

Santiago Creek Commission

Meeting Time: 10-22-25 17:30

eComments Report

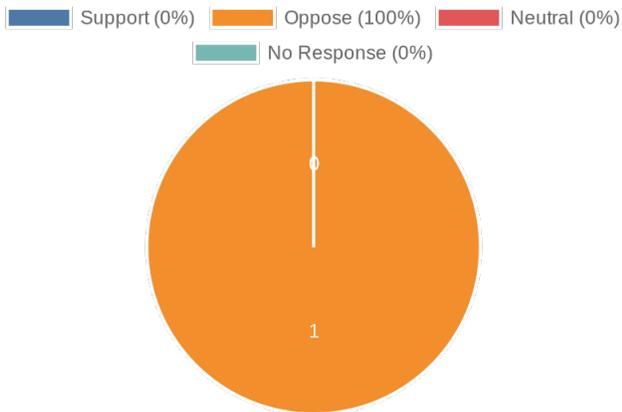
Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Santiago Creek Commission	10-22-25 17:30	9	3	1	2	0

Santiago Creek Commission

10-22-25 17:30

Agenda Name	Comments	Support	Oppose	Neutral
3.1 Approval of minutes of the Santiago Creek Commission Regular Meeting held on July 23, 2025.	1	0	1	0
4.1 Review of Draft Santiago Creek Strategic Plan	2	1	1	0

Overall Sentiment



Adrienne Gladson

Location:

Submitted At: 4:08pm 10-22-25

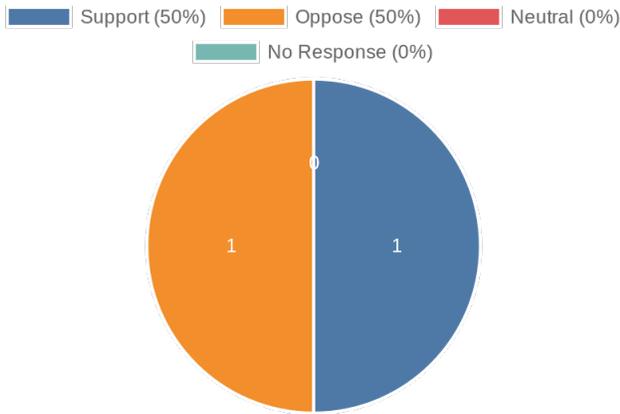
I oppose recommending the adoption of this draft tonight. My calendar keeps me from attending tonight in person. I need time to review my recommendations and those of my neighbors for Segment 2. I believe I heard the Commission wanted a study session to go over this once it was done. I agree with that and don't think that's happened. This document needs to be correct as you and the community have worked so hard on this. Suggest you go over this tonight and continue it for a full commission study session (I want to attend) or who ever wants to participate before you recommend it to Council.

Plus, releasing the draft last Thursday for public and your review isn't fair nor is not posting it in a word format so redline changes can be provided. Note too, covering such wordsmiths corrections can't be done in 3 minutes.

Let's take a bit more time on this.

Adrienne Gladson, AICP

Overall Sentiment



Jake Comer

Location:
Submitted At: 5:26pm 10-22-25

See attached.

Adrienne Gladson

Location:
Submitted At: 4:42pm 10-22-25

Posted this in the item about the minutes. Correcting that by posted it again here. I was in a rush too. Don't be on this.

Adrienne Gladson at October 22, 2025 at 4:08pm PDT Oppose

I oppose recommending the adoption of this draft tonight. My calendar keeps me from attending tonight in person. I need time to review my recommendations and those of my neighbors for Segment 2. I believe I heard the Commission wanted a study session to go over this once it was done. I agree with that and don't think that's happened. This document needs to be correct as you and the community have worked so hard on this. Suggest you go over this tonight and continue it for a full commission study session (I want to attend) or who ever wants to participate before you recommend it to Council.

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Adrienne Gladson, AICP

East Orange Santiago Creek Greenbelt Corridor/Open Space and Trails

Here is information regarding the Santiago Creek Greenbelt Plan and how you may be able to support us in our efforts.

