



# THE CITY OF RANCHO CUCAMONGA

## TRAILS ADVISORY COMMITTEE AGENDA

JUNE 8, 2016 - 6:00 PM

Rancho Cucamonga Civic Center  
Rains Room  
10500 Civic Center Drive  
Rancho Cucamonga, California

### I. CALL TO ORDER

Roll Call

Ray Wimberly\_\_\_ Lou Munoz \_\_\_ Richard Fletcher (Alternate) \_\_\_

Victoria Jones\_\_\_ Otis Greer\_\_\_

Dianna Lee (Alternate) \_\_\_

Carol Douglass (Equestrian)\_\_\_ Tom Tisler (Bicycle)\_\_\_

Mike Smith\_\_\_(Staff Coordinator)

### II. PUBLIC COMMENT

*This is the time and place for the general public to address the committee. Items to be discussed here are those that do not already appear on this agenda.*

### III. REVIEW ITEMS

A. SAN SEVAINE TRAIL UPDATE

B. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP SUBTPM19615 – RAYMOND WANG – A request to subdivide a 0.94-acre parcel of land into two parcels that are within the Equestrian Overlay and Hillside Overlay in the Very Low (VL) Residential District, located at the northeast corner of Almond Street and Almond Court. - APN: 1074-041-01. Related files: Variance DRC2015-00177 and Variance DRC2016-00434.



## TRAILS ADVISORY COMMITTEE AGENDA

JUNE 8, 2015

### IV. ADJOURNMENT

*I, Lois J. Schrader, Planning Commission Secretary of the City of Rancho Cucamonga, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on June 2, 2016 at least 72 hours prior to the meeting per Government Code Section 54964.2 at 10500 Civic Center Drive, Rancho Cucamonga.*

# STAFF REPORT

ENGINEERING SERVICES DEPARTMENT



**Date:** June 8, 2016  
**To:** Trails Advisory Committee Members  
**From:** Candyce Burnett, Planning Director  
Jason C. Welday, Director of Engineering Services/City Engineer  
**Subject:** SAN SEVAINE TRAIL UPDATE

## RECOMMENDATION

It is recommended that the Trails Advisory Committee receive the attached project status update prepared by the City of Fontana (Exhibits "A", "B", and "C") and provide staff with guidance regarding proceeding with the bikeway improvements within the City of Rancho Cucamonga as proposed by the City of Fontana.

## BACKGROUND/ANALYSIS

The City of Fontana has prepared the San Sevaime Trail Connection Master Plan. The master plan includes a north-south Class I bikeway through the Cities of Rancho Cucamonga and Fontana, along with a stretch through unincorporated San Bernardino County (Exhibits "B" and "C"). The segment within the City of Rancho Cucamonga would run along the San Sevaime channel from Victoria Street to Banyan Street and is shown to include an equestrian trail for the segment lying north of State Route 210. It should be noted that this segment is shown on the General Plan as a Community Trail and as a Class I bikeway in the Pedestrian and Bicycle Circulation Master Plan.

At its meeting on August 26, 2015, the Committee received a presentation from the City of Fontana on the proposed master plan and the planned first phase of construction which includes the segment in the City of Rancho Cucamonga. After discussion and additional input from the City of Fontana's staff and consultant regarding equestrian trail improvements alongside the proposed bikeway, the Committee agreed to support the City of Fontana's grant application for the first phase of construction.

Following the August 26, 2015 meeting, the City of Fontana submitted grant applications for the Class I bikeway improvements within the first phase and was awarded approximately \$3 million in grant funding from the California Department of Parks and Recreation and the South Coast Air Quality Management District. While equestrian trail improvements are contemplated in the master plan, the City of Fontana did not include these in the grant applications since they are ineligible expenses and were expected to make the project less competitive. The attached exhibits (Exhibits "A", "B", and "C") provide an update and additional information regarding the status of the City of Fontana's planned first phase.

In order for the City of Fontana to proceed with the first phase, both Cities would need to enter into a cooperative agreement that would define the roles and responsibilities related to construction and maintenance of the proposed improvements. Based on the updated status of the project and grants, staff is seeking guidance from the Committee regarding moving forward with the bikeway improvements as proposed by the City of Fontana.

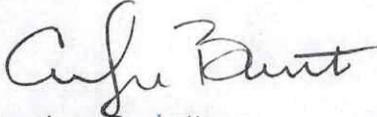
TRAILS ADVISORY COMMITTEE STAFF REPORT – SAN SEVAINE TRAIL CONNECTION

June 8, 2016

Page 2

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Respectfully submitted,



Candyce Burnett  
Planning Director



Jason C. Welday  
Director of Engineering Services/City Engineer

Exhibit "A" – Email to Amy Colbrunn (City of Fontana) dated May 4, 2016

Exhibit "B" – San Sevaime Trail Connectivity Map

Exhibit "C" – Portion of San Sevaime Trail Connection Master Plan dated August 18, 2015 (pages 32-33)

**From:** Monique Reza  
**Sent:** Wednesday, May 04, 2016 3:06 PM  
**To:** Amy Colbrunn <[acolbrunn@fontana.org](mailto:acolbrunn@fontana.org)>  
**Cc:** Kevin Ryan <[kryan@fontana.org](mailto:kryan@fontana.org)>; Noel Castillo <[ncastillo@fontana.org](mailto:ncastillo@fontana.org)>  
**Subject:** San Sevaine Facts  
**Importance:** High

Hi Amy,

Here's the information you requested with regard to the benefits of the San Sevaine Trail.

**Benefits of entire trail:**

- Class I trail will double the trail's current length
- Expand projected user-ship to more than one million each year
  - Bicyclists
  - Pedestrians
  - Roller-bladers
  - Skateboarders
- First north/south trail in the Inland Empire that will connect to the PE Trail
  - At full completion, will also connect to the Santa Ana River Trail
- Trail Linkages
  - Population and employment centers
  - Adjacent to dense residential neighborhoods (over 1,000 homes)
  - Public Facilities
  - Etiwanda Creek Community and Dog Park
  - Businesses

**Benefits specific to Segment II in addition to the items above:**

- Connects to an existing segment of the trail in the City of Fontana from the PE Trail connection to Foothill Blvd.
- 4 Public schools within a 2-mile radius of the project site with over 5,900 students
- 75% of the population of Etiwanda High School lives in Heritage – which is a direct connect to this trail segment
  - Currently the kids that are walking jump fences and go through neighborhoods they are not supposed to be in. – This is source of complaints by Rancho Cucamonga Residents.
  - Other kids either drive or get dropped off. This trail will provide an alternative to these students.
- Park and Ride within ¼ mile of the project site where over 1,000 people commute daily to connect to Metrolink
- Direct connection to the PE Trail

**Goals of the Trail:**

- Increase bicyclist and pedestrian safety
- Increase trail connectivity for bicycle commuters
- Reduce congestion on City streets

- Decrease bicyclist and pedestrian injuries and fatalities resulting from collisions involving vehicles and/or bicyclists
- Create an alternative mode of transportation to work, schools, and shopping
- Provide City and County residents with alternative healthy active transportation choices in their community
- Close gaps in the local and regional bike and pedestrian trail and street transportation network
- Encourage healthy choices for the community to walk, job, run, skateboard, ride bikes, and exercise away from vehicular roadways

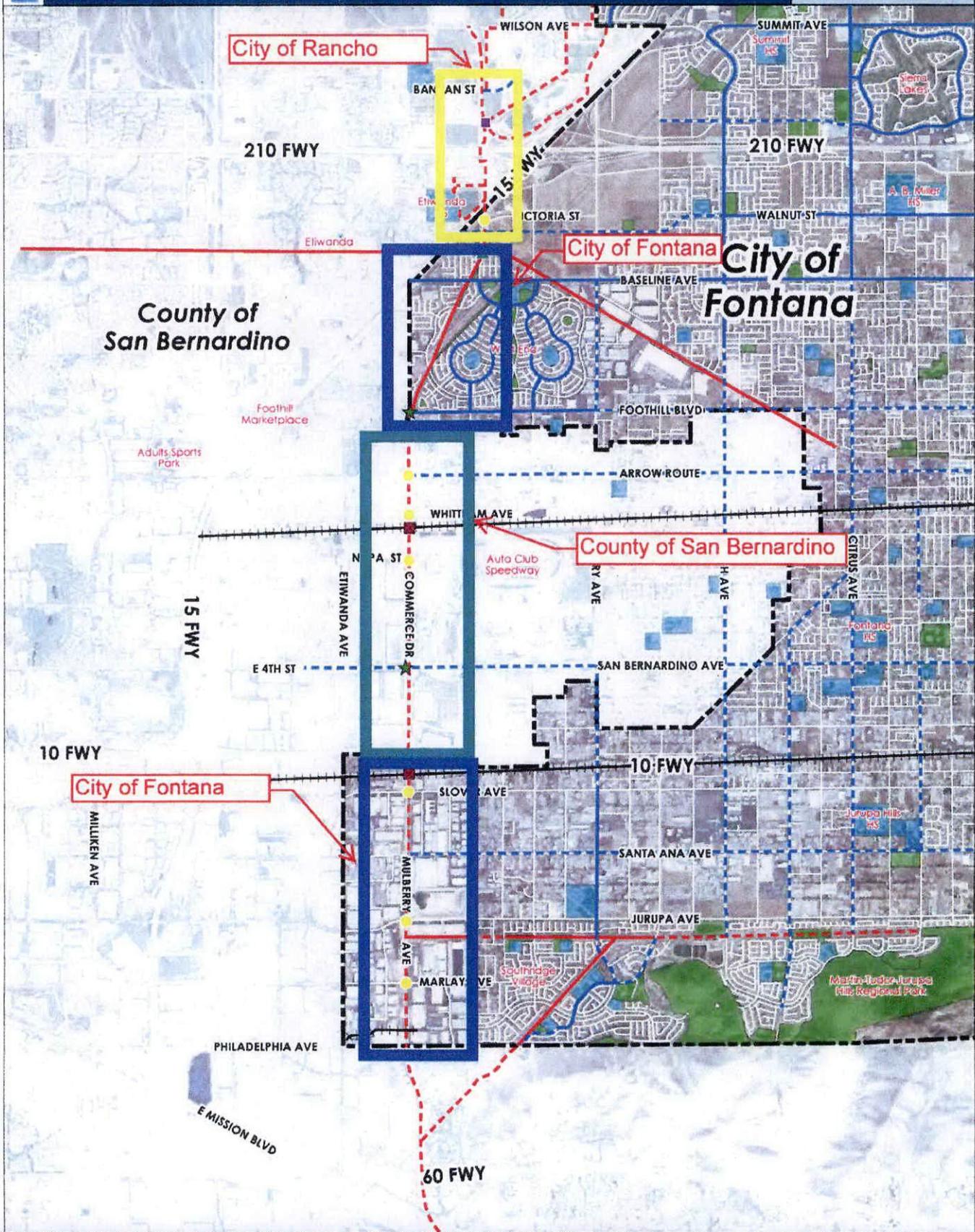
**Project Cost**

- **This Segment from the PE Trail to Banyan Avenue in Rancho Cucamonga= \$3,846,000**
  - 2 grants:
    - CA Department of Parks and Rec for \$2,467,897
    - AQMD \$500,000
  - Additional Cost for Horse trail at the design standards provided by Rancho Cucamonga: \$360,000-\$400,000 (equestrian trail assumed for ½ mile from the 210 to Banyan Avenue)
- **Segment from Valley Boulevard south to Fontana City limit: \$4.9 Million**
  - Includes overcrossing at UPRR
  - City has received \$588,000 in TDA grant and will be applying for ATP grant
- **Segment from Foothill Boulevard to Valley Boulevard: Approximately \$4 Million**
  - Includes undercrossing at Metrolink
  - County is leading a grant writing effort for ATP dollars
  - City will partner with County to complete this segment upon award of grant

I've also attached the map of the project segments and showing the areas to be completed by which agency.

Let me know if you need additional information.

*Monique Reza*  
 Administrative Analyst II  
 City of Fontana  
 Department of Engineering  
 (909) 350-7607



BASE MAP FEATURES

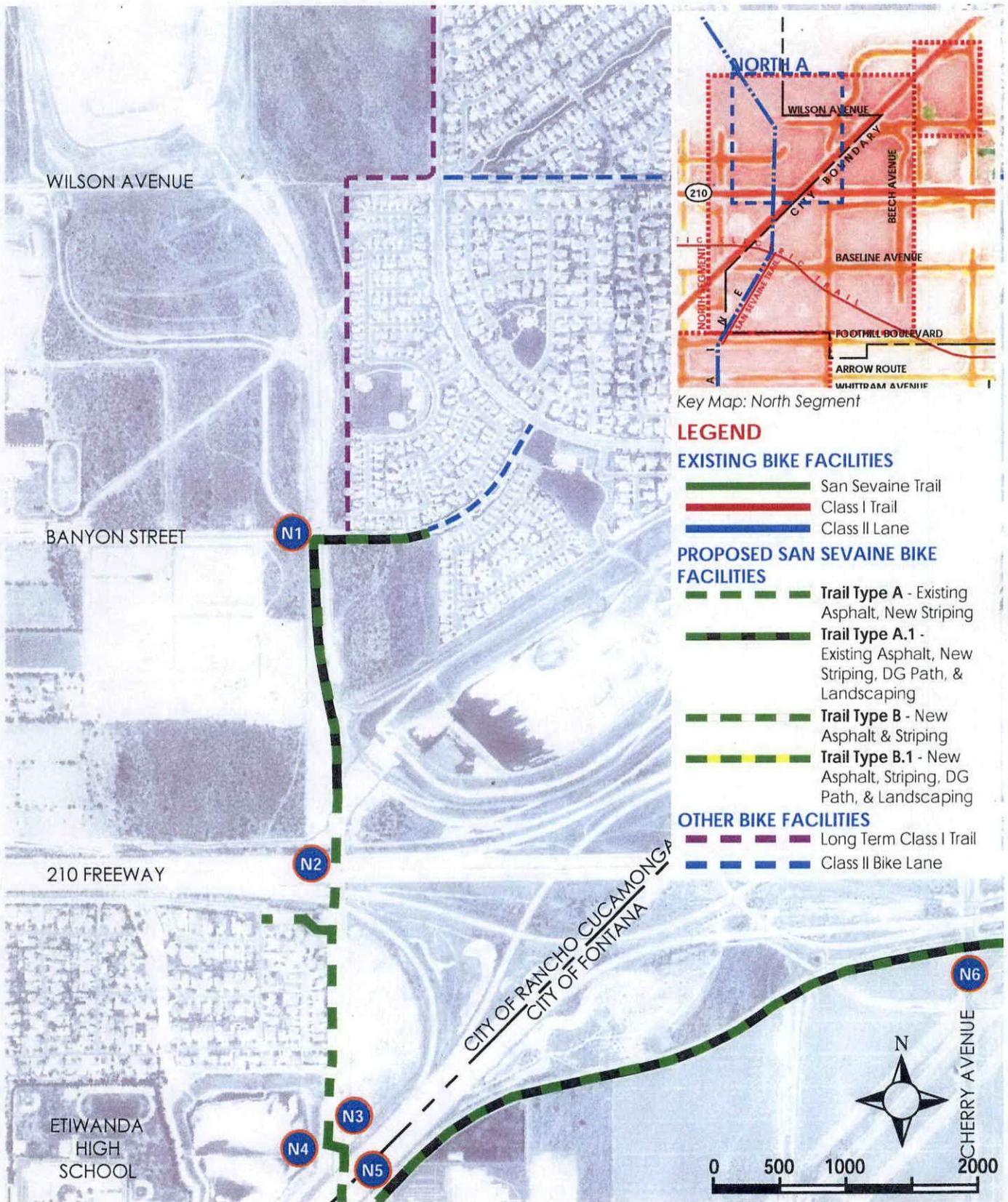
SOURCE AND REFERENCE DATA

- Connection to Pacific Electric Trail
- Existing Traffic Signal
- Pedestrian Bridge Option
- Proposed Grade Separated Crossing
- Proposed Midblock Crossing
- RR Tracks
- Existing Class II Bike Lanes
- Proposed Class II Bike Lanes
- Existing Class I Trail
- Proposed Class I Trail
- City Boundary
- Schools
- Parks

0 0.25 0.5 1 Miles

Date: 1/29/2015

Notes and Sources:  
 1) Base data from the City of Fontana  
 2) Aerial photo from the City of Fontana  
 3) North Arrow



## 3.2 PROPOSED TRAIL TYPES

### 3.2.1 TRAIL TYPE A

Trail Type A utilizes the existing paved maintenance road, located along approximately half of the trail corridor, and proposes striping and signage where possible. Type A requires the least amount of action for the completion of the trail.

### 3.2.2 TRAIL TYPE A.1

Like Type A, Trail Type A.1 also uses the existing asphalt road and proposes striping and signage where possible. In areas where the right-of-way is wide enough, Type A.1 also recommends an adjacent decomposed granite path and landscape buffer. Trees are encouraged to create shade along the trail. In areas where equestrian use is desired and space permits, an equestrian trail should be considered adjacent to the bike path. Some elements which can also be incorporated are lighting, benches, outdoor exercise equipment, and various types of fencing.

### 3.2.3 TRAIL TYPE B

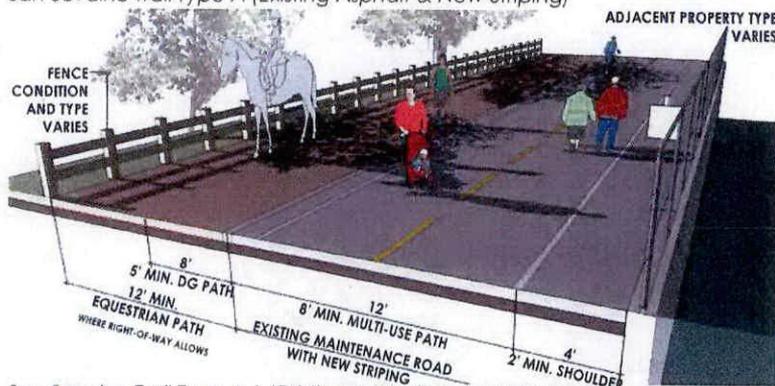
Trail Type B proposes an asphalt bike path with striping and signage in areas where there is not currently a maintenance road along the trail corridor. Type B is only recommended in areas where the right-of-way is too narrow for additional improvements.

### 3.2.4 TRAIL TYPE B.1

Trail Type B.1 occurs in areas where there is no existing maintenance road and the right-of-way is wide enough for various improvements. It proposes a new asphalt bike path with striping and signage as well as an adjacent decomposed granite path and landscaping. Trees are encouraged along the alignment to cast shade onto the trail. In areas where equestrian use is desired and space permits, an equestrian trail should be considered adjacent to the bike path. Like Type A.1, some additional elements that can be incorporated are lighting, benches, outdoor exercise equipment, and various types of fencing.



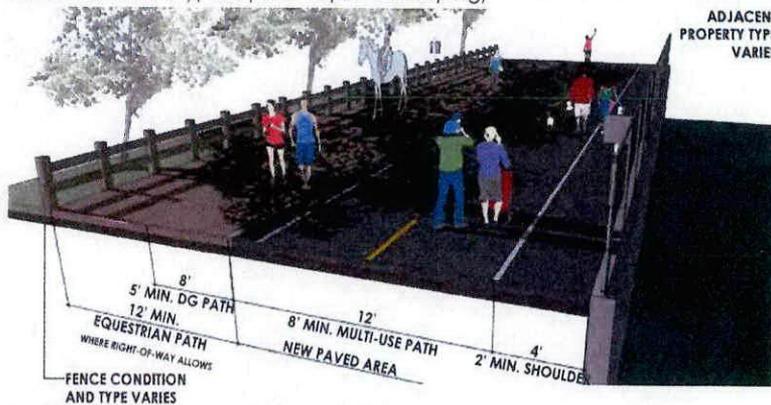
San Sevaire Trail Type A (Existing Asphalt & New Striping)



San Sevaire Trail Type A.1 (Existing Asphalt & New Striping, Decomposed Granite Path or Equestrian Trail, and Landscaping)



San Sevaire Trail Type B (New Asphalt & Striping)



San Sevaire Trail Type B.1 (New Asphalt, Striping, Decomposed Granite Path or Equestrian Trail, and Landscaping)

# STAFF REPORT

PLANNING DEPARTMENT



**Date:** June 8, 2016  
**To:** Trails Advisory Committee  
**From:** Candyce Burnett, Planning Director  
**By:** Tabe van der Zwaag, Associate Planner  
**Subject:** ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP SUBTPM19615 – RAYMOND WANG – A request to subdivide a 0.94-acre parcel of land into two parcels that are within the Equestrian Overlay and Hillside Overlay in the Very Low (VL) Residential District, located at the northeast corner of Almond Street and Almond Court. - APN: 1074-041-01. Related files: Variance DRC2015-00177 and Variance DRC2016-00434.

**RECOMMENDATION:** Staff requests that the Trails Advisory Committee members review the updated trail layout and provide input and direction.

**PROJECT BACKGROUND:** The Trails Advisory Committee reviewed the proposed subdivision on May 11, 2016, and determined that the project should be redesigned to increase the overall area of Lot #2, in order to meet the minimum 20,000 square foot parcel size to provide for the keeping of horses. The Committee required that the project return for their review with the recommended adjustment in parcel size. The applicant has increased the lot area of Lot #2 to 20,006 square feet. The increase in lot area reduced the lot width of Lot #1, to 97.80 feet (100 foot width required), which now requires the application of a Variance to reduce the required corner lot width.

**PROJECT OVERVIEW:** The applicant is requesting to subdivide a property of 0.94-acre, located at the northeast corner of Almond Street and Almond Court, into two residential lots. The project site is within the Very Low (VL) Residential District, and within the Equestrian and Hillside Overlays.

The minimum lot size in the Very Low (VL) Residential District is 20,000 square feet and the required average lot size is 22,500 square feet. Lot #1 is 20,224 square feet (previously 21,700 square feet) and Lot #2 is 20,006 square feet (previously 19,530 square feet), with an average lot size of 20,115 square feet. A Variance (Related file: DRC2015-00177) has been submitted by the applicant requesting a reduction of 2,385 square feet in the required 22,500 square foot average lot size. The applicant is also requesting a second Variance (DRC2016-00434) to reduce the 100 foot corner lot width requirement of Lot #1 by 2.2 feet (proposed width 97.80 feet).

The project adheres to all other development requirements. The Development Code requires interior lots to be 90 feet wide, and each lot to be a minimum of 200 feet in depth. Interior Lot #2 is 90 feet wide and each parcel is 217 feet deep.

**ANALYSIS:** The proposed project will meet the requirements of the Trails Implementation Plan. Residential development, with lots of 20,000 square feet (minimum) in area, within the Equestrian Overlay are required to include a 15-foot wide easement for a private equestrian trail with associated improvements. A 15-foot wide easement and trail is proposed along the north side of Lot #1 (only) and will provide trail access to Almond Court for both lots. A gate at Lot #2 will provide access to the

RAYMOND WANG

June 8, 2016

Page 2

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trail on Lot #1 and, therefore, continuing the easement and trail across Lot #2 is unnecessary. There will be a condition of approval on the Final Map that requires that both lots have access to this trail. Residential developments in the Equestrian Overlay are also required to include a 24-foot by 24-foot corral area on each lot. Each corral is required to be a minimum of 70 feet from any dwelling on adjacent lots. A separate 5-foot wide private drainage easement with a "V" gutter is proposed along the north property line (north side of the trail easement) to convey storm water runoff from the property to the north of the project site, and direct the storm water along the east property line of Lot #2 to the public storm drain system on Almond Street. The trail will drain with a 2 percent slope to this drainage facility.

The plans indicate that the trail will be topped with a 4-inch cover of decomposed granite. A decorative wall will be required along the north property line, on the south side of the equestrian trail of Lot 1 and along the side property lines of each lot. Access to the trail will be controlled by a trail access gate designed per Rancho Cucamonga Standard Drawing 1006-C. Each lot will have vehicle access from Almond Street and equestrian trail access from Almond Court.

DESIGN ISSUES: None

Respectfully submitted,



Candyce Burnett  
Planning Director

CB:TV/lis

Attachment: SUBTPM19615 Full Plan Set distributed under separate cover

**FULL PLAN SET DISTRIBUTED UNDER SEPARATE COVER**