

## 1.1 Introduction

This technical memorandum (TM) describes the existing land use within the RPRP Study Area and the potential for project-related effects on existing or planned land uses within the Study Area.

The RPRP Community Planning Area is a larger geographic area considered in the context of indirect transit oriented development effects, which extends one-quarter mile away from the rail corridor and a one-half mile radius around the proposed platform areas. Land uses within one-half mile of the platform areas have the greatest probability of being affected, both directly and indirectly because they are located within what is considered a typical walking distance to future rail platforms and these areas can support higher ridership resulting from higher population and employment densities from future transit supportive land uses.

## 1.2 Regulatory Framework

For this evaluation, the Project's land use compatibility and proposed transportation land uses were measured and compared to the following plans:

- Federal Surface Transportation Board Ruling
- Urban Mass Transportation Act
- Senate Bill 375
- SCAG Regional Comprehensive Plan and Guide (2008)
- SCAG Regional Transportation Plan/Sustainable Communities Strategy (2012)
- SCAG Compass Blueprint 2% Strategy
- City of San Bernardino General Plan
- City of San Bernardino Development Code
- City of Redlands General Plan
- City of Redlands Downtown Specific Plan No. 45 Amendment
- City of Redlands Zoning Ordinance
- Other Plans

### Federal

#### ***Surface Transportation Board – Preemption of Railroad Rights-of-Way***

The Surface Transportation Board (STB) was created by the Interstate Commerce Commission Termination Act (ICCTA) in 1995 and is the successor agency to the Interstate Commerce Commission. The STB is an economic regulatory agency that Congress charged with resolving railroad rate and service disputes and reviewing proposed railroad mergers. The STB is an independent decision-making body, although it is administratively affiliated with the Department of Transportation. The STB retains jurisdiction over railroad rate and service issues and rail restructuring transactions, including mergers, line sales, line construction, and line abandonments.

Under NEPA, the STB is required to examine the environmental impacts of actions subject to the STB's jurisdiction. The Office of Environmental Analysis (OEA) is the office responsible for ensuring the STB's compliance with NEPA and related environmental laws. The STB's environmental regulations govern the environmental review process and outline

OEA's procedures for preparing environmental documents. These regulations are set forth at 49 CFR 1105.

Section 10501(b) of the ICCTA gives STB exclusive jurisdiction over “transportation by rail carriers” and expressly preempts any state law remedies with respect to rail transportation with the term “transportation” broadly defined to include all of the related facilities and activities that are part of rail transportation (Section 10102(9)). The purpose of Section 10501(b) is to prevent a patchwork of local regulation from unreasonably interfering with interstate commerce. Section 10501(b) categorically preempts any form of state and local preclearance or permitting that, by its nature, could be used to deny or defeat the railroad’s ability to conduct its operations (City of Auburn v. United States, 154 F.3d 1025; Green Mountain R.R. v. State of Vermont, 404 F.3d 638 (2d Cir. 2005)).

Construction and operation of Project-related facilities is under the jurisdiction of the STB, and the local jurisdictions along the railroad corridor (City of San Bernardino, City of Loma Linda, and the City Redlands) do not have jurisdiction over the Project. The exclusive jurisdiction of the Project under STB precludes each of the City’s ability to enforce local land use, permitting, and/or environmental regulations on Project-related activities.

### ***Urban Mass Transportation Act (Section 3 and 5)***

Sections 3 and 5 of the Urban Mass Transportation Act require that federally funded transit projects be consistent with official plans for the comprehensive development of an area, as well as with a community’s goals and objectives.

## **State**

### ***State Planning and Zoning Laws***

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city’s or county’s judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city’s or county’s vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period or more. Finally, although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan’s goals. The project is contained within the Cities of San Bernardino and Redlands, which both have adopted general plans and are further described under the local subheading.

The State Zoning Law (California Government Code Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific zone district, are required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure that the land uses designated in the general plan would also be allowable by the zoning ordinance (California Government Code Section 65860[c]).

A specific plan is another planning device that governs a smaller land area than the general plan, but must be consistent with the overarching general plan. Specifically, it implements the general plan in a particular geographic area. (California Government Code, Section 65450.) Generally, it describes the distribution, location, and extent of the land uses and the associated infrastructure, as well as standards governing future development. The specific plan must include a statement of the relationship between it and the general plan. (California Government Code, Section 65451, Subd. [b].) Specific plans applicable to the project are described under the local subheading.