We would appreciate any support your project can provide towards implementing the long held vision for this corridor: To have the Milan and Chandler owned properties become an extension of Santiago Oaks Regional Park as envisioned in the longstanding East Orange **Santiago Creek Greenbelt Plan**. This includes consideration of a design framework for a public open space that includes protection of the wetland, rejuvenation of the degraded former Sully Miller Property, with native flora that will bring back the native fauna, a connection between system flows, movement, hydrology and topography that creates a model that incorporates the natural creek watershed with its ebbs and flows and possibilities of flooding,, and acknowledgment of the Native American sites that formerly existed on the property.

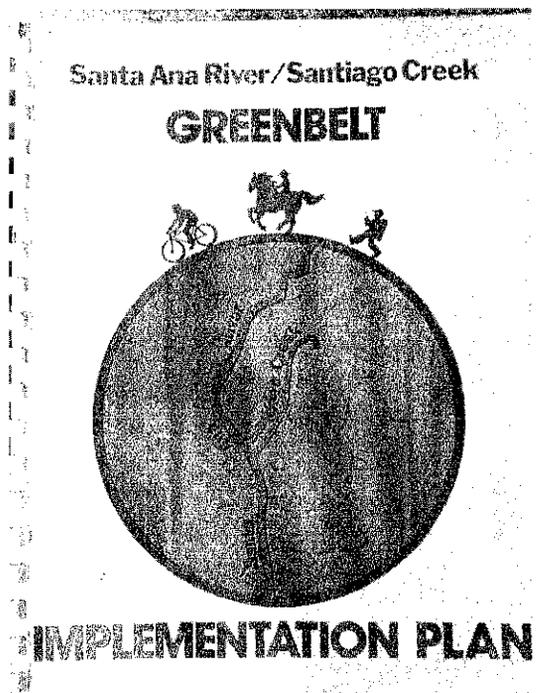
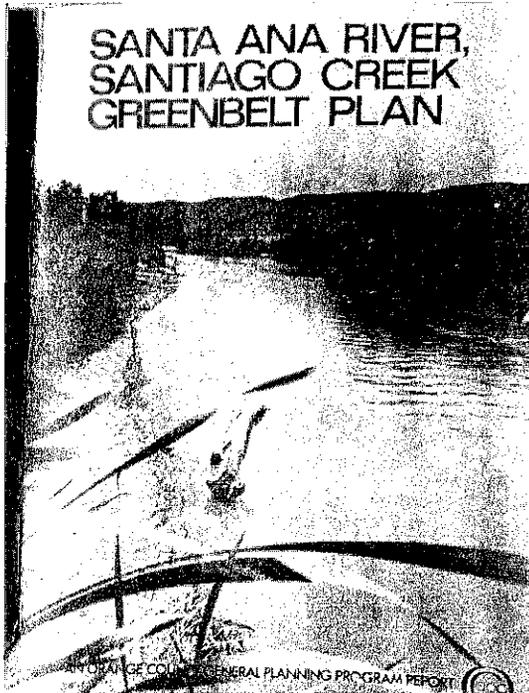
The information is organized as follows:

- I. History and background information
- II. Summary of Pending Issues with 2 short videos - former Sully Miller Property, currently owned by Milan REI X, LLC
- III. Summary of Pressing Issues with short video and document exhibits with notes and concerns - Chandler Property
- IV. Goals, invitation for site tour, request for support

I. History and Background Information

Citizen effort to implement Santiago Creek Greenbelt Plan

Implementing the Santiago Creek Greenbelt Corridor has been underway for nearly 60 years. Planning documents and discussion can be traced back to 1959. The Lower Santiago Creek Specific Plan, the Santiago Creek Greenway Study, the Orange Greenbelt Committee, the Santa Ana River/Santiago Creek Greenbelt Plan and the Santiago Creek Greenbelt Implementation Plan were all part of creating the vision to protect this treasured environmental resource. Committees dating back to the 1970s kept this endeavor alive. The community and the city shared the vision of a day when lands along Santiago Creek would be protected from development for future generations to enjoy.



Documents that guide the Santiago Creek Greenbelt vision.

The first printing of the Santa Ana River/Santiago Creek Greenbelt plan was completed in March of 1971. Since that time, the plan has been considered and approved by the Orange County Board of Supervisors and the City of Orange.

Orange Park Acres
Specific Plan

September, 1973

Prepared at the Request
of
The Orange Park Acres
Development Committee
by



East
Orange
GENERAL PLAN

August, 1975

PREPARED FOR
East Orange Planning Committee

- James L. Christensen
Brigham Young University property
- Mary Jo Elpers,
Foothill Communities Association
- James Gable,
County resident
- Shirley Grindle,
County Government
- James A. Jackman, (Don E. Smith, Alt.)
City Government
- Tony McCloskey,
Occidental Land Inc.
- Larry Sturgeon,
City resident



The Orange Park Acres Specific Plan and East Orange General Plan both support the Santiago Creek Greenbelt Plan

The Santiago Creek Greenbelt Plan was incorporated into the Orange Park Acres Specific Plan (1973) and the East Orange General Plan (1975) in the mid-seventies. Both plans were adopted by the City of Orange and became the blueprint for development and the preservation of open space.

Time passed and city councils changed. Citizens expected that the vision of the Santiago Creek Greenbelt Plan would be implemented whenever there was an opportunity to secure land. Unfortunately, developers were able to influence decision-makers and citizens were forced to stop ill-conceived development proposals that failed to abide by adopted planning documents. Protecting Santiago Creek and open space united community members.

Over the last 25 years, residents have successfully preserved open space along Santiago Creek for future generations to enjoy by using a variety of tools. Some battles required litigation to stop flawed projects; other times the use of direct democracy, which is a right reserved for the people by the Constitution of the State of California, was needed. This entailed engaging with voters using referendums, recalls and ballot measures. There were times when citizens participated in securing funding for acquisition when a property became available for purchase.

Citizens have been successful in East Orange because prior generations had a vision and articulated that vision in planning documents that were adopted by the City of Orange. These plans became the road map that helped guide the many efforts of residents that worked to protect the natural resources and recreational opportunities that the public values.

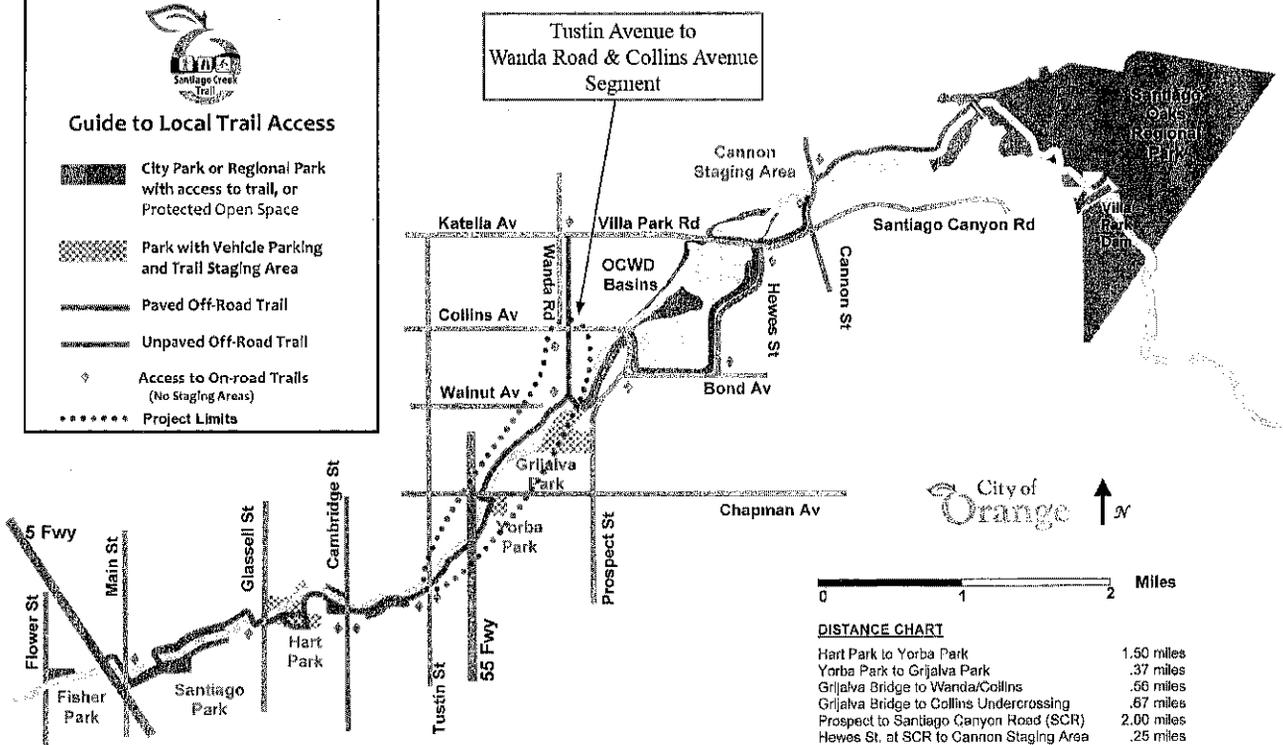
Citizens expect leaders to follow the law, which included respecting the General Plan and adopted planning documents, the Surplus Property Act, the California Environmental Quality Act and our Voting Rights. When the rules are not respected the public is called to take action. Orange citizens have a long history of protecting open space along Santiago Creek. Here's a snapshot of our efforts:



Guide to Local Trail Access

-  City Park or Regional Park with access to trail, or Protected Open Space
-  Park with Vehicle Parking and Trail Staging Area
-  Paved Off-Road Trail
-  Unpaved Off-Road Trail
-  Access to On-road Trails (No Staging Areas)
-  Project Limits

Tustin Avenue to Wanda Road & Collins Avenue Segment



DISTANCE CHART

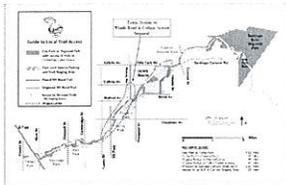
Hart Park to Yorba Park	1.50 miles
Yorba Park to Grijalva Park	.37 miles
Grijalva Bridge to Wanda/Collins	.66 miles
Grijalva Bridge to Collins Undercrossing	.67 miles
Prospect to Santiago Canyon Road (SCR)	2.00 miles
Hewes St, at SCR to Cannon Staging Area	.25 miles

Santiago Creek Bike Trail - Tustin Street to the Wanda Road & Collins Avenue Intersection

Status: Awarded
Award Type: Project of Merit

Project Information

Name: Santiago Creek Bike Trail - Tustin Street to the Wanda Road & Collins Avenue Intersection
Company: City of Orange
Project Location: City of Orange: Tustin Street to the Wanda Road & Collins Avenue Intersection



Project Photo:

Image has been re-sized. [Click for original size.](#)

Project Description: As part of the County of Orange Regional Bike Trail system, this segment completes an uninterrupted scenic bike route through the City of Orange that connects the trail from the Cannon Street Staging Area to the Orange / Santa Ana city border. (See map for the project limits.) This Class 1 segment connects to existing bike trails and lanes from the City of Villa Park and the City of Santa Ana. It completes an important segment of the bike route envisioned to ultimately connect the Santiago Oaks Regional Park to the Pacific Ocean.

This project is over 40 years in the making. Planning documents and discussion about this project can be traced back to 1959. The Lower Santiago Creek Specific Plan, the Santiago Creek Greenway Study, the Orange Greenbelt Committee, the Santiago Creek Greenbelt Plan and the Santiago Creek Greenbelt Implementation Plan were all part of creating this project. Committees dating back to the 1970s kept this project alive. The community and the City shared the vision of a day when residents could bike, walk, and jog along the Santiago Creek. At the February 11, 2012, Dedication and Ribbon Cutting Ceremony their shared dream became a reality.

The Tustin Street to Wanda Road and Collins Avenue Intersection Segment was designed by Hall & Foreman, Inc., with environmental coordination by ICF Jones & Stokes, and construction by 4 Con Engineering.

Project components include:

- Two pedestrian bridges
- Two staging areas with parking
- Two illuminated undercrossing
- A paved 10-foot wide trail spanning approximately 10,250 linear feet
- Enhanced flood-way protection including a new storm drain outlet
- Reconstruction of an eroded channel
- Rails to Trails conversion
- Accommodating and protecting a high-pressure Kinder Morgan fuel oil pipeline
- Extensive, multiple agency coordination
- Numerous property acquisitions & easements

Project Type: 10-foot wide off-road Class 1 paved bike trail

Project Length: Approximately 2 miles (10,250 linear feet)

Project Duration: Design was complete in 2010 with construction complete in 2012. The Dedication & Ribbon Cutting Ceremony was held on February 11, 2012.

Project Budget: Construction cost was approximately \$3,000,000
Construction Funding Sources: American Recovery and Reinvestment Act Funds (ARRA), Transportation Demand Management (TDM), Transportation Development Act (TDA), City of Orange Park Development Fees

Project Goal: The project goals were to connect & protect.

To construct a gap closure segment that connects a new section of the Orange County Regional Bike Trail system to the existing Santiago Creek Bike Trail.

To protect the natural environment and beauty of the Santiago Creek while allowing responsible recreational access.

**Project
Justification:**

This project is worthy of an award because it represents the culmination of decades of planning, committee discussions, and community support. Since the late 1950s this project has been in the eye of the community and City planners. The ability to complete it now stems from a variety of factors coming online. These include securing funding sources, obtaining approvals from governing agencies, securing property acquisition and easements, and the completion of surrounding bike trail segments.

This project deserves recognition because it:

- Deploys good engineering design practices
- Demonstrates construction ingenuity to overcome known environmental sensitivities and address unknown challenges met in the field
- Showcases the progress possible when multiple agencies work together to focus on achieving project goals
- Addresses and protects environmentally sensitive habitat
- Delivers a much anticipated recreational venue in the center of the City that will be enjoyed for generations to come
- Protects the natural environment and beauty of the Santiago Creek while allowing responsible recreational access
- Completes an important segment of the bike route envisioned to ultimately connect the Santiago Oaks Regional Park to the Pacific Ocean

**Special
Circumstances:**

The project spanned many jurisdictions and crossed numerous property lines. To successfully complete the project, the project team:

- Developed productive relations with the approving agencies and property owners
- Coordinated approvals & secured needed environmental and construction permits
- Provided community outreach to the residents

Environmental Approvals

The project location (which included an environmentally sensitive area of the Santiago Creek) and the project's use of federal funds required extensive agency approvals. The team coordinated with both the Army Corps of Engineers and the California Department of Fish & Game. To accommodate the endangered Least Bell's Vireo bird, a focused survey was completed, construction took place outside the nesting area and included biological surveys during construction to monitor wildlife activity. The City took the lead on the environmental processing, while Hall & Foreman coordinated with ICF Jones & Stokes on the environmental documentation.

Multiple Agency Coordination & Construction Permits

Agencies involved included Caltrans, County of Orange, Orange County Transportation Authority, Orange County Flood Control District, Metropolitan Water District, City of Orange, Santa Ana Regional Water Quality Control Board, California Department of Fish & Game, and the Army Corps of Engineers.

Property Acquisition & Easements

Acquisition and easements were secured from seven private properties, Orange County Flood Control District (OCFCD), Metropolitan Water District (MWD), County of Orange, and State of California (Caltrans).

**Project
Attachments:**

Unique Project Challenges:

Pedestrian Bridges

The project construction included the installation of 2 prefabricated metal bridges spanning the Santiago Creek. These bridges were located at Grijalva Park and Yorba Park.

The Grijalva Bridge was constructed with a span length of 85 feet. The bridge provides access across Santiago Creek south of Collins Avenue, and completes the

Class 1 bike trail link from the northerly bike trail segment near the Bond pits to the west side of Santiago Creek. The Grijalva Bridge also provides a link to the City's newly constructed Community Gymnasium at Grijalva Park.

The Yorba Park Bridge located south of Chapman Avenue was constructed with a span length of 200 feet. The bridge was required to span an environmentally sensitive area of the creek. The Yorba Park bridge consisted of 3 prefabricated steel

bridge segments, and was preassembled by the Contractor adjacent to the Creek and lifted with the use of 3 large equipment cranes to set the pedestrian bridge in place with no support piers within the Creek.

Undercrossings

The construction of the Santiago Creek Bike Trail required the crossing of the Costa Mesa Freeway (SR 55) and Chapman Avenue. The trail crossing under the freeway consisted of regrading the existing maintenance access path under the freeway to provide positive drainage and required trail dimensions. The crossing was constructed with 300 feet of concrete surfacing to protect it from the high water flows in the channel. The crossing included the installation of overhead illumination to provide trail lighting under the bridge to improve visibility and maintain sidewalk lighting levels during trail usage.

The trail crossing at Chapman Avenue included the excavation and removal of over 1,500 cubic yards of soil backfill under Chapman Avenue for a length of 200 feet. During the soil excavation and removal, the Contractor located an existing 1935 concrete bridge abutment for a previous bridge crossing the Creek. The concrete footing was part of the existing flood protection channel walls under Chapman Avenue and was carefully removed by the Contractor with no damage to the flood control walls. The bike trail crossing profile was designed to maintain trail vertical clearances while not impacting the existing bridge abutment footings. The trail crossing design included the construction of a concrete tie-back wall to support the soil under the westerly Chapman Avenue bridge concrete abutment and steel pile footings. The trail crossing construction included trail lighting to provide safety lighting during trail operations.

Rails to Trails Conversion

The rails to trails movement encourages converting former rail lines into trails for use by the community for outdoor activity and healthier lifestyles. The City acquired an abandon section of Union Pacific railroad between Collins Avenue and Walnut Avenue. This section was used to connect to the City of Villa Park's Class 1 bike trail segment which runs along Wanda Road from Collins Avenue to Katella Avenue.

Award Citation: The Tustin Street to Wanda Road & Collins Avenue Intersection Bike Trail segment through the City of Orange completes the Santiago Creek Bike Trail that runs from the Cannon Street Staging Area to the Orange / Santa Ana city border. This segment completes a gap closure within the City of Orange. The project goals were to connect to the existing trail and to protect the natural environment and beauty of the Santiago Creek while allowing responsible recreational access for generations to come.

Suggested Award Summary: The Tustin Street to Wanda Road & Collins Avenue Intersection Bike Trail segment through the City of Orange completes the Santiago Creek Bike Trail that runs from the Cannon Street Staging Area to the Orange / Santa Ana city border. The goals for completing this segment were to connect and protect. This segment connects a new section of the Orange County Regional Bike Trail system to the existing Santiago Creek Bike Trail and it protects the natural environment and beauty of the Santiago Creek while allowing responsible recreational access. This segment completes an important segment of the bike route envisioned to ultimately connect the Santiago Oaks Regional Park to the Pacific Ocean.

This project is over 40 years in the making. Planning documents and discussion about this project can be traced back to 1959. Committees dating back to the 1970s kept this project alive. The community and the City shared the vision of a day when residents could bike, walk, and jog along the Santiago Creek. At the February 11, 2012, Dedication and Ribbon Cutting Ceremony their shared dream became a reality.

The ability to complete the segment now stems from a variety factors coming online. These include securing funding sources, obtaining approvals from governing agencies, securing property acquisition and easements, and the completion of surrounding bike trail segments.

Project components specific to the Tustin Street to Wanda Road & Collins Avenue Intersection segment include: two pedestrian bridges, two staging areas with parking, two illuminated underpasses, a paved 40-foot-wide trail spanning approximately

two illuminated undercrossings, a paved 10-foot wide trail spanning approximately 10,250 linear feet, enhanced flood-way protection including a new storm drain outlet and reconstruction of an eroded channel, a Rails to Trails conversion, utility coordination and protection during grading for the Kinder Morgan fuel oil pipeline, extensive multiple agency coordination and numerous property acquisitions & easements, and construction permits from the Army Corps of Engineers, Santa Ana Regional Water Quality Control Board, California Fish & Game, County of Orange Flood Control District, and Caltrans.

Additional Information

Additional Information: n/a

Additional Files: Bike Trail map with photos along the Tustin Street to Wanda Road & Collins Avenue Intersection segment.