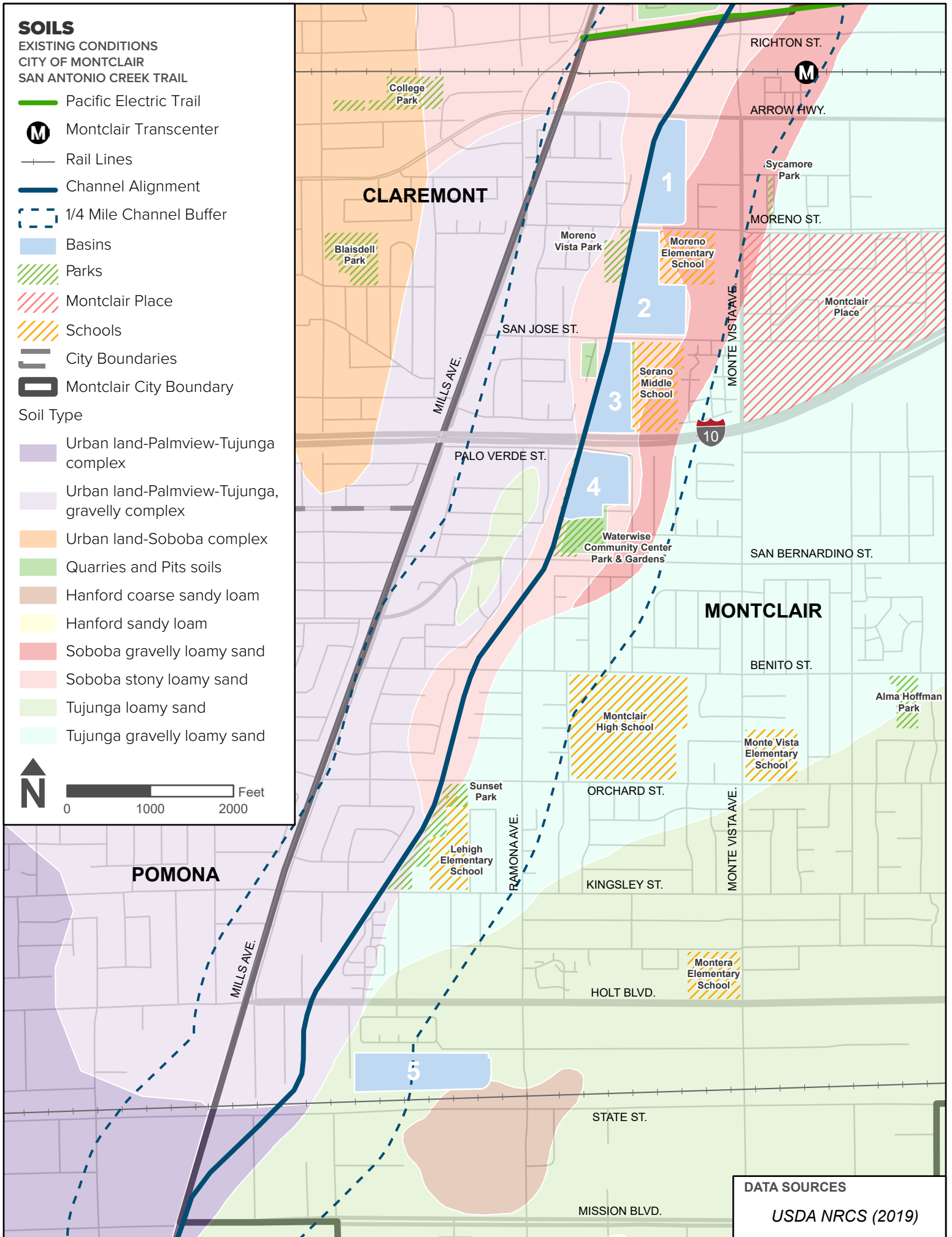
## SOILS

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

-  Pacific Electric Trail
-  Montclair Transcenter
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  City Boundaries
-  Montclair City Boundary

### Soil Type

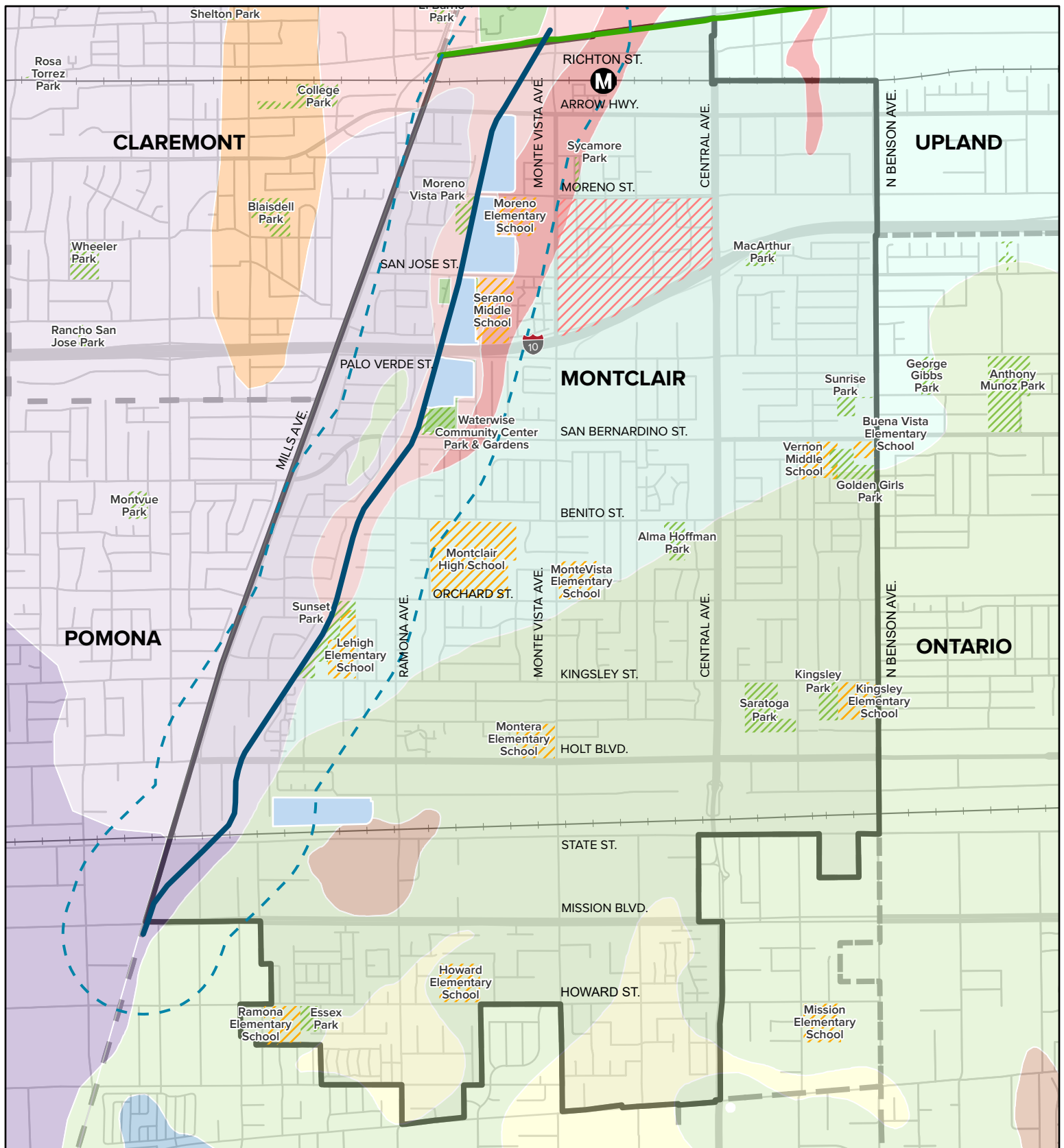
-  Urban land-Palmview-Tujunga complex
-  Urban land-Palmview-Tujunga, gravelly complex
-  Urban land-Soboba complex
-  Quarries and Pits soils
-  Hanford coarse sandy loam
-  Hanford sandy loam
-  Soboba gravelly loamy sand
-  Soboba stony loamy sand
-  Tujunga loamy sand
-  Tujunga gravelly loamy sand



### DATA SOURCES

USDA NRCS (2019)





## SOILS



Montclair Transcenter

Rail Lines

Highways

Pacific Electric Trail

1/4 Mile Creek Buffer

Creek Corridor Alignment

## Soil Type

- Urban land-Palmview-Tujunga complex
- Urban land-Palmview-Tujunga, gravelly complex
- Urban land-Soboba complex
- Urban land-Pico-Metz complex
- Cieneba-Rock outcrop complex
- Quarries and Pits soils

- Grangeville fine sandy loam
- Hanford coarse sandy loam
- Hanford sandy loam
- Soboba gravelly loamy sand
- Soboba stony loamy sand
- Tujunga loamy sand
- Tujunga gravelly loamy sand

## EXISTING CONDITIONS CITY OF MONTCLAIR SAN ANTONIO CREEK TRAIL



## DATA SOURCES

USDA NRCS (2019)








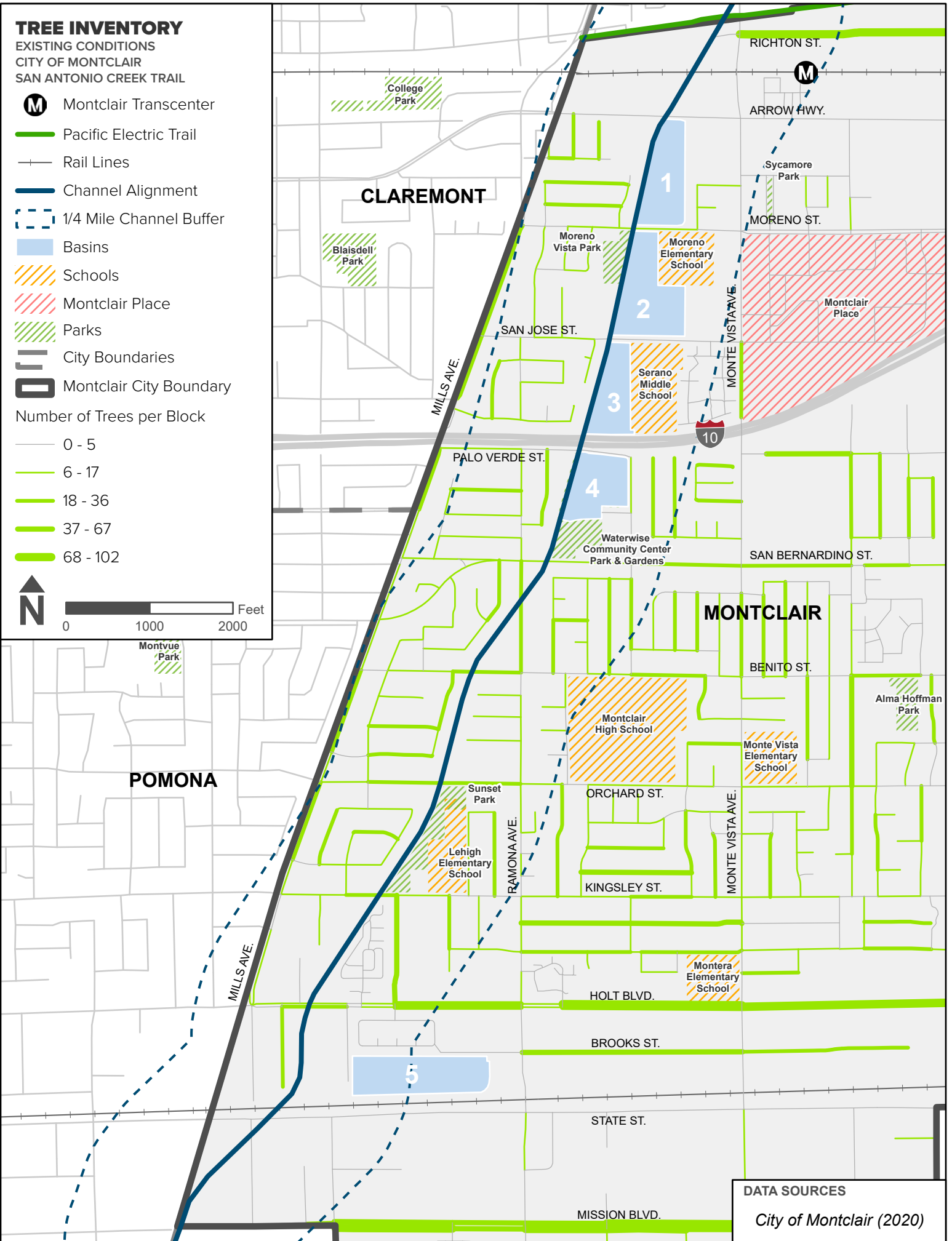
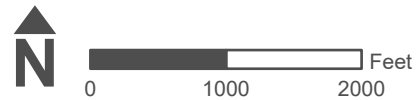
# TREE INVENTORY

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

-  Montclair Transcenter
-  Pacific Electric Trail
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Schools
-  Montclair Place
-  Parks
-  City Boundaries
-  Montclair City Boundary

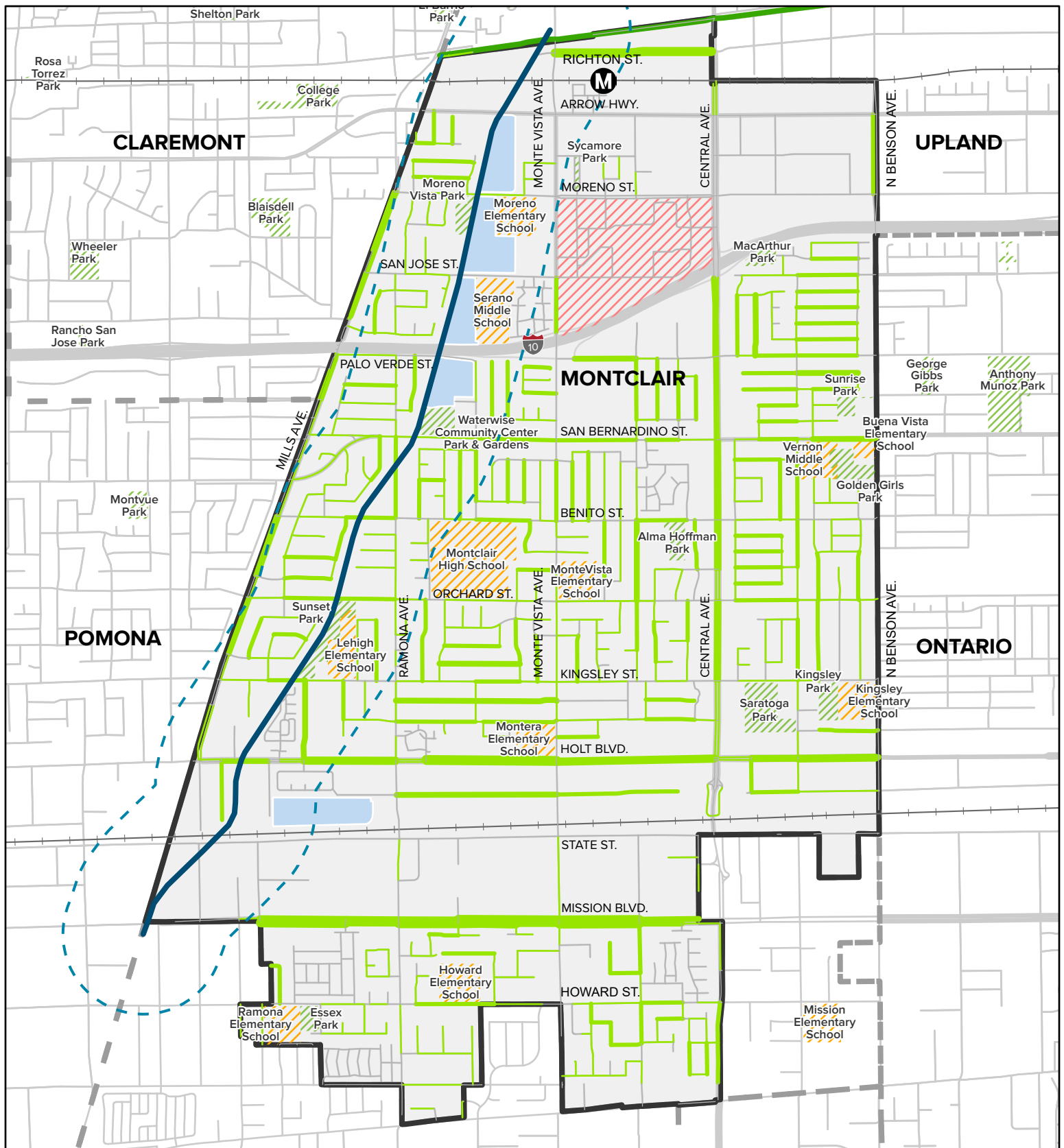
Number of Trees per Block

-  0 - 5
-  6 - 17
-  18 - 36
-  37 - 67
-  68 - 102















DATA SOURCES






City of Montclair (2020)



## TREE INVENTORY

-  Montclair Transcenter
-  Rail Lines
-  Pacific Electric Trail
-  Highways
-  1/4 Mile Creek Buffer
-  Creek Corridor Alignment
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  Montclair City Boundary
-  City Boundaries

## Number of Trees per Block

-  0 - 5
-  6 - 17
-  18 - 36
-  37 - 67
-  68 - 102

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL














## DATA SOURCES

City of Montclair (2020)






# VULNERABLE POPULATIONS

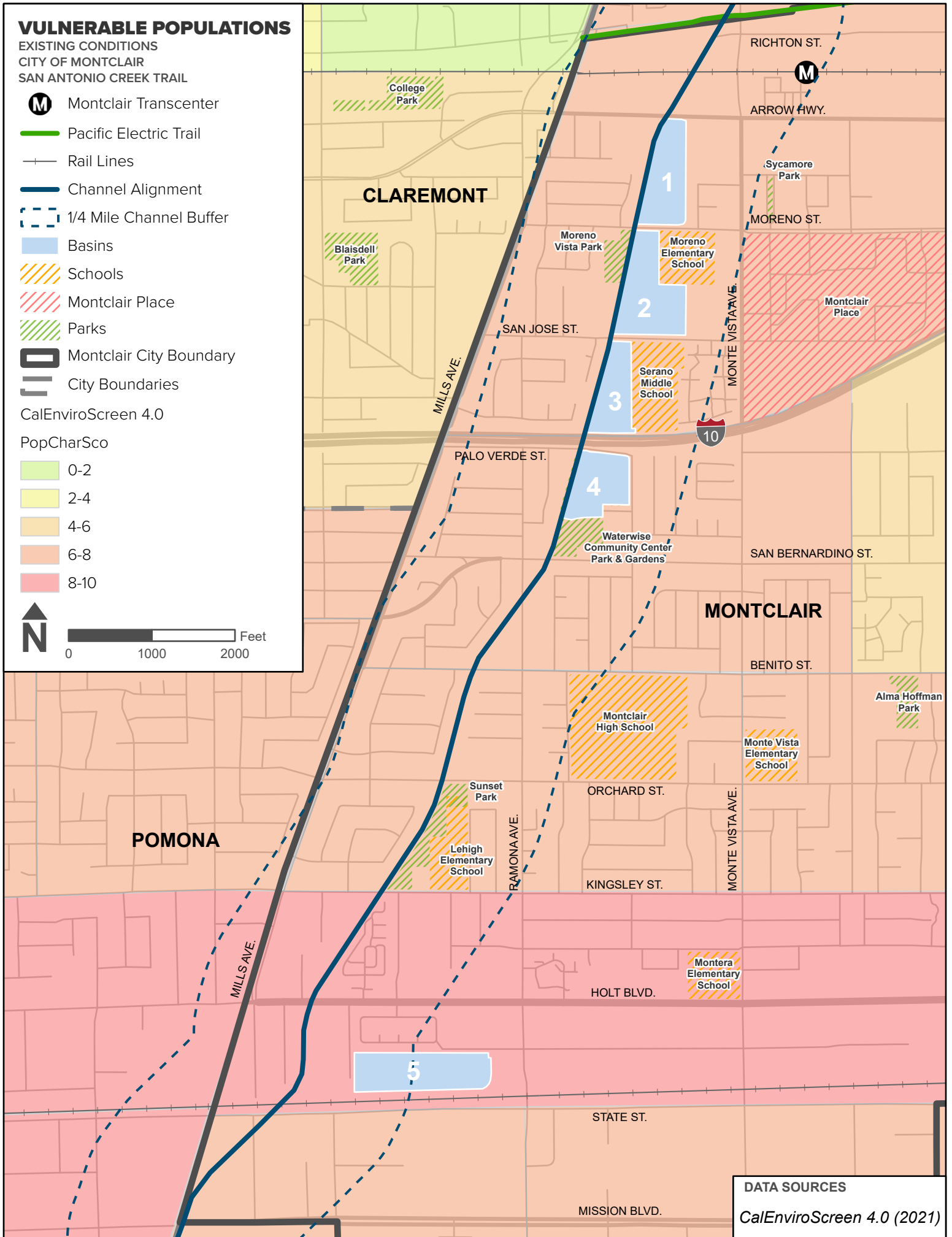
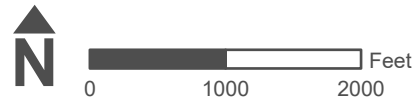
EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

-  Montclair Transcenter
-  Pacific Electric Trail
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Schools
-  Montclair Place
-  Parks
-  Montclair City Boundary
-  City Boundaries

CalEnviroScreen 4.0

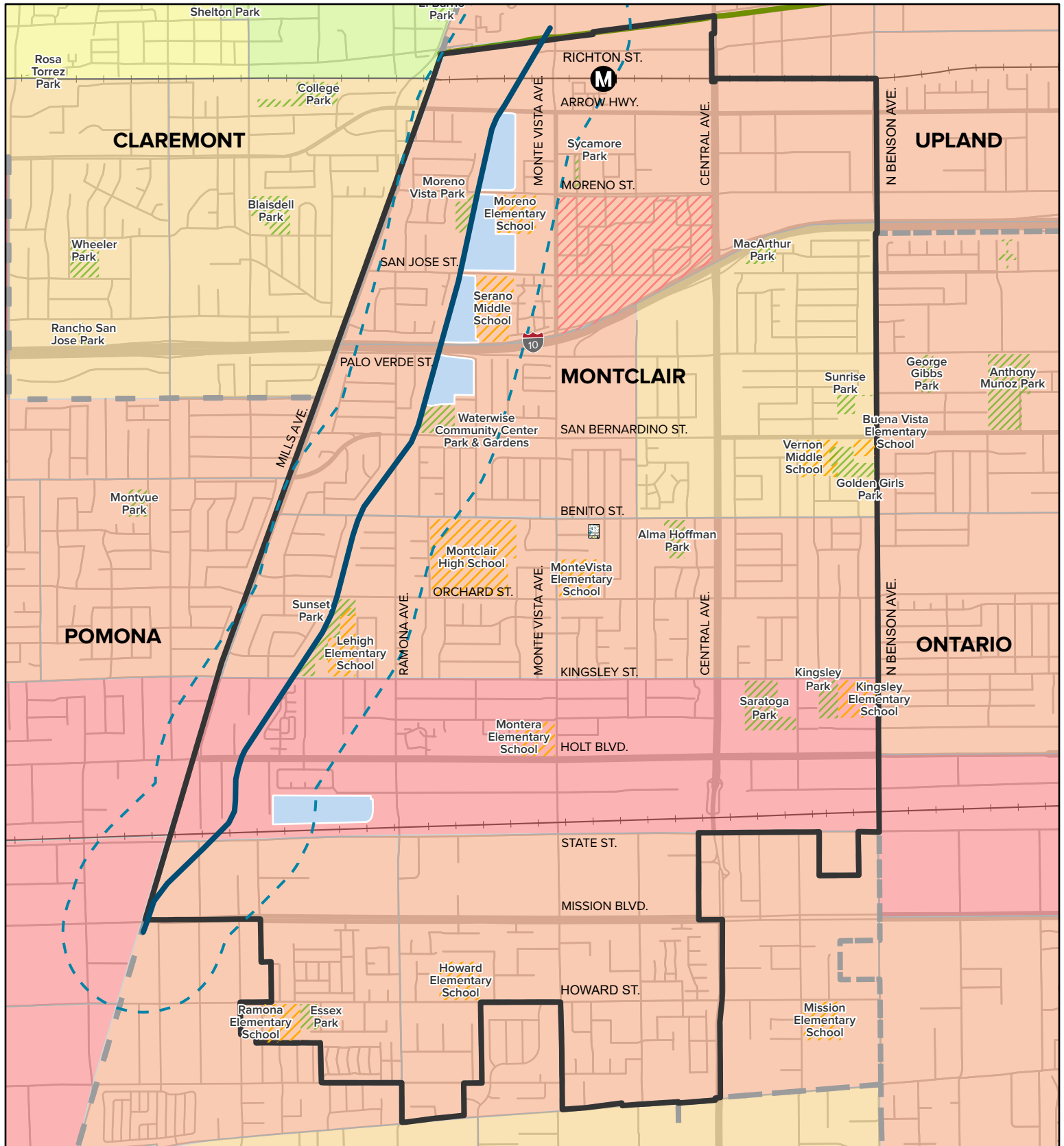
PopCharSco

-  0-2
-  2-4
-  4-6
-  6-8
-  8-10



DATA SOURCES

CalEnviroScreen 4.0 (2021)



## VULNERABLE POPULATIONS

- Montclair Transcenter
- Rail Lines
- Pacific Electric Trail
- Highways
- 1/4 Mile Creek Buffer
- Creek Corridor Alignment
- Basins
- Parks
- Montclair Place
- Schools
- Montclair City Boundary
- City Boundaries

CalEnviroScreen 4.0

PopCharSco

- 0-2
- 2-4
- 4-6
- 6-8
- 8-10

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL









DATA SOURCES

CalEnviroScreen 4.0 (2021)

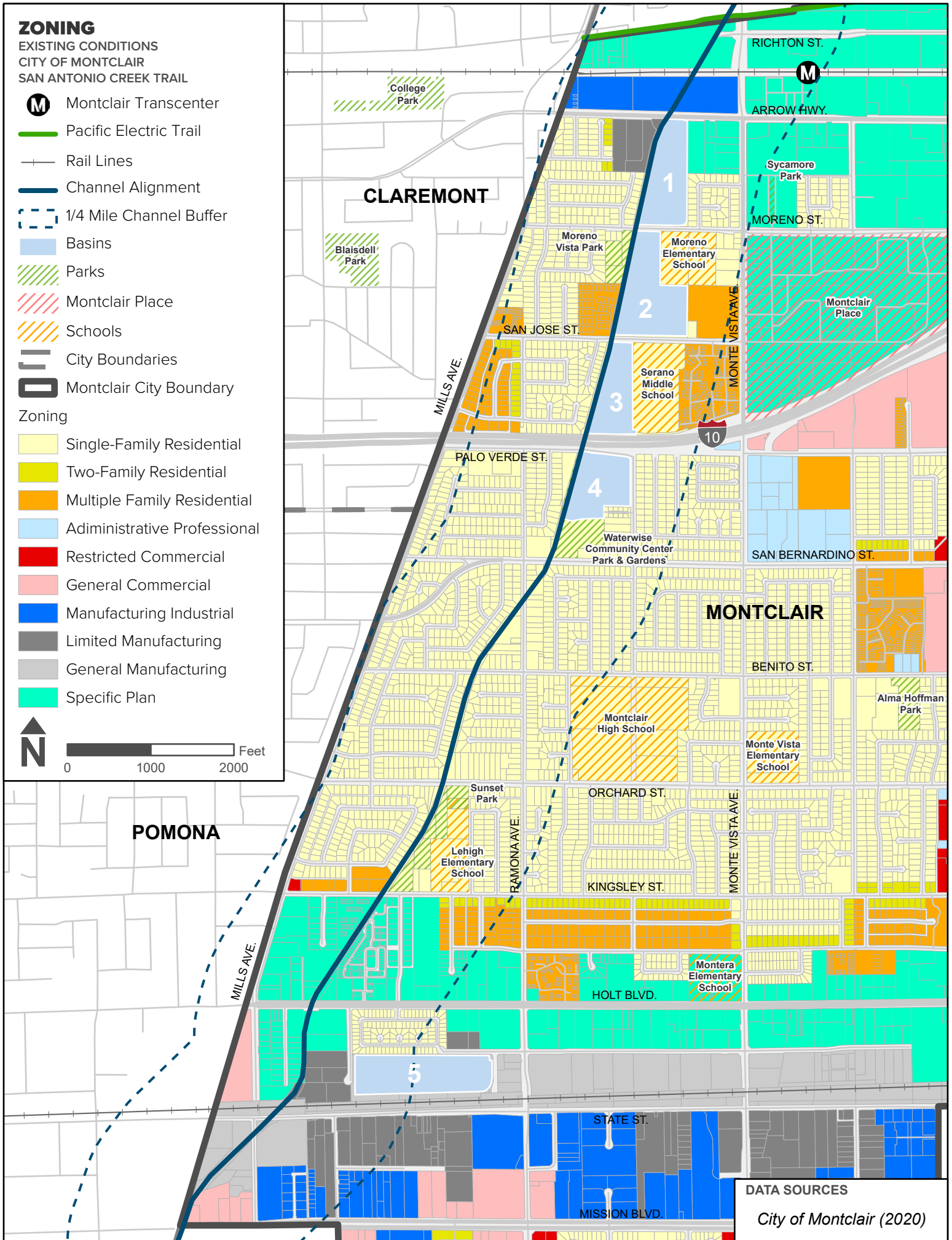
# ZONING

EXISTING CONDITIONS  
CITY OF MONTCLAIR  
SAN ANTONIO CREEK TRAIL

-  Montclair Transcenter
-  Pacific Electric Trail
-  Rail Lines
-  Channel Alignment
-  1/4 Mile Channel Buffer
-  Basins
-  Parks
-  Montclair Place
-  Schools
-  City Boundaries
-  Montclair City Boundary

## Zoning

-  Single-Family Residential
-  Two-Family Residential
-  Multiple Family Residential
-  Adiministrative Professional
-  Restricted Commercial
-  General Commercial
-  Manufacturing Industrial
-  Limited Manufacturing
-  General Manufacturing
-  Specific Plan



## DATA SOURCES

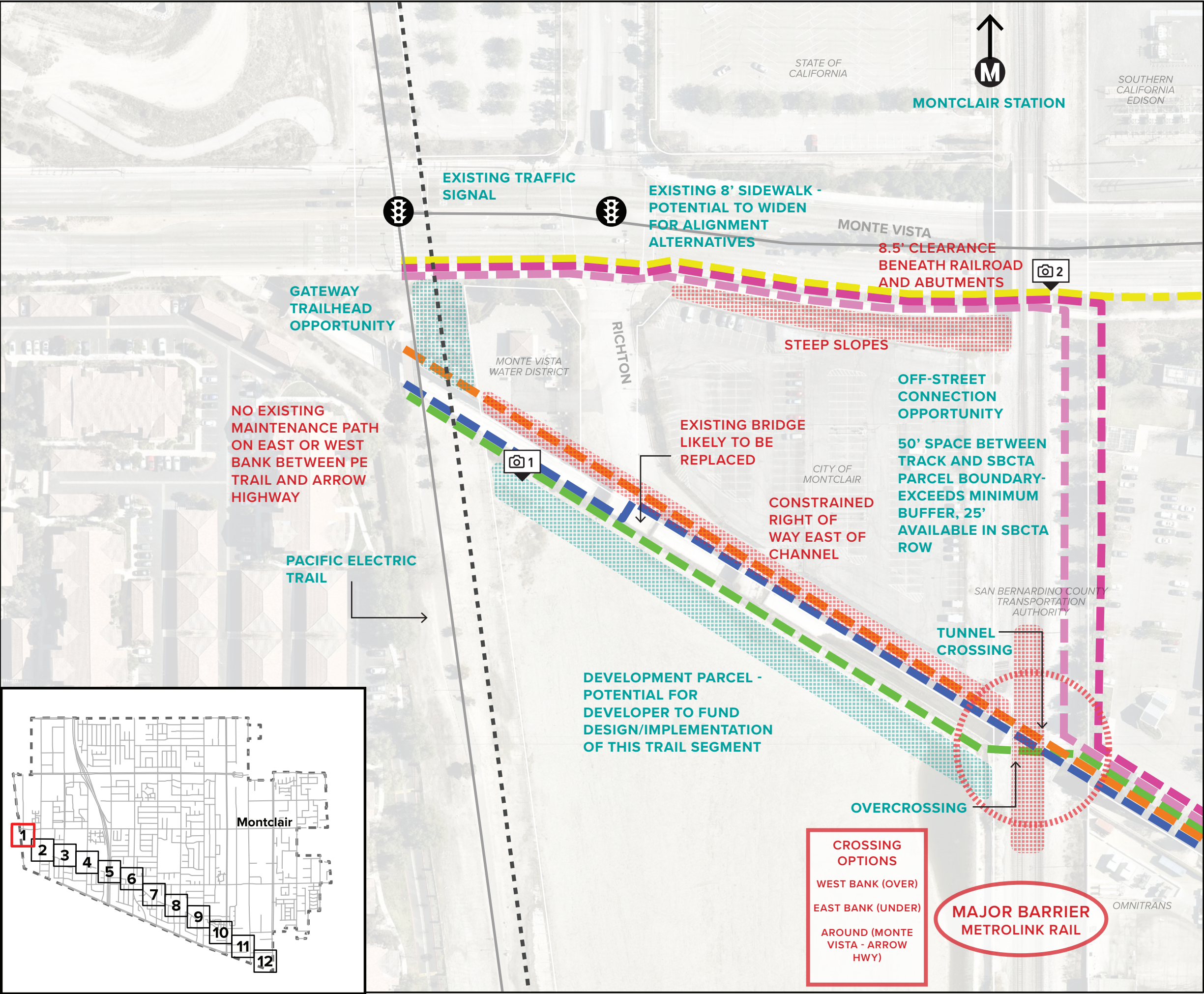
City of Montclair (2020)





## **Appendix B: Opportunity & Constraints Mapbook**





San Antonio Creek  
Opportunities and Constraints



- Opportunities
- Constraints
- City Boundary
- Proposed Bike Lane
- Existing Bike Lane
- Alignment Alternative 1
- Alignment Alternative 2
- Alignment Alternative 3
- Alignment Alternative 4
- Alignment Alternative 5
- Alignment Alternative 6

Major Barrier - Metrolink Rail

East Bank

- Private development
- No existing maintenance path

Monte Vista

- Steep slopes
- Rail undercrossing

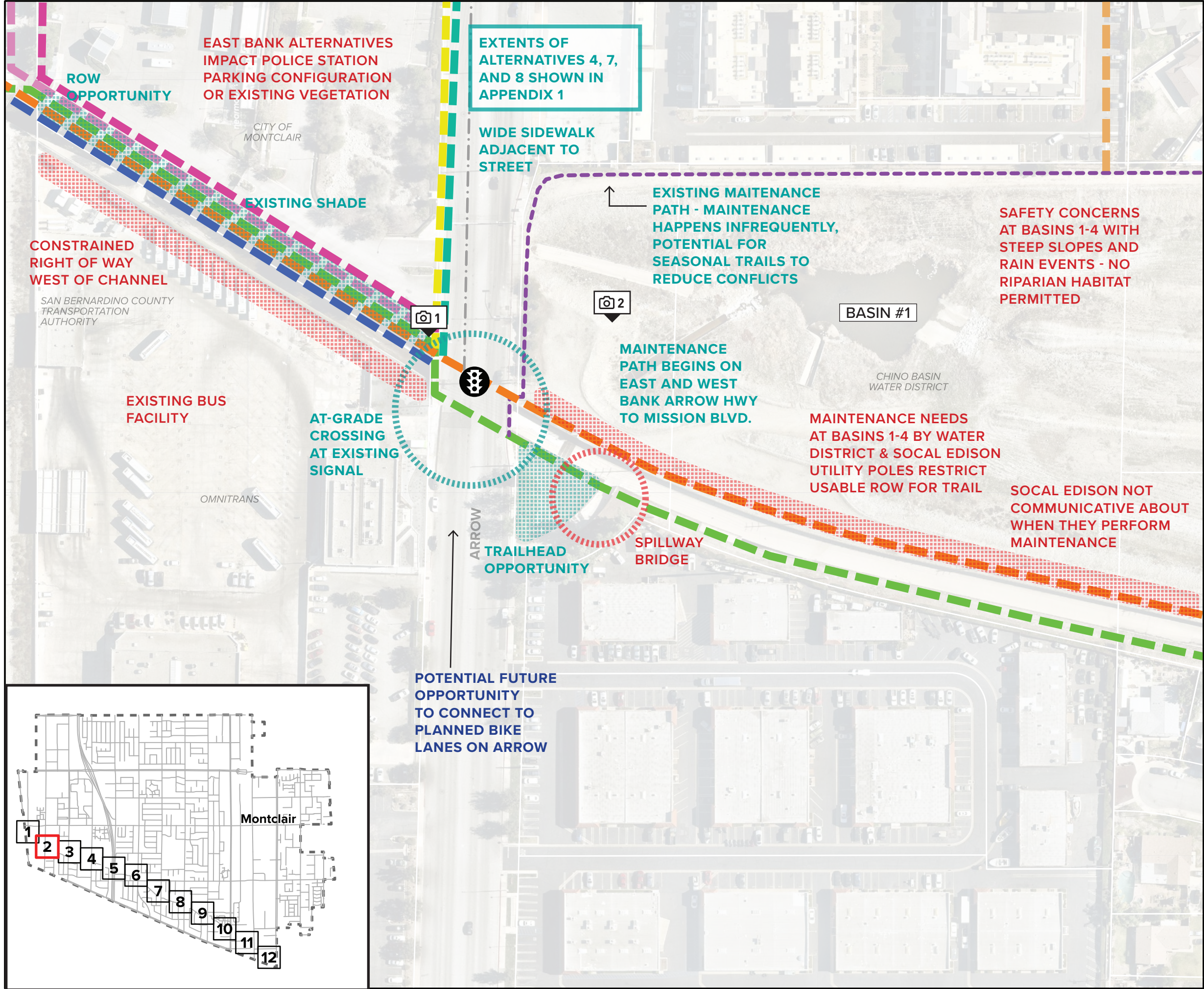
West Bank

- Constrained ROW
- No existing maintenance path



1





- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Alignment Alternative 3
- Alignment Alternative 4
- Alignment Alternative 5
- Alignment Alternative 6
- Alignment Alternative 7
- Alignment Alternative 8
- Basin Alignment
- Proposed Bike Lane
- Existing Bike Lane

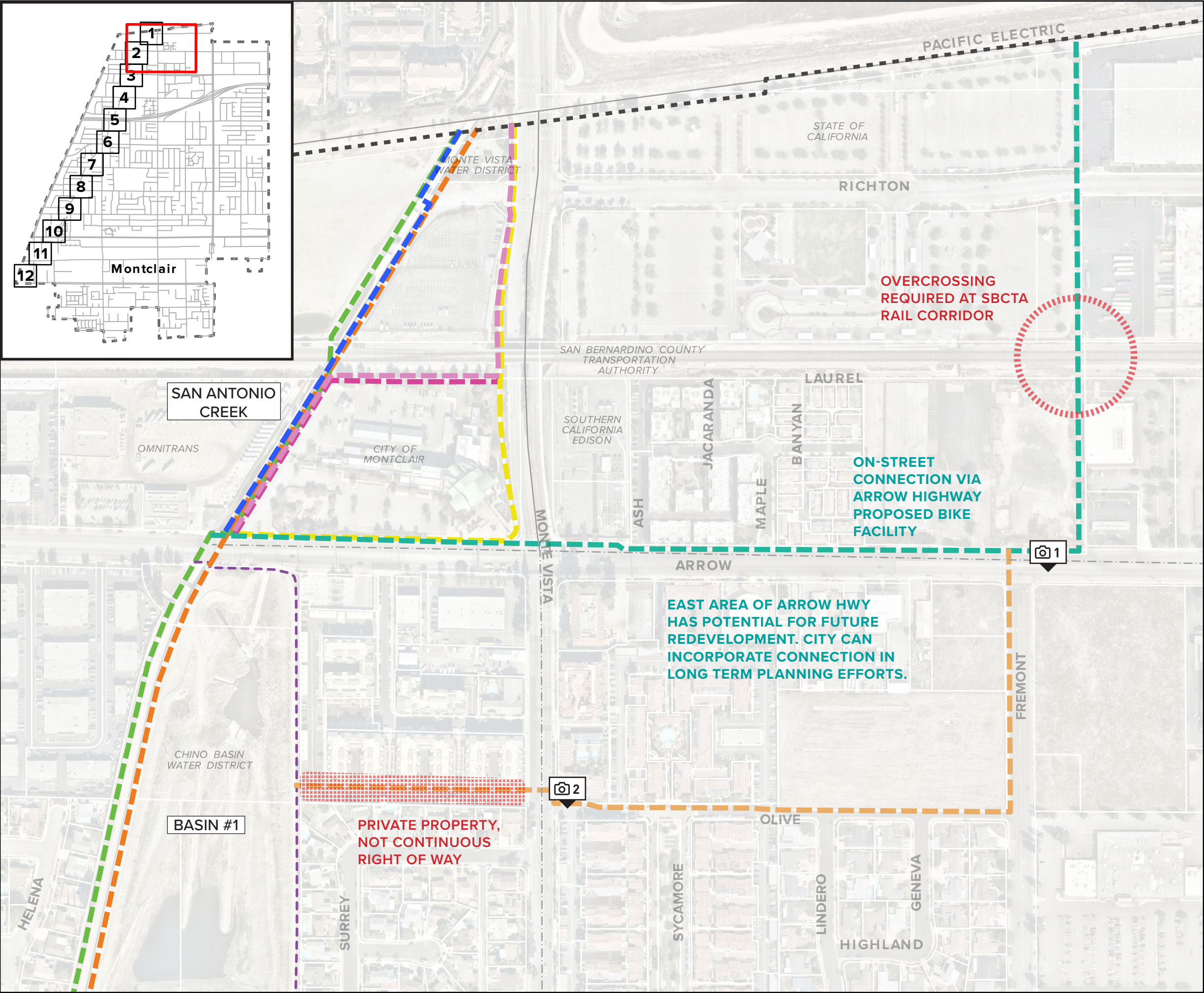


0 100 200 FT

2

MAP 2 OF 14





San Antonio Creek  
Opportunities and Constraints

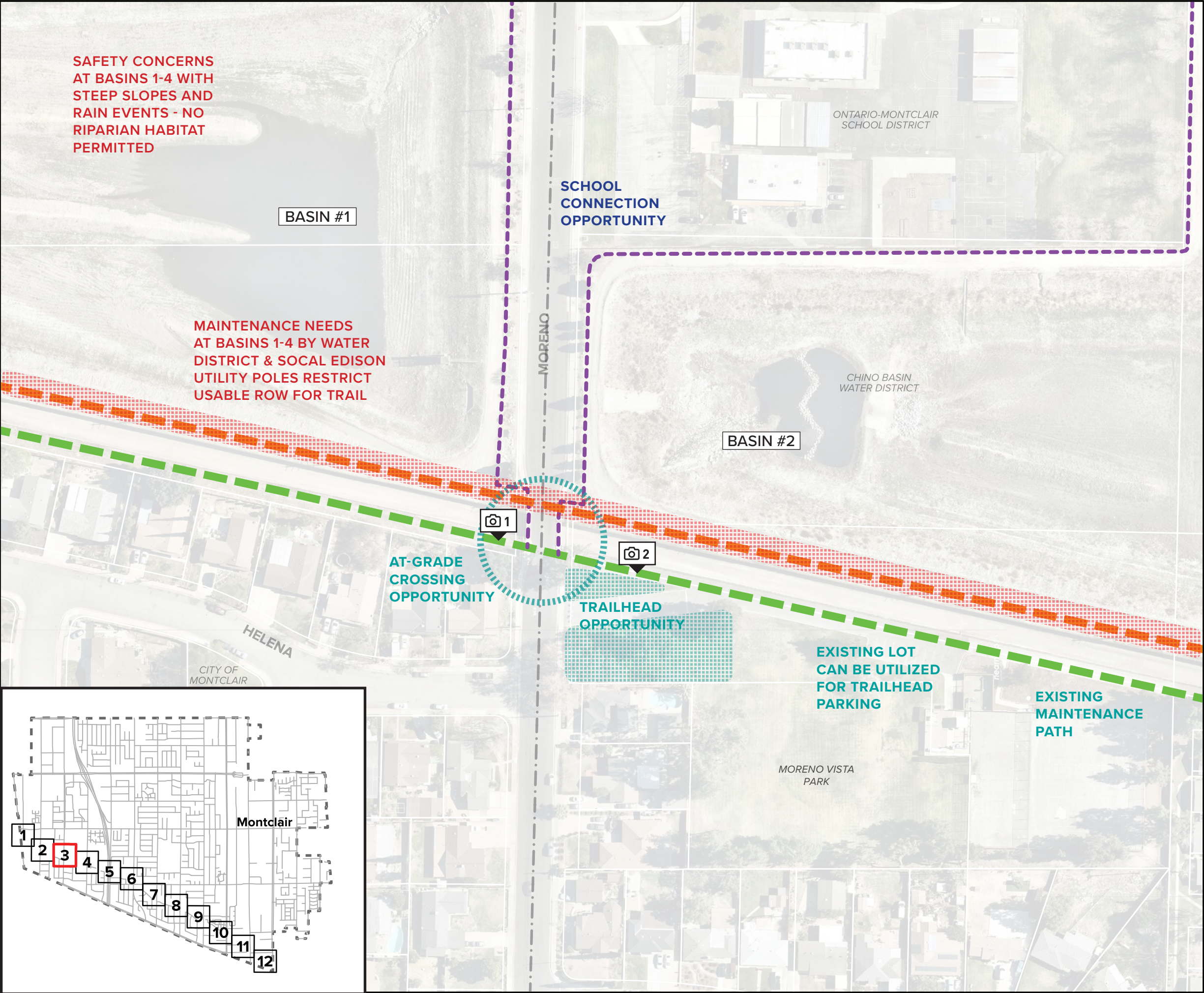


- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Alignment Alternative 3
- Alignment Alternative 4
- Alignment Alternative 5
- Alignment Alternative 6
- Alignment Alternative 7
- Alignment Alternative 8
- Basin Alignment
- Proposed Bike Lane
- Existing Bike Lane



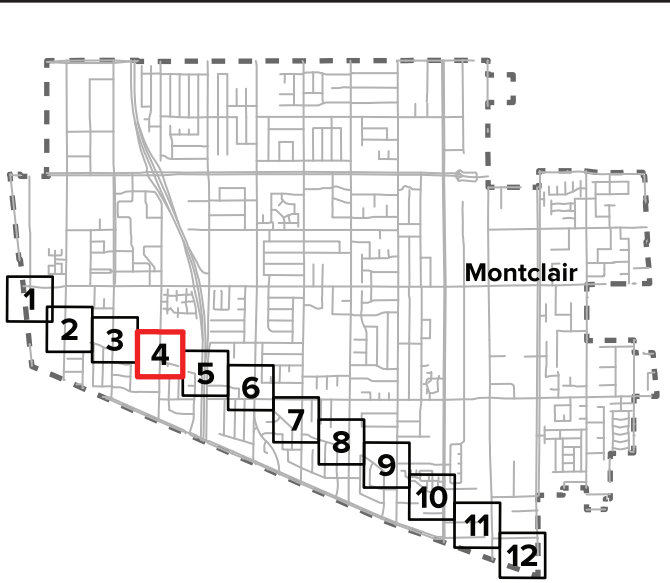
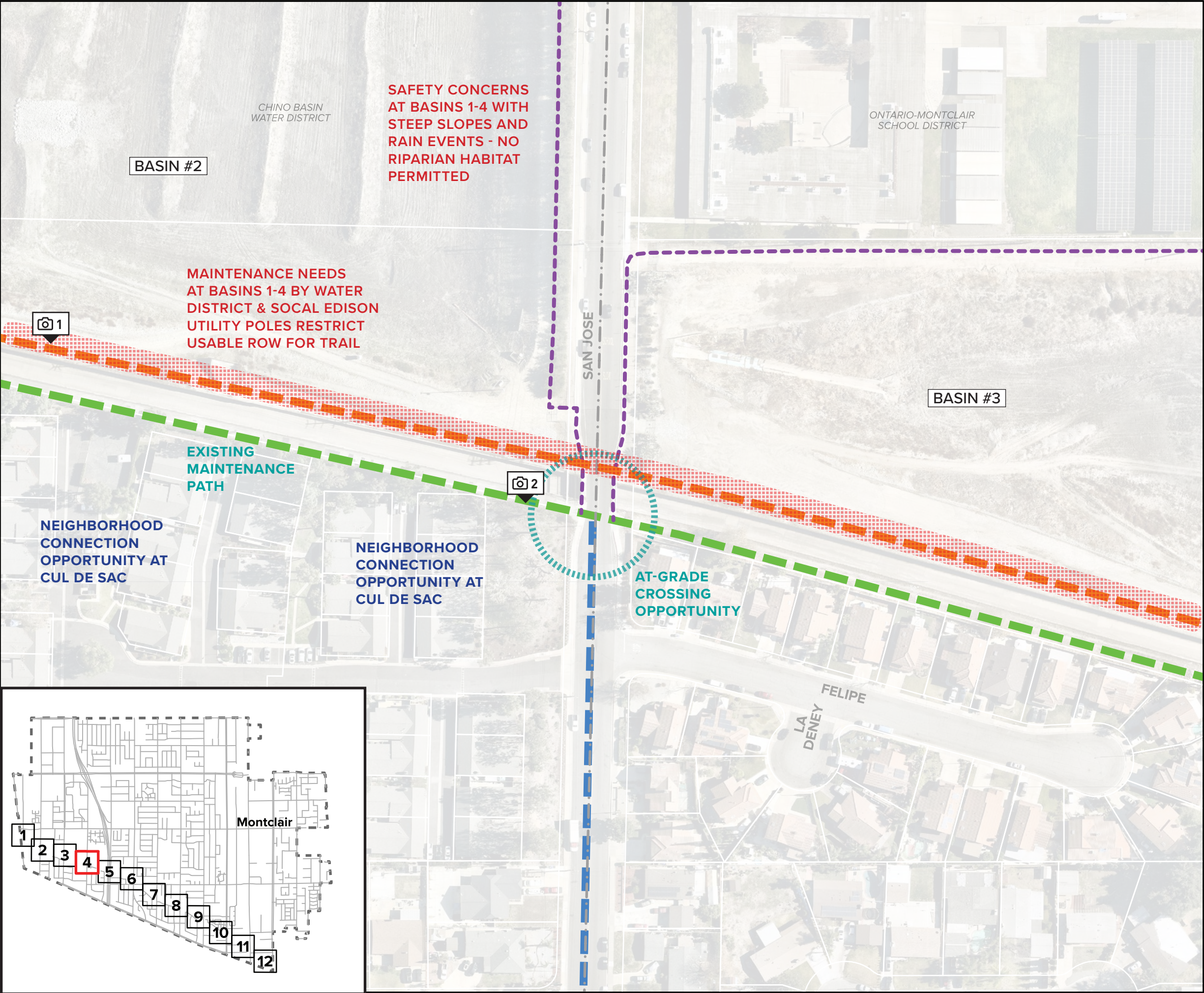


- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Basin Alignment
- Proposed Bike Lane
- Existing Bike Lane

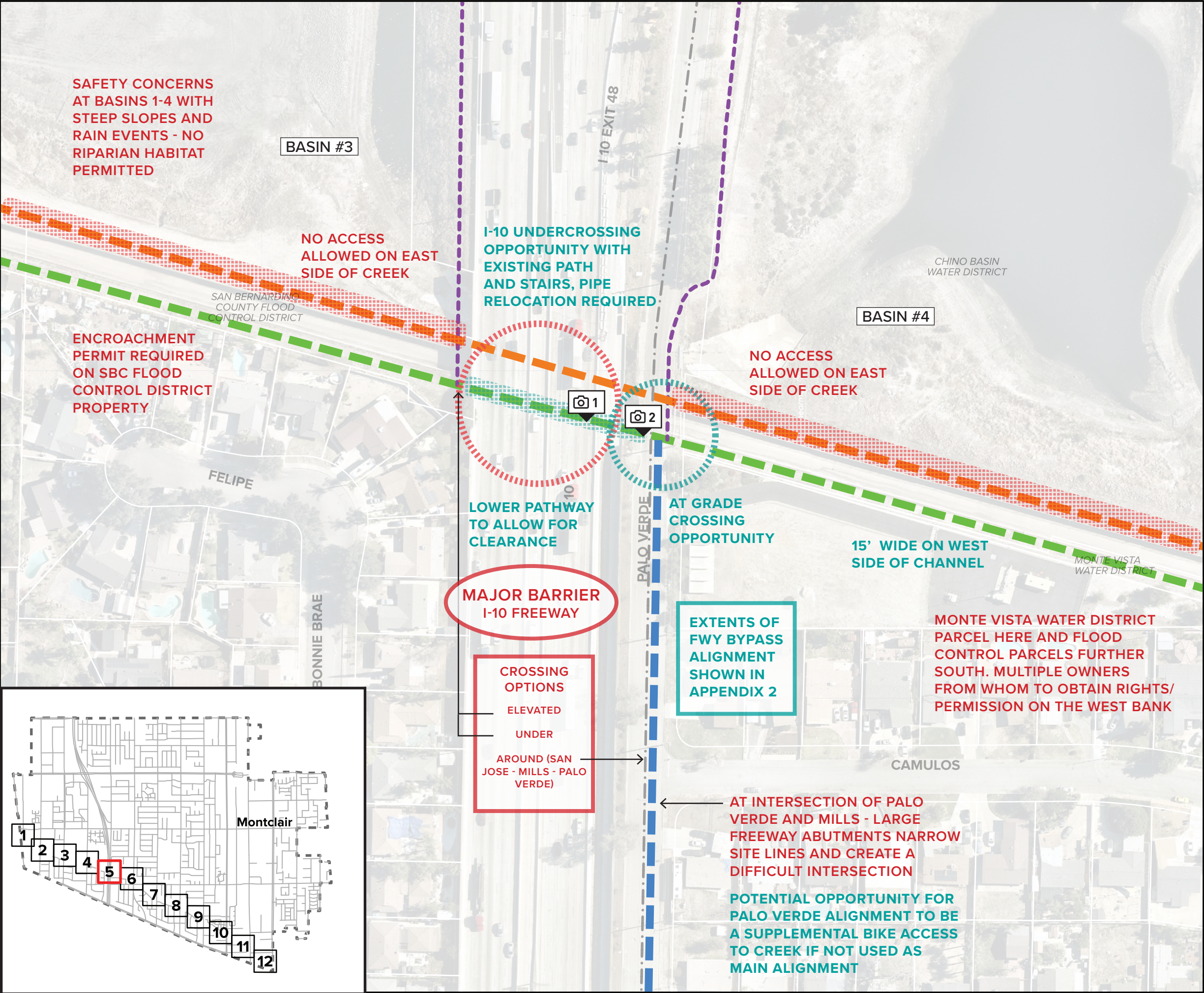


0 100 200 FT









San Antonio Creek  
Opportunities and Constraints

**alta**

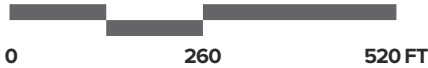
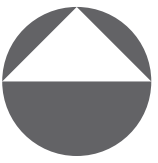
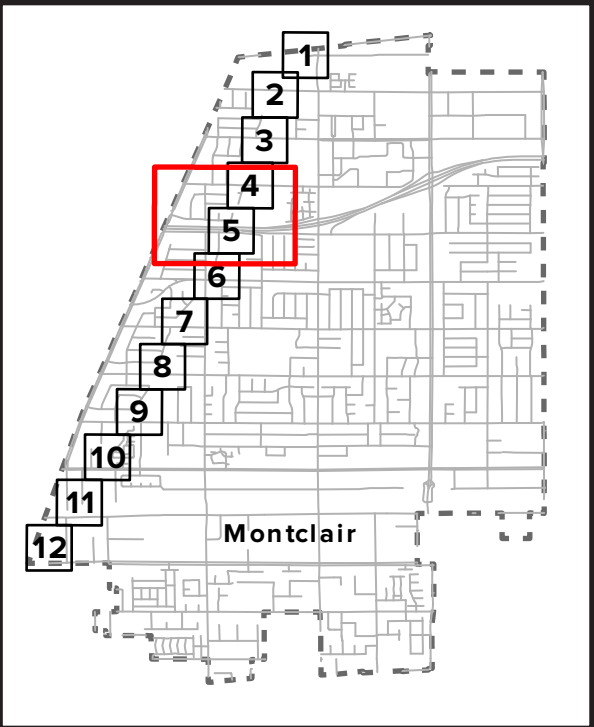
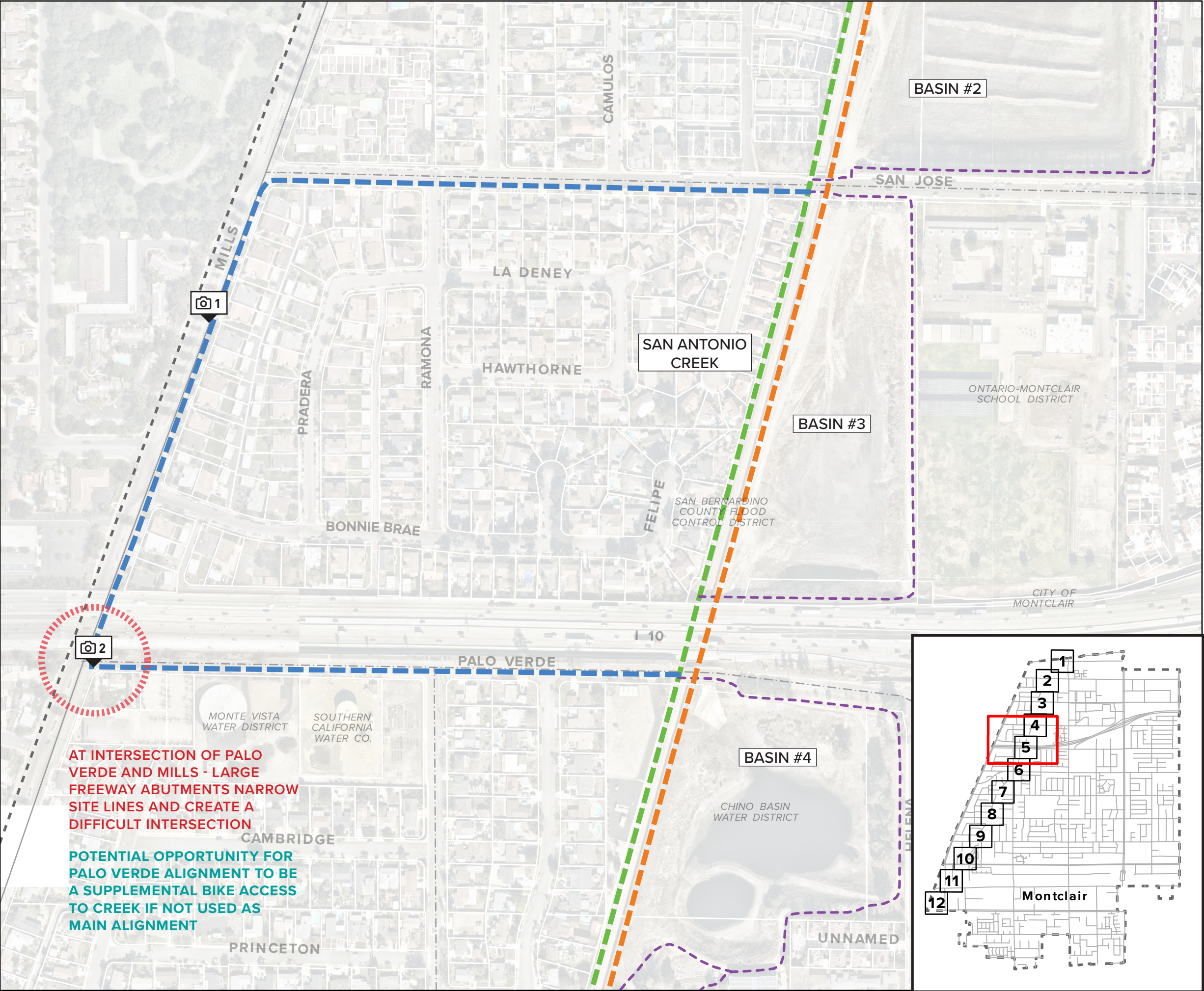
- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- On-Street FWY Bypass Alignment
- Basin Alignment
- Proposed Bike Lane
- Existing Bike Lane

- Major Barrier - I-10 Freeway**
- |  |  |
|--|--|
| <b>Over</b>  | <b>Under</b>   |
| <ul style="list-style-type: none"><li>Create overcrossing</li></ul>  | <ul style="list-style-type: none"><li>Lower path elevation to allow clearance</li><li>Relocate pipes to create space</li></ul> |
| <b>Around</b>  |  |
| <ul style="list-style-type: none"><li>Route San Jose - Mills - Palo Verde</li><li>Adds about 3/4 mi.</li></ul> |  |



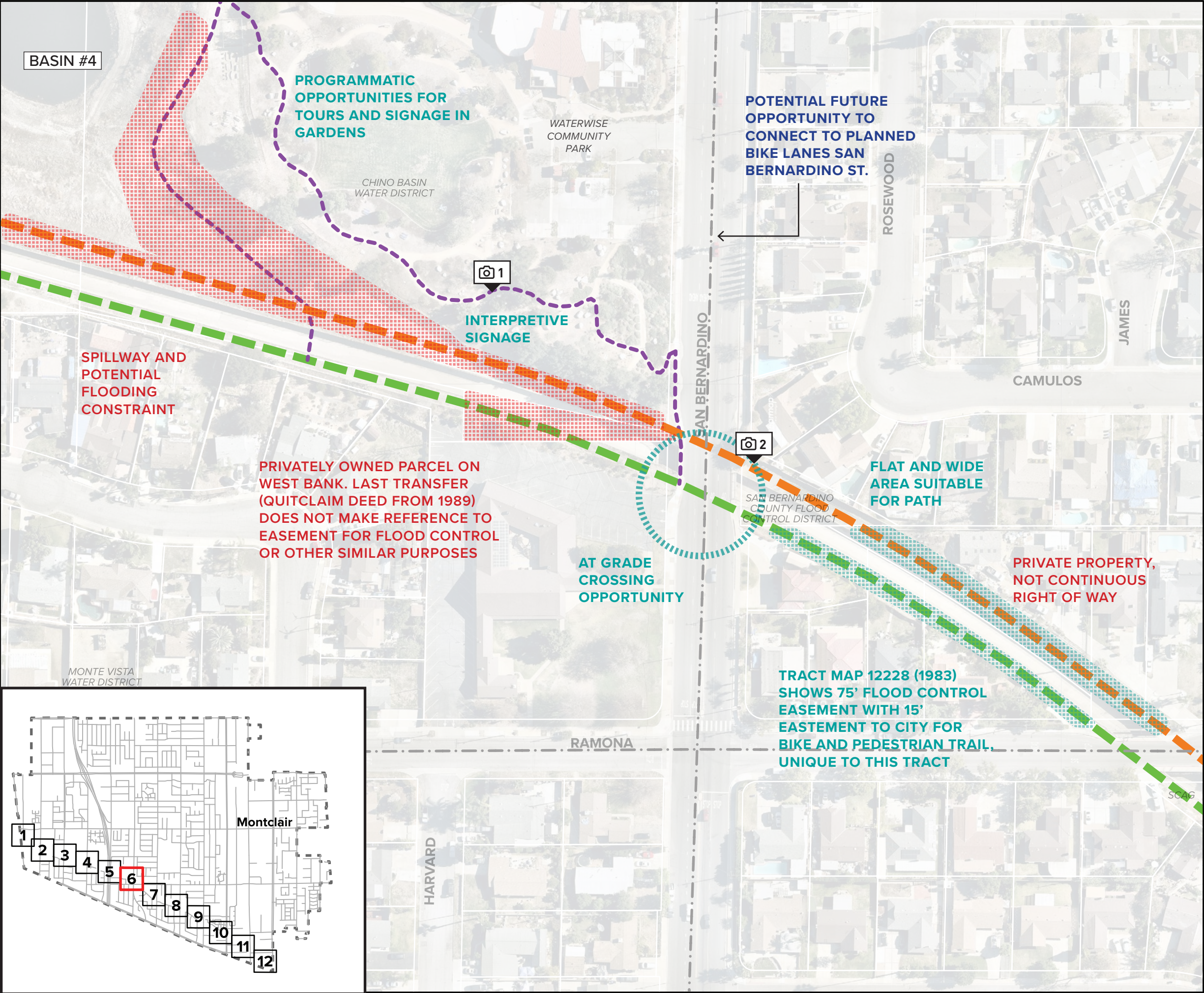


- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- On-Street FWY Bypass Alignment
- Basin Alignment

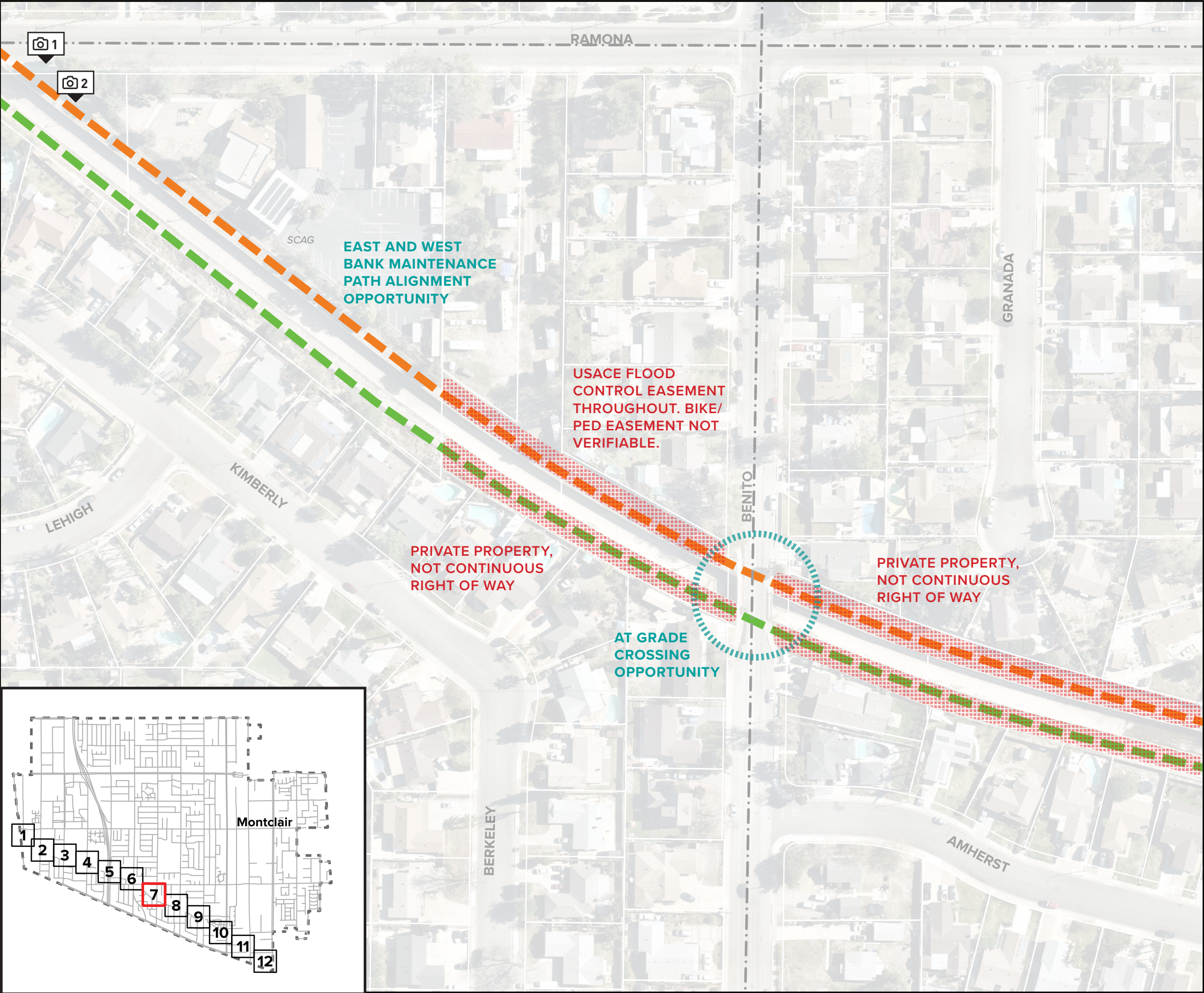




- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Basin Alignment
- Proposed Bike Lane
- Existing Bike Lane





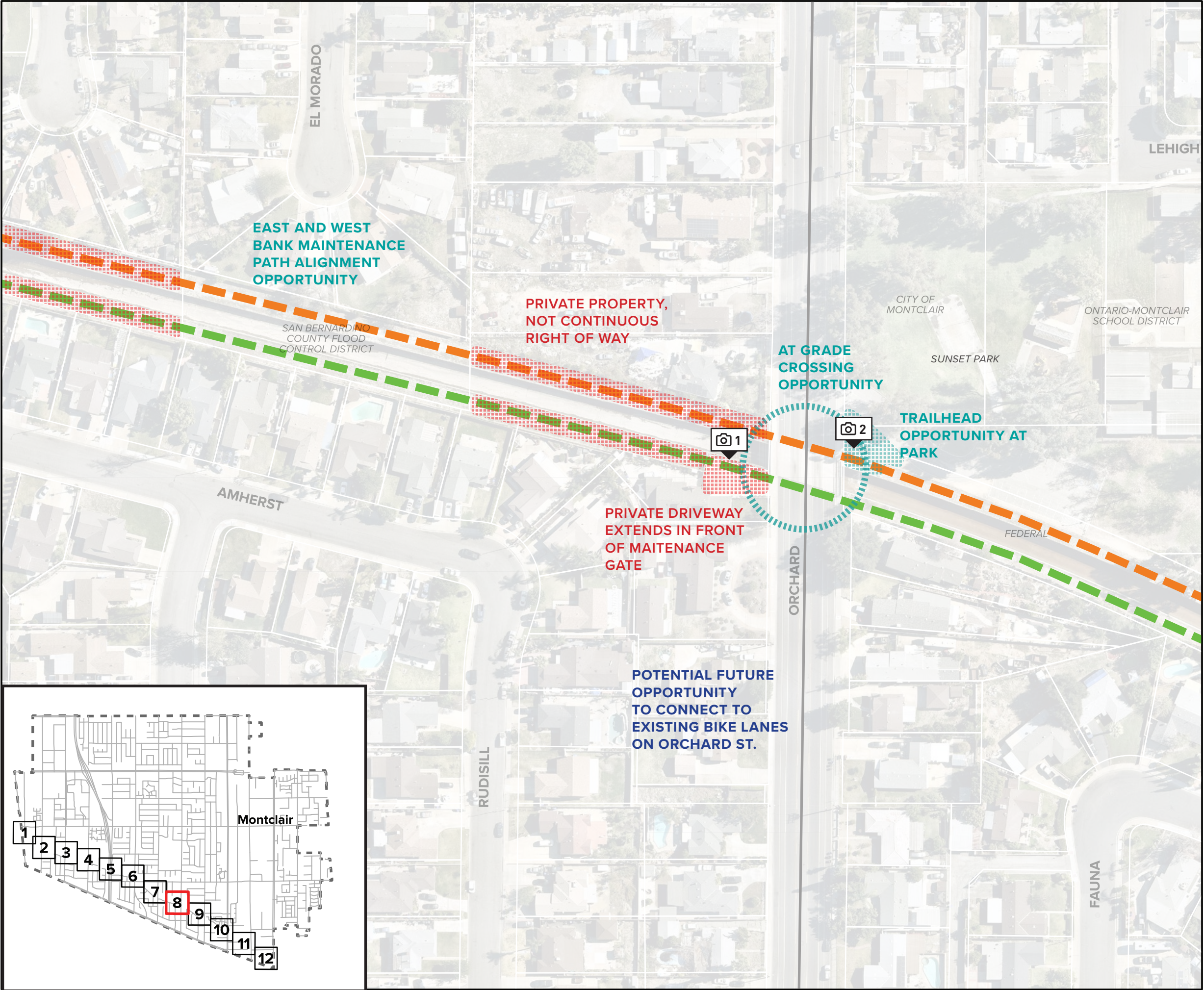


- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Proposed Bike Lane
- Existing Bike Lane

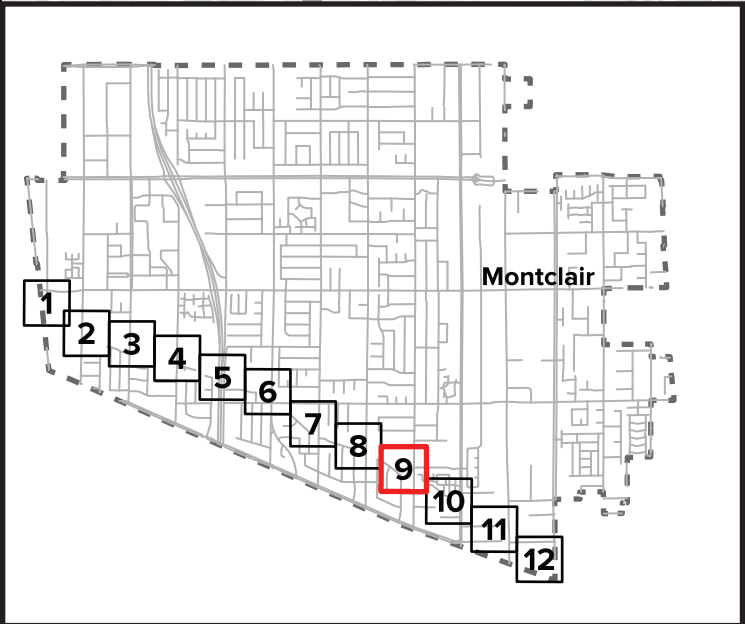
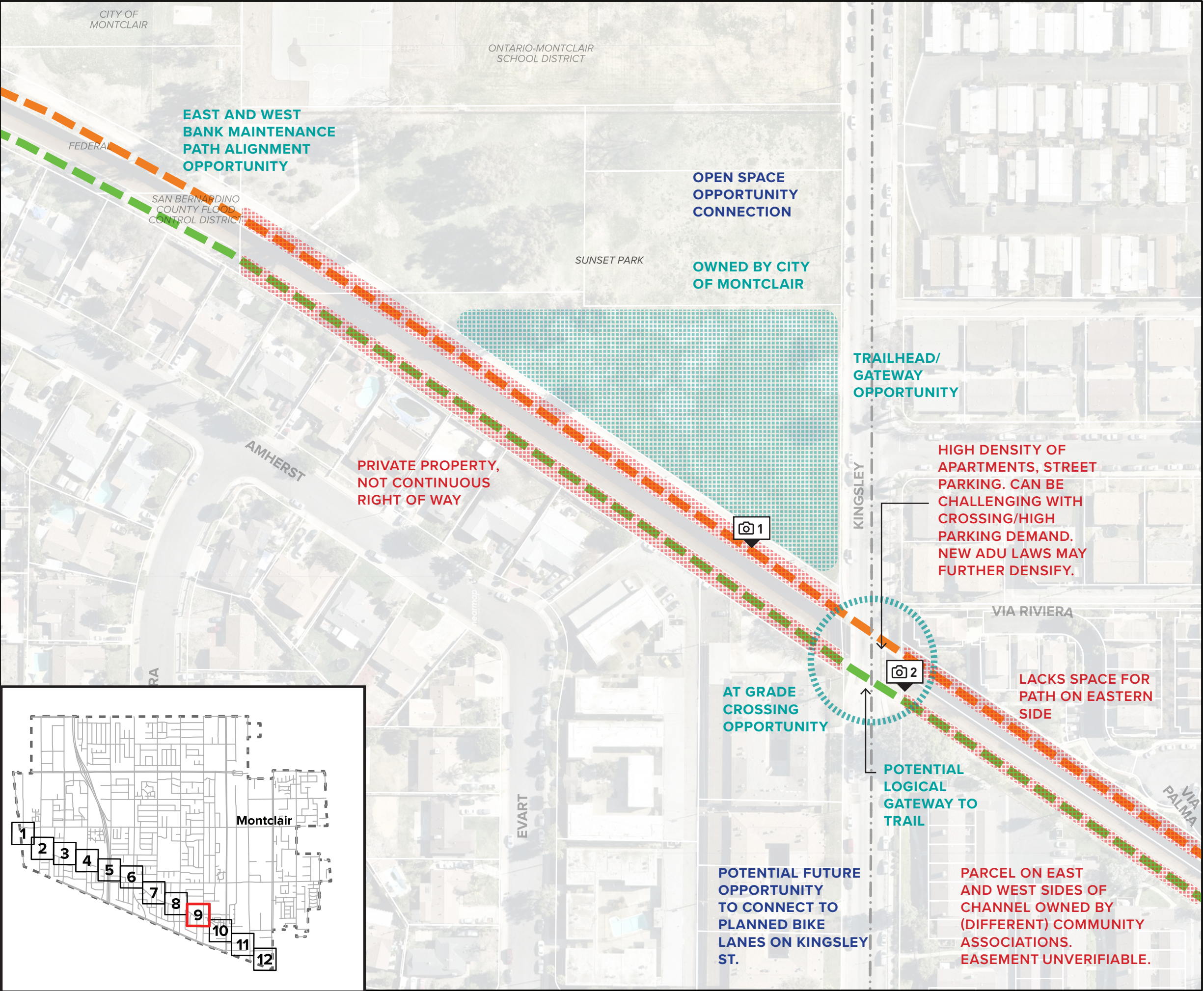




- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Proposed Bike Lane
- Existing Bike Lane







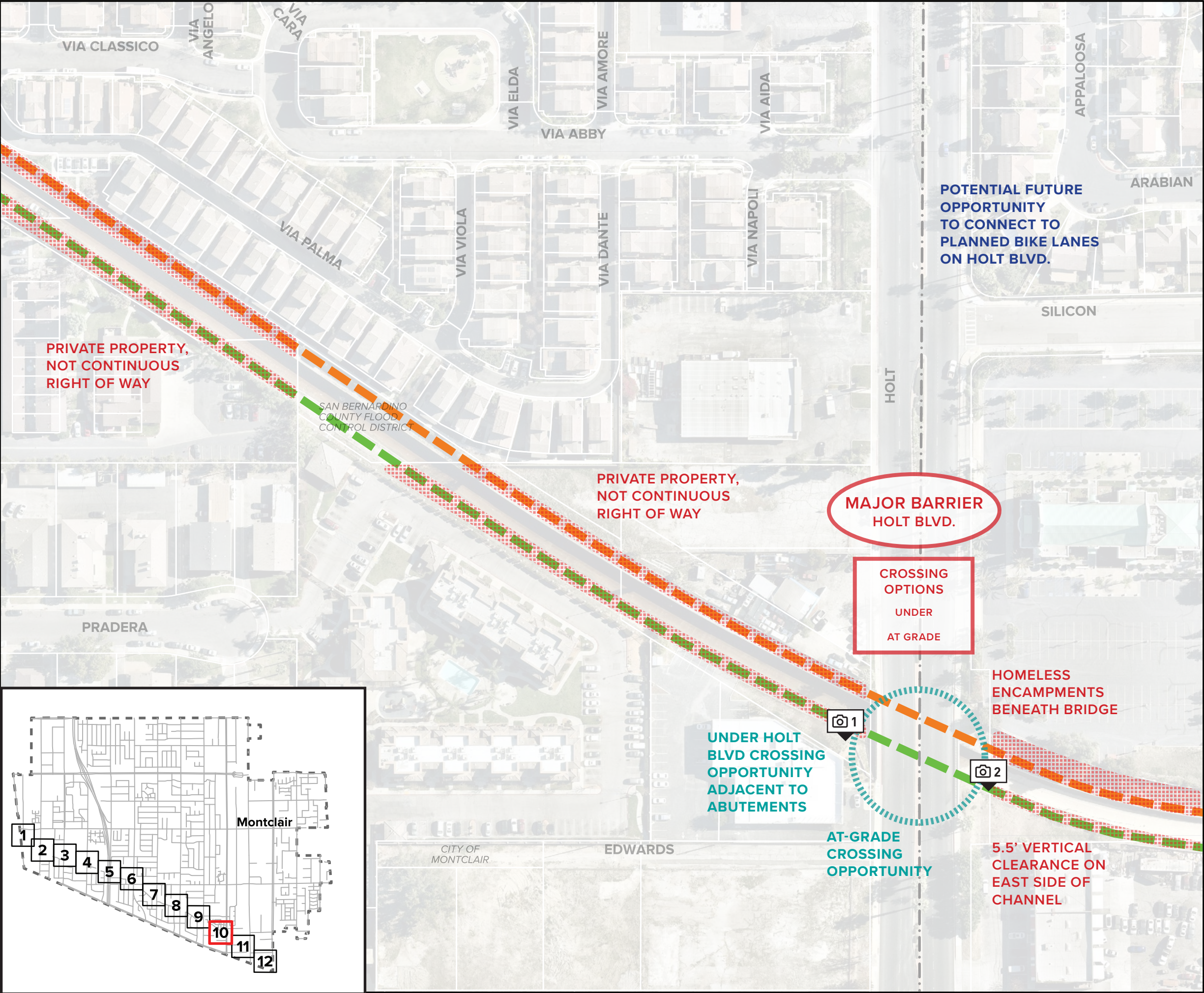
San Antonio Creek  
Opportunities and Constraints



- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Proposed Bike Lane
- Existing Bike Lane





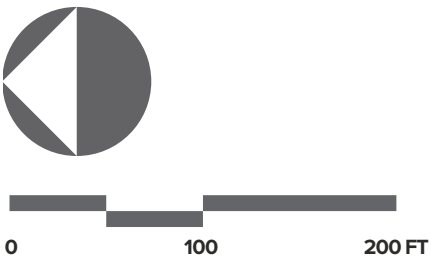


San Antonio Creek  
Opportunities and Constraints



- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2

- Major Barrier - Holt Blvd.
- |   |  |
|---|--|
| Undercrossing   | At Grade   |
| <ul style="list-style-type: none"><li>Lower elevation of path to allow vertical clearance</li><li>Widen area between channel and abutment</li></ul> | <ul style="list-style-type: none"><li>Requires signaled crossing on Holt</li></ul> |

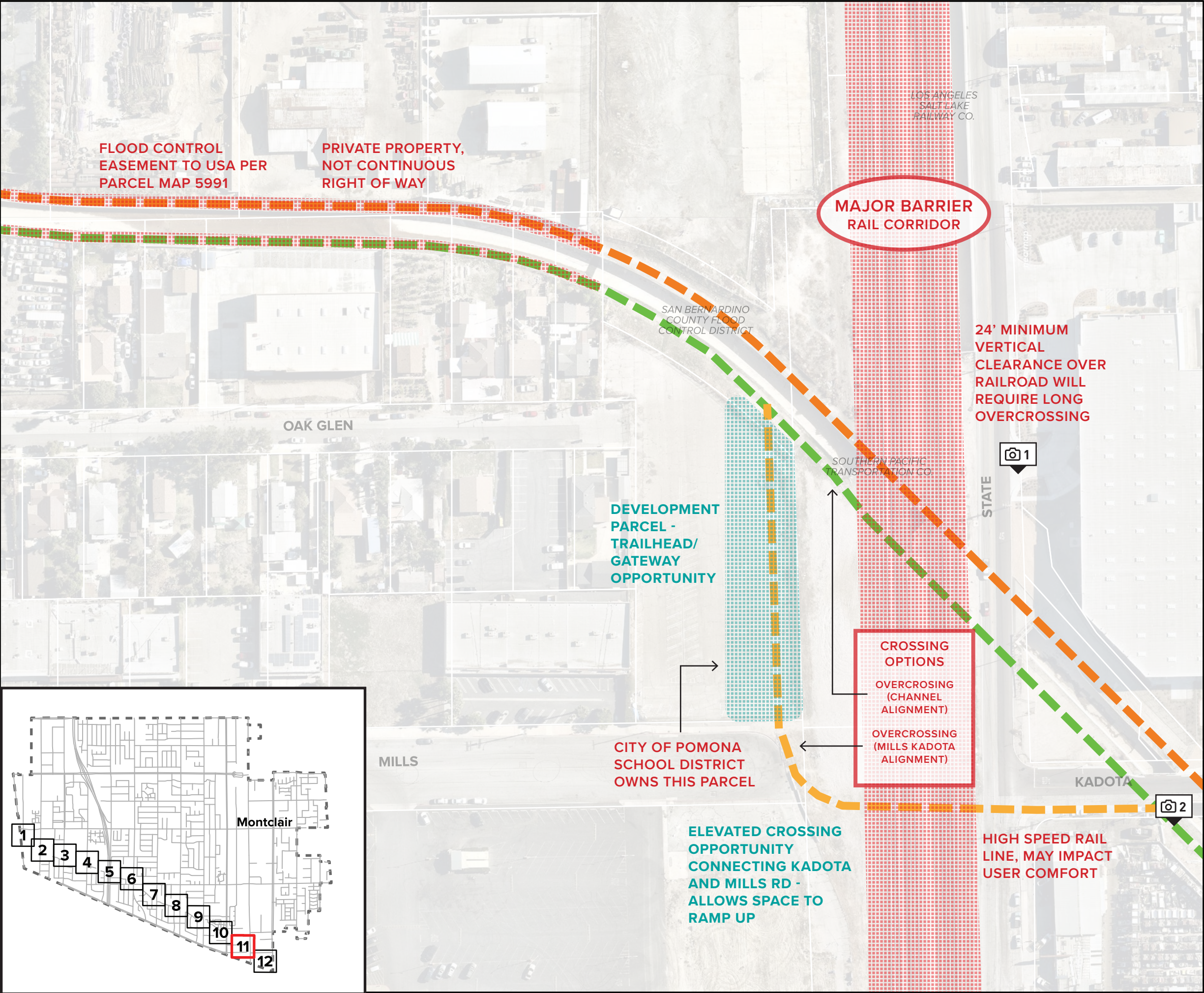
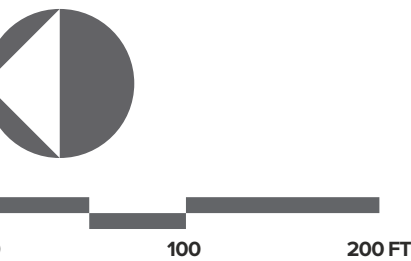




- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- Rail Crossing Alignment Alternative

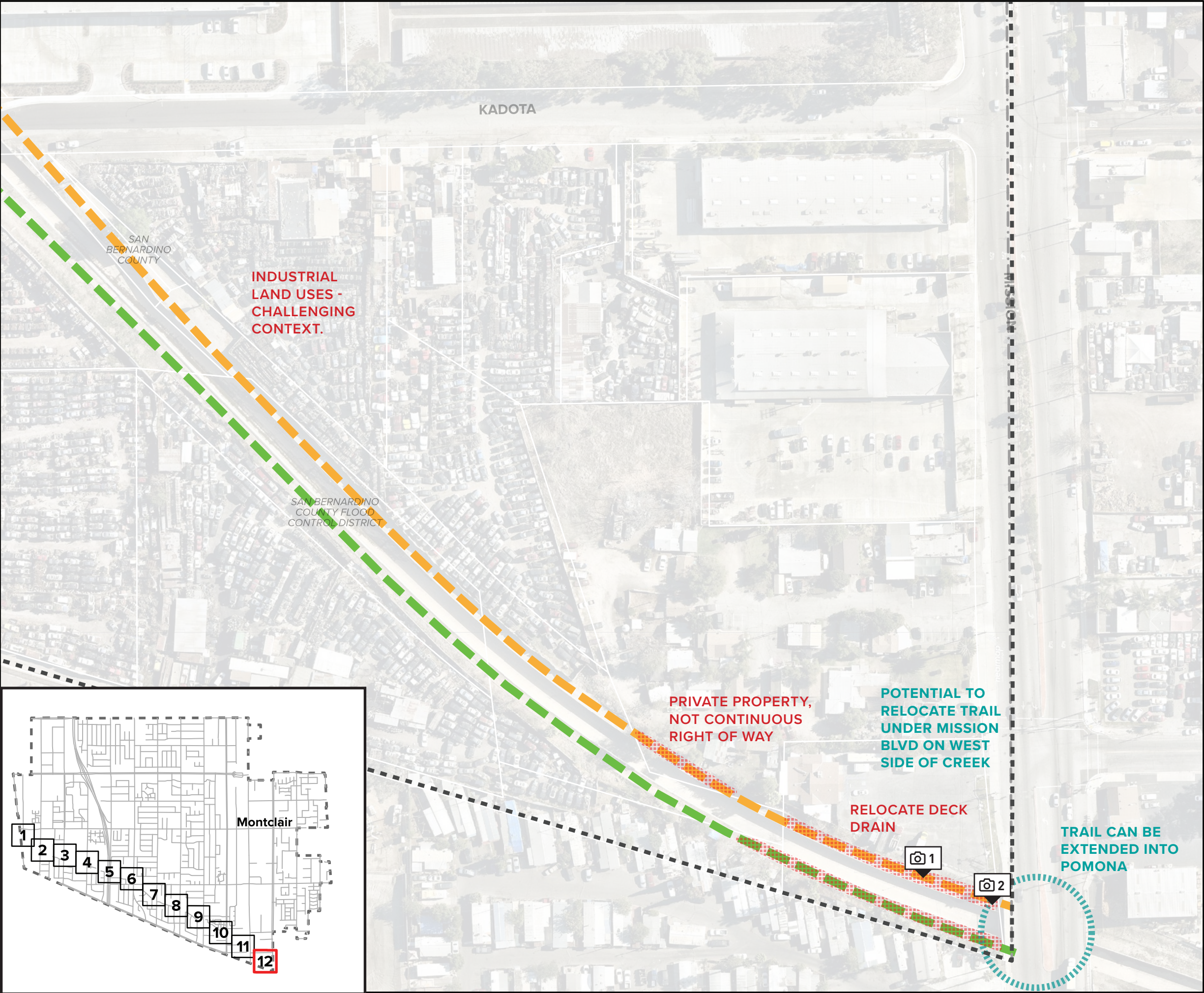
Major Barrier - Rail Corridor Crossing Alternatives

- | Elevated Channel Alignment   | Elevated Mills - Kadota   |
|--|---|
| <ul style="list-style-type: none"><li>Consistent and adjacent to channel</li><li>Requires long elevated crossing</li></ul> | <ul style="list-style-type: none"><li>Requires integration with Development Parcel</li><li>Shorter, perpendicular elevated crossing</li></ul> |





- Opportunities
- Constraints
- Alignment Alternative 1
- Alignment Alternative 2
- City Boundary
- Proposed Bike Lane
- Existing Bike Lane





## **Appendix C: Structural Engineering Summary Memo**



## MEMORANDUM

Date: July 19, 2021  
Project: City of Montclair - San Antonio Creek Channel Mobility Study  
Subject: Trail Crossing Feasibility  
From: Thomas Conti

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### Introduction

Bengal Engineering (Bengal) is assisting Alta Planning and Design (Alta) on studying the feasible routing for a multimodal trail (Trail) and connections throughout the City of Montclair. In general, the desired trail will parallel maintenance access adjacent to the San Antonio and Chino City Creek Improvements project (channel project) completed by the Los Angeles District of the United State Army Corps of Engineer (USACE) in the late 1950's.

Bengal's specific role is to review the roadway/freeway/railroad crossings that bisect the preferred trail routing, north to south and provide a better understanding on the feasibility of engineering considerations proposed and the fiscal feasibility. This memo is drafted to present the opportunities and constraints associated with crossings contemplated to better understand engineering limitations.

### Executive Summary

Old techniques to create mass transportation corridors often cut through cities and town using the "straightest line" with little regard to how "improvements" made by highway engineers for motor vehicles affect other users.

Re-establishing connection across these transportation corridors for today's non-motorized users is challenging. Costly hurdles include, planning, environmental studies and permitting, engineering design, community engagement, utility relocation and right-of-way acquisition.

The San Antonio Creek Channel Project includes about 15 to 20 crossings for the proposed trail; the number is dependent on the selected alignment.

The crossings include City streets, Interstate 10 (Caltrans), the United States Army Corps of Engineers (USACE) Channel, Chino Basin Water Conservation District (CBWCD) facilities, Union Pacific Railroad (UPRR) and Southern California Regional Rail Authority (Metrolink).

## **Recommendations**

This memorandum presents the results of our review, analysis, interpretation, and recommendations for the project. This report was prepared with limited time, budget, and information.

### **City Street Crossings**

There are 11 city street crossings: Of the 11 crossings, 9 are at-grade, 2 should be considered for “undercrossings” (the trail passes under a roadway).

#### At-grade city crossings

Each of these crossings will require some level a controlled crossing, dependent on the road classification (Rapid Flashing Beacons, Refuge Islands, Signalization, etc.)

#### City undercrossings

The two existing undercrossings at Holt Boulevard and Mission Boulevard appear to be able to accommodate some route below the roadway/bridge with grading and structural retrofit of the existing structures.

### **Interstate -10 (I-10) Under Crossing**

During our kick-off site visit the group noticed the existing path under the I-10. Unfortunately, the existing undercrossing is already occupied by a 30-inch water line. The freeway widening plans, dated 2000, show the most recent information on the structure.

It appears the crossing has minimum clearance for pedestrian and cyclist of about 8-feet. The most practical crossing solution is to relocate the 30-inch waterline and to lower the trail to gain more clearance (if desired).

### **Railroad Crossings**

There are two sections of the proposed trail that cross railroad tracks. These crossings are Metrolink on the north end and UPRR on the southerly end; each crossing varies in length. Each of these railroad crossings represents a significant capital project which will likely require years of planning, design, and permitting prior to construction. Important policies to consider when crossing railroads:

- State and National policy strongly discourages the construction of new highway-rail grade crossings and seeks to reduce the number of active highway-rail grade crossings.
- Highway-rail crossings will not be a net increase in the number of crossings on rail system. Policy requires closures of existing for creation of new.
- Pedestrian grade separations shall comply with all applicable Federal, State, and Local laws, and shall provide an accessible facility under the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Section 504).

### Metrolink

We recommend the Pacific Electric Trail (PE Trail) connect east of Monte Vista Avenue to start the trail south through the existing Montclair Metrolink station. The crossing will continue south to East Arrow Highway where a separated trail will occupy portions of the existing roadway right of way with potentially small encroachments on private property if needed.

### UPRR

UPRR is usually one of the most challenging stakeholders for any project which affect their infrastructure. The San Antonio Creek Channel Trail project has great challenges at this crossing because UPRR owns a wide right-of-way used for storage of rail cars and switching.

If there is a strong desire to provide a continual trail across the UPRR right-of-way, we believe that this segment should be separated as a stand-alone project because of complexity and cost.

In the meanwhile, we recommend that the trail be diverted around on city streets until the funding and enthusiasm are generated to overcome the largest barrier to connecting north/south Montclair.

### **USACE/Chino Basin Water Conservation District Crossings**

Much of the Trail opportunity parallels the channel project for much of the anticipated route. Along the channel project there are diverter channels which channelize and reroute water from the channel to CBWCD recharge basins. In these scenarios the channel is an open concrete channel and has relatively short spans. Crossing the USACE main channel or diverter channels can be spanned utilizing a prefabricated steel bridge.



## **North Metrolink Crossing**

### **PE Trail to East Arrow Highway**

A “grade separation” is a means of separating vehicle or pedestrian traffic from railroad tracks. This may be accomplished with an underpass or overpass. From perspective of railroad safety other than crossing closure, this is the most effective means of eliminating hazards at grade crossings.

### **Metrolink Policy on New Highway-Rail Grade Crossings**

Metrolink adopted Resolution 91-3 and 98-21 pertaining to the new highway-rail grade crossing (grade crossing) on system. Metrolink’s policy, as well as State and National policy, strongly discourages the construction of new grade crossings and seeks to reduce the number of active grade crossings by promoting grade separation or closure of existing grade crossings. In accordance with resolutions mentioned, construction of new grade crossings is not allowed unless the Metrolink Board approves the request.

If a grade crossing is permitted, the following conditions should apply:

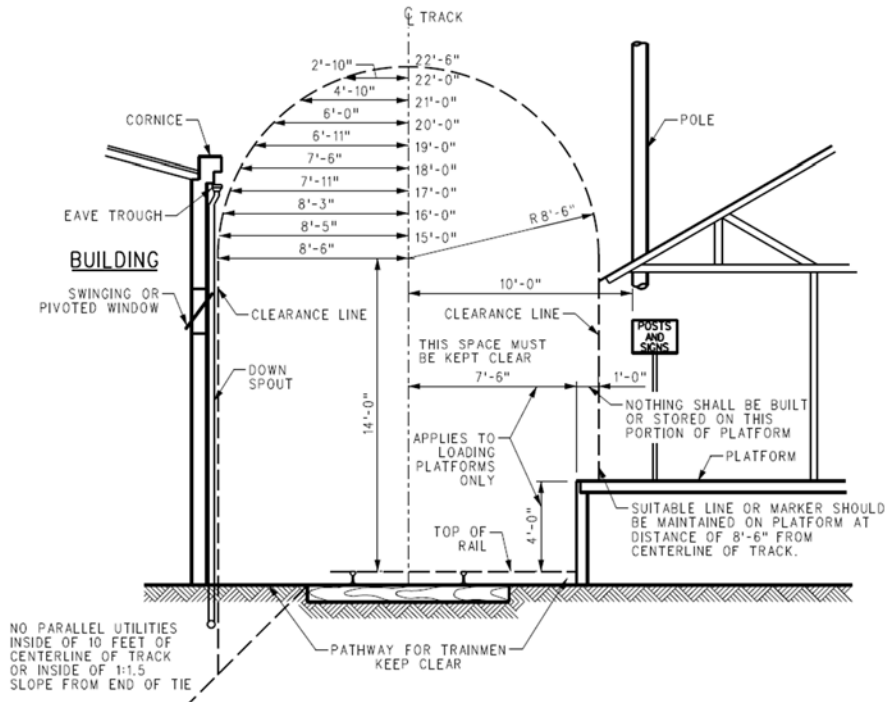
- Whenever a new grade crossing is constructed, consideration should be given to closing one or more adjacent crossings.
- The plans and specifications will be subject to the approval of Metrolink, the California Public Utilities Commission (CPUC), and the highway authority having jurisdiction over the roadway, and any other diagnostic stakeholders.
- All costs associated with the construction of the new crossing should be borne by the sponsor requesting the new crossing, including providing ongoing maintenance.

In addition:

- All new crossings must be approved by the CPUC through a formal application process.
- Grade crossings shall comply with all applicable Federal, State, and Local laws, and shall provide an accessible facility under the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Section 504).

## Metrolink Overpass Crossings

Metrolink overpass crossings require a minimum 22'-6" clearance from the top of rail to the bottom of the crossing structure. On top of this minimum clearance, the thickness of the bridge (the thickness of a bridge is called "structure depth" by bridge designers; this nomenclature will be used in this memo) of about 2 to 3-feet can be anticipated (depending on composition of the structure type) and in some cases falsework depth.



**Figure 1 - Metrolink Clearance of Overhead Structures from RR Tracks (P.U.C. General Order No. 26-D)**

State and local governments facilities must follow the requirements of the 2010 American Disability Act Standards for Accessible Design. This requires that state and local governments provide people with disabilities equal benefit from all programs, services, and allow enjoyment of many physical activities.

The maximum slope of access ramps built in new construction is limited to a 1 foot rise in 12 horizontal feet (1:12 or 8.3%). Generally, any path of travel is considered a "ramp" if its slope is greater than 1 foot rise in 20 feet (1:20 or 5%) of horizontal run.

To provide the 25-foot vertical clearance over the Metrolink rail, while respecting the mild ADA-compliant slopes, the trail will need long approach ramps (300 to 500 feet-long on either side of the rail corridor). These ramps can be supported by embankments (sometimes retained by walls) or elevated causeways (as shown below).



Ramp elevating multipurpose trail above UPRR in Santa Barbara.

Another approach sometimes used are “corkscrew” ramps which spiral up



Corkscrew ramp elevating trail above UPRR in Santa Barbara

In this section of the trail:

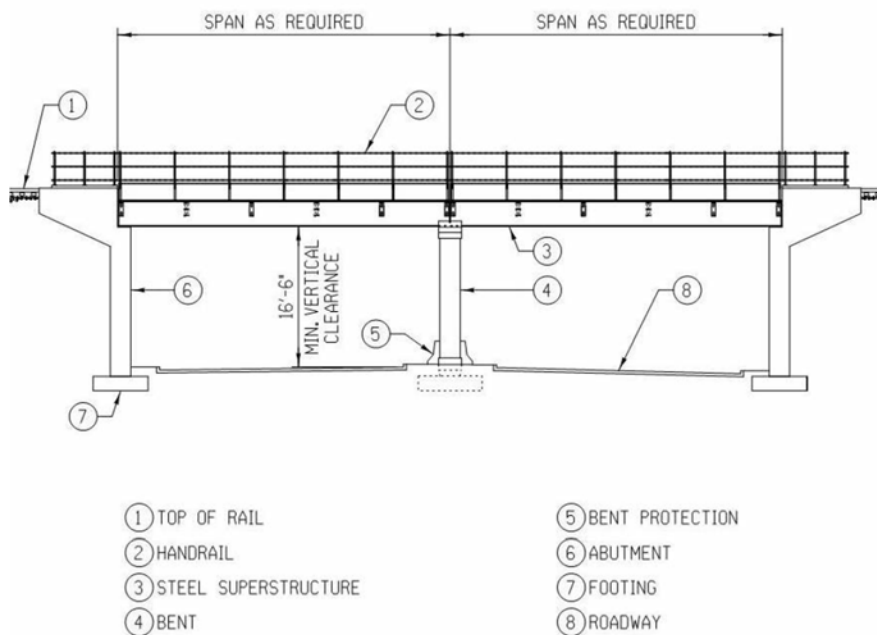
- North of the Metrolink crossing (between the PE Trail and the RR tracks) either 5% or 8% profile will fit, horizontally for a ramp.
- South of the Metrolink crossing there doesn't appear to be enough room fit a 5% profile, however it appears an 8% profile will fit, horizontally for a ramp.

It is important to consider that large embankments, walls, or structures adjacent to the channel project could receive scrutiny from the USACE. There is a potential that the USACE could request improvements to the flood control facilities to compensate for the additional embankment surcharge.



## Metrolink Underpass Crossings

Metrolink underpass crossings require a minimum 16'-6" clearance from the top of rail to the bottom of the crossing structure. As mentioned previously, designers must consider ADA grades and allow adequate room for the approach ramps to descend under the Metrolink facilities in addition to considering the thickness of the undercrossing bridge which supports the overhead rail and ballast.



**Figure 2 - Metrolink Clearance of Underpass Structures from RR Tracks (Metrolink GSG-08)**

Note that exceptions for minimum vertical clearances shall only be granted if it is uneconomical to provide the stated minimum vertical clearance or geometry won't allow minimum vertical clearance to be achieved. A thorough and complete analysis must be provided with the exception request that documents why the minimum vertical clearance cannot be provided.

**At-grade crossing**

Pedestrian-rail grade crossings are typically associated with walking paths and bike trails adjacent to the railroad right-of-way. These crossings must follow the same design process as a grade crossing. At-grade crossings are generally never supported as pedestrians may be tempted to take shortcuts and trespass rather than use the designated pedestrian crossings. Policy mentioned any new pedestrian-rail grade crossings shall not be allowed (Metrolink Design Manual page 8-44).

Most pedestrian-rail grade crossings on system are of the type where the pedestrian-rail grade crossing is a part of the existing grade crossing and is located on one or both sides of the roadway.

**Metrolink Policy**

The large number of Metrolink grade crossings, combined with increasing levels of train traffic, motorized vehicles, additional modes, crossing lengths, and pedestrian/bicycle traffic, has driven the need for Metrolink to develop a grade separation evaluation policy. The technical decision to proceed with building a new grade separation is guided by a three steps Metrolink procedure:

1. Complete the “Initial Factors Form”
2. Prepare the “Detailed Analysis Report”
3. Risk, Indemnification, and Liability

**Fiscal Policy**

A railroad crossing is a significant capital project with years of planning, design, permitting and construction. Maintenance of a crossing is also difficult and costly. The long-term maintenance of a crossings will be bourn solely by the sponsor agency.

**Recommendations for this location**

Option 1: The PE Trail connection over the Metrolink should consider routing the Trail through the nearby train station. This area can likely accommodate a grade crossing for the Trail and would make the pursuance of grants more attractive for its multimodal connections.

Option 2: Another cost-effective possibility compared to the large cost of a new crossing is utilizing the existing sidewalk under the Metrolink that parallels Monte Vista underpass. This option still has considerable capital costs and may not be the best long term solution.





## Overhead Crossing

Engineering overhead crossings requires consideration of both vertical and horizontal clearances.

### Vertical Clearance Requirements

Freeway and Expressway – The “standard” minimum vertical crossing must be 16.5 feet over the entire width of the travel way and shoulders of the facility.

Pedestrian Overcrossings – The vertical clearance required for pedestrian overcrossings must be 2-feet greater than Freeway/Expressway Crossings, therefore the required combined vertical clearance for the proposed facility is 18.5 feet.

Much like the previous Metrolink crossing, the structure depth will contribute to the overall structure height and in this specific case Caltrans will likely require a concrete structure. The concrete structure will have a depth of 3 to 4 feet plus falsework which has its own span requirements. Adding these numbers up overall it is close to 26 feet from the trail surface to the highway pavement.

If the project proponents could convince Caltrans to accept a prefabricated steel superstructure (likely with a cast-in-place concrete deck) we envision many potential benefits

- A) the thickness of the structure could be reduced and therefore the length and complexity of the approach ramps could therefore be reduced
- B) The need for falsework eliminated. Considering the busy nature of the I-10 corridor, eliminating falsework seems like a significant advantage during construction
  - no falsework to erect over I-10: therefore, no complicated traffic handling.
  - no falsework to be struck by bad-drivers or in a traffic accident-causing collapse or damage (typically falsework requires shoulder closures on the mainline to minimize the span lengths which typically requires significant considerations for traffic handling)
  - no falsework to catch-fire or collapse due failure of a pipe column or other component for various reasons during construction
  - no falsework to remove at the end—again requiring significant traffic handling

Considering all the benefits, the use of a prefabricated steel superstructure seems like a worthwhile consideration for discussion.

## Undercrossing

The 2000 widening plans attached to the full BIRIS shows the most recent information of the structure and its likely utility configuration.

Our initial kick off site visit we noticed with the City's direction there is an existing path under the highway; unfortunately, it is occupied by a 30-inch water line.

While the undercrossing has adequate clearance for a pedestrian its tight headroom for a cyclist. We believe there is a potential to relocate this pipe to accommodate some type of trail by lowering the concrete walkway.

### Caltrans Policy

Caltrans has two main courses for oversight on most projects for Local Agency engagement.

1. *Off system projects (Local Assistance)* – Most common agency dealings with day-to-day grant funding, planning, programming and implementation.
2. *On system Projects (Capital Oversight)* –The Review of projects which cross Caltrans right-of-way becomes more complex. These projects are split into 3 types of projects, a) Encroachment Permit Oversight (<\$1million), b) Streamlined "Permit Engineering Evaluation Report" (PEER) (\$1 million to \$3 million) and c) Full Capital Oversight (>\$3 million).



### Fiscal Policy

A crossing above or below will require Caltrans engagement and, like Metrolink, is a significant capital project with years of planning, design, permitting and construction. Maintenance of a crossing will be renegotiated in an amended Project Specific Maintenance Agreement with Caltrans under direction of the local district 8 Liaisons.

### Recommendations for this location

**Long Term Solution:** We believe that Trail connection should route underneath I-10, because this will be a more cost-effective solution to overcome this barrier.

**Short Term:** Incorporate an on street route located on San Jose Street. The east side through Serrano Middle School connecting on Monte Vista Avenue is a nice connection but it appears to the west side on Mills Avenue has a wider section under I-10.

### **Holt and Mission Boulevard Crossings**

These two crossings are mentioned together because, although differing in structural composition, they are similar. Each of these bridges is assumed to be owned and maintained by the City of Montclair.

Our understanding is the USACE constructed the channel projects in the late 1950's. These two specific bridges were assumed to be protected in place and the channel was built/improved below. The channel project plans provided by the City did not contain enough detail to any improvements completed around these two structures.

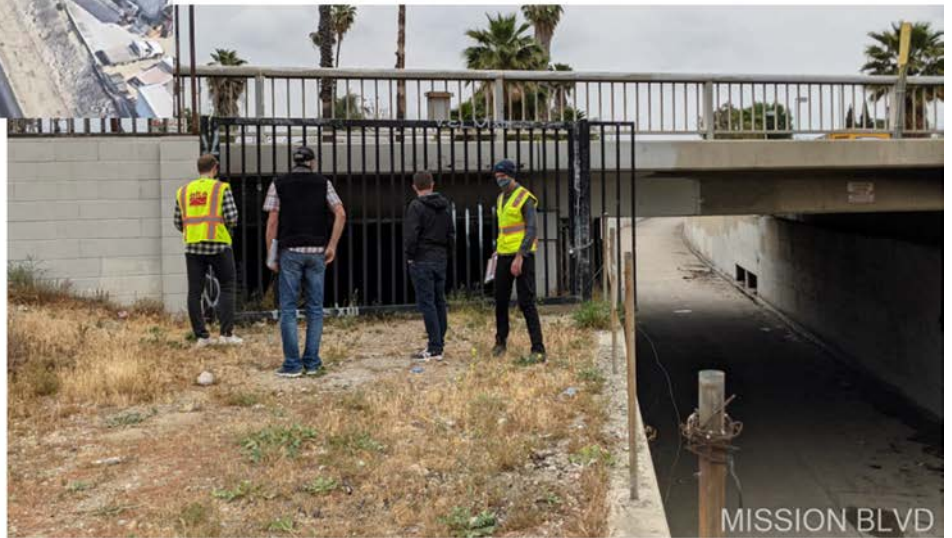
### **Holt Boulevard**



Holt Boulevard - The Holt Boulevard Bridge (Br. No 54C 0058) consists of two continuous cast-in-place deck slab spans on two closed end backfilled reinforced struttled abutments on one reinforced concrete pier all supported on concrete spread footings. This bridge was built in 1939 under San Bernardino County jurisdiction. We assume with the incorporation of Montclair they took over local responsibility.



### Mission Boulevard



Mission Boulevard – The Mission Boulevard Bridge (Br. No. 54C 0220) consists of three simple cast-in-place T beam girder spans (14) on two closed end backfilled rigid frame abutments supported on spread footings. This bridge was built in 1929 and modified in 1954.

### **Overhead Crossing**

The locations for the two structures are within in the City's jurisdiction, therefore the process for building overhead crossings can be considered.

However, we do not see this pragmatic because of the expensive construction relative to the undercrossing options. In similar nature as previous crossings the height to gain clearance of the roadway is still required for commerce to travel underneath.

### **Undercrossing**

As described above both structures are similar and seem to have sections that have viable potential to build the trail below the 'jump span'. This would eliminate the need for metering or stopping roadway traffic for the trail while also allowing for continuous travel for trail users.

## **At-grade Crossing**

The team considered an at-grade crossing at each of the locations.

A common component for each location is a need to construct an approach embankment to lift the trail about 6-feet to match the street level. Because these embankments would be built adjacent to the existing flood control channel, the concept adds surcharge loads to the existing walls. As part of the evaluation process, the USACE could require additional review and mitigation; perhaps engineers will discover that the surcharge created by the concept creates problems which are too great to overcome.

Within the street corridors, should the trail be built at these locations, some type of “metering” would be needed to cross these two streets.

### **Recommendations for these locations**

The Trail connection should continue to research and plan for the multiuse path underneath both structures. This will be a much more cost-effective solution to overcome this barrier.

## **Union Pacific Railroad (UPRR)**

The Southern Pacific Transportation Company was founded in 1969 and assumed control of the Southern Pacific system. The Southern Pacific Transportation Company was acquired in 1996 by the Union Pacific Corporation and merged with their Union Pacific Railroad (UPRR). The property owner is still listed as “Southern Pacific Railway Company”, but today UPRR is known as the main freight carrier in this rail corridor.

## **UPRR Overpass**

Similar to the requirements for the Metrolink crossing, the vertical clearance and the standard of practice remains closely matched.

Difference with this UPRR crossing vs. Metrolink crossing include:

- The UPRR crossing is approximately 200-feet long - A span of this length can be connected with a 200-foot-long prefabricated steel bridge over UPRR property. The structure of this magnitude will be complex in planning and implementation.
- In this vicinity of the USACE channel crosses the UPRR tracks at a large skew. The trail would need divert from the channel path to cross the tracks orthogonally to gain UPRR support.
- Lacks room for the approach ramps to clear the railroad; some sort of structure is be required to bring trail users “up-and-over”.

## **UPRR Underpass**

One possibility that would need more study if desired is to reconfigure the USACE channel to include a low-flow section for water conveyance. This way the trail could grade into the channel ramping down/up where the trail would occupy the dry section while the low flow section would take care the daily flow. During high flow event the trail would be closed. The disadvantage is this section of trail would have a long section in a dark crossing which is not ideal for public safety.

### UPRR Re-route

The practical solution is not always the best but, in this situation, given experience and knowledge of working with UPRR in other jurisdictions makes a re-route of the path the most practical albeit not the most appealing.

Re-route 1 takes the trail past Village Academy High School and the YMCA (great hub spots for grant funding).

Re-route 2 has a disadvantage as the west is the likely undercrossing for Holt Avenue which would predicate a small bridge back over the channel to route through the basin.





## **Appendix D: Right-of-Way Summary Memo**

# San Antonio Creek Channel

## Right-of-Way Existing Conditions Assessment

DRAFT | January 31 , 2022

Prepared for:  
**Alta**

Prepared by:

**Epic Land Solutions, Inc.** 

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Review Copy (remove before Final)		
	Date	Initials
Originator	2/31/2022	BS
Checker		
Back Checker		
Approved by		



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## Appendix A

Map of Existing Property Ownership

## Appendix B

Table of Property Ownership



# Acronyms and Abbreviations

GIS	geographic information system
ROW	right-of-way
SBCFCD	San Bernardino County Flood Control District
TCE	Temporary Construction Easement
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers

# 1 | Introduction

## 1.1 Purpose

This Right-of-Way Existing Conditions Assessment provides an overview of existing ownership and rights along San Antonio Creek within the area of potential alignment. It also describes the regulatory framework guiding the acquisition of property and rights for the project and introduces several considerations for obtaining those rights. This assessment does not identify specific impacts associated with a specific alignment, but rather focuses on general conditions observed through preliminary research using publicly available information. This assessment is organized as follows:

- Section 1: Introduction
- Section 2: Regulatory Setting
- Section 3: Existing Conditions
- Appendix A: Maps of Existing Property Ownership
- Appendix B: Table of Property Ownership

## 1.2 General Topic Background

The City of Montclair will need to ensure it has sufficient rights for the proposed trail. This includes rights to construct the new facility as well as rights for the selected operator to access the facility for maintenance purposes. In some cases, this may include purchasing the necessary property for a portion of the path in fee. However, in most cases, it is assumed that the City will obtain sufficient perpetual easement rights to construct, operate, and maintain the trail, but will not purchase the underlying fee interest.

As alignment alternatives are developed, it will become possible to identify specific right-of-way (ROW) needs for each alternative. Right of way requirements will be considered as part of alternatives analysis. The type of acquisition required from each affected property will be based on the current use, existing ownership or rights, future configuration, and future access or maintenance needs. For example, if the proposed trail crosses a property that is owned in fee by a private entity, and the future condition (with the path constructed) will so encumber the property that any continued use by the owner will not be possible, the City may elect to purchase the affected portion of the property in fee. On the other hand, The City may seek a perpetual easement that would allow construction and operation of the path. Section 2 of this assessment describes the regulations guiding the acquisition of private property for public projects.

Throughout the area of potential alignment, the path may cross over or under public infrastructure (such as roads and freeways), utility facilities, and railroads. The City will need to obtain the necessary permissions and permits from these entities in addition to acquiring property or easements from private owners. Section 3 of this assessment provides more information about existing ownerships in the project area.

## 1.3 Methodology

Determining property ownership along San Antonio Creek's area of potential alignment was primarily achieved using geographic information system (GIS) data obtained from the San Bernardino County Assessor and supplemented with information from a variety of real estate data resources. Potentially affected parcels were identified by creating a buffer surrounding San Antonio Creek within the area of potential trail alignment.

As of the time of this assessment, no direct coordination with agencies owning property along the channel for the purposes of determining specific rights has occurred. After the development of alignment alternatives, it may be necessary to work with these agencies to determine the nature of (for example) easement rights along the channel. This may be achieved by requesting copies of existing easement deeds for review. However, for the purposes of this assessment, observations and recommendations regarding existing rights are based only on available information described in this section and the experience of the preparers.



## 2 | Regulatory Setting

The creek is owned by both public agencies and private owners throughout the project limits. The City will need to obtain rights from both to construct the trail. As a municipality, the City may be able to enter into agreements with other agencies to construct, operate, and maintain the trail in a manner that does not prevent existing public uses. These agreements may be entered into at little or no cost or may have associated license/permit fees, but most will not require acquisition of real property interests.

For properties that are privately owned, the City will need to acquire property or easement rights sufficient to construct and operate the trail facility. Even if temporary easements are all that is required, the City will need to adhere to prevailing regulations that guide the acquisition of private property by public agencies. If the City applies for State or Federal grant funding for any phase of the project, yet additional requirements may also apply. Below is a summary of the laws and regulations to which the City will most likely be required to adhere in the acquisition of private property rights.

### 2.1 Federal

#### 2.1.1 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S. Code [U.S.C.] Section 61), known as the Uniform Act, mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies. Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

The Uniform Act is also codified in 49 Code of Federal Regulations (CFR) Part 24. All real estate acquisition and relocation assistance undertaken with Federal assistance must be compliant with this act and its implementing regulations at 49 CFR Part 24.

#### 2.1.2 Americans with Disabilities Act of 1990

The American with Disabilities Act of 1990 (ADA) (42 U.S.C. Section 12101 – 12213) is a civil rights law that prohibits discrimination based on disability in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law ensures people with disabilities have the same rights and opportunities as everyone else and provides civil rights protections to individuals with disabilities similar to those provided to individuals based on race, color, sex, national origin, age, and religion. ADA also guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.

### 2.2 State

#### 2.2.1 California Relocation Act

The California Relocation Act (Government Code Section 7260 et seq.) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This act requires that comparable

replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Provisions of the California Relocation Act apply if a public entity undertakes a project for which federal funds are not present, and in this case, the public entity must provide relocation assistance and benefits. The California Relocation Act, consistent with the intent and guidelines of the Uniform Act, seeks to achieve the following:

- ensure the consistent and fair treatment of owners and occupants of real property;
- encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts; and
- promote confidence in the public land acquisitions.

Under federal regulations, owners of private property have similar State constitutional guarantees regarding property acquisitions, damages, and just compensation.

### 2.2.2 California Code of Civil Procedure

Title 7 of the Code of Civil Procedure (Code of Civil Procedure Section 1245.330 et seq.) describes California's Eminent Domain Law. Eminent domain is the power of local, state, or federal government agencies to take private property for public use so long as the government pays just compensation.



## 3 | Existing Conditions

### 3.1 General ROW Conditions

A map of existing property ownership within the project area is provided in Appendix A. The creek itself (including the banks on one side or the other) is owned by various entities throughout the project limits between the Pacific Electric Trail to the North and the Pomona City limit to the South. The largest single owners are the San Bernardino County Flood Control District (SBCFCD) and Chino Basin Water Conservation District (CBWCD), though much of the creek is owned by private owners with SBCFCD maintaining the channel via flood control easement. Private owners are primarily residential north of Kingsley Street, and primarily commercial south of Kingsley to the project's southern limit. Section 3.2 discusses some of the prominent owners in the project areas and the types of rights they hold. Appendix A contains a map summarizing existing property owners in the project area. Appendix B includes a list of parcels and owners.

### 3.2 Existing Property Ownership and Rights

This section discusses the prominent property owners in the assessment area and what type of rights The City may require to construct the proposed path. Information in this section is preliminary and is based on publicly available data. Discussions with owner entities and additional title research will be required to further determine ownership and rights once design has advanced.

#### 3.2.1 Chino Basin Water Conservation District

The Chino Basin Water Conservation District (CBWCD) owns the creek (including both banks) throughout the area adjacent to the District's four percolation basins as well as their Community Center and Wilderness Park. This represents over a mile of the creek right of way, making CBWCD the largest single owner in the project area. If the trail were to run atop the bank through CBWCD property, the City would likely need to pursue a license or secondary use permit that would spell out the City's rights within the District's right of way. In any case, CBWCD would still require access along at least one side of the creek to maintain their basins, which may preclude construction of certain features in their ROW. For this reason, CBWCD should be part of early coordination efforts by the project team.

#### 3.2.2 San Bernardino County Flood Control District

In addition to holding flood control easements throughout the project area, the San Bernardino County Flood Control District (SBCFCD) owns at least a dozen parcels in fee. A secondary use permit or joint use agreement would be required from Flood Control for any work performed in fee or easement right of way, and the trail would need to avoid operational impacts to flood control facilities. It is unknown whether Flood Control would consider granting a perpetual easement, but Temporary Construction Easements (TCE's) would likely be required during construction of the trail. Finally, for proposed work affecting any USACE constructed facilities, a 408 permit would be required from USACE in addition to the Flood Control permit/agreement.

#### 3.2.3 United States Army Corps of Engineers

In the early part of the 20<sup>th</sup> century, Congress passed several Flood Control Acts which empowered the U.S. Army Corps of Engineers (USACE) to construct flood control projects in response to flood events, and to prevent future flooding. Additionally, agreements have been made between the Corps and Flood Control Districts for the Corps to maintain some flood control facilities. The Corps even holds easements for many flood control facilities throughout Southern California, including the San Antonio Creek. While the Corps owns very little property in the creek, easements to the Corps for flood control purposes are

pervasive. As discussed above, work within the Corps' easement will trigger the requirements for a 408 permit, one requirement of which is that the applicant (the City in this case) demonstrate that they have or will obtain the necessary rights or permissions to construct the project.

### 3.2.4 Railroads

Near the southern end of the proposed project, any alignment alternative would need to cross a Union Pacific Railroad main line just north of State Street near Mills Avenue. Obtaining the necessary rights to construct and operate the proposed path under, over, or along private rail right of way may prove challenging. Railroads rarely grant permanent rights and the license application process can be arduous, requiring extensive review of the proposed design. Early coordination will be required to avoid delay in obtaining the necessary rights, especially if a permanent structure (such as a bridge) would need to be constructed in UPRR right of way.

### 3.2.5 California Department of Transportation

The proposed trail would need to cross Interstate 10 west of Monte Vista Avenue. A freeway crossing will require an encroachment permit issued by the California Department of Transportation (Caltrans). The encroachment permit application will require detailed plans of the proposed facility, will need to demonstrate compliance with Caltrans design criteria, and will require sign-off by numerous technical disciplines. Early coordination is recommended with Caltrans to determine the feasibility of this crossing and identify specific approval requirements as design is developed.

### 3.2.6 Private Owners

As described above, much of the property within the creek and along its banks is owned by just a few agencies or quasi-public entities, some of which are aware of the project and may already be in coordination with the project team. However, many parcels within the channel and along the banks are owned by private entities. In particular, the portion of the creek from San Bernardino Street south to Mission Avenue is largely privately owned. While it is likely that either SBCFCD or USACE hold flood control easements over the portion of these properties that lie within the creek, construction and operation of a trail may require an explicit right granted by the fee owner.

Because many of these properties are already encumbered by flood control easements, and the owners often have not enjoyed practical use of the property for years or decades, acquisition of an additional easement will not meaningfully affect the utility to the owners. Still, not every private owner may be interested in selling the property or granting an easement. The City will need to plan for the acquisition of private property including resources for appraising, negotiating, and, if necessary, condemning for the necessary rights.

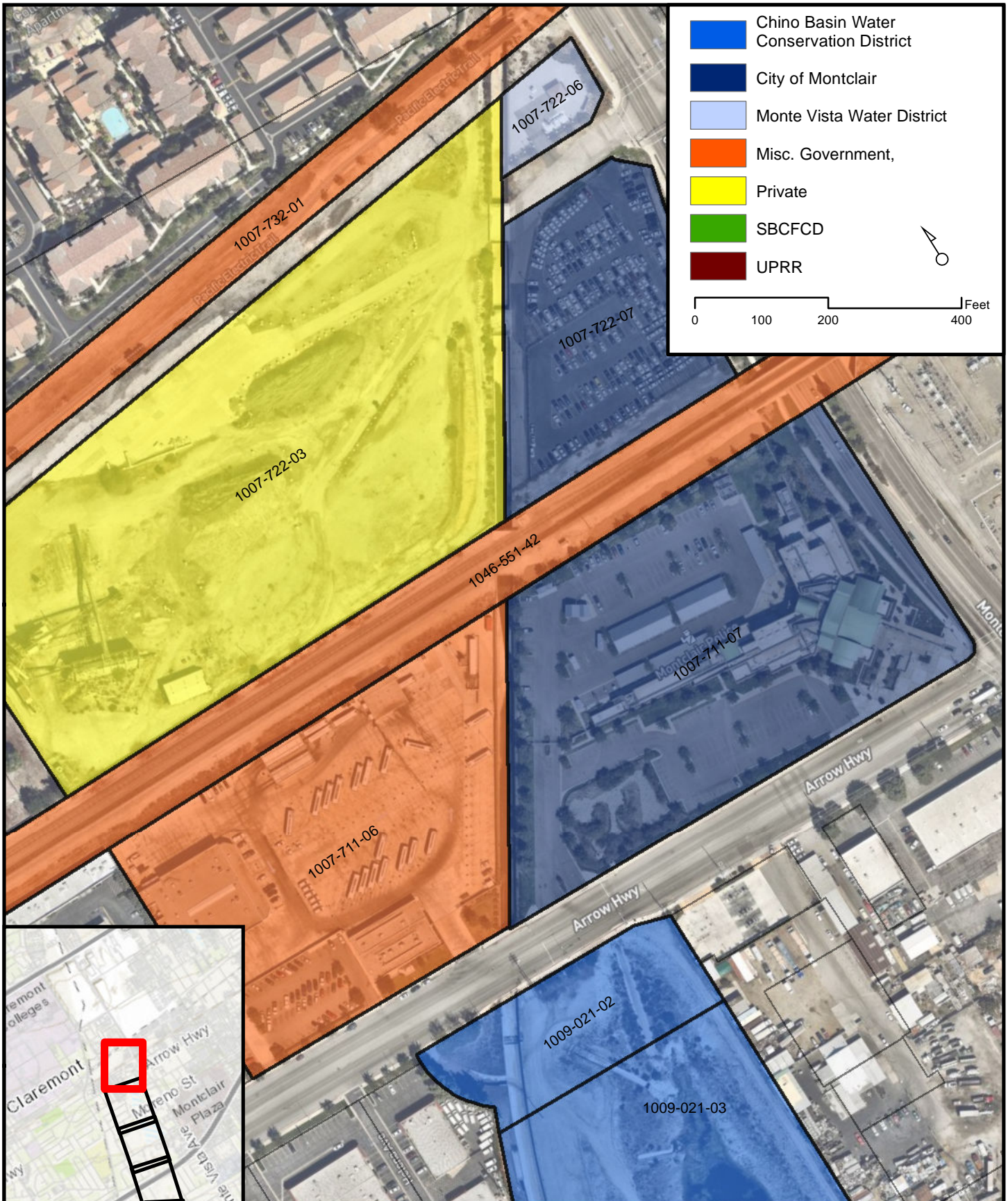
While it may make sense in some instances for the City to acquire the necessary property in fee, it is assumed that an easement for trail purposes would be the primary instrument by which the City would obtain rights to construct, operate, and maintain the trail facility. This would allow owners to grant permission to the City in situations where their property may already be encumbered by existing easements (such as flood control easements) as long as the existing easements are not exclusive, and the proposed easement would not interfere with the existing easement holder's enjoyment of their easement rights. There is also precedent for the City obtaining trail easements in the past. For example, the City holds a fifteen-foot-wide easement for "bike trail purposes and pedestrian use" on the east bank between San Bernardino Street and Ramona Avenue. Depending on the language of the easement, the City may not require any additional easement rights in this area.



# Appendix A

## Maps of Existing Property Ownership

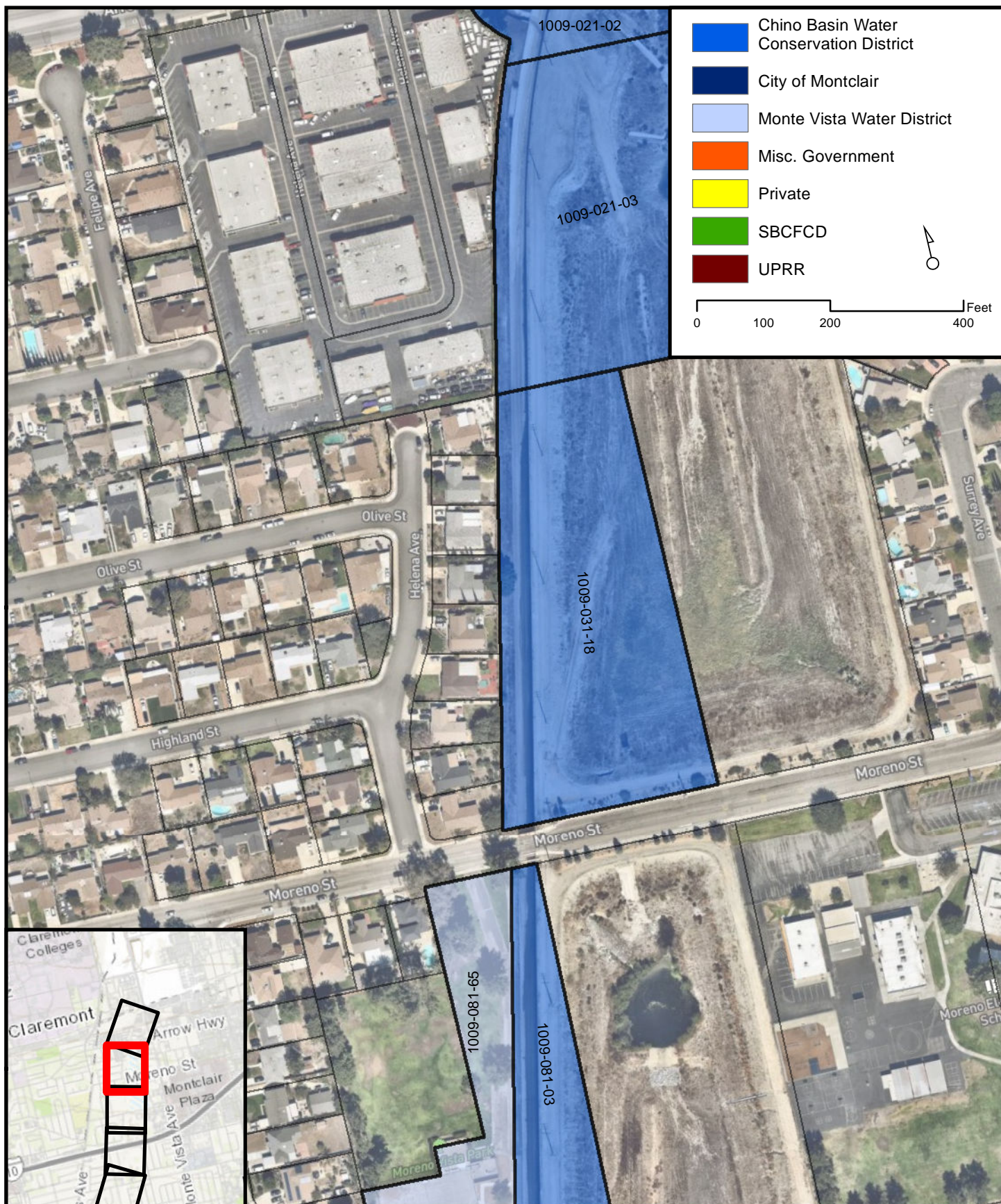
# City of Montclair San Antonio Creek Trail



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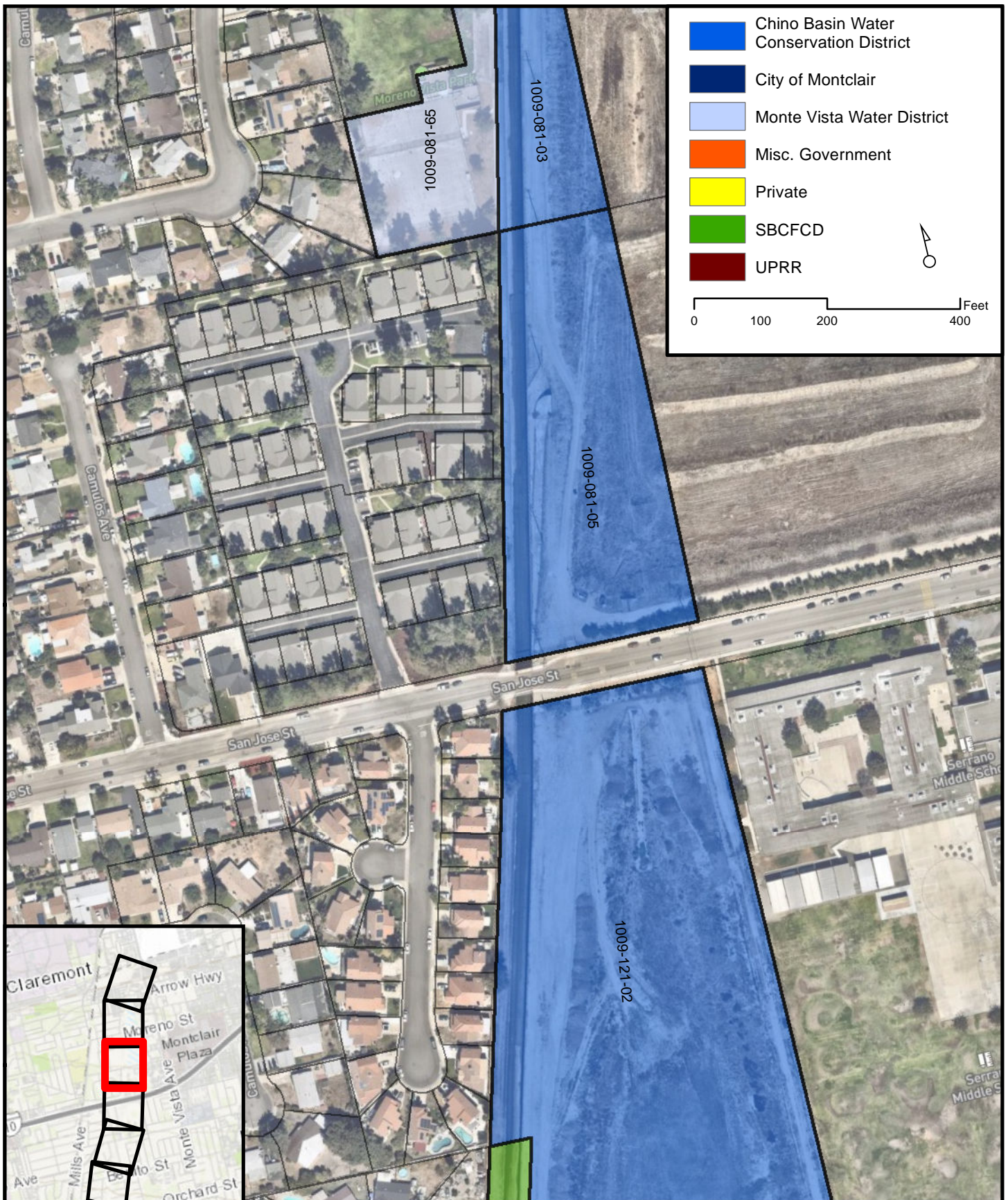
# City of Montclair San Antonio Creek Trail



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 Page 2 of 10



# City of Montclair San Antonio Creek Trail



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 Page 3 of 10



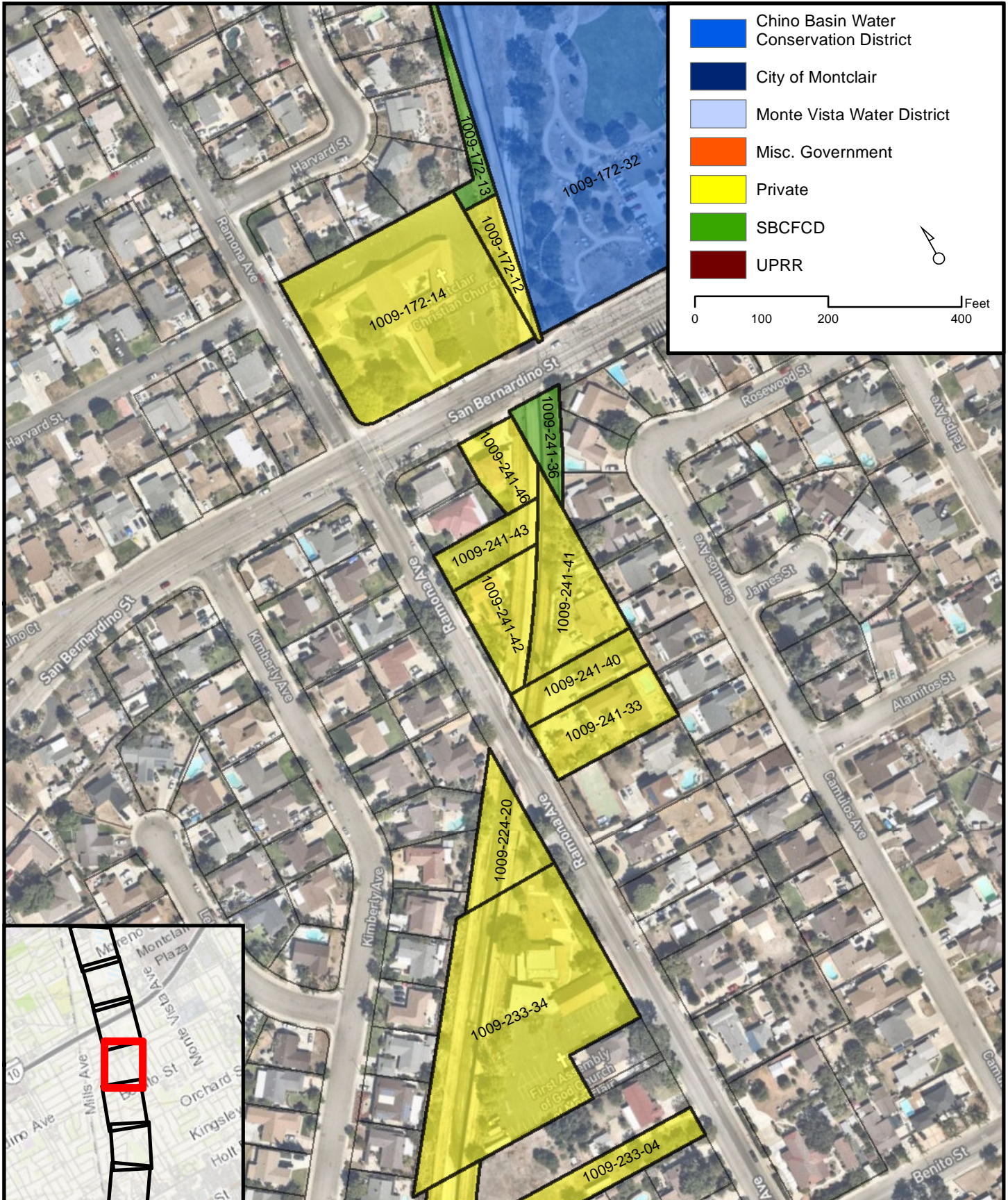
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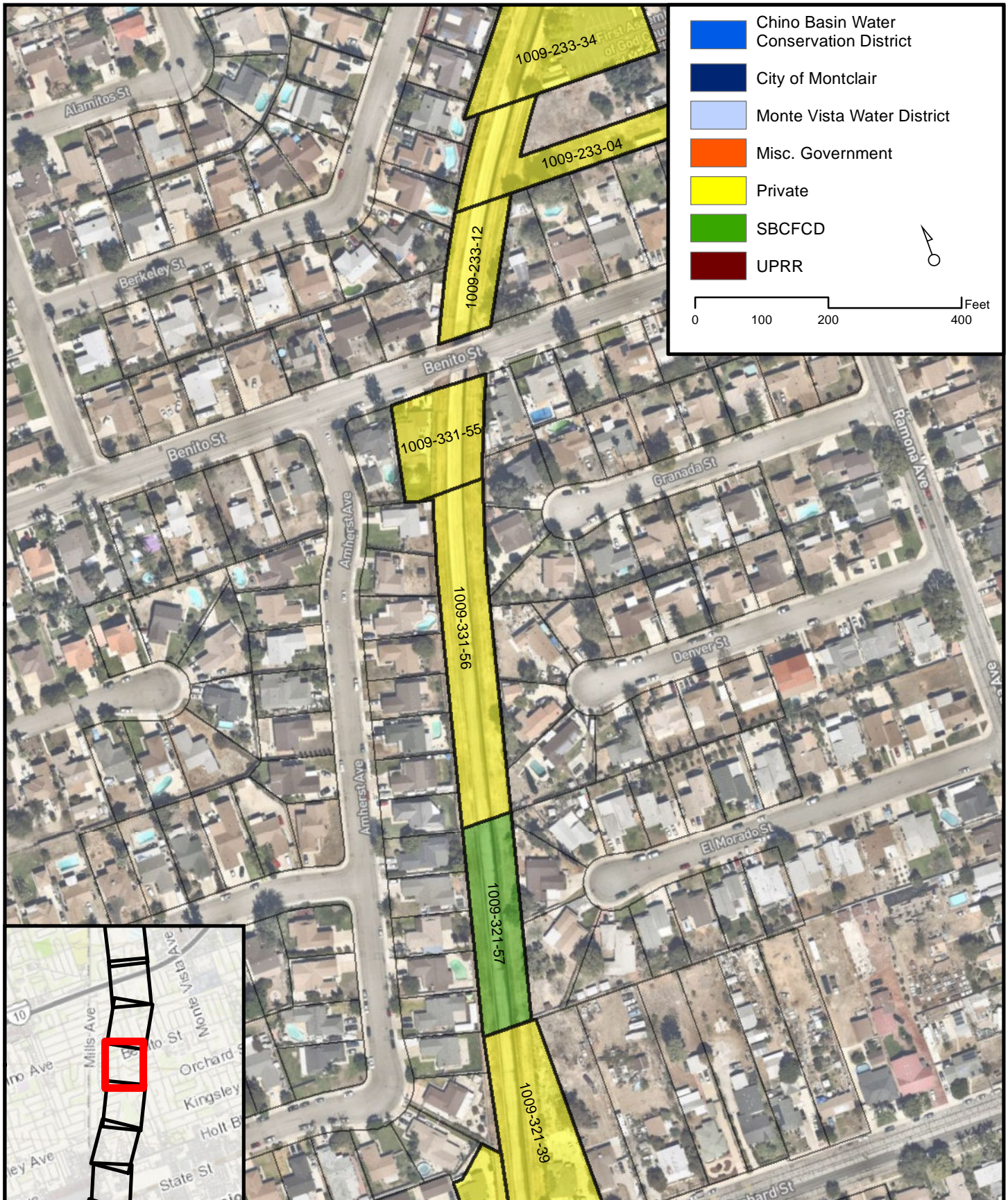
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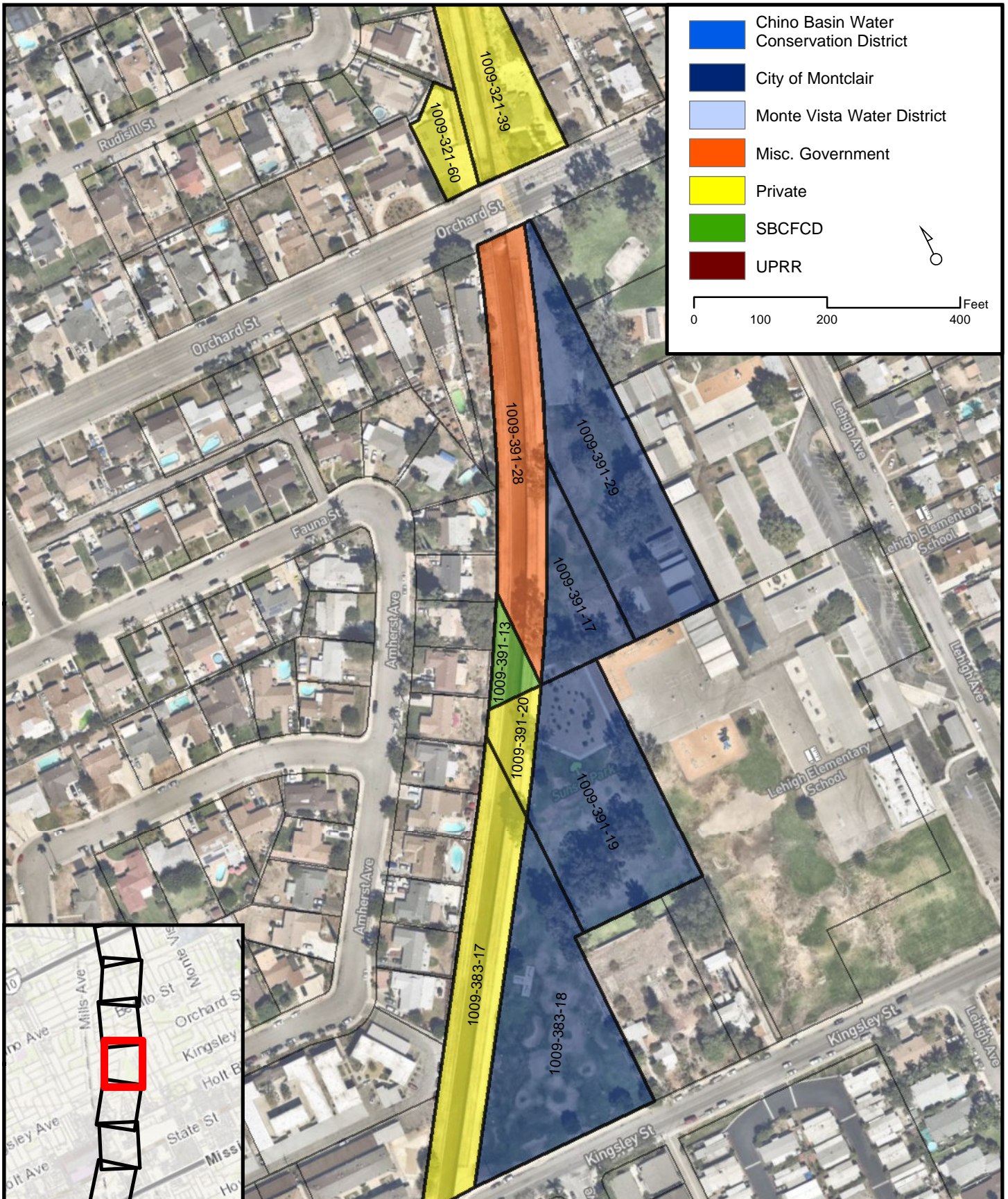
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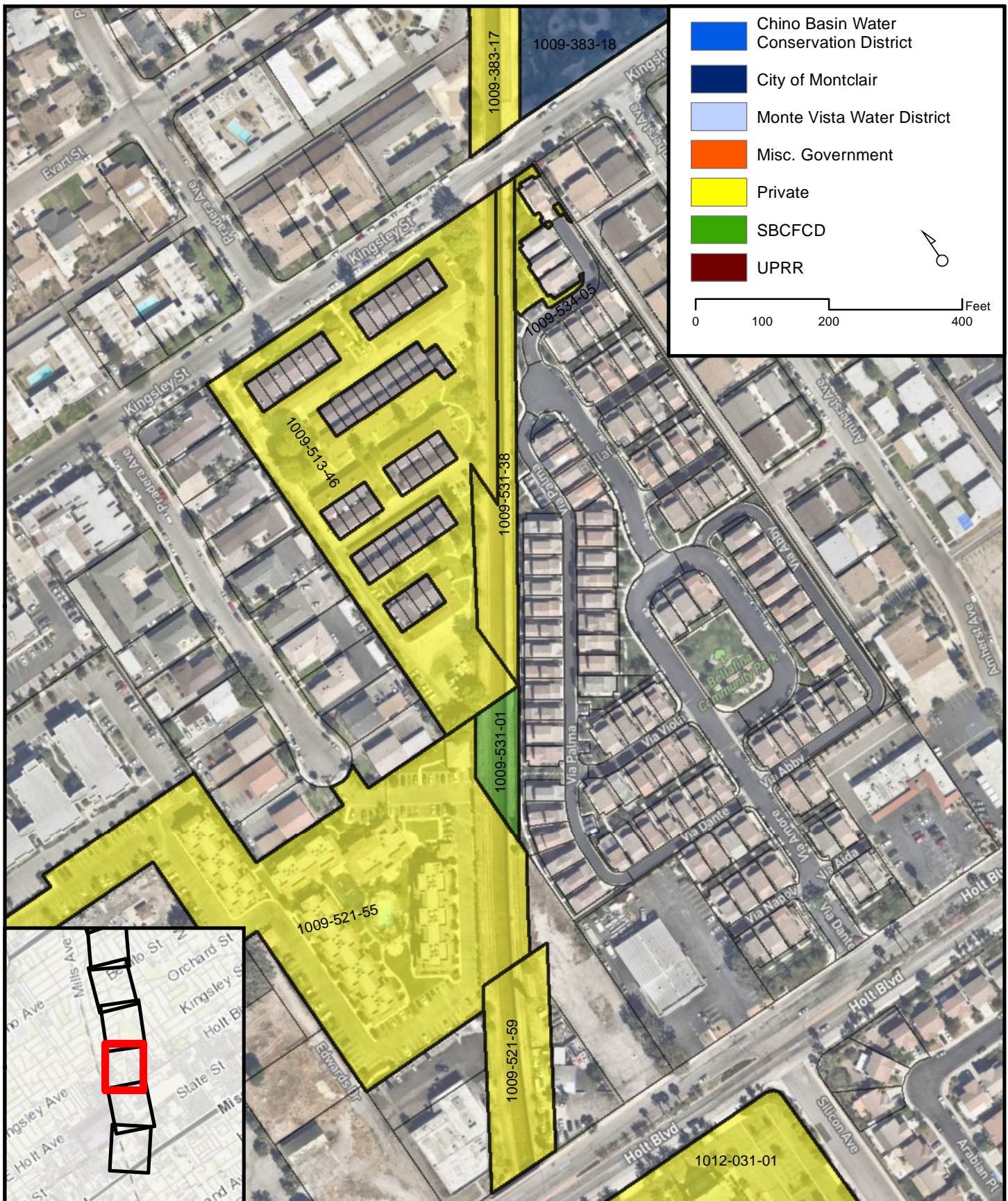
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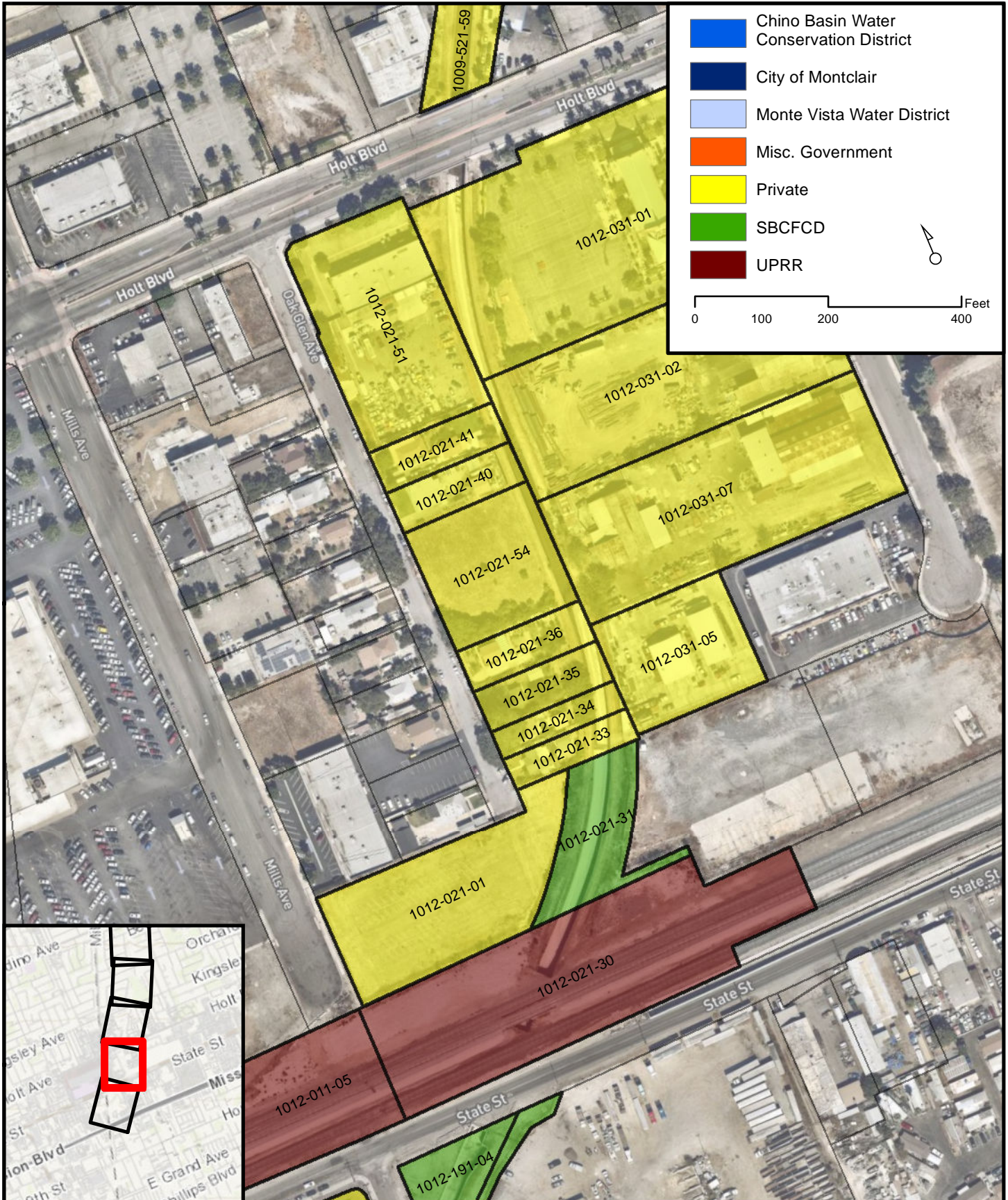
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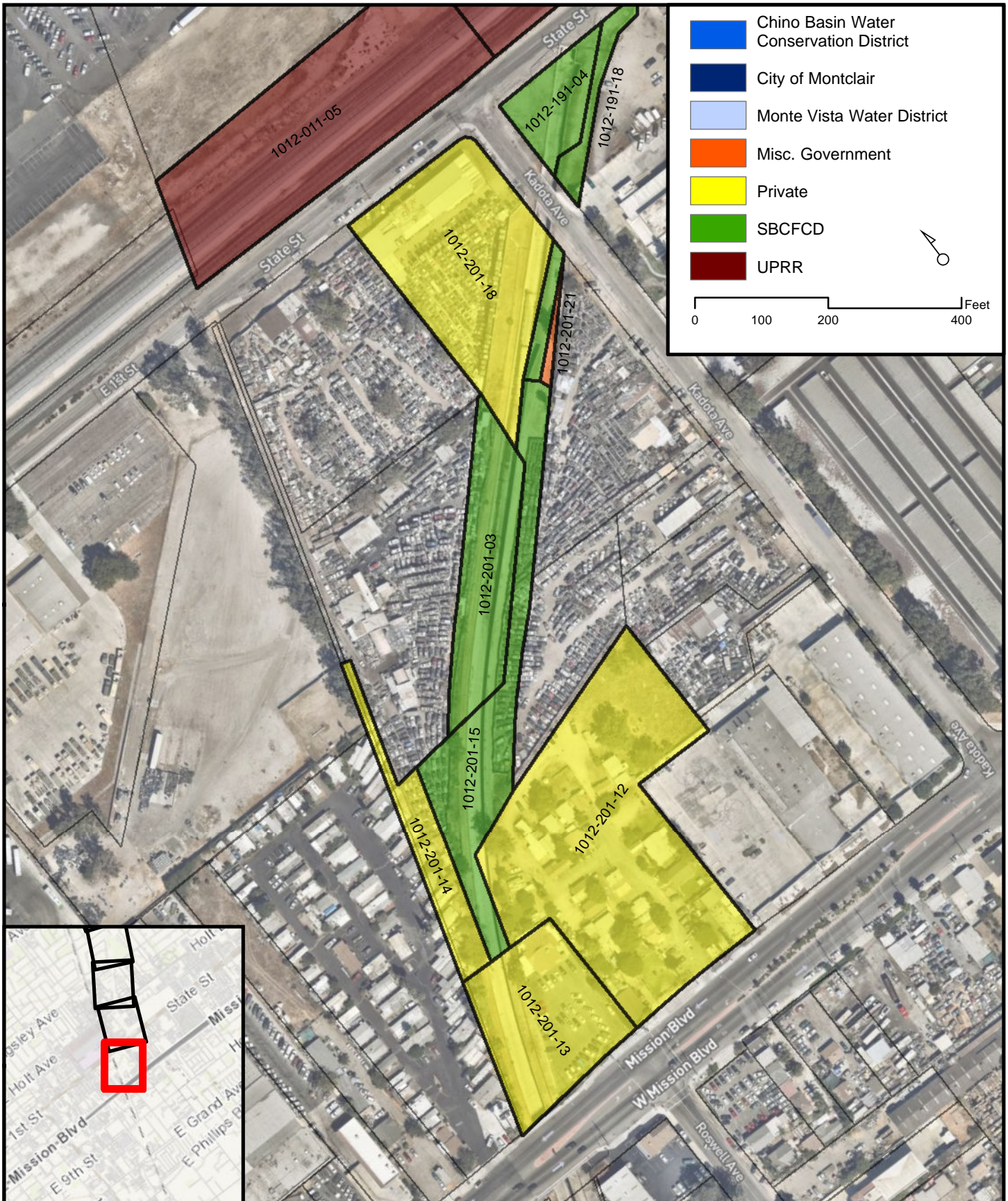
# City of Montclair San Antonio Creek Trail



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# City of Montclair San Antonio Creek Trail



Source: Epic Land Solutions, Mapbox, Esri  
 Map Version 1  
 Date: 1/31/2022  
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## Appendix B

### Table of Property Ownership



City of Montclair San Antonio Creek Trail

APN	Owner Name	Owner Type
1007-711-06	Omnitrans	Misc. Government
1007-711-07	City Of Montclair	City of Montclair
1007-722-03	Vulcan Materials Company Foundaton	Private
1007-722-06	Monte Vista County Water Dist	Monte Vista Water District
1007-722-07	City Of Montclair	City of Montclair
1007-732-01	San Bernardino County Trans Authority	Misc. Government
1009-021-02	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-021-03	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-031-18	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-081-03	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-081-05	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-081-65	Monte Vista County Water Dist	Monte Vista Water District
1009-121-02	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-121-03	San Bernardino Co Flood Control Dist	SBCFCD
1009-172-12	Gregorowich, Virginia J	Private
1009-172-13	San Bernardino Co Flood Control Dist	SBCFCD
1009-172-14	Montclair Christian Ch Of San, Bdno C	Private
1009-172-32	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-182-15	Monte Vista County Water Dist	Monte Vista Water District
1009-182-16	Chino Basin Water Conservation District	Chino Basin Water Conservation District
1009-224-20	S Calif Dist Council Assemblies, Of G	Private
1009-233-04	Brizuela, Nicasio	Private
1009-233-12	Brizuela, Nicasio	Private
1009-233-34	S Calif Dist Council Assemblies, Of G	Private
1009-241-33	Le, Count A	Private
1009-241-36	San Bernardino Co Flood Control Dist	SBCFCD
1009-241-40	Jamindar, Management P	Private
1009-241-41	Santana, Bruce C	Private
1009-241-42	Salcedo, Victor	Private
1009-241-43	Chen, Sandy Hong	Private
1009-241-46	Gonzalez, Marie Powell	Private
1009-321-39	De La Torre, Juan Ramon	Private
1009-321-57	San Bernardino Co Flood Control Dist	SBCFCD
1009-321-60	Stevens, Judith	Private
1009-331-55	Ruelas, Eduardo	Private
1009-331-56	Murray, Arthur L	Private
1009-383-17	Boyce And Green Inc	Private
1009-383-18	City Of Montclair	City of Montclair
1009-391-13	San Bernardino Co Flood Control Dist	SBCFCD
1009-391-17	City Of Montclair	City of Montclair
1009-391-19	City Of Montclair	City of Montclair
1009-391-20	Cox, Cynthia L	Private
1009-391-28	United States Of America	Misc. Government
1009-391-29	City Of Montclair	City of Montclair
1009-513-46	Dickson, Patricia	Private
1009-521-55	Montclair Family Housing Ptnrs LP	Private

City of Montclair San Antonio Creek Trail

1009-521-59	Restop Realty Company	Private
1009-531-01	San Bernardino Co Flood Control Dist	SBCFCD
1009-531-38	Bellafina Community Association	Private
1009-534-05	Bellafina Community Association, Private	Private
1012-011-05	Southern Pacific Railway Co	UPRR
1012-021-01	Pomona Valley Educational Joint	Private
1012-021-30	Southern Pacific Railway Co	UPRR
1012-021-31	San Bernardino Co Flood Control Dist	SBCFCD
1012-021-33	Hernandez, Luis Fernando	Private
1012-021-34	Chavez, Jonathan	Private
1012-021-35	Patel, Anjana	Private
1012-021-36	Lim, Houy	Private
1012-021-40	Marron, Priscilla Marina	Private
1012-021-41	Gonzalez, Bonifacio	Private
1012-021-51	Z & X LLC	Private
1012-021-54	Pham, Trac Ngoc	Private
1012-031-01	Iglesia Ni Cristo	Private
1012-031-02	Scheffler Properties LLC	Private
1012-031-05	All Enterprises Inc	Private
1012-031-07	Aldinger Holdings LL	Private
1012-191-04	San Bernardino Co Flood Control Dist	SBCFCD
1012-191-18	San Bernardino Co Flood Control Dist	SBCFCD
1012-201-03	San Bernardino Co Flood Control Dist	SBCFCD
1012-201-12	Group Viii Covina Properties LP	Private
1012-201-13	Burdo, Ronen D	Private
1012-201-14	Patel, Birva A	Private
1012-201-15	San Bernardino Co Flood Control Dist	SBCFCD
1012-201-18	Wehby, Ronald	Private
1012-201-19	San Bernardino Flood Contro	SBCFCD
1012-201-21	County Of San Bernardino	Misc. Government
1046-551-42	San Bernardino County Trans Authority	Misc. Government



## **Appendix E: Community Engagement**

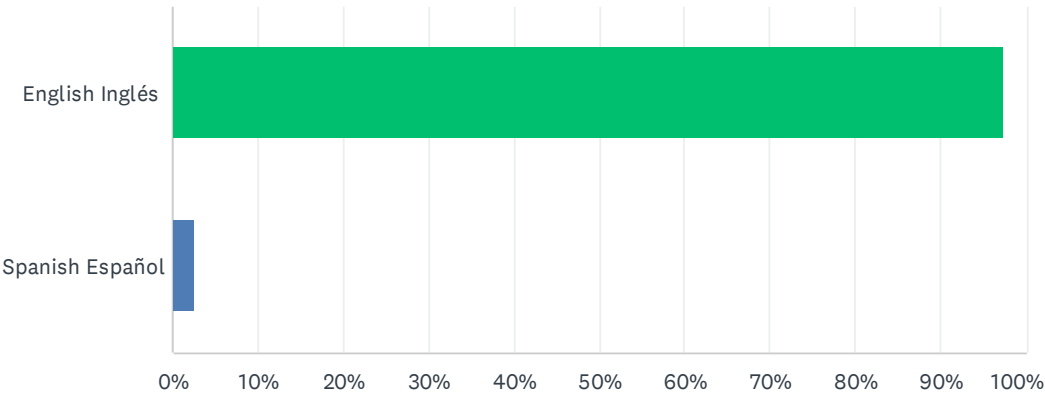
## Community Survey

The online community survey was open for responses between October and December 2021. The survey was hosted on Survey Monkey, and was promoted via social media and on City and school district email listservs in the days leading up to the two pop-up events to encourage participation in the pop-ups as well as the survey. A total of 105 responses were received, including 1 Spanish response. The following pages show the multiple-choice survey responses. The following section beginning on page 146 highlights key open-ended responses.



## Q1 Language Preference / Preferencia de idioma

Answered: 117   Skipped: 0



ANSWER CHOICES	RESPONSES	
English Inglés	97.44%	114
Spanish Español	2.56%	3
TOTAL		117

**Q2 Please tell us about yourself. By providing your email address and completing and submitting the survey, you will have a chance to win a \$20 gift card:**

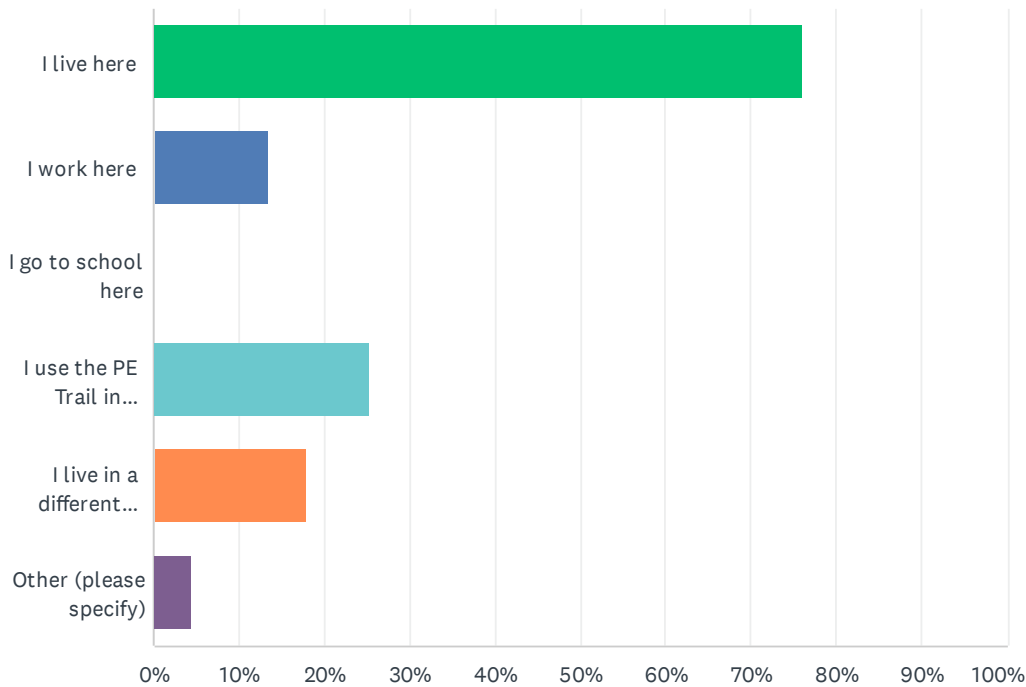
Answered: 67   Skipped: 50

ANSWER CHOICES	RESPONSES	
Name	100.00%	67
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	67
Country	0.00%	0
Email Address (if you do not have an email address, write "None")	97.01%	65
Phone Number	89.55%	60



Q3 What is your relationship to Montclair? Check all that apply.

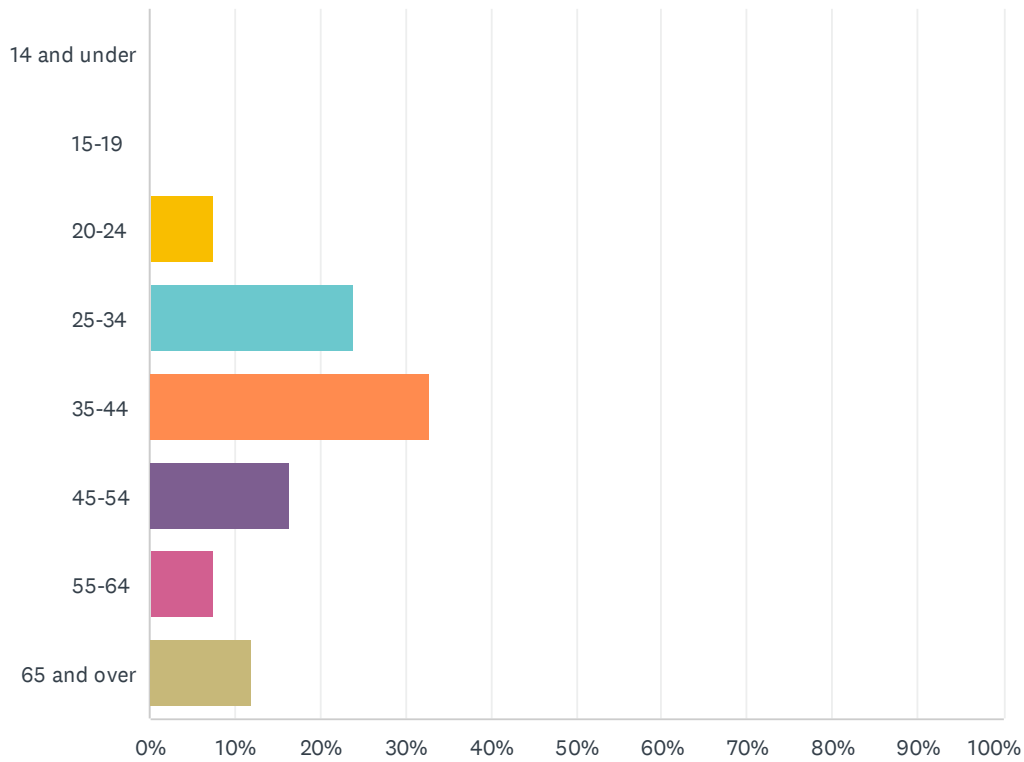
Answered: 67    Skipped: 50



ANSWER CHOICES	RESPONSES	
I live here	76.12%	51
I work here	13.43%	9
I go to school here	0.00%	0
I use the PE Trail in Montclair	25.37%	17
I live in a different community, but I visit Montclair often (e.g. to see friends/family, go to parks, shopping, etc.)	17.91%	12
Other (please specify)	4.48%	3
Total Respondents: 67		

## Q4 What is your age:

Answered: 67   Skipped: 50

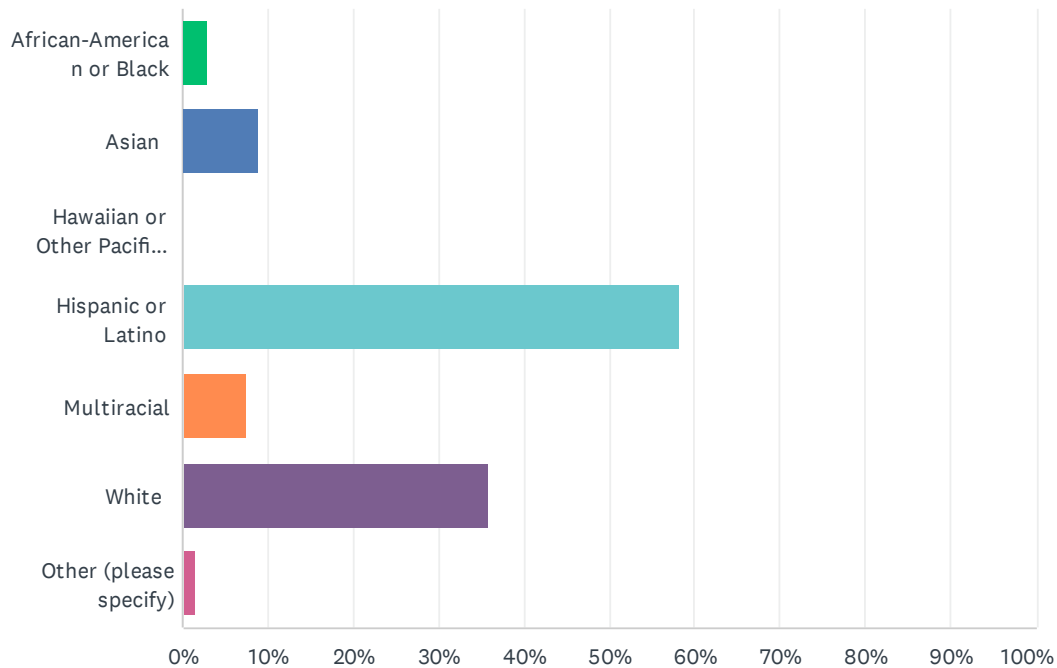


ANSWER CHOICES	RESPONSES	
14 and under	0.00%	0
15-19	0.00%	0
20-24	7.46%	5
25-34	23.88%	16
35-44	32.84%	22
45-54	16.42%	11
55-64	7.46%	5
65 and over	11.94%	8
TOTAL		67



## Q5 I identify as (check all that apply)

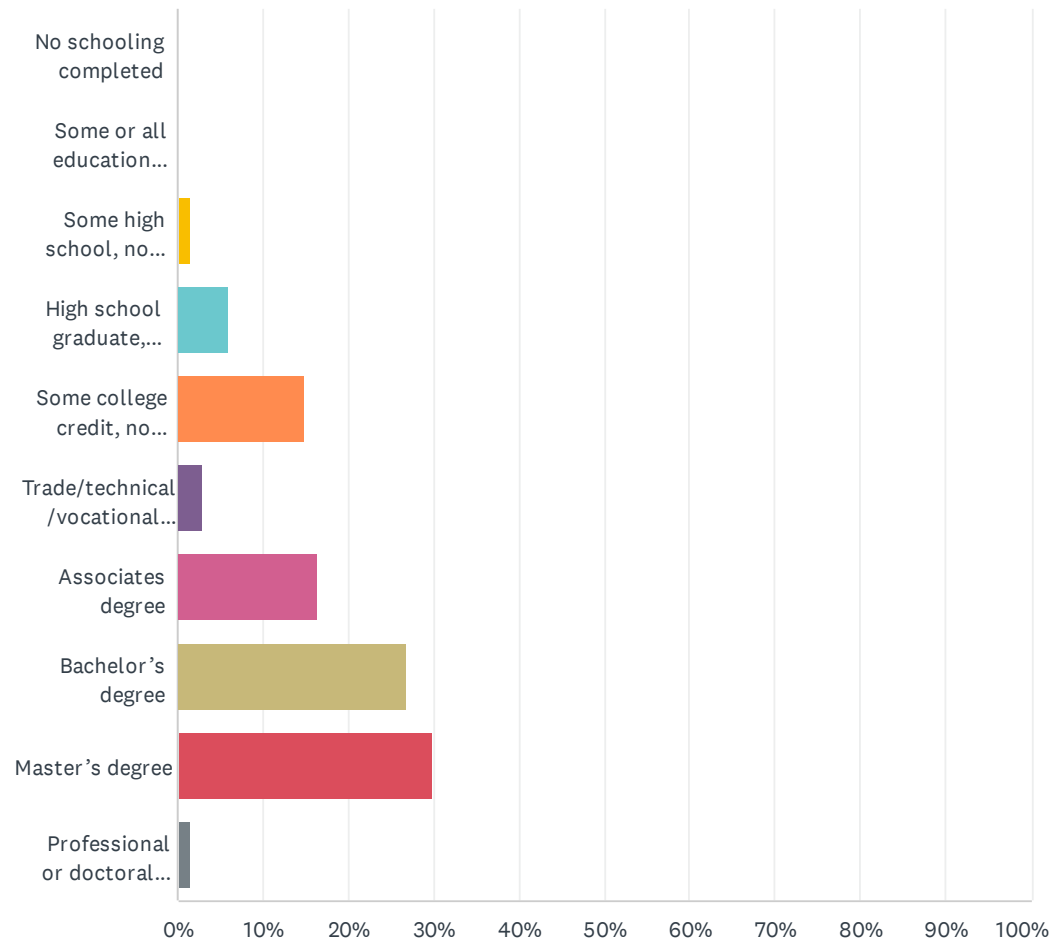
Answered: 67 Skipped: 50



ANSWER CHOICES	RESPONSES	
African-American or Black	2.99%	2
Asian	8.96%	6
Hawaiian or Other Pacific Islander	0.00%	0
Hispanic or Latino	58.21%	39
Multiracial	7.46%	5
White	35.82%	24
Other (please specify)	1.49%	1
Total Respondents: 67		

# Q6 What is the highest level of education you have completed?

Answered: 67    Skipped: 50



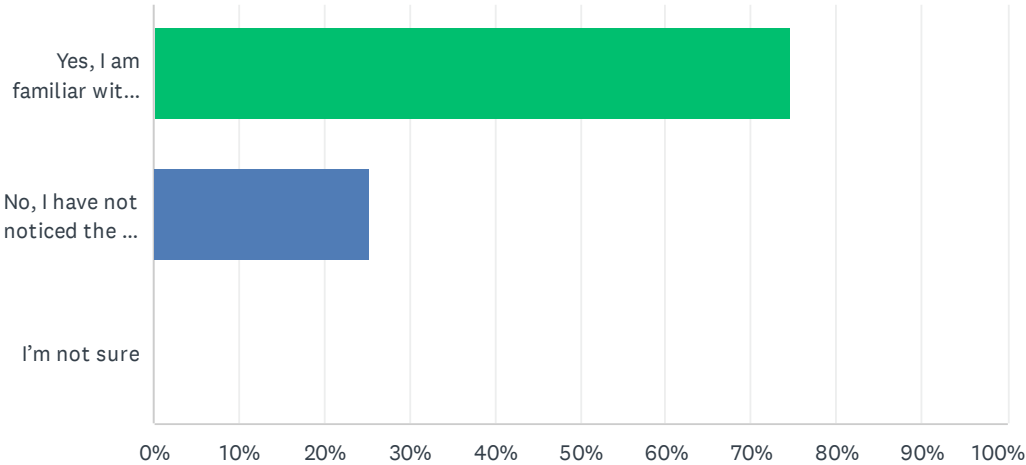


# Montclair San Antonio Creek

ANSWER CHOICES	RESPONSES	
No schooling completed	0.00%	0
Some or all education through 8th grade	0.00%	0
Some high school, no diploma	1.49%	1
High school graduate, diploma or GED	5.97%	4
Some college credit, no degree	14.93%	10
Trade/technical/vocational training	2.99%	2
Associates degree	16.42%	11
Bachelor's degree	26.87%	18
Master's degree	29.85%	20
Professional or doctoral degree	1.49%	1
TOTAL		67

Q7 Are you familiar with the San Antonio Creek adjacent to Moreno Vista Park or Sunset Park? (pictured below).

Answered: 67    Skipped: 50

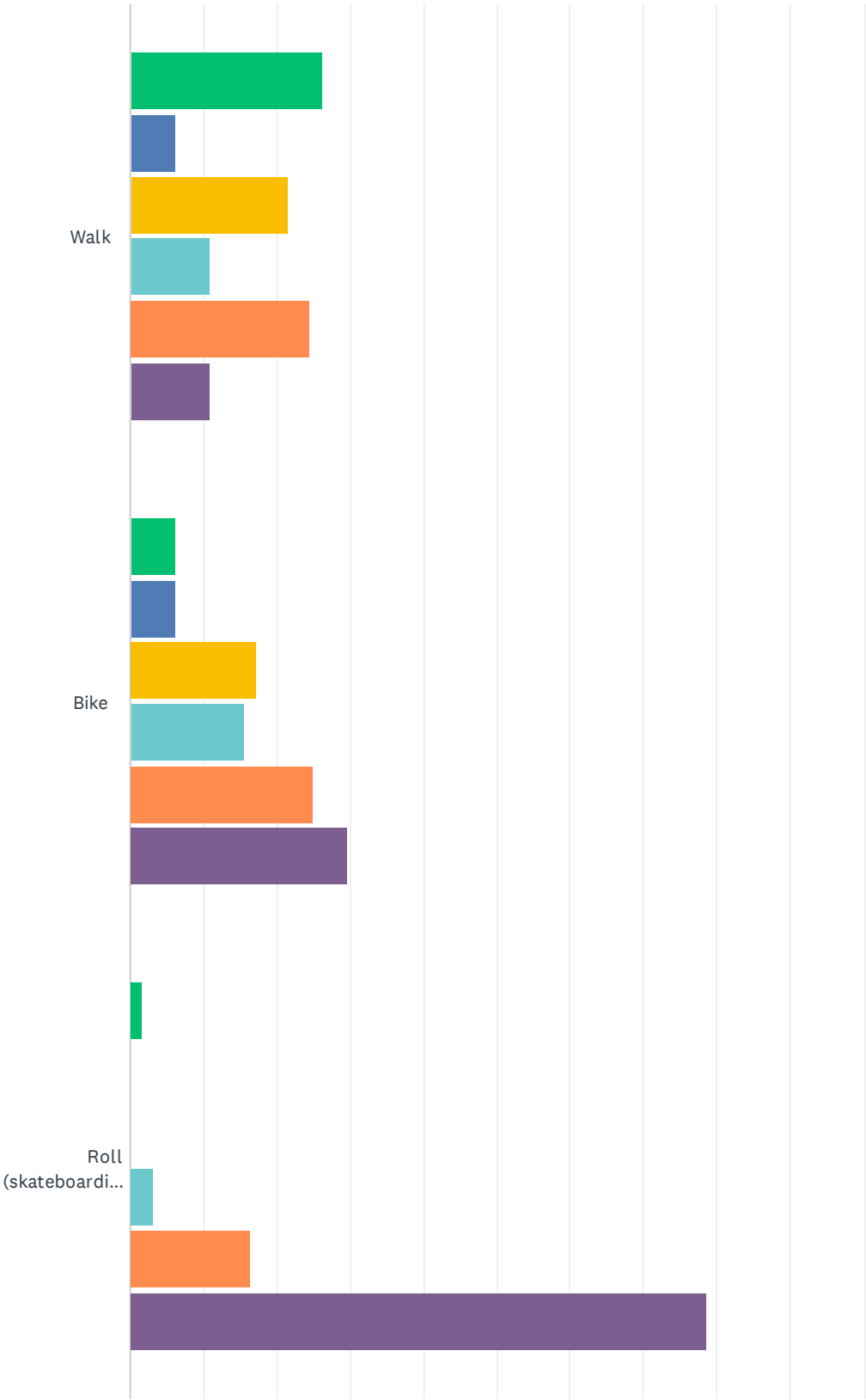


ANSWER CHOICES		RESPONSES	
Yes, I am familiar with the San Antonio Creek		74.63%	50
No, I have not noticed the San Antonio Creek before		25.37%	17
I'm not sure		0.00%	0
TOTAL			67

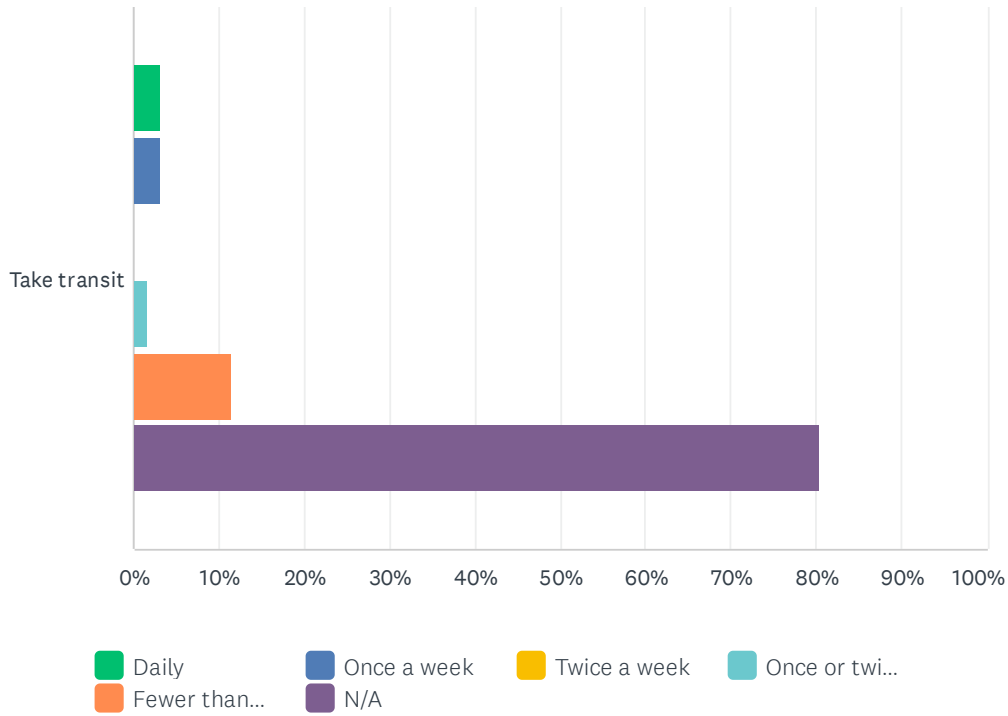


Q8 On average, how often do you walk, bike or roll in other locations in Montclair? (Pick all that apply)

Answered: 67    Skipped: 50



## Montclair San Antonio Creek

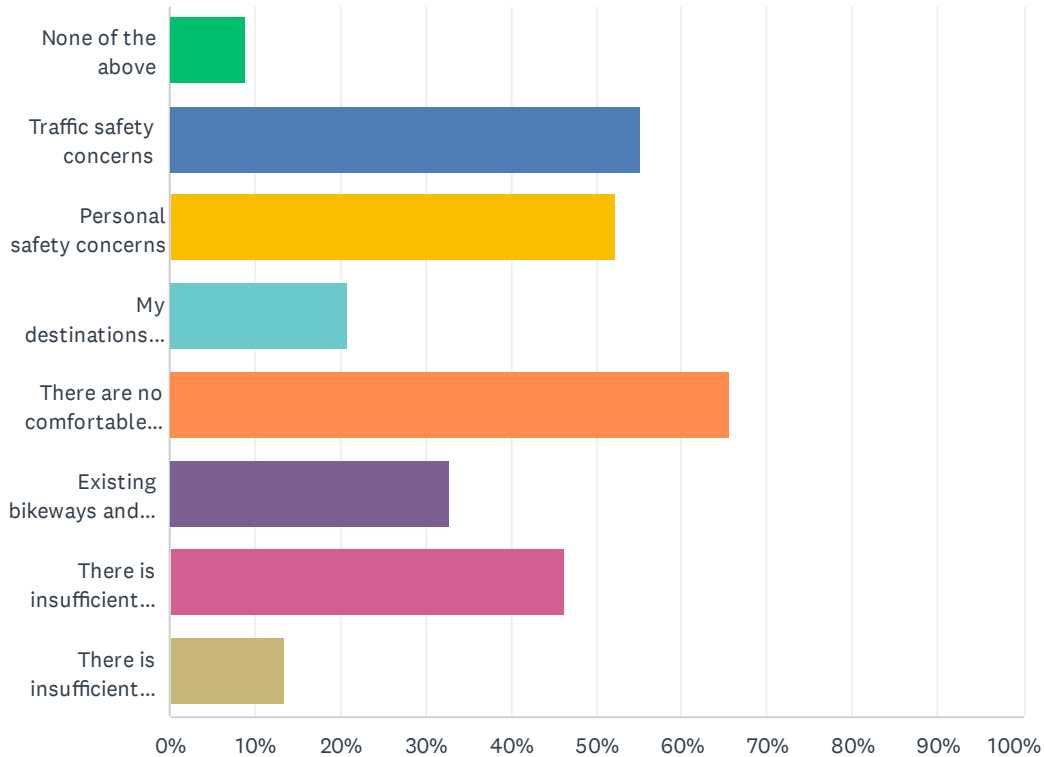


	DAILY	ONCE A WEEK	TWICE A WEEK	ONCE OR TWICE A MONTH	FEWER THAN ONCE A MONTH	N/A	TOTAL	WEIGHTED AVERAGE
Walk	26.15% 17	6.15% 4	21.54% 14	10.77% 7	24.62% 16	10.77% 7	65	3.02
Bike	6.25% 4	6.25% 4	17.19% 11	15.63% 10	25.00% 16	29.69% 19	64	3.67
Roll (skateboarding, scooters, etc.)	1.64% 1	0.00% 0	0.00% 0	3.28% 2	16.39% 10	78.69% 48	61	4.54
Take transit	3.28% 2	3.28% 2	0.00% 0	1.64% 1	11.48% 7	80.33% 49	61	3.75



## Q9 In general, is there anything that prevents you from walking, biking, or rolling more often or to more places? (Pick top three)

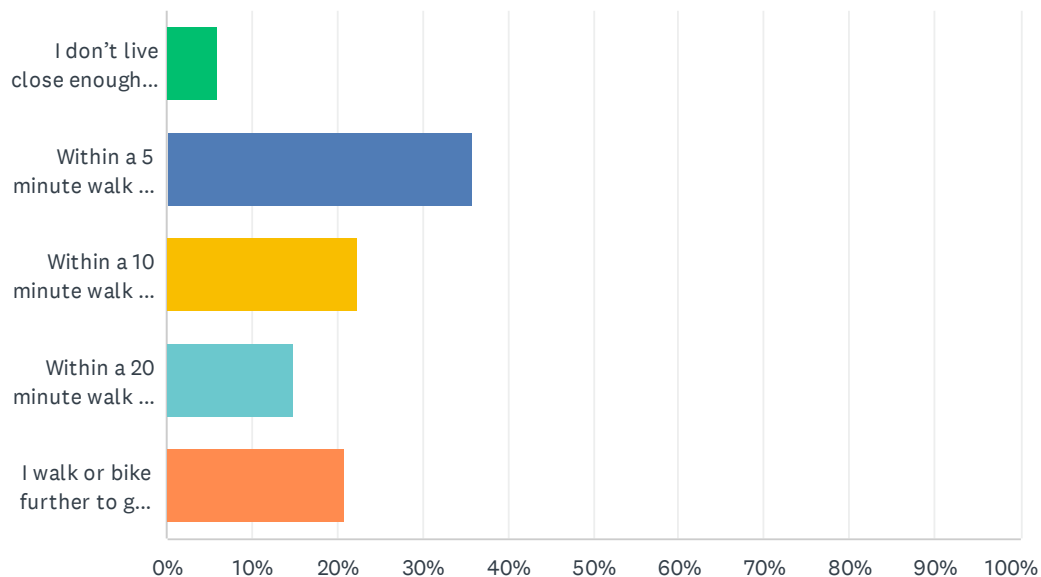
Answered: 67 Skipped: 50



ANSWER CHOICES	RESPONSES	
None of the above	8.96%	6
Traffic safety concerns	55.22%	37
Personal safety concerns	52.24%	35
My destinations are too far away	20.90%	14
There are no comfortable bikeways or sidewalks that connect to my destinations	65.67%	44
Existing bikeways and sidewalks are not well maintained (debris, potholes, etc.)	32.84%	22
There is insufficient lighting along existing bikeways and sidewalks	46.27%	31
There is insufficient secure bike parking at my destinations	13.43%	9
Total Respondents: 67		

## Q10 If you were to use the San Antonio Creek Trail, how far would you need to travel to access it? (e.g. from your home, school, etc.)

Answered: 67 Skipped: 50

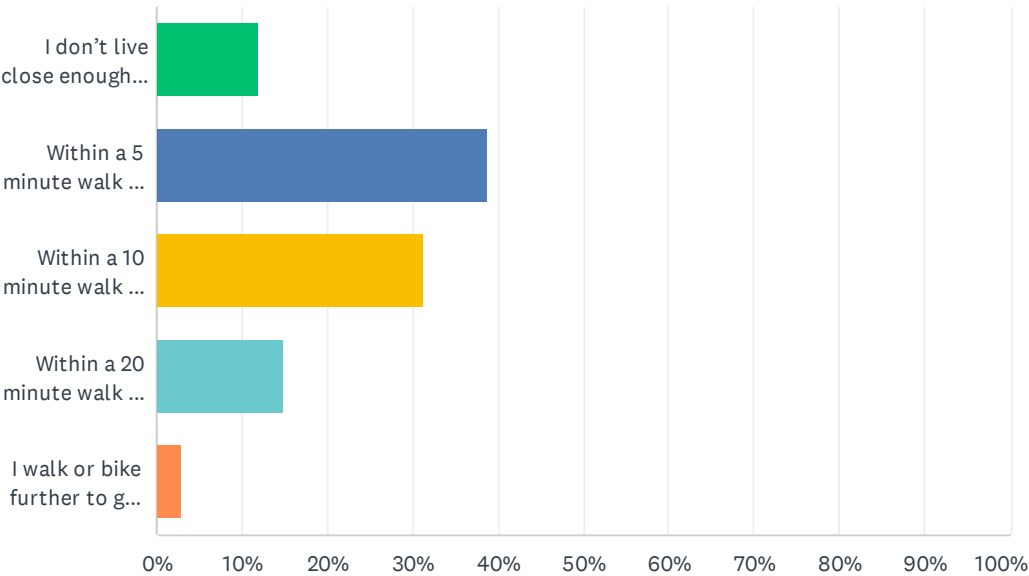


ANSWER CHOICES	RESPONSES	
I don't live close enough to walk or bike to the trail	5.97%	4
Within a 5 minute walk or 1 minute bike ride (0- 1/4 mi)	35.82%	24
Within a 10 minute walk or 2 minute bike ride (1/4 - 1/2 mi)	22.39%	15
Within a 20 minute walk or 4 minute bike ride (1/2 - 1 mi)	14.93%	10
I walk or bike further to get to the Creek corridor (write in time or miles to creek):	20.90%	14
TOTAL		67



# Q11 How far do you live from the closest park to you?

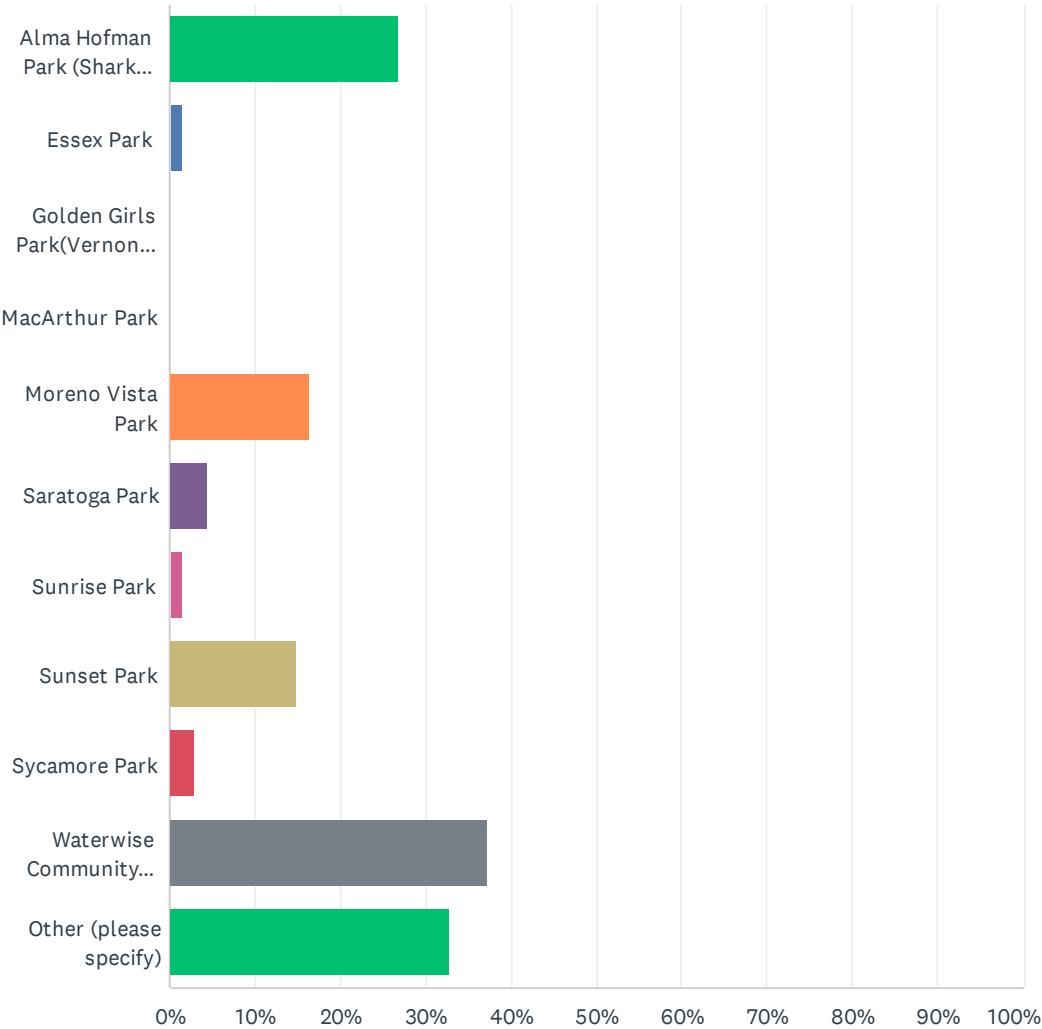
Answered: 67    Skipped: 50



ANSWER CHOICES	RESPONSES	
I don't live close enough to walk or bike to a park	11.94%	8
Within a 5 minute walk or 1 minute bike ride (0- 1/4 mi)	38.81%	26
Within a 10 minute walk or 2 minute bike ride (1/4 - 1/2 mi)	31.34%	21
Within a 20 minute walk or 4 minute bike ride (1/2 - 1 mi)	14.93%	10
I walk or bike further to get to a park:	2.99%	2
TOTAL		67

Q12 What parks do you currently walk, bike or roll to?

Answered: 67    Skipped: 50





## Montclair San Antonio Creek

ANSWER CHOICES	RESPONSES	
Alma Hofman Park (Shark Park)	26.87%	18
Essex Park	1.49%	1
Golden Girls Park(Vernon Park)	0.00%	0
MacArthur Park	0.00%	0
Moreno Vista Park	16.42%	11
Saratoga Park	4.48%	3
Sunrise Park	1.49%	1
Sunset Park	14.93%	10
Sycamore Park	2.99%	2
Waterwise Community Center Park & Gardens (formerly known as Wilderness Park)	37.31%	25
Other (please specify)	32.84%	22
Total Respondents: 67		

**Q13 What are the destinations near the San Antonio Creek that you'd like to be able to reach easily from the trail?**

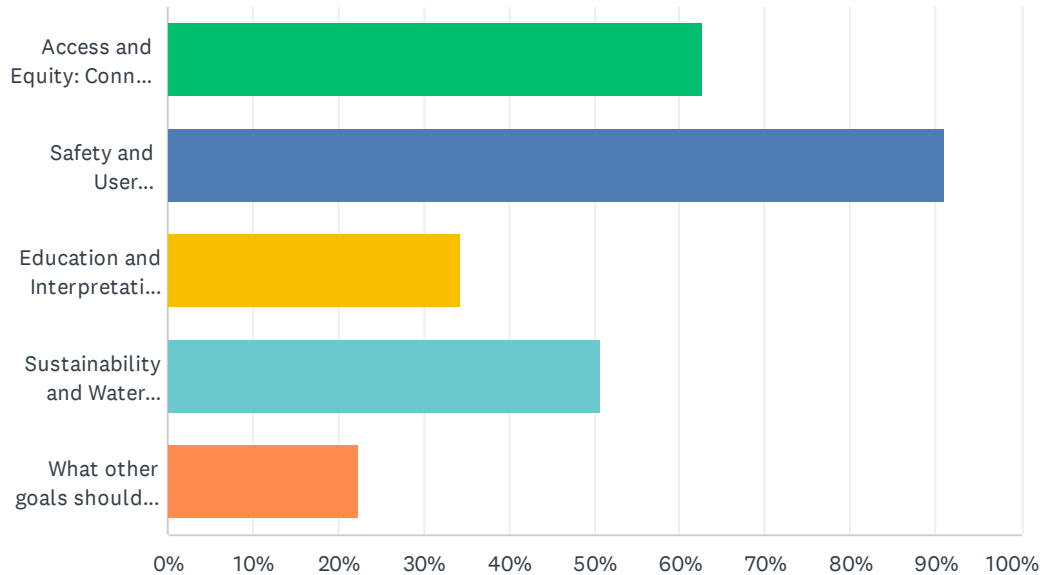
Answered: 67   Skipped: 50

*Key responses are listed in the next section, starting on page 146*



## Q14 Which goals do you think are most important to guide this project? Pick your top two.

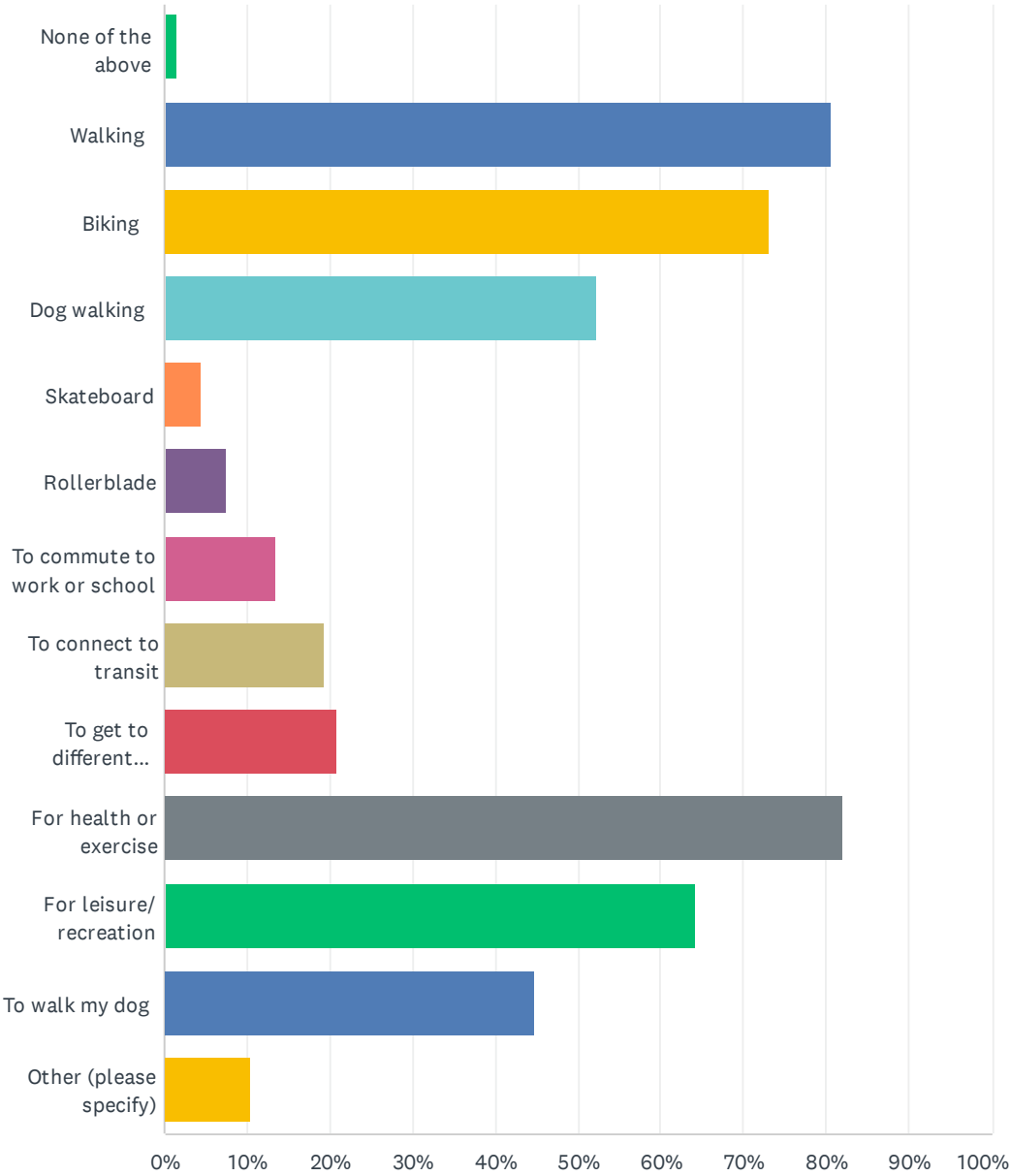
Answered: 67   Skipped: 50



ANSWER CHOICES	RESPONSES	
Access and Equity: Connect people and destinations	62.69%	42
Safety and User Experience: Provide a safe and comfortable experience for a range of trail users (different ages and abilities, people walking, biking, etc.)	91.04%	61
Education and Interpretation: Create an engaging trail experience that highlights local context: history, culture, and the natural environment	34.33%	23
Sustainability and Water Conservation: Respect the San Antonio Creek as a water resource and a functional stormwater facility.	50.75%	34
What other goals should we consider? (Write in your ideas below)	22.39%	15
Total Respondents: 67		

Q15 How would you use the future San Antonio Creek Trail? (Pick all that apply)

Answered: 67    Skipped: 50





# Montclair San Antonio Creek

ANSWER CHOICES	RESPONSES	
None of the above	1.49%	1
Walking	80.60%	54
Biking	73.13%	49
Dog walking	52.24%	35
Skateboard	4.48%	3
Rollerblade	7.46%	5
To commute to work or school	13.43%	9
To connect to transit	19.40%	13
To get to different destinations (grocery, shopping, friend's house, etc.)	20.90%	14
For health or exercise	82.09%	55
For leisure/ recreation	64.18%	43
To walk my dog	44.78%	30
Other (please specify)	10.45%	7
Total Respondents: 67		

**Q16 If you would NOT use the San Antonio Creek Trail, please explain why:**

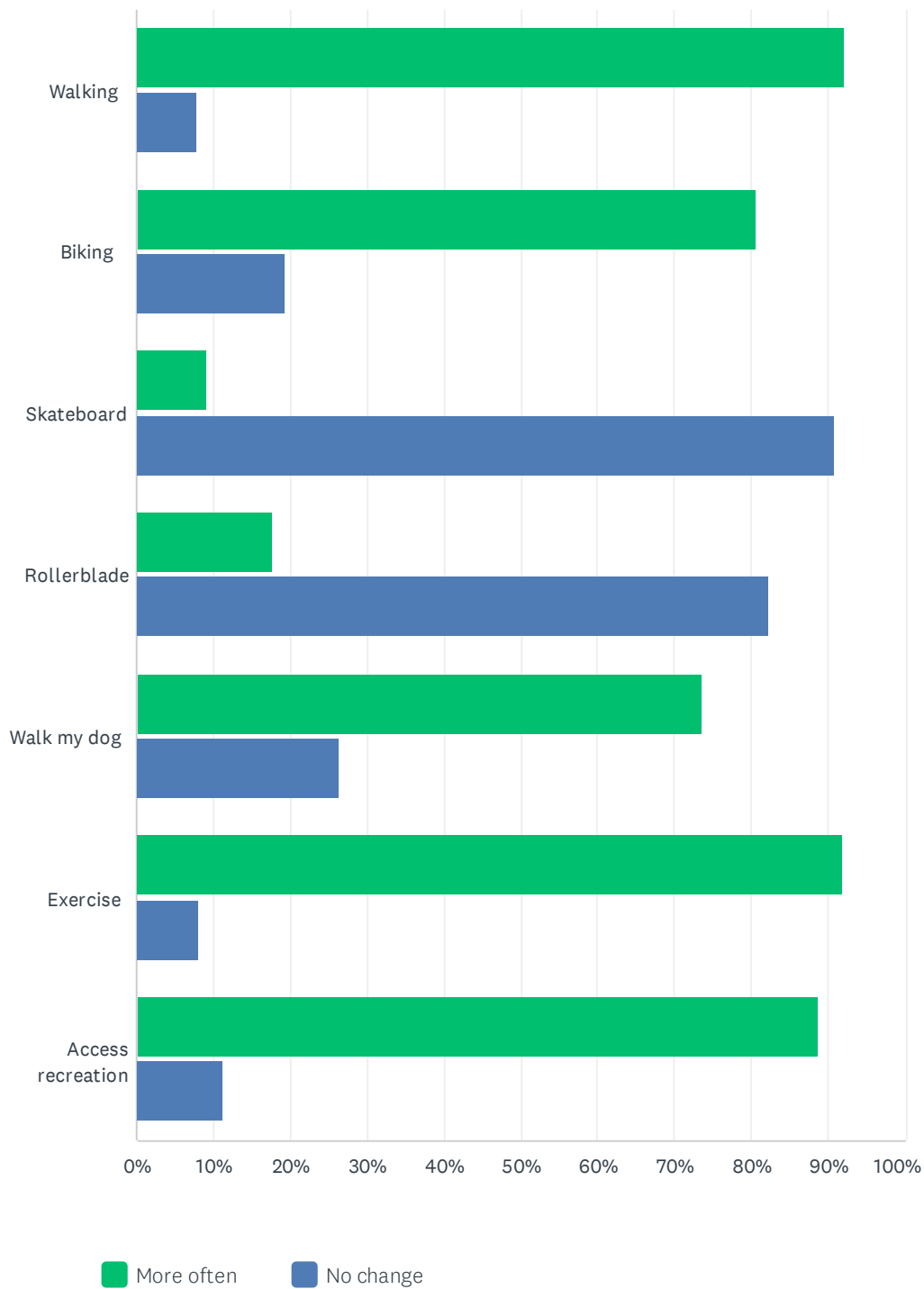
Answered: 9   Skipped: 108

*Key responses are listed in the next section, starting on page 146*



## Q17 Would having access to the future San Antonio Creek Trail change how often you engage in any of these activities?

Answered: 67 Skipped: 50



# Montclair San Antonio Creek

	MORE OFTEN	NO CHANGE	TOTAL	WEIGHTED AVERAGE
Walking	92.06% 58	7.94% 5	63	1.08
Biking	80.65% 50	19.35% 12	62	1.19
Skateboard	9.09% 4	90.91% 40	44	1.91
Rollerblade	17.78% 8	82.22% 37	45	1.82
Walk my dog	73.58% 39	26.42% 14	53	1.26
Exercise	91.80% 56	8.20% 5	61	1.08
Access recreation	88.68% 47	11.32% 6	53	1.11



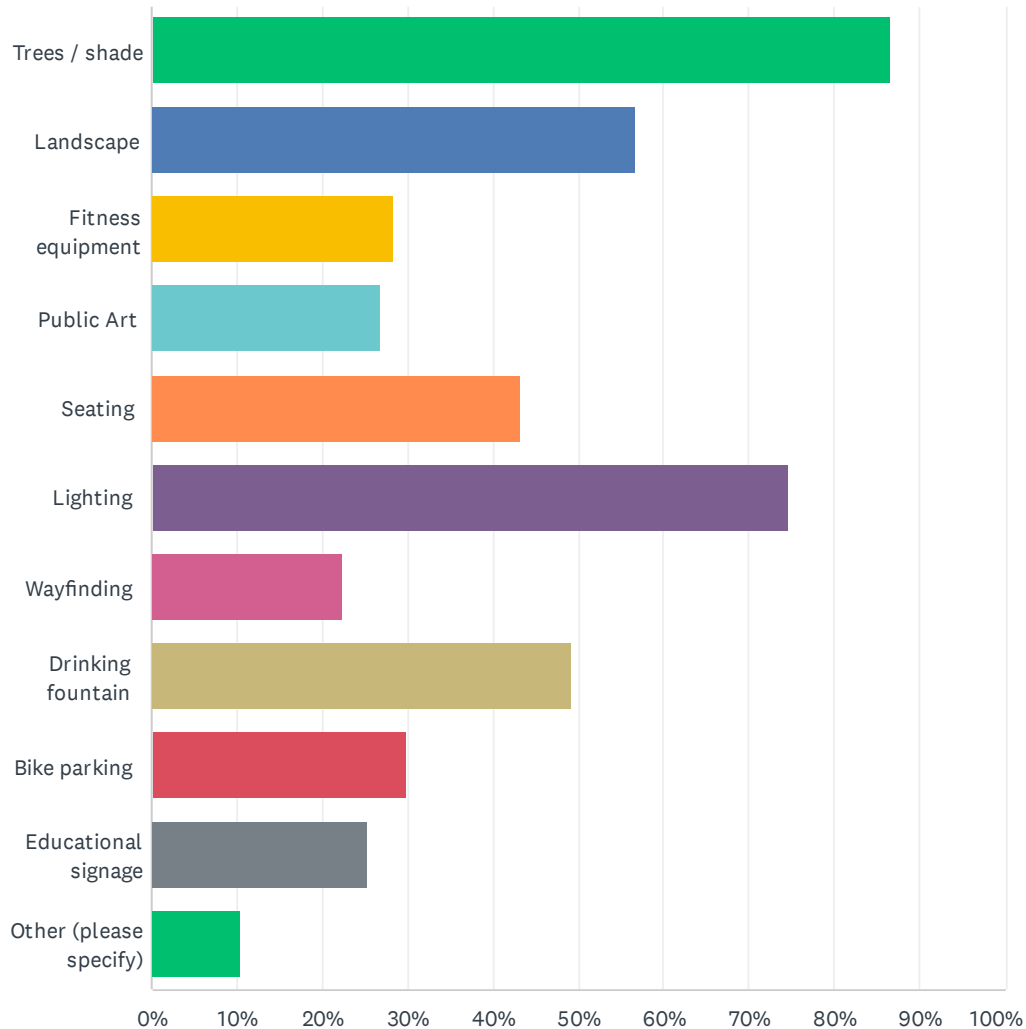
## Q18 If none of the above, please explain:

Answered: 4   Skipped: 113

*Key responses are listed in the next section, starting on page 146*











# Q19 Which of the following amenities would you most like to see if a trail along the San Antonio Creek were built? Select your top three choices:

Answered: 67 Skipped: 50





## Montclair San Antonio Creek

ANSWER CHOICES	RESPONSES	
 <p>Trees / shade</p>	86.57%	58
 <p>Landscape</p>	56.72%	38
 <p>Fitness equipment</p>	28.36%	19
 <p>Public Art</p>	26.87%	18
 <p>Seating</p>	43.28%	29
 <p>Lighting</p>	74.63%	50
 <p>Wayfinding</p>	22.39%	15
 <p>Drinking fountain</p>	49.25%	33
 <p>Bike parking</p>	29.85%	20
 <p>Educational signage</p>	25.37%	17
Other (please specify)	10.45%	7
Total Respondents: 67		

Q20 If the trail were to include educational or interpretive signage along the trail or at trailheads, what topics would you like it to explore (e.g. history of the Creek, information about native plants and animals, local culture/history)? Write in your ideas below:

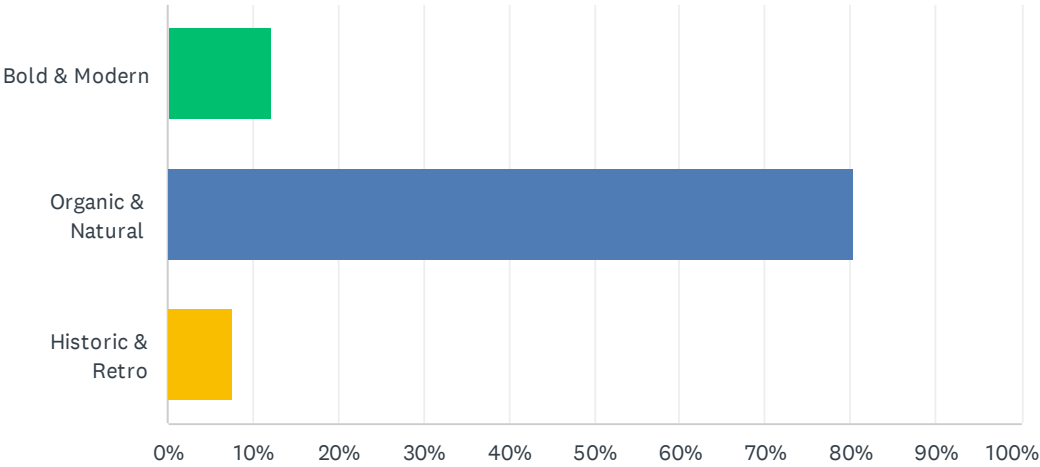
Answered: 67   Skipped: 50




*Key responses are listed in the next section, starting on page 146*



# Q21 What design theme do you think is the best fit for the San Antonio Creek Trail?

Answered: 66    Skipped: 51



ANSWER CHOICES	RESPONSES	
 Bold & Modern	12.12%	8
 Organic & Natural	80.30%	53
 Historic & Retro	7.58%	5
TOTAL		66

**Q22 Are there any trails you have used that you think would be great inspiration for the San Antonio Creek Trail? Share the trail name and what you love about it:**

Answered: 38   Skipped: 79

*Key responses are listed in the next section, starting on page 146*



## Q23 Is there anything else you would like us to know about your future use of or ideas for the San Antonio Creek Trail?

Answered: 37   Skipped: 80

*Key responses are listed in the next section, starting on page 146*

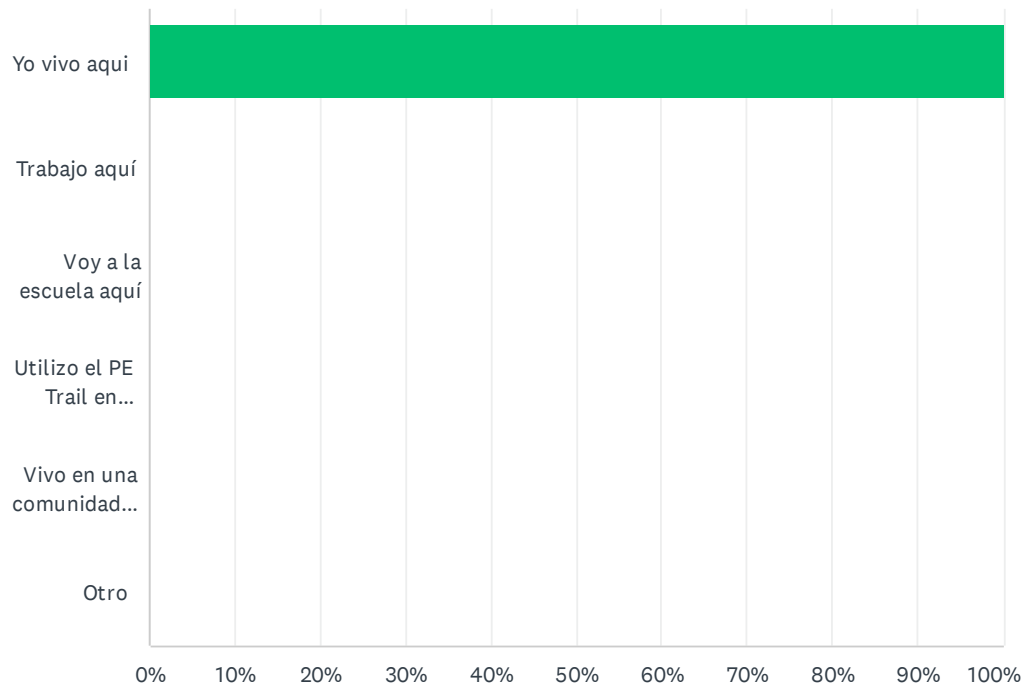
**Q24 Cuéntenos sobre usted. Al proporcionar su dirección de correo electrónico y completar y enviar la encuesta, tendrá la oportunidad de ganar una tarjeta de regalo de \$ 20:**

Answered: 1   Skipped: 116

ANSWER CHOICES	RESPONSES	
Nombre	100.00%	1
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
Código postal	100.00%	1
Country	0.00%	0
Dirección de Correo Electrónico (si no tiene una dirección de correo electrónico, escriba "Ninguna")	100.00%	1
Número de Teléfono	100.00%	1

Q25 ¿Cuál es su relación con Montclair? Marque todo lo que corresponda.

Answered: 1    Skipped: 116

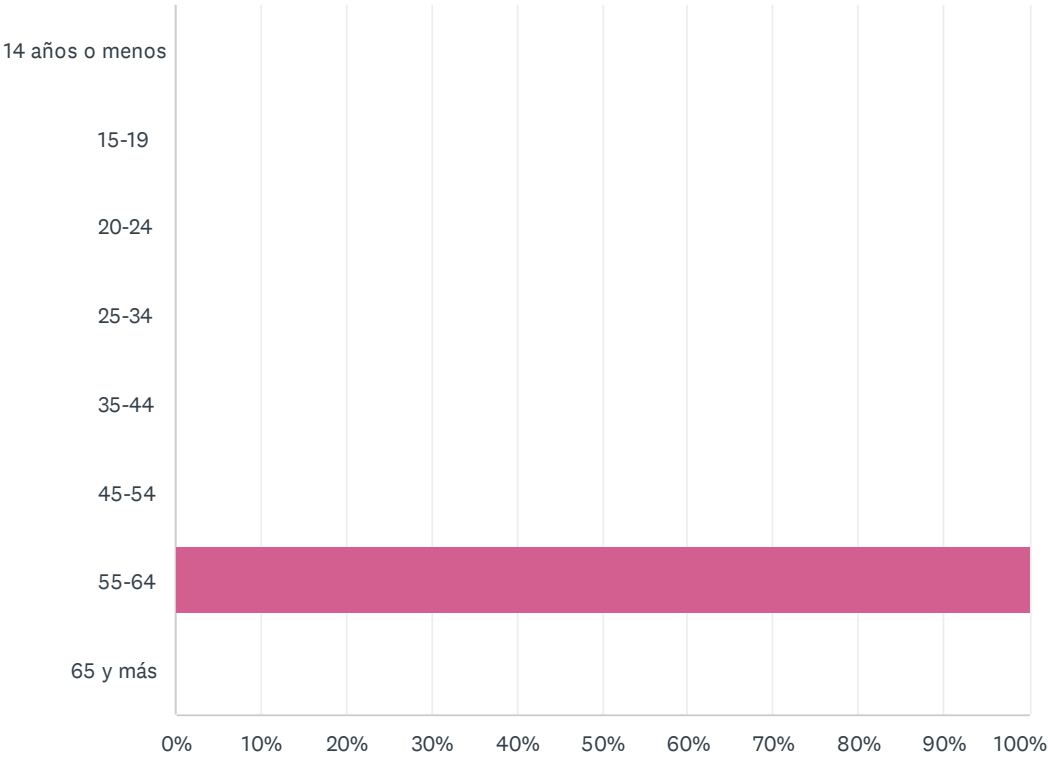


ANSWER CHOICES	RESPONSES	
Yo vivo aquí	100.00%	1
Trabajo aquí	0.00%	0
Voy a la escuela aquí	0.00%	0
Utilizo el PE Trail en Montclair	0.00%	0
Vivo en una comunidad diferente, pero visito Montclair a menudo (por ejemplo, para ver a amigos/familiares, ir a parques, ir de compras, etc.)	0.00%	0
Otro	0.00%	0
Total Respondents: 1		



## Q26 Cuál es tu edad:

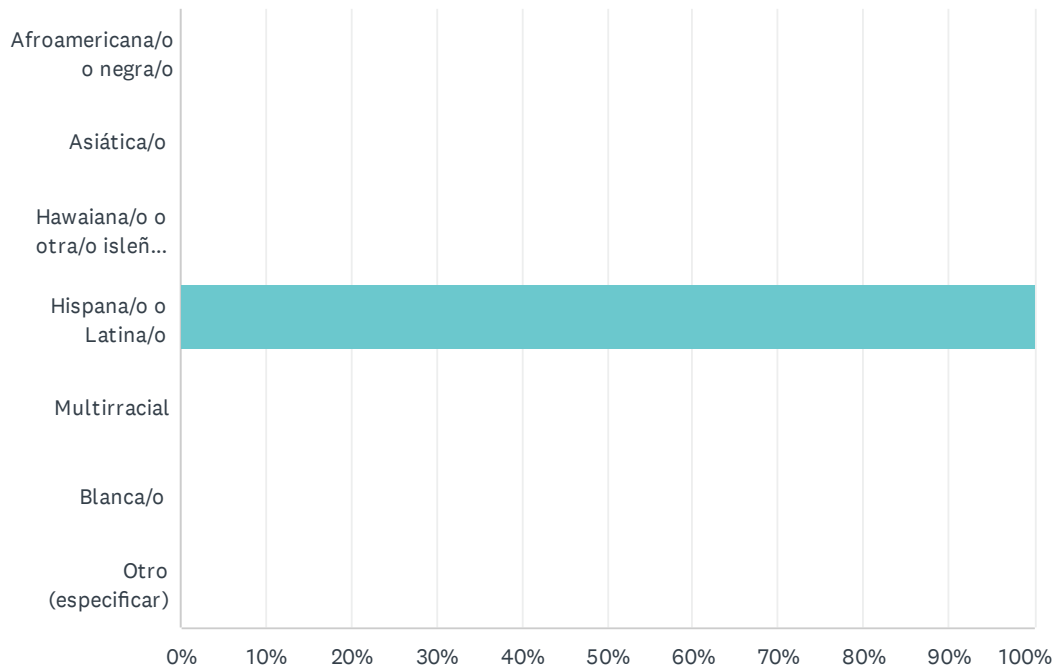
Answered: 1   Skipped: 116



ANSWER CHOICES	RESPONSES	
14 años o menos	0.00%	0
15-19	0.00%	0
20-24	0.00%	0
25-34	0.00%	0
35-44	0.00%	0
45-54	0.00%	0
55-64	100.00%	1
65 y más	0.00%	0
TOTAL		1

## Q27 Me identifico como (marque todo lo que corresponda)

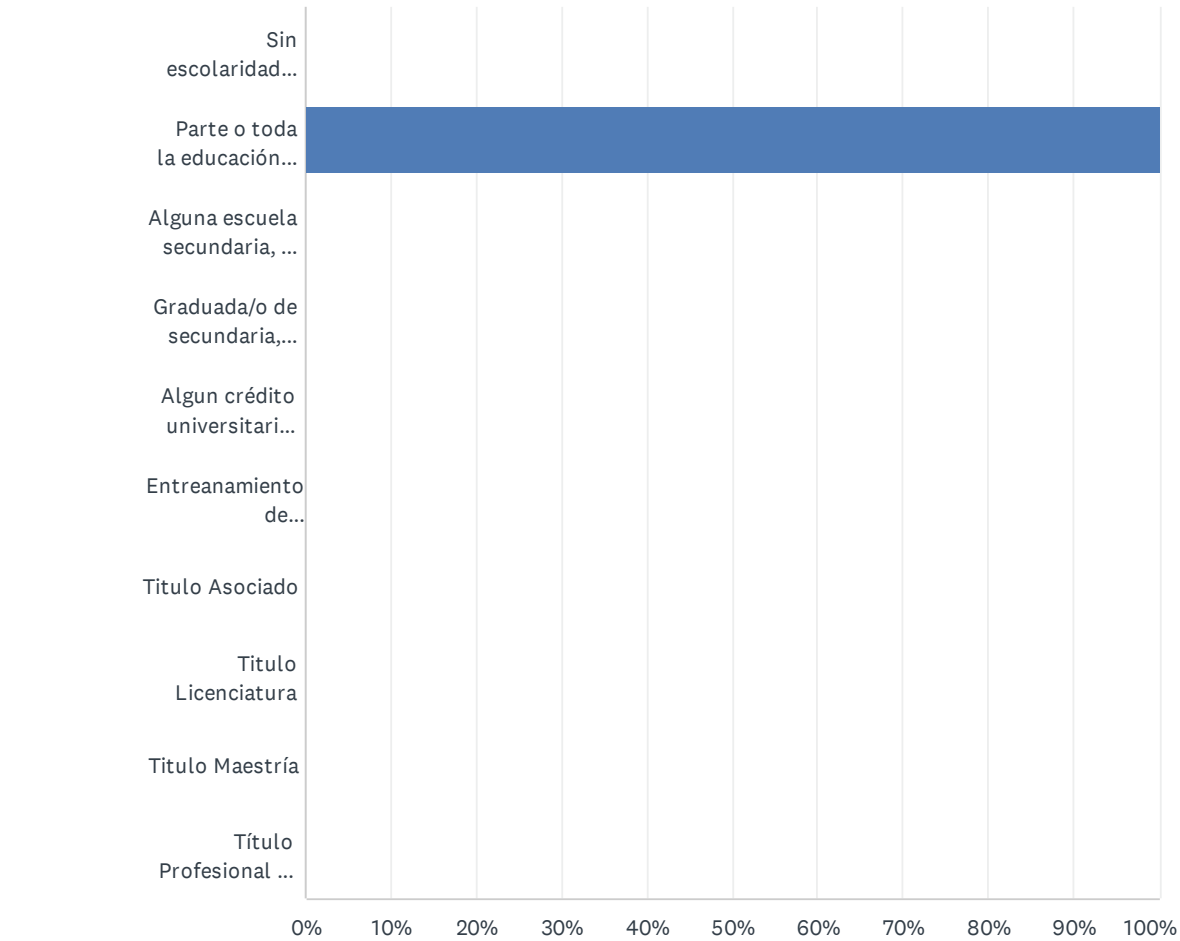
Answered: 1   Skipped: 116



ANSWER CHOICES	RESPONSES	
Afroamericana/o o negra/o	0.00%	0
Asiática/o	0.00%	0
Hawaiana/o o otra/o isleña/o del Pacífico	0.00%	0
Hispana/o o Latina/o	100.00%	1
Multirracial	0.00%	0
Blanca/o	0.00%	0
Otro (especificar)	0.00%	0
Total Respondents: 1		

Q28 ¿Cuál es el nivel más alto de educación que ha completado?

Answered: 1    Skipped: 116

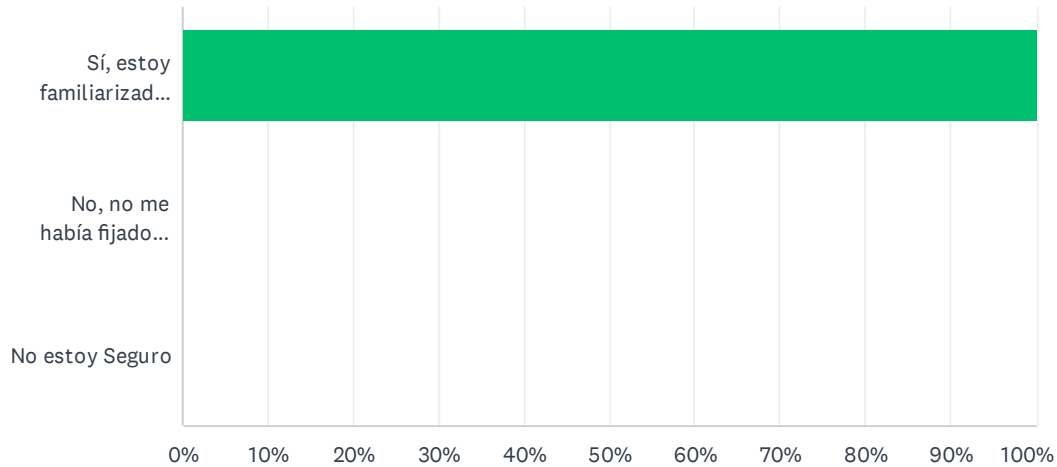




ANSWER CHOICES	RESPONSES	
Sin escolaridad completada	0.00%	0
Parte o toda la educación hasta el octavo grado	100.00%	1
Alguna escuela secundaria, sin diploma	0.00%	0
Graduada/o de secundaria, diploma o GED	0.00%	0
Algun crédito universitario, sin título	0.00%	0
Entreanamiento de oficio/técnica/vocacional	0.00%	0
Título Asociado	0.00%	0
Título Licenciatura	0.00%	0
Título Maestría	0.00%	0
Título Profesional o Doctoral	0.00%	0
TOTAL		1

## Q29 ¿Está familiarizado con San Antonio Creek adyacente a Moreno Vista Park o Sunset Park? (en la foto de abajo).

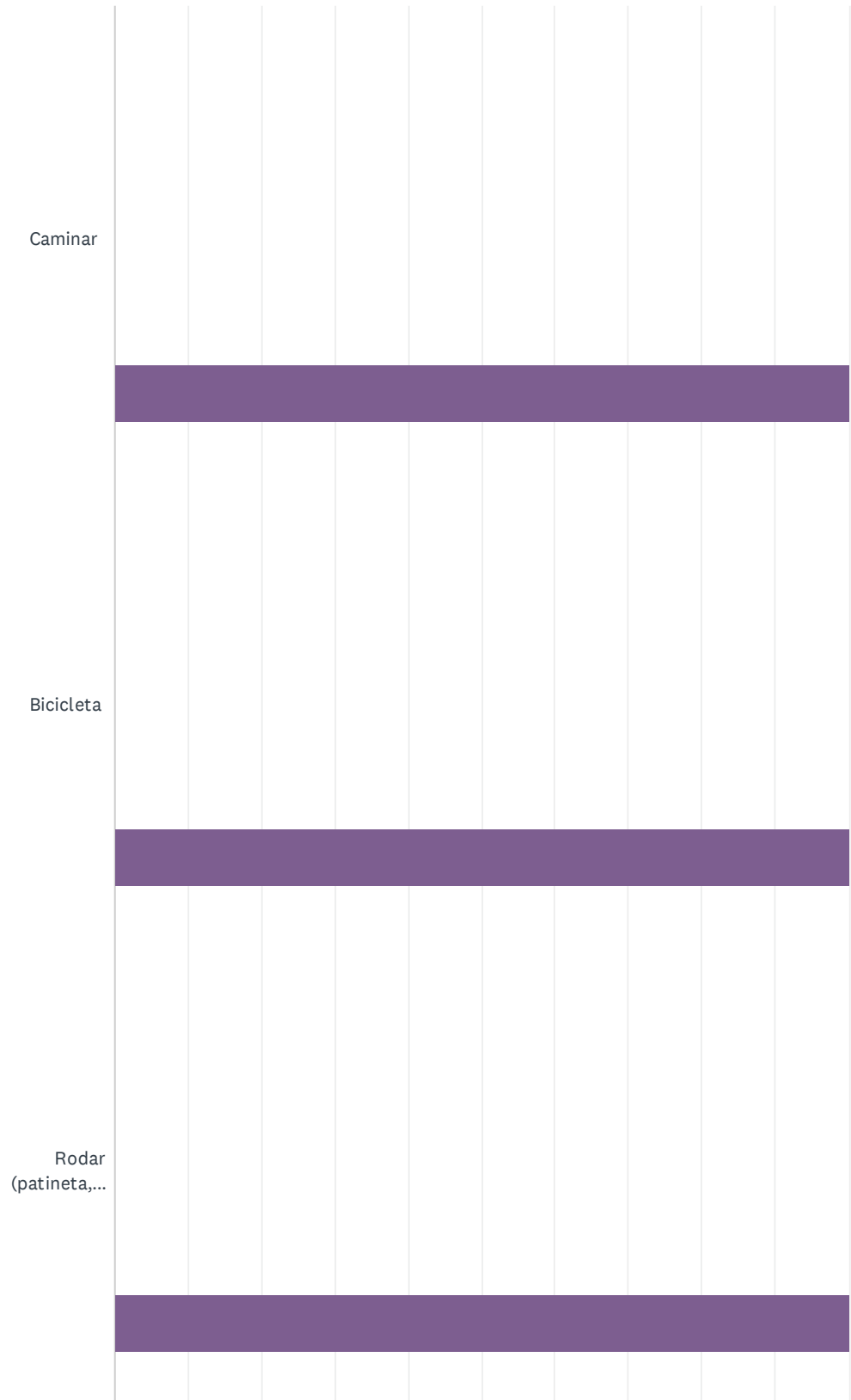
Answered: 1 Skipped: 116



ANSWER CHOICES	RESPONSES	
Sí, estoy familiarizado con San Antonio Creek	100.00%	1
No, no me había fijado antes en San Antonio Creek.	0.00%	0
No estoy Seguro	0.00%	0
TOTAL		1

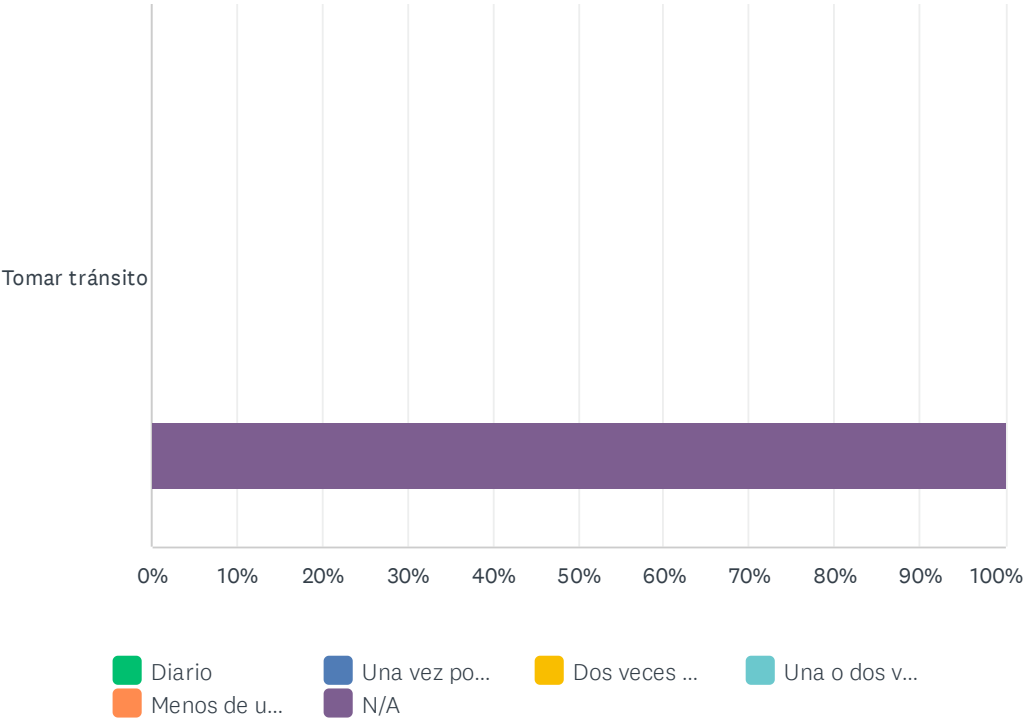
Q30 En promedio, ¿con qué frecuencia camina, anda en bicicleta o rueda en otros lugares de Montclair?

Answered: 1   Skipped: 116





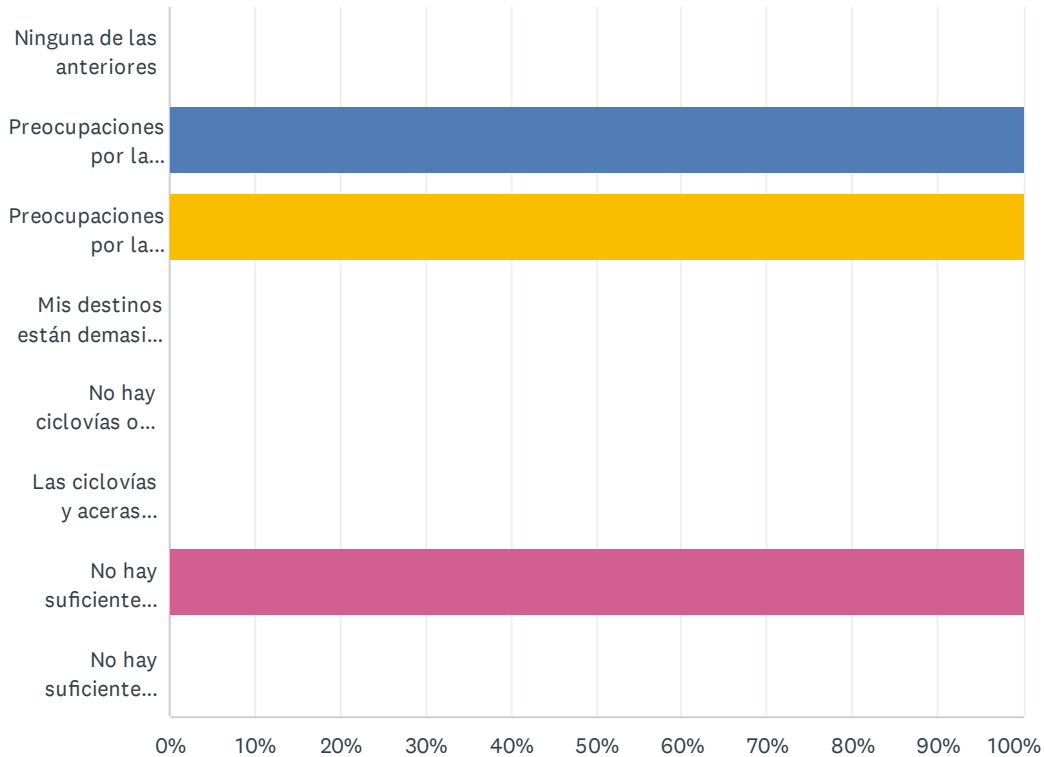
Montclair San Antonio Creek



	DIARIO	UNA VEZ POR SEMANA	DOS VECES A LA SEMANA	UNA O DOS VECES AL MES	MENOS DE UNA VEZ AL MES	N/A	TOTAL	WEIGHTED AVERAGE
Caminar	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1	0.00
Bicicleta	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1	0.00
Rodar (patineta, patinetes, etc.)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1	0.00
Tomar tránsito	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1	0.00

### Q31 En general, ¿hay algo que le impida caminar, andar en bicicleta o rodar con más frecuencia o a más lugares? (Elija los tres primeros)

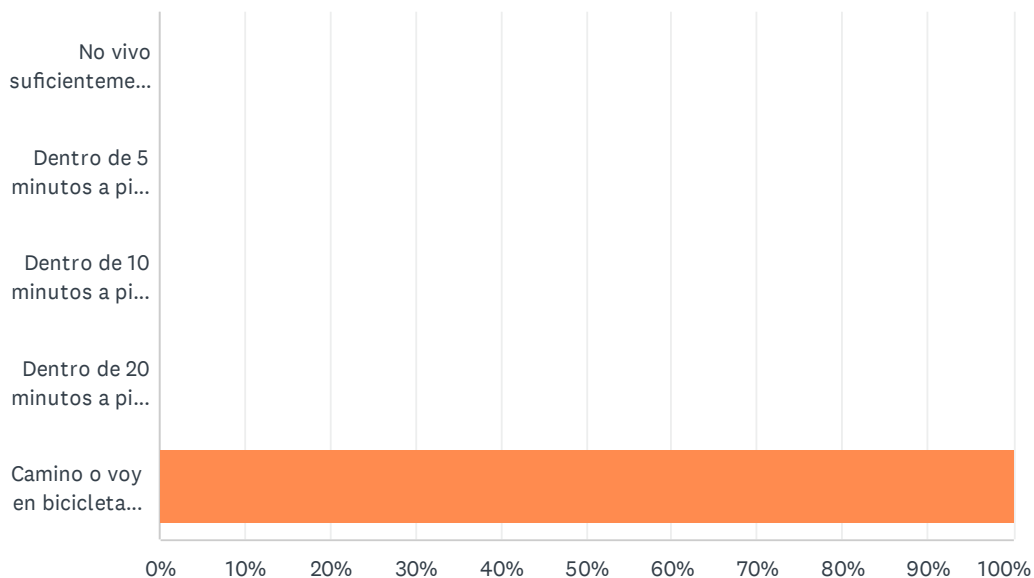
Answered: 1 Skipped: 116



ANSWER CHOICES	RESPONSES	
Ninguna de las anteriores	0.00%	0
Preocupaciones por la seguridad del tráfico	100.00%	1
Preocupaciones por la seguridad personal	100.00%	1
Mis destinos están demasiado lejos	0.00%	0
No hay ciclovías o aceras cómodas que conecten con mis destinos	0.00%	0
Las ciclovías y aceras existentes no están bien mantenidas (escombros, baches, etc.)	0.00%	0
No hay suficiente iluminación a lo largo de las ciclovías y aceras existentes	100.00%	1
No hay suficiente estacionamiento seguro para bicicletas en mis destinos	0.00%	0
Total Respondents: 1		

## Q32 Si tuviera que utilizar el Camino San Antonio Creek, ¿qué tan lejos necesitaría viajar para acceder lo (por ejemplo, desde su casa, escuela, etc.)?

Answered: 1 Skipped: 116

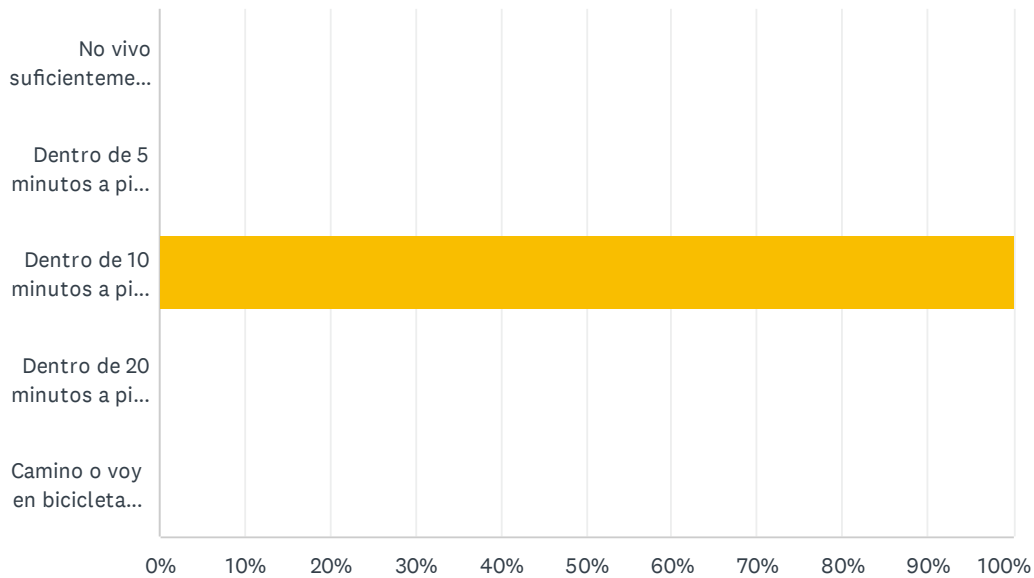


ANSWER CHOICES	RESPONSES	
No vivo suficientemente cerca para caminar o andar en bicicleta hasta el sendero	0.00%	0
Dentro de 5 minutos a pie o 1 minuto en bicicleta (0- 1/4 mi)	0.00%	0
Dentro de 10 minutos a pie o 2 minutos en bicicleta (1/4 - 1/2 mi)	0.00%	0
Dentro de 20 minutos a pie o 4 minutos en bicicleta (1/2 - 1 mi)	0.00%	0
Camino o voy en bicicleta más para llegar al corredor del Creek (escriba el tiempo o millas hasta el arroyo):	100.00%	1
<b>TOTAL</b>		<b>1</b>



## Q33 ¿A qué distancia vive del parque más cercano a usted?

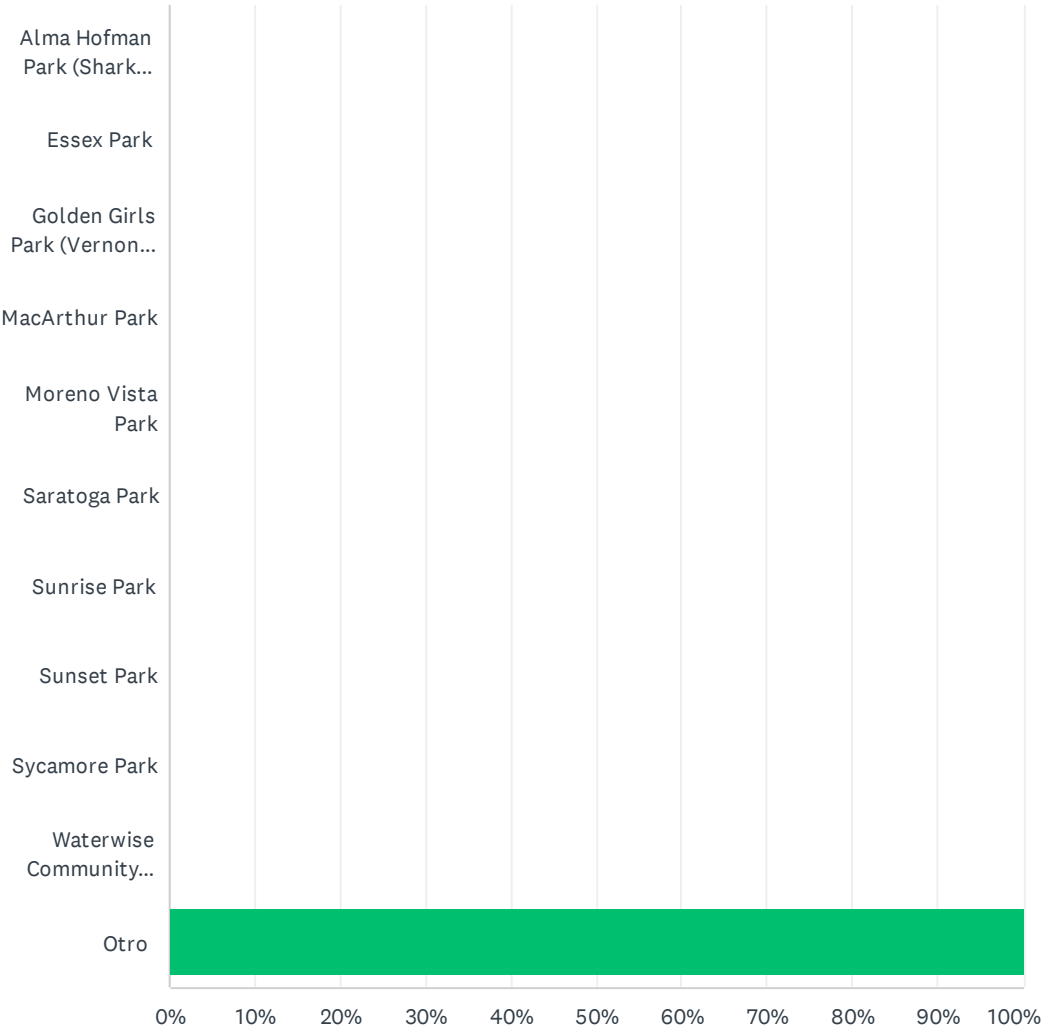
Answered: 1 Skipped: 116



ANSWER CHOICES	RESPONSES	
No vivo suficientemente cerca para caminar o andar en bicicleta hasta el sendero	0.00%	0
Dentro de 5 minutos a pie o 1 minuto en bicicleta (0- 1/4 mi)	0.00%	0
Dentro de 10 minutos a pie o 2 minutos en bicicleta (1/4 - 1/2 mi)	100.00%	1
Dentro de 20 minutos a pie o 4 minutos en bicicleta (1/2 - 1 mi)	0.00%	0
Camino o voy en bicicleta más para llegar al corredor del Creek (escriba el tiempo o millas hasta el arroyo):	0.00%	0
TOTAL		1

Q34 ¿A qué parques camina, anda en bicicleta o rueda a?

Answered: 1    Skipped: 116



Montclair San Antonio Creek

ANSWER CHOICES	RESPONSES	
Alma Hofman Park (Shark Park)	0.00%	0
Essex Park	0.00%	0
Golden Girls Park (Vernon Park)	0.00%	0
MacArthur Park	0.00%	0
Moreno Vista Park	0.00%	0
Saratoga Park	0.00%	0
Sunrise Park	0.00%	0
Sunset Park	0.00%	0
Sycamore Park	0.00%	0
Waterwise Community Center Park & Gardens (anteriormente conocido como Wilderness Park)	0.00%	0
Otro	100.00%	1
Total Respondents: 1		



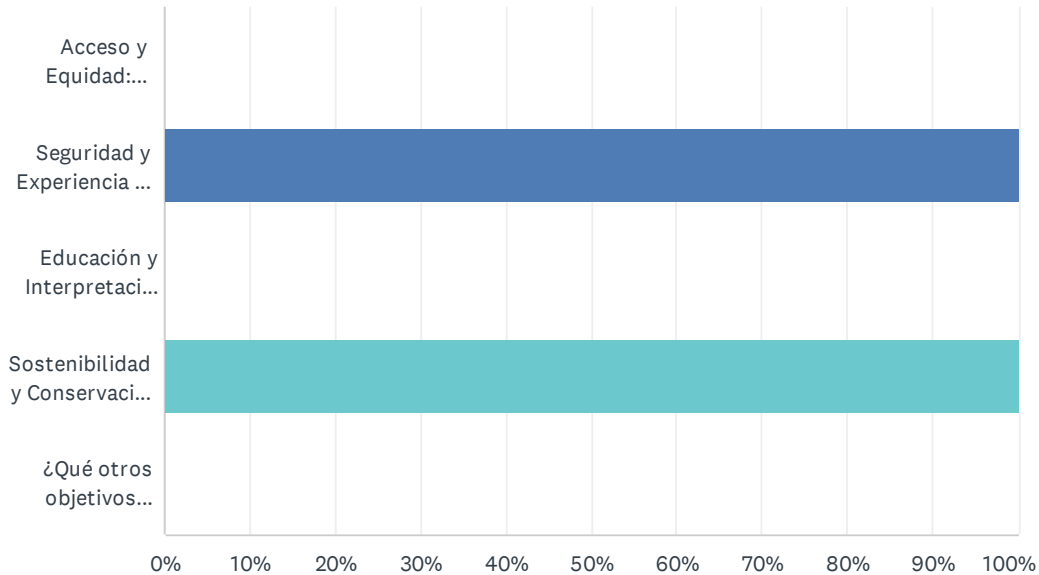
Q35 ¿Cuáles son los destinos cerca de San Antonio Creek a los que le gustaría poder llegar fácilmente desde el camino?

Answered: 1   Skipped: 116

*Key responses are listed in the next section, starting on page 146*

## Q36 ¿Qué objetivos crees que son los más importantes para orientar este proyecto? Elija sus dos mejores.

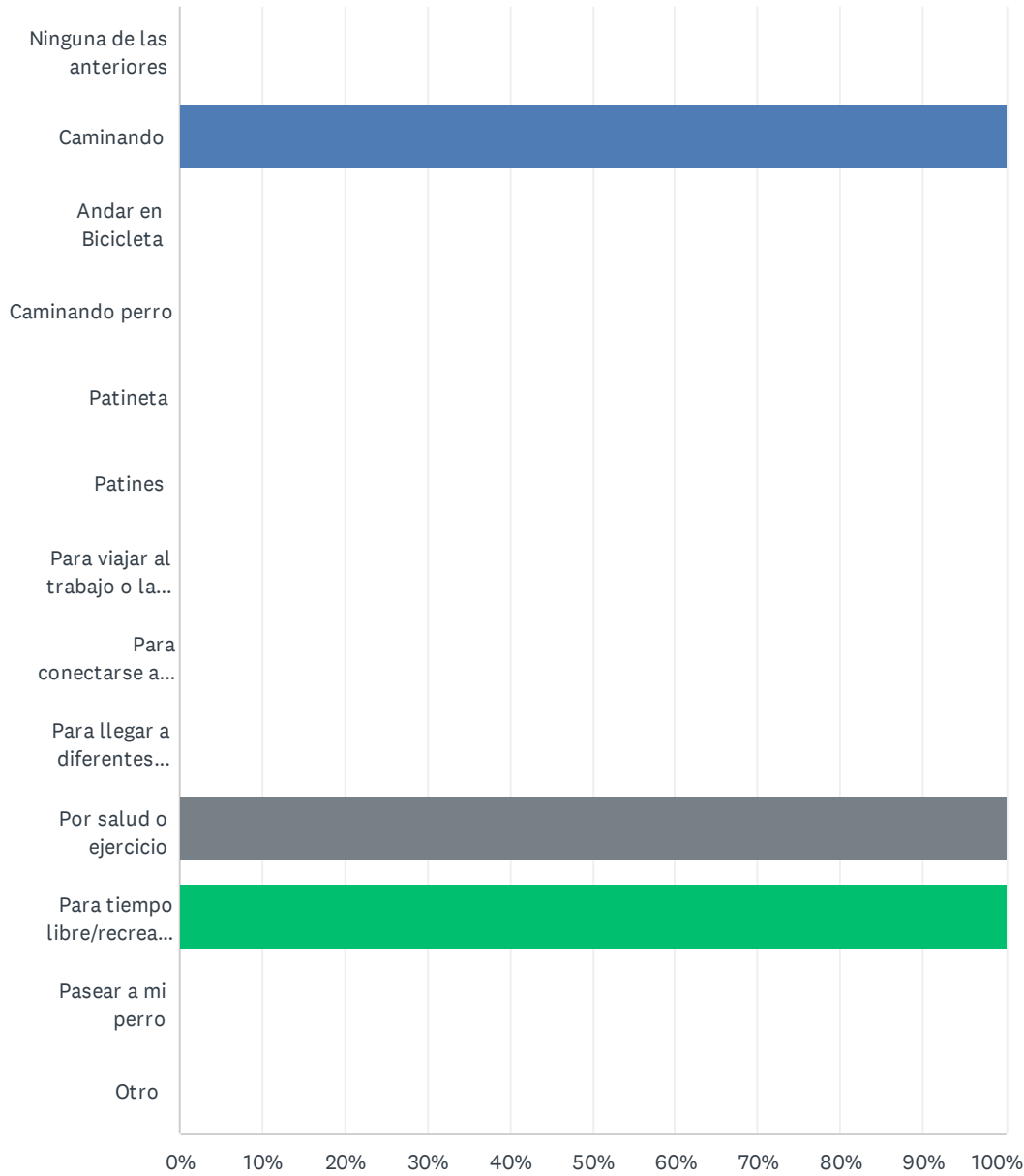
Answered: 1 Skipped: 116



ANSWER CHOICES	RESPONSES	
Acceso y Equidad: Conecta personas y destinos	0.00%	0
Seguridad y Experiencia del Usuario: Brinde una experiencia segura y cómoda para una variedad de usuarios de senderos (diferentes edades y habilidades, personas que caminan, andan en bicicleta, etc.)	100.00%	1
Educación y Interpretación: Cree una experiencia del camino atractiva que resalte el contexto local: historia, cultura y el entorno natural.	0.00%	0
Sostenibilidad y Conservación del Agua: Respete San Antonio Creek como un recurso hídrico y una instalación funcional de aguas pluviales	100.00%	1
¿Qué otros objetivos debemos considerar? (Escribelo)	0.00%	0
Total Respondents: 1		

Q37 ¿Cómo usaría el futuro San Antonio Creek Trail? (Elija todo lo que corresponda)

Answered: 1   Skipped: 116





# Montclair San Antonio Creek

ANSWER CHOICES	RESPONSES	
Ninguna de las anteriores	0.00%	0
Caminando	100.00%	1
Andar en Bicicleta	0.00%	0
Caminando perro	0.00%	0
Patineta	0.00%	0
Patines	0.00%	0
Para viajar al trabajo o la escuela	0.00%	0
Para conectarse al tránsito	0.00%	0
Para llegar a diferentes destinos (supermercado, compras, casa de un amigo, etc.)	0.00%	0
Por salud o ejercicio	100.00%	1
Para tiempo libre/recreación	100.00%	1
Pasear a mi perro	0.00%	0
Otro	0.00%	0
Total Respondents: 1		

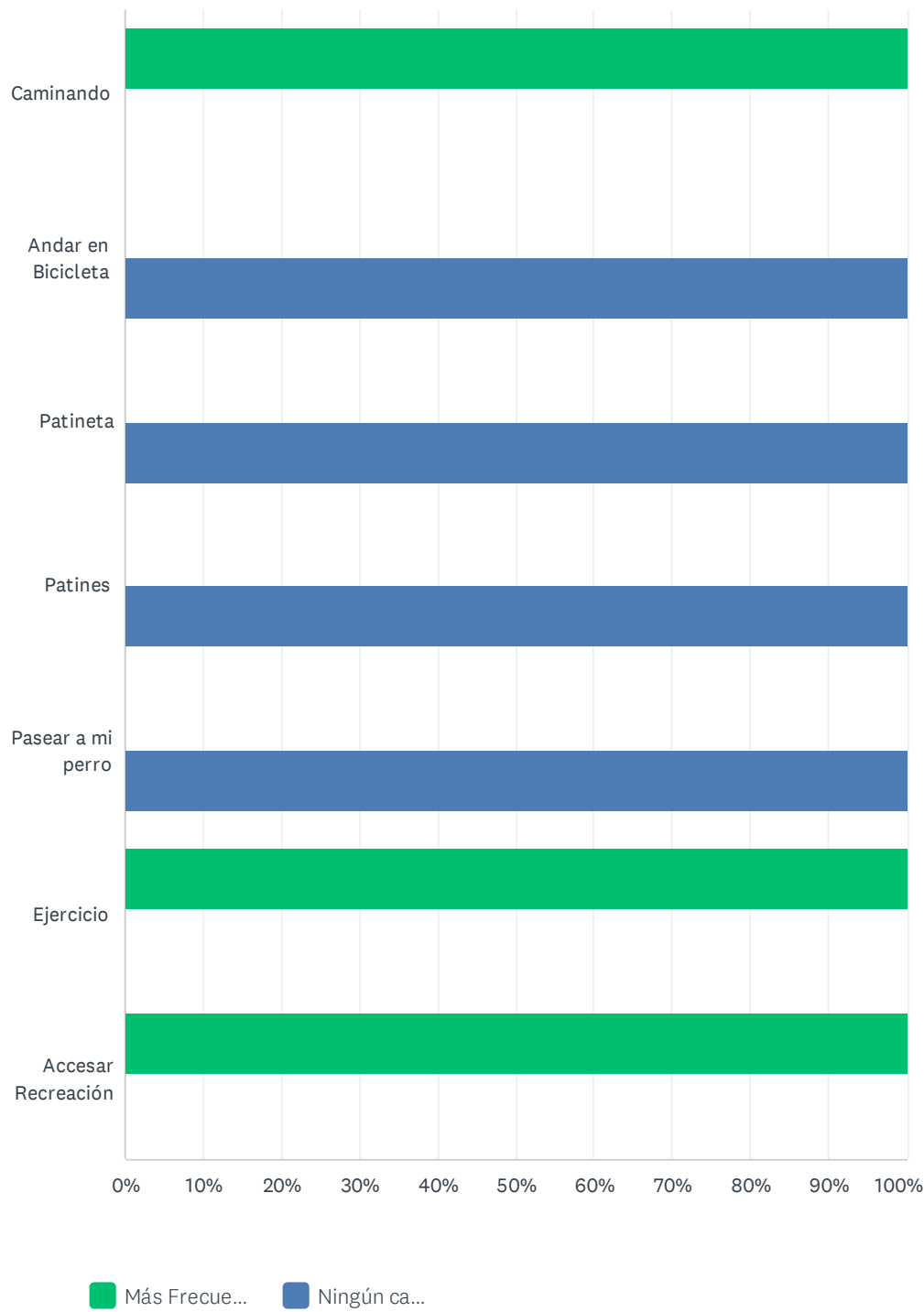
Q38 Si NO usaría el San Antonio Creek Trail, explique por qué:

Answered: 0   Skipped: 117

*No responses received*

Q39 ¿Tener acceso al futuro San Antonio Creek Trail cambiaría la frecuencia con la que participa en cualquiera de estas actividades?

Answered: 1    Skipped: 116





Montclair San Antonio Creek

	MÁS FRECUENCIA	NINGÚN CAMBIO	TOTAL	WEIGHTED AVERAGE
Caminando	100.00% 1	0.00% 0	1	1.00
Andar en Bicicleta	0.00% 0	100.00% 1	1	2.00
Patineta	0.00% 0	100.00% 1	1	2.00
Patines	0.00% 0	100.00% 1	1	2.00
Pasear a mi perro	0.00% 0	100.00% 1	1	2.00
Ejercicio	100.00% 1	0.00% 0	1	1.00
Accesar Recreación	100.00% 1	0.00% 0	1	1.00

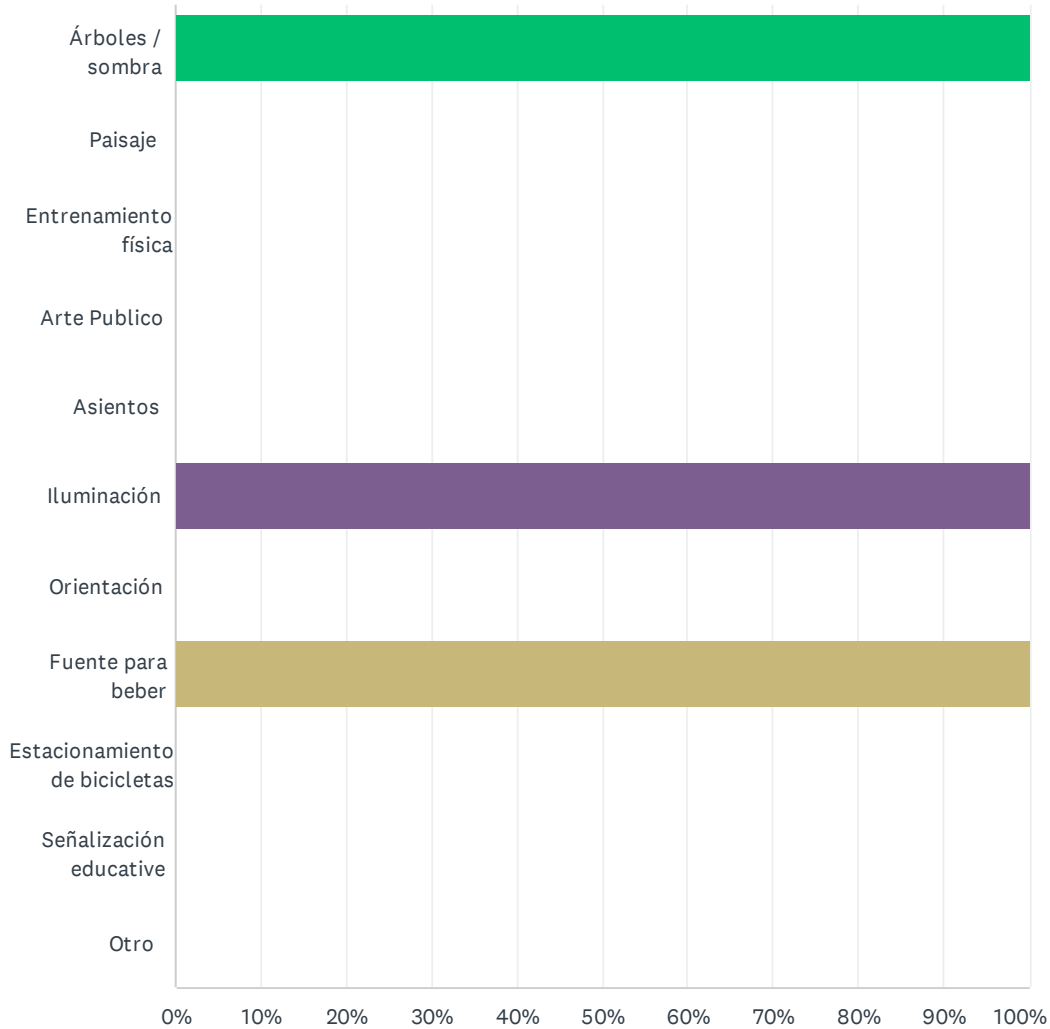
## Q40 Si ninguno de los anteriores, explique:

Answered: 0   Skipped: 117

*No responses received*











**Q41 ¿Cuál de las siguientes comodidades le gustaría ver si se construyera un camino a lo largo de San Antonio Creek? Seleccione sus tres opciones principales:**

Answered: 1 Skipped: 116





# Montclair San Antonio Creek

ANSWER CHOICES	RESPONSES	
 <p>Arboles / sombra</p>	100.00%	1
 <p>Paisaje</p>	0.00%	0
 <p>Entrenamiento física</p>	0.00%	0
 <p>Arte Publico</p>	0.00%	0
 <p>Asientos</p>	0.00%	0
 <p>Iluminación</p>	100.00%	1
 <p>Orientación</p>	0.00%	0
 <p>Fuente para beber</p>	100.00%	1
 <p>Estacionamiento de bicicletas</p>	0.00%	0
 <p>Señalización educative</p>	0.00%	0
Otro	0.00%	0
Total Respondents: 1		

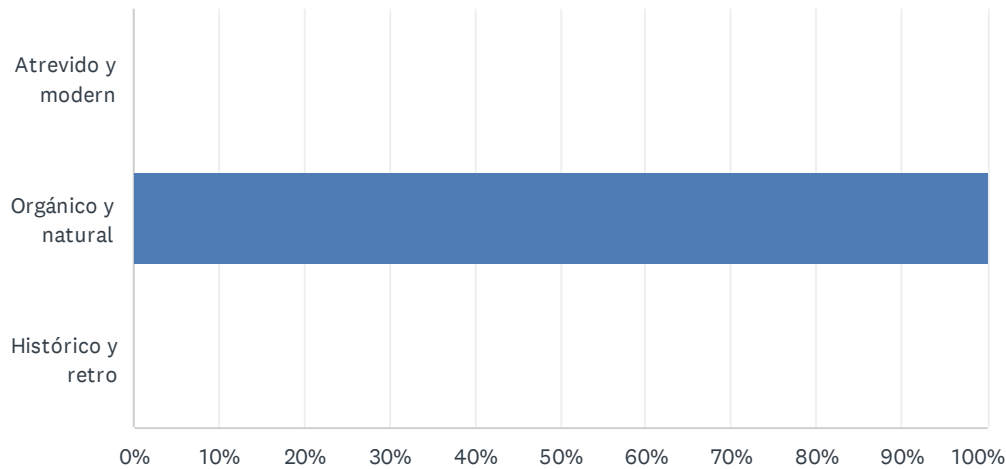
Q42 Si el camino incluyera señalización educativa o interpretativa a lo largo del camino o al comienzo del sendero, ¿qué temas le gustaría explorar (por ejemplo, historia del arroyo, información sobre plantas y animales nativos, cultura / historia local)? Escriba sus ideas a continuación:




Answered: 1   Skipped: 116

*Key responses are listed in the next section, starting on page 146*

# Q43 ¿Qué tema de diseño crees que se adapta mejor al San Antonio Creek Trail?

Answered: 1   Skipped: 116



ANSWER CHOICES	RESPONSES	
<div>Atrevido y modern</div>	0.00%	0
<div>Orgánico y natural</div>	100.00%	1
<div>Histórico y retro</div>	0.00%	0
TOTAL		1



Q44 ¿Hay algún camino que haya utilizado que crea que sería una gran inspiración para el San Antonio Creek Trail? Comparta el nombre de la ruta y lo que le gusta de ella:

Answered: 1   Skipped: 116

*Key responses are listed in the next section, starting on page 146*

Q45 ¿Hay algo más que le gustaría que supiéramos sobre su uso futuro o ideas para el San Antonio Creek Trail?

Answered: 1   Skipped: 116

*Key responses are listed in the next section, starting on page 146*

## Online Public Survey Respondent Quotes

### IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW ABOUT YOUR FUTURE USE OF OR IDEAS FOR THE SAN ANTONIO CREEK TRAIL?

- » New and exciting offshoot to PET!
- » As Montclair recently cut many trees in the city, we refrain from turning into a concrete jungle, this new trailhead can achieve something fresh and wonderful for all ages, as well and provide a important passage for middle schoolers to get home without taking Monte Vista like many of us did.
- » Make sure to add plenty of trash cans and recycling bins please.
- » I like the idea of bicycle pumps as well. Lots of bike riders so pumps are good.
- » Maybe local businesses can adopt a trail section. Bring revenue to maintain trail and they would get a signage. I.e. Trail adopted by Los Portales. 1/2 this way. Businesses would also have bike parking, etc.
- » Please utilize assistance from The Friends of The Pacific Electric Trail. They are very adept in assisting with funding and fundraising and would benefit both trails.
- » I hope the safety of the homeowners next to the trail will being considered. Transients already walk through these areas and they are not even open to the public. Public safety should be the biggest concern.
- » Make the creek more natural looking instead of a concrete drainage channel. Work with adjacent cities like Chino to extend it further.
- » This trail will be great connectivity to the pacific rail trail and other bike lanes!
- » Added Security, more lighting, trail closure gates after sundown
- » Thank you.
- » No, thank you for listening
- » Trash cans, security cameras
- » Please follow through and make it happen. Our community deserves better outdoor access.
- » I think you need an informative sign at the junction of the PET so that riders unfamiliar with the area know where the Creek trail comes out. Sometimes it is nice to detour along a creek trail then continue East or West on a quiet street with a bike lane. Going up and downhill along a Creek is not as easy as the flat PET.
- » Please consider using sitting benches that cannot be laid on and minimizing shadowed corners to reduce homeless camping.
- » Ive seen a lot of development in northern Montclair and not so much in southern Montclair. This would be a great opportunity to build
- » accessible and safe spaces in southern Montclair.



- » Yes, I disagree with the channeling of the creek and believe it needs to be restored to its natural state.
  - » I also think having workshops along the trail for people to get together and participate along the creek would be nice.
  - » Have a separation for people who walk vs bike riders/skaters
  - » Safety - assure that homeless people aren't there.
  - » It will be good to have two separate options for walking and biking. Have a side dirt path for running/walking and a paved trail for biking. Similar to the PE trail in Rancho Cucamonga.
  - » Let's build a trail that Montclair residents can be proud of.
  - » I just want to walk in nice safe places
  - » Would prob use it for jogging depending on if there is lighting so I don't have to use the streets to run. Would also be nice to have an outdoor fitness area where we can use for things like pull-up bars, stretching, and or other calisthenics.
  - » Just that I love that this has come up. Wish it was 35 years ago when I moved to the area! I will probably be gone to some senior community before you finish but congrats and keep up the good work on this!
  - » Any development to improve access and use is welcome. Please consider global weather changes and provide shade & water!
  - » I would like smooth surfaces for a walker and wheelchair with mild upgrades and no steep hills.
  - » Build this now.
  - » It should be an easy to access enjoyable trail for all ages and pets.
  - » I live right in front of the wash and notice a lot of coyotes that walk through at night time , we should take safety measures and post
  - » signage to alert citizens. Also redoing the fencing that the wash currently has since it's often cut down by graffiti taggers and not safe to walk along
  - » I love that you are beautifying this trail!
- WHAT DESTINATIONS DO YOU WANT TO REACH FROM THE SAN ANTONIO CREEK TRAIL?**
- » Pacific electric trail - just having a safe well lit place to walk my dog would be amazing
  - » Going north to the mountains would be nice
  - » I would use it, if I could access it from the pacific electric bike trail, which I use several times per week
  - » Home
  - » PE Trail (most popular response)
  - » Claremont
  - » Dtn Upland, Dtn Claremont.
  - » South Montclair shops and restaurants
  - » Various parks
  - » Children play areas

- » Parks, main streets, rest area/store if supplies are needed
- » Montclair Transcenter, City Hall
- » Mall/Montclair Place
- » If fully completed through Montclair, Pomona and Chino, I'd like to easily reach the Santa Ana regional trail, and all the way to Newport Beach
- » A safe place to get water/restrooms before turning around in the bike.
- » Santa Ana River Trail
- » Gardens, transit centers, schools
- » Water wise community center
- » Pacific Electric trail, Serrano middle school, metro station
- » The goldline station, if it happens!
- » Below Mission Blvd! A stretch, I know. Access at Grand or 9th st
- » Local businesses in Montclair and access to Claremont.
- » Schools
- » Shops
- » P.E. Trail directly and other trails south of 10 freeway
- » Maps, History and objectives of channel and series of detention basins along the trail.
- » Near Mission Blvd and Ramona
- » Love to identify restaurants along the trail that cater to bicyclists

#### TRAIL PRECEDENT SUGGESTIONS FROM SURVEY:

- » Thomson creek is something not too difficult to achieve. Paved fire road with plenty nature diversity, with some benches, minus the lighting, which we can add.
- » The High Line in New York. It is an adaptive reuse of an elevated rail line.
- » Pacific electric, santa ana river trail, san gabriel river trail, cucamonga creek trail and demens channel trail
- » There's one in Claremont, near the parking lots to the Claremont Loop. I like how it's quiet. It has people of all ages using it an any time of the day for exercise which makes me feel safe.
- » Ice canyon, the difficulty of it, the different terrain
- » Claremont and chino have great trails and walkways
- » Pacific Electric trail, Whittier trail, santa Ana regional trail.
- » I like the decomposed granite on the Pacific Electric trail to run on, alongside the bike trail. Also, plenty of drinking fountains spaced a mile apart for runners in training. Lastly, plenty of lighting for nighttime use is a plus for me, as I run and ride at night.
- » Anza Trail by the Arizona State School for the Deaf and Blind. The trail along the school was designed for blind and deaf persons to be able to still have an engaging experience. UI was so interesting.

- » Five mile loop in claremont: Nice views, Clean and safe parking
- » Walnut creek trail. I like how there's plenty of shade and how it looks very natural.
- » I use to walk the Claremont trails a lot. I loved all the natural surroundings , mountains , greenery, and seeing wildlife. The cost of parking is what stopped me from going more often.

#### **INTERPRETIVE SIGNAGE IDEAS:**

- » local history, names of street history... why its called Mission, Holt, 1/4 mile to the east is (fill in the blank) and info on that. Welcome to San Bern county. Maybe polls that have mile markers like PET does.
- » San Antonio creek information, storm water , native plants , local history
- » Native plants and animals, exercise ideas
- » History of city, ways to save water, how to grow your own food, events in Montclair
- » water conservation, engaging stories or activities (geocaching)
- » History and science at work
- » Information about the first people of this land (the Tongva) that Tongva people are consulted on and paid for their work. Water conservation and watershed information.
- » Birds, plants, and wildlife information and viewing guides
- » Plants and history
- » History of the City of Montclair, the purpose of the San Antonio Creek, wild life and plant life surrounding the creek.
- » History of creek and information about native plants.
- » Native plants
- » What is unique about Montclair? Some cities have interpretive info about their city and history in a park by the trail. It makes a nice place to rest-especially if you can get out of the sun and drink water.
- » History of the creek and nearby locations
- » Murals hat changes theme every 3 months
- » Explanation of plants, nutrition/health advice. Any health related education
- » History of the creek, information about native plants and animals, local history, local community features along the trail!
- » Creek history, Santa Ana watershed information and how San Antonia Creek is a part of that, info about the importance of the Chino Groundwater Basin as our primary source of water, importance of water conservation including using native and waterwise landscaping plants, cultural history including the Tongva as the first stewards of the area



- » Native plants in English, Spanish, and original languages
- » Local history is always good. Native plants and their medical uses. Native American people history who inhabited the region.
- » Art

#### **WHY WOULD YOU NOT USE THE TRAIL?**

- » Safety is the number reason. Drug trafficking and use
- » If it is not safe, if it is difficult to find parking, not enough shaded areas

## **Outreach Boards**

The following pages show the poster boards used at the community pop-up events. These boards showed project information including project timelines, project goals, opportunities and challenges, and design themes. The boards provided space for community members to write in their feedback and to vote on their preferences.

# Project Description

## Descripción del Proyecto



San Antonio Creek runs north to south through Montclair. There is space next to the creek to build a walking and biking trail that will provide new connections to neighborhoods, parks, schools, and community destinations. The trail will also provide regional connections, via the Pacific Electric Trail to Claremont and Upland, and an extension of the trail further south would connect to Pomona and Chino.

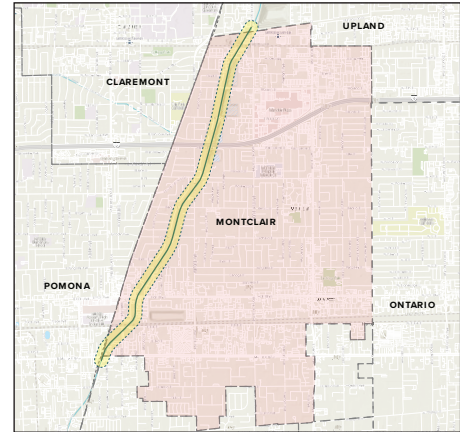
The City of Montclair is developing design ideas for the future trail—and we need your feedback! What do you want to see in a trail? Visit the boards and scan the QR code to share your thoughts.

*San Antonio Creek corre de norte a sur a través de Montclair. Hay espacio junto al arroyo para construir un camino para caminar y andar en bicicleta que brinda nuevas conexiones a vecindarios, parques, escuelas y destinos comunitarios. El camino también proporcionará conexiones regionales, a través del Pacific Electric Trail hasta Claremont y Upland, y una extensión del camino más al sur conectaría con Pomona y Chino.*

*La ciudad está desarrollando ideas de diseño para el camino futuro, ¡y necesitamos sus comentarios! ¿Qué quieres ver en un camino? Visite los tableros y escanee el código QR para compartir sus pensamientos.*

You may have noticed the San Antonio Creek next to Sunset Park (on Orchard Street) or Moreno Vista Park (on Moreno Street), pictured here. / *Es posible que haya notado el San Antonio Creek junto a Sunset Park (en Orchard Street) o Moreno Vista Park (en Moreno Street), que se muestran aquí.*

Project Map / Mapa del proyecto



## Project Timeline / Línea de Tiempo del Proyecto

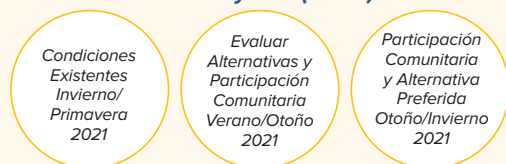
### This Project (1 Year)



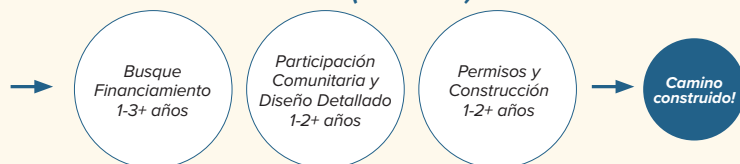
### Next Steps (3-7+ Years)



### Este Proyecto (1 Año)



### Próximos Pasos (3-7+ Años)



# Goals / Metas

What goals should guide this project?  
**Vote for your 3 favorites** to help prioritize what's most important.

¿Qué objetivos deben orientar este proyecto?  
**Vota por tus 3 favoritos** para ayudar a priorizar lo más importante.



## Access & Equity

### Acceso y Equidad

Connect people and destinations along the trail.

*Conecta personas y destinos a lo largo del camino.*

VOTE HERE / VOTE AQUÍ



## Safety & User Experience

### Seguridad y Usuario Experiencia

Provide a safe and comfortable experience for a variety of trail users.

*Proporcione una experiencia segura y cómoda para una variedad de usuarios del camino.*

VOTE HERE / VOTE AQUÍ



## Education & Interpretation

### Educación y Interpretación

Highlight the local context: history, culture and natural environment.

*Resalte el contexto local: historia, cultura y medio natural.*

VOTE HERE / VOTE AQUÍ



## Sustainability & Water Conservation

### Sustentabilidad & Conservación del Agua

Respect the role of the creek as a stormwater facility and the goals of sustainable water resource stewardship.

*Respete el rol del arroyo como una instalación de aguas pluviales y los objetivos de la administración sostenible de los recursos hídricos.*

VOTE HERE / VOTE AQUÍ



## Write in Goals

Do you have other ideas for project goals? Write your thoughts using a Post-It note below!



## Escribe Metas

¿Tiene otras ideas para los objetivos del proyecto? ¡Escriba sus pensamientos usando una nota adhesiva a continuación!

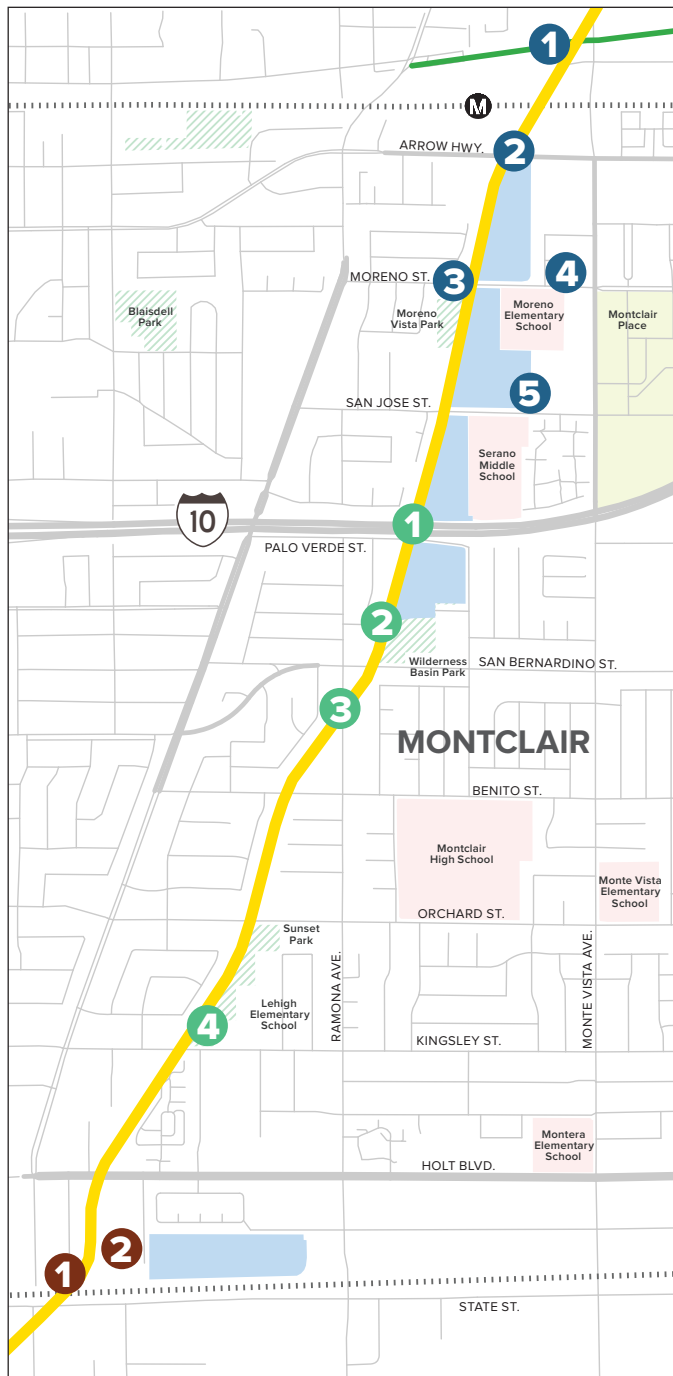


# Opportunities & Challenges

## Oportunidades y Desafíos

What other opportunities & challenges do you see? Add your comments to the map!

¿Qué otras oportunidades y desafíos ve? ¡Agrega tus comentarios al mapa!



### SEGMENT 1 / SEGMEN TO 1

- 1 Connection to PE Trail  
*Conexión a PE Trail*
- 2 Metrolink: connection opportunity to Gold Line but also crossing barrier  
*Metrolink: oportunidad de conexión a Gold Line pero también barrera de cruce*
- 3 Moreno Vista Park: trailhead opportunity  
*Moreno Vista Park: oportunidad de comienzo del camino*
- 4 Moreno Elementary connection  
*Moreno Elementary conexión*
- 5 Detention Basins: possible loop trails  
*Cuenca de Detención: camino de circuito*

### SEGMENT 2 / SEGMEN TO 2

- 1 I-10: major barrier to connectivity  
*I-10: barrera para la conectividad*
- 2 Wilderness Basin Park: connect to existing paths  
*Wilderness Basin Park: conectarse a rutas existentes*
- 3 South of the park, there is space on both sides of the creek to fit a trail  
*Al sur del parque, hay espacio a los dos lados del arroyo para adaptarse un camino*
- 4 Sunset Park: trailhead opportunity  
*Sunset Park: oportunidad de comienzo del camino*

### SEGMENT 3 / SEGMEN TO 3

- 1 Southern Pacific Railway: barrier that limits trail crossing options  
*Southern Pacific Railway: barrera que limita las opciones de cruce de los caminos*
- 2 Most of this segment is surrounded by industrial land uses  
*La mayor parte de este segmento está rodeado de usos industriales del suelo.*

# Design Themes *Temas de Diseño*

## Bold & Modern / *Atrevido y Moderno*



VOTE HERE  
VOTE AQUÍ

## Organic & Natural / *Orgánico y Natural*



VOTE HERE  
VOTE AQUÍ

## Historic & Retro / *Histórico y Retro*



VOTE HERE  
VOTE AQUÍ



# Amenities & Activities

## Comodidades y Actividades

What amenities do you want? Vote for your top 3 choices by placing dots below the images.

¿Qué comodidades quieres? Vote por sus 3 opciones principales colocando puntos debajo de las imágenes.



Trees / Shade  
Árboles / Sombra



Fitness Equipment  
Equipo de Entrenamiento



Landscape Plantings  
Plantaciones de Paisaje



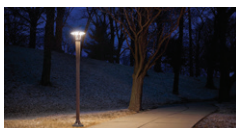
Public Art  
Arte Publico



Educational Signage  
Señalización Educativa



Seating  
Asientos



Lighting  
La Iluminación



Wayfinding  
Señalización



Drinking Fountains  
Fuentes de Beber



Bike Parking  
Estacionamiento de Bicicletas

What activities do you like? Vote for all that apply by placing dots below your choices.

¿Qué actividades te gustan? Vote por todos los que apliquen colocando puntos debajo de sus opciones.



Walking  
Caminando



Biking  
Andar en bicicleta



Dog Walking  
Caminando Perros



Skateboard  
Patineta



Rollerblade  
Patines



Commute  
Conmutar



Exercise  
Ejercicio



Get to Transit  
Llegar al Tránsito



Leisure/Recreation  
Tiempo Libre/ Recreación



Go to Destinations  
Ir a Destinos



**Write in Amenities /  
Escribe Comodidades**



**Write in Activities /  
Escribe Actividades**



# TRAMMELL CROW RESIDENTIAL

## A CROW HOLDINGS COMPANY

5790 Fleet Street, Suite 140  
Carlsbad, CA 92008

January 20, 2022

To Whom it May Concern:

Trammell Crow Residential strongly supports the City of Montclair's funding application for the San Antonio Creek Trail. This trail, which has the potential to stretch just over three miles through the entire City of Montclair, is a tremendous opportunity for both the region and the City to expand its active transportation network and access to parks, schools, jobs, and other key destinations throughout Montclair. When complete, it will provide a safe, off-street connection along the north-south spine of the City and provide a direct connection to the PE Trail, a regional trail that stretches 21 miles from Claremont to Rialto. This trail has been identified as a top priority project in the City's recent General Plan Update, Active Transportation Plan, and Safe Routes to School Plan.

Trammell Crow Residential has developed two multi-family residential communities within the City of Montclair, the Paseos at Montclair North and Alexan Kendry. Most recently, Alexan Kendry won a Golden Nugget Award for the best multi-family housing community up to 4 stories in Southern California.

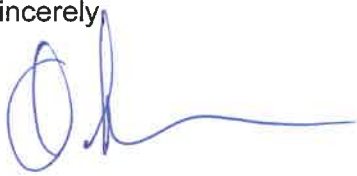
We are continuing our investment in the local community by proposing two additional multi-family residential developments.

The San Antonio Creek Trail will be enjoyed by residents and visitors from throughout the region and will provide a wide range of benefits including:

- Creation of a new non-motorized, off-street trail where one does not currently exist
- Expansion and connect to an existing regional trail system, the PE Trail
- Creation of new connections over major barriers to those walking and biking (I-10 Freeway, rail lines)
- New and enhanced crossing safety at numerous intersections
- Direct connections to parks, schools, job centers, neighborhood destinations, and public transit - including the future Metro Gold Line extension
- New open spaces, plantings, and shade trees that will reduce the urban heat island effect and beautify the community
- New trailheads and amenities, like bike racks, seating, play and fitness equipment, at strategic nodes along the trail

We sincerely hope that the City of Montclair can count on your support of the San Antonio Creek Trail. Building this segment of the trail through Montclair will be a significant first step in realizing the larger vision for a regional that spans the full run of the San Antonio Creek Channel through Pomona and Chino to the south, and through Upland, Claremont, and San Antonio Heights to the North.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alec Schiffer', with a long horizontal flourish extending to the right.

Alec Schiffer  
Vice President

## **Appendix F: Funding Sources**



### *State & Federal*

**ACTIVE TRANSPORTATION PROGRAM**  
California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas (GHG) emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include design and construction of bicycling and walking facilities, new or expanded programmatic activities, or projects that include a combination of infrastructure and non- infrastructure components. Typically no local match is required, though extra points are awarded to applicants who do identify matching funds.

*Funds are programmed by Caltrans and the California Transportation Commission (CTC).*

*Typical Funding Cycle: Annual (NOFO February; Deadline Summer)*

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

**BETTER UTILIZATION INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) DISCRETIONARY GRANT**

The BUILD grant, formerly known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program, allows sponsors at the state and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional Department of Transportation (DOT) funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs.

*Funds are programmed by the U.S. Department of Transportation.*

<https://www.transportation.gov/BUILDgrants>

#### HIGHWAY SAFETY IMPROVEMENT PROGRAM

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly-owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

*Funds are programmed by Caltrans.*

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

#### STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

The 2020 SHOPP is the State Highway System's "fix-it-first" program that funds repairs and improvements across the system. Pavement rehabilitation projects offer an opportunity to evaluate whether the project can also include complete streets elements such as shared-use paths, over/under crossings, roundabouts, bicycle lanes, and more.

*Funds are programmed by Caltrans..*

<https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp>

#### RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program helps provide recreational trails for both motorized and non-motorized trail use. Eligible projects include: trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

*Funds are programmed by the California Department of Parks and Recreation.*

[https://www.parks.ca.gov/?page\\_id=24324](https://www.parks.ca.gov/?page_id=24324)

**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**  
The Affordable Housing and Sustainable Communities (AHSC) program funds land-use, housing, transportation, and land preservation projects that support infill and compact development which reduce GHG emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include: affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs. Trail construction would have to accompany affordable housing development or housing-related infrastructure.

*Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.*

<http://www.sgc.ca.gov/programs/ahsc/>

**URBAN GREENING GRANTS**  
Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails.

*Funds are programmed by the CNRA.*

<http://resources.ca.gov/grants/urban-greening/>

**LOCAL PARTNERSHIP PROGRAM**  
This program provides local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees with a continuous appropriation from California's Road Maintenance and Rehabilitation Account to fund road maintenance and repair, sound walls, and other transportation improvement projects using SB 1 funds. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than \$100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

*Funds are programmed by the CTC.*

<https://catc.ca.gov/programs/sb1/local-partnership-program>

**ROAD MAINTENANCE AND REHABILITATION PROGRAM**  
SB 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

*Funds are programmed by the State Controller's Office with guidance from the CTC.*

<https://catc.ca.gov/programs/sb1/local-streets-roads-program>



#### REGIONAL SURFACE TRANSPORTATION PROGRAM

This program was originally established by California State Statute to support ongoing construction and maintenance of highways and bridges in California. However, this program can also fund bicycle transportation and pedestrian walkways on any public road as long as the bicycle facilities are used primarily for transportation purposes as opposed to recreational use.

*Funds are programmed by Caltrans.*

<https://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

#### COASTAL CONSERVANCY PROPOSITION 1 GRANTS

Coastal Conservancy Grants fund multi-benefit ecosystem and watershed protection and restoration projects. Priority project types include water sustainability improvements, fish habitat enhancement, wetland restoration, and urban greening. However, these grants can also be used for urban greening or water sustainability elements incorporated into bicycle, pedestrian, and trail projects.

*Funds are programmed by the California Coastal Conservancy.*

<https://scc.ca.gov/grants/proposition-1-grants/>

#### WILDLIFE CONSERVATION BOARD PUBLIC ACCESS PROGRAM

This grant program is focused on creating wildlife-oriented recreation and conservation experiences in California. The program supports the construction and rehabilitation of public access facilities including fishing piers, parking, restrooms, boat ramps, trails, boardwalks, and interpretive facilities that promote activities such as bird watching, kayaking, hiking, hunting, and fishing.

*Funds are programmed by the California Wildlife Conservation Board.*

<https://wcb.ca.gov/Programs/Public-Access>

#### HABITAT CONSERVATION FUND

The Habitat Conservation Fund Program supports projects that bring urban residents into park and wildlife areas, protect plant and animal species, and acquire and develop wildlife corridors and trails.

*Funds are programmed by the California Department of Parks and Recreation.*

[https://www.parks.ca.gov/?page\\_id=21361](https://www.parks.ca.gov/?page_id=21361)

#### RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM (RTCA)

The RTCA is the community assistance arm of the National Park Service (NPS). The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conservation and outdoor recreation projects. Funding could be used to support education, such as interpretive signs and programming, or stakeholder engagement for right-of-way acquisition and future planning phases.

*Funds are programmed by NPS.*

<https://www.nps.gov/orgs/rtca/index.htm>

#### ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) GRANT PROGRAM

The EEM Program is an annual program that offers grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Grants for projects are generally limited to \$500,000 but awards may be recommended up to \$1,000,000 for acquisition projects.

*Funds are programmed by the CNRA.*

<http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/>

#### GRANTS FOR ARTS PROJECTS

The Grants for Arts Projects program is the National Endowment for the Arts' (NEA) principal grants program. Through project-based funding, the program supports public engagement with, and access to, art across the nation, including the integration of the arts into the fabric of community life. Grants for Arts Projects funds grants between \$10,000 and \$100,000, not to exceed 50 percent of the total project cost.

*Funds are programmed by NEA.*

<https://www.arts.gov/grants-organizations/gap/grant-program-description>

#### OUR TOWN

Our Town is NEA's creative placemaking grants program, which requires a partnership between a local government entity and a nonprofit organization. Projects supported integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. Project types that may be relevant to the Lower Russian River Trail include public art (temporary and permanent), community co-creation of art, public art planning, and public space design. Grants are awarded between \$25,000 and \$200,000 and cannot exceed 50 percent of the total project cost.

*Funds are programmed by NEA.*

<https://www.arts.gov/grants-organizations/our-town/grant-program-description>

CREATIVE CALIFORNIA COMMUNITIES  
(CCC)

CCC supports meaningful, collaborative, creative placemaking projects that animate, activate, and celebrate communities. Projects support community goals and encourage increased engagement in arts and cultural activities with community members. The applicant must be a California-based nonprofit arts organization or arts-based unit of government, which will require SCRP to find a partner for the application. Funding is available up to \$150,000.

*Funds are programmed by the California Arts Council.*

<http://www.arts.ca.gov/programs/ccc.php>



### ***Nonprofits and Foundations***

#### **THE TRUST FOR PUBLIC LAND ACQUISITION SUPPORT**

The Trust for Public Land (TPL) helps structure, negotiate, and complete land transactions to create parks, playgrounds, and protected natural areas. TPL works with willing landowners and then conveys land or easements to public agencies at or below fair market value. In most cases, TPL does not charge public agencies a fee for staff time or costs.

<https://www.tpl.org/how-we-work/protect>

#### **THE NATIONAL FISH AND WILDLIFE FOUNDATION ACRES FOR AMERICA GRANT PROGRAM**

The Acres for America grant program works to conserve fish and wildlife habitat, protect public lands, provide access to outdoor recreation, and ensure the future of local economies that depend on outdoor recreation, forestry, or ranching. The program supports bicycle and pedestrian trails projects.

<https://www.nfwf.org/programs/acres-america>

#### **DOPPELT FAMILY TRAIL DEVELOPMENT FUND**

Launched in 2015 by the Rails-to-Trails Conservancy (RTC), the Doppelt Family Trail Development Fund supports organizations and local governments that are implementing projects to build and improve multi-use trails. RTC awards approximately \$85,000 per year to several qualifying projects through a competitive process.

*Funds are programmed by RTC.*

<https://www.railstotrails.org/our-work/grants/doppelt/>

### ***Loans***

#### **CALIFORNIA INFRASTRUCTURE STATE REVOLVING FUND (ISRF)**

The Infrastructure State Revolving Fund (ISRF) Program provides below market rate loans to public agencies and non-profit corporations, sponsored by public agencies, for a wide variety of infrastructure and economic development projects (excluding housing). ISRF Program funding is available in amounts ranging from \$50,000 to \$25 million with loan terms for the useful life of the project up to a maximum of 30 years. Eligible projects include county highways, public transit, and parks and recreation facilities and can be used for right of way acquisition, planning, design, and construction. Financing can support individual projects or be used as leveraging for other funding sources.

*Funds are programmed by the California Infrastructure and Economic Development Bank (IBank).*

<http://www.ibank.ca.gov/infrastructure-state-revolving-fund-isrf-program/>

### FOUNDATIONS

Most private foundations require applications be submitted by a 501c(3) organization. By partnering with an advocacy group (such as the Friends of the PE Trail), or creating a 501c(3) nonprofit to serve as fundraising support, the City of Montclair can apply for grants supporting active transportation, environmental education, and public art. Foundations that could support programming along the trail. For example, Kaiser Permanente's San Bernardino County Area grants program provides grants to programs that increase access to health care, create economic opportunity, and provide mental and behavioral health benefits. Potential to partner with Kaiser or other healthcare focused foundations could potentially be used to fund programming or health-focused amenities like fitness equipment.

### CORPORATE DONATIONS

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality workforce. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly

received when a widely supported capital improvement program is implemented.

### FUNDRAISING EVENTS

Races and walks, such as bicycle races, half-marathons, and 5K runs and walks, are opportunities to raise money for the San Antonio Creek Trail operations through registration fees and donations. Races are also an opportunity to establish a tradition focused around the corridor, which can attract visitors from outside the area.

### MEMBERSHIP DUES

Annual membership dues can contribute to on-going maintenance. For example, the Friends of the Katy Trail in Dallas, Texas is a non-profit organization that fundraises for maintenance and capital expansion. Membership dues range from \$50-\$2,500 and help fund utilities, maintenance, and safety programs. Based on membership level, donors receive a variety of perks which may include local business discounts, invitations to events, website recognition, and t-shirts. Donations can also be accepted in lieu of or in addition to membership.

<http://katytraildallas.org/support-katy-trail/>

#### ADOPT-A-MILE OR ADOPT-A-VISTA

Many trails offer the opportunity for personal or corporate sponsorship of trail sections or vista points. For example, the Tahoe Rim Trail allows individuals, families, or organizations to adopt a mile for \$10,000 or adopt a vista for \$5,000. CV Link in the Coachella Valley has an “Adopt-a-Link” program which allows individuals or private organizations to commit private funds and/or volunteer hours in exchange for recognition. Other sponsored features could include trees, benches, pavers, light poles, and water fountains.

<https://tahoerimtrail.org/adopt-vista-adopt-mile/>

<http://www.coachellavalleylink.com/citizen-s-advisory-group>

#### PERCENT-FOR-ART ORDINANCE

Passing percent-for-art legislation encumbers a percentage (usually 0.5 to 2) of CIP (publicly funded capital improvement projects) per year for the commissioning of public artworks, which will usually be sited in, on, or adjacent to the building or project being constructed. Percent-for-art ordinances guarantee a funding stream for public art projects regardless of what happens to county budgets or arts funding. The policy also guarantees that public art projects will be planned each year, as long as CIPs are underway and municipal construction continues.

<https://www.americansforthearts.org/by-program/reports-and-data/legislation-policy/naappd/percent-for-art-ordinances>

#### ON-TRAIL DONATION STATIONS

Donation stations along the trail (once constructed) will allow trail users to donate directly to trail maintenance. The Yampa Valley Community Foundation in Steamboat Springs, Colorado set up repurposed parking meters to accept credit card donations from trail users. Prior to construction, SCRIP could place donation stations at regional park facilities along the alignment and at stakeholder locations. Information about the trail could accompany the donation station. Example vendors include Karma Payments: <https://karmapayments.com/> and DipJar: <https://www.dipjar.com/>.