### ***Senate Bill 375***

State of California planning law recognizes the evolution towards more interconnected and sustainable communities and now requires more integration and coordination of land use, transportation, and environmental planning by local, regional, and state governments. The most notable example of this evolution is State Senate Bill 375 of 2008 (SB 375) that provides for greater coordination of state housing, and environmental and transportation laws and requires a regional Metropolitan Planning Organization (MPO) to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The Southern California Association of Governments (SCAG) is the MPO for the Redlands Corridor. SCAG develops its SCS and RTP with input from SANBAG.

### **Local**

#### ***SCAG Regional Comprehensive Plan and Guide***

SCAG's Regional Comprehensive Plan (RCP) adopted in 2008 provides a 20 year framework for local and regional development. The RCP suggests that the region's transportation and planning agencies in cooperation and coordination with local jurisdictions should promote policies and strategies that further integrate land use and transportation. The Vision of the RCP is "To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity natural resource sustainability and quality of life. The RCP serves both as an action plan for implementation of short-term strategies and a call to action for strategic, long-term initiatives that are guided by the following Guiding Principles for "sustaining a livable region."

The following land use goals from the RCP are applicable to the RPRP:

- Focusing growth in existing and emerging centers and along major transportation corridors.
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations.
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.
- Preserving existing, stable, single-family neighborhoods.
- Protecting important open space, environmentally sensitive areas and agricultural lands from development.

### **SCAG Regional Transportation Plan/Sustainable Communities Strategy**

The 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) incorporates an added emphasis on sustainability and integrated planning than ever before. The vision for the 2012 RTP/SCS encompasses three principles as the key to our region's future: mobility, economy, and sustainability. The 2012 RTP/SCS calls for the expansion of transit facilities and service over the next 25 years. Table 2-10 of the Program EIR (PEIR) identifies major transit projects contemplated in the 2012-2035 RTP/SCS and includes the RPRP.<sup>1</sup> The RPRP is within a High Quality Transit Area (HQTA)<sup>2</sup> which relative to the RPRP, is defined as a generally walkable transit corridor, consistent with the adopted RTP/SCS, with 15-minute or less service frequency during peak commute hours. In the context of land use consistency, the RPRP EIS/EIR incorporates by reference the RPRP's consistency with the 2012 RTP/SCS and related policies and does not revisit the issue in this TM.

Applicable mitigation measures from the RTP/SCS PEIR are incorporated into the RPRP project design, as appropriate. In particular, ten mitigation measures identified in the PEIR *Appendix G—Examples of Measures that Could Reduce Impacts from Planning, Development, and Transportation Projects* (MM LU2, LU8, LU27, LU29, LU37, LU50, LU51, LU53, LU59, and LU67) would be applicable for integration into the project design and implementation.<sup>3</sup>

### **SCAG Compass Blueprint 2% Strategy**

In 2004, in an effort to provide local decision-makers with the tools they need to plan more effectively for the six million new residents projected to live in Southern California by 2030, SCAG undertook a growth visioning initiative called *Southern California Compass*. The Southern California Compass vision helps to set a course for Southern California to accommodate growth, reduce traffic congestion, preserve open space, manage and minimize pollution, and manage resources more efficiently. The implementation framework known as the *2% Strategy: Shared Values, Shared Future* seeks to assist cities and counties develop strategies to accommodate future growth while promoting SCAG's regional principles of Mobility, Livability, Prosperity and Sustainability for current and future generations of Southern Californians. The following are the Compass/Growth Visioning Principles:

- 1) Improve mobility for all residents
  - Encourage transportation investments and land use decisions that are mutually supportive.
  - Locate new housing near existing jobs and new jobs near existing housing.
  - Encourage transit-oriented development.
  - Promote a variety of travel choices.
- 2) Foster livability in all communities
  - Promote infill development and redevelopment to revitalize existing communities.
  - Promote developments, which provide a mix of uses.
  - Promote “people scaled”, walkable communities.
  - Support the preservation of stable, single-family neighborhoods.

<sup>1</sup> [http://rtpscs.scag.ca.gov/Documents/peir/2012/draft/2012dPEIR\\_2\\_ProjectDescription.pdf](http://rtpscs.scag.ca.gov/Documents/peir/2012/draft/2012dPEIR_2_ProjectDescription.pdf) (pg. 14)

<sup>2</sup> See Exhibit 4.9, High Quality Transit Areas SCAG Region

<sup>3</sup> [http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR\\_AppendixG\\_ExampleMeasures.pdf](http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf)

- 3) Enable prosperity for all people
  - Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
  - Support educational opportunities that promote balanced growth.
  - Ensure environmental justice regardless of race, ethnicity, or income class.
  - Support local and state fiscal policies that encourage balanced growth.
  - Encourage civic engagement.
- 4) Promote sustainability for future generations
  - Preserve rural, agricultural, recreational, and environmentally sensitive areas.
  - Focus development in urban centers and existing cities.
  - Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution, and significantly reduce waste.
  - Utilize “green” development techniques.

The identified 2% Opportunity Areas are key areas in the region for targeting growth, where projects, plans and policies are consistent with Compass Blueprint principles. The majority of the RPRP Study Area is located within a Compass 2% Strategic Opportunity Area; specifically, the portion the rail corridor from E Street (MP 1) east to the City of Redlands near Mountain View Avenue (approximately MP 6).<sup>4</sup>

#### ***City of San Bernardino General Plan***

The purpose of the City of San Bernardino General Plan (2005) is to chart a course for the next 20 years so that the positive features of the City can be enhanced and built upon and the less desirable features altered and improved. The following thirteen elements comprise the General Plan: Land Use, Housing, Economic Development, Community Design, Circulation, Public Facilities and Services, Parks, Recreation, and Trails, Utilities, Safety, Historical and Archeological Resources, Natural Resources and Conservation, Energy and Water Conservation, and Noise. Together these elements satisfy the seven mandated general plan elements as established in the California Code. Goals, policies, and implementation measures have been established for each of these elements. Goals and policies contained in the City of San Bernardino General Plan relative to transportation improvement projects are identified in Appendix A to this memorandum.

#### ***City of San Bernardino Development Code***

The City of San Bernardino Development Code divides the City into land use zoning districts to consistently implement the General Plan. As mentioned previously, the City’s zoning map corresponds with the General Plan designations; and one or more of the zoning districts established in the City’s Development Code corresponds to each of the General Plan Land Use Designations. The Development Code also includes citywide development standards and design guidelines. The intent of the development standards are to enhance the aesthetic appearance of development in all areas of the City by providing standards relating to quality, quantity, and functional aspects of land use development throughout the city.

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<sup>4</sup> <http://www.compassblueprint.org/files/sanbag.pdf>

The City has recently adopted a Transit Overlay District (TD) zoning designation with associated development standards and design guidelines for areas along the San Bernardino bus rapid transit (sbX BRT) corridor. The TD zoning designation and its regulations are proposed in order to implement the City's General Plan policies promoting transit-oriented development within San Bernardino. The TD zoning designation is applicable to the areas within one-half mile of the platforms at E Street and Tippecanoe Avenue.

### ***City of Redlands General Plan***

The City of Redlands General Plan was last updated in 1995 and is currently undergoing a comprehensive update. The General Plan guides overall land development in the City consistent with the Guiding policies and Implementing Policies established within the Plan. The following nine elements comprise the General Plan: Growth Management, City Design and Preservation, Land Use, Circulation, Housing, Open Space and Conservation, Health and Safety, Noise, Human Services, and Economic Development. Goals and policies contained in the City of Redlands General Plan relative to transportation improvement projects are identified in Appendix A.

Within the RPRP Study Area, the City of Redlands adopted two specific plans that further guide development with refined land use policies and development standards to achieve an established vision for these neighborhoods. The RPRP Study Area traverses a portion of the East Valley Corridor Specific Plan (EVCSP) and the Downtown Redlands Specific Plan areas. The adopted land uses (and associated goals and policies) for each specific plan function as the zoning for the properties within each specific plan boundary. The existing land uses designations are further described in Section 1.3, Existing Conditions.

### ***City of Redlands East Valley Corridor Specific Plan***

The EVCSP was adopted to plan for the large areas of undeveloped land located along I-10 in the Redlands-Loma Linda area to facilitate future industrial, commercial, and residential development in an orderly and aesthetic manner, attract major businesses to the area to provide a job base for the East Valley, and strengthen the local economy, while ensuring high quality development within the EVCSP area.

The RPRP Study Area traverses the EVCSP area east of Mountain View Avenue, south of I-10, to New York Street in the City of Redlands (MP 5 to MP 8). The EVCSP land use designations (and underlying zoning designations) within the RPRP Study Area are further described in Section 1.3, Existing Conditions.

### ***Draft Downtown Redlands Specific Plan No. 45 Amendments***

The amendment to the Downtown Redlands Specific Plan Amendment No. 45, begun in 2004, is an update to the present Downtown Redlands Specific Plan (DRSP) adopted in 1994, and last updated in 2008. The DRSP recognizes the benefits and opportunities created by transit to create a center of pedestrian activity that supports a pedestrian oriented environment and promotes economic vitality and a mix of uses. The vision of the DRSP is to serve as a Transit Village Plan under California State law. The purpose of the DRSP amendments is to create a set of comprehensive goals, policies and standards that will guide the urban form, land use, and design of future development in downtown Redlands, as well as identify development types and densities for the downtown area.

The RPRP Study Area traverses the DRSP area between Texas Street (west of MP 8.5) and Church Street in downtown Redlands (west of MP 9.5). The DRSP land use designations (underlying zoning designations) within the RPRP Study Area are further described in Section 1.3, Existing Conditions. The DRSP identifies a general location and conceptual plan for the downtown Redlands passenger rail station between Eureka and Orange Streets.

### ***City of Redlands Zoning Ordinance***

Section 18 of the Redlands Municipal Code is the City of Redlands' Zoning Ordinance. Allowed uses and development standards for each of the City's 35 zoning districts are established within the Zoning Ordinance.

## **1.3 Existing Conditions**

This section provides a description of existing and planned land uses both from a regional perspective and at a localized scale within the RPRP Study Area.

### **Existing Land Uses**

The RPRP Study Area is characterized by a diverse mix of land uses including low and medium-density residential neighborhoods, retail or office commercial centers, highway commercial and light and heavy industrial properties, warehouses, and undeveloped or vacant land areas. The Santa Ana River cuts across the central portion of the RPRP Study Area, creating a natural barrier affecting east-to-west travel patterns. Highway commercial and light industrial land uses are clustered along I-10 and I-215, with concentrations of retail and office commercial space in the downtown areas of San Bernardino and Redlands.

The existing land uses within the RPRP Study Area are described below and arranged by mile posts (MP) consistent with the geographic segments of the project described in the EIS/EIR (See Chapter 2, Alternatives Considered).

- **MP 1 to 2** – This segment of the Study Area is located within downtown San Bernardino. This section of the rail corridor is generally bordered by existing light industrial and commercial development with some isolated vacant parcels. This segment of the Study Area contains some sensitive land uses with residential uses concentrated to the north and east of the rail corridor. Residential uses are located primarily north and south of Rialto Avenue, east of Dorothy Avenue and along South Allen Street. Meadowbrook Park is also located near the intersection of Rialto Avenue and Allen Street. Natural features along this section of the rail corridor are limited to historic Warm Creek at MP 1.1.
- **MP 2 to 3.5** – Industrial and manufacturing uses generally border the railroad ROW within the segment of the Study Area north of Central Avenue. South of Central Avenue, land uses bordering the railroad ROW within the Study Area vary with scattered industrial and residential land uses located within 50 feet of the existing railroad ROW, with vacant and undeveloped parcels throughout the area. South of Orange Show Road, a commercial center is located east of the railroad tracks, with industrial uses to the west. East of Waterman Avenue is the City of Riverside Water Treatment Plant, located north of the railroad ROW and the San Bernardino Regional Complex located to the south. MP 3.5 demarcates the Santa Ana River (SAR). The SAR is considered a

prominent open space area and recreational resource to the region. The rail corridor spans approximately 350 feet over the SAR.

- **MP 3.5 to 4.5** – Along this segment of the rail corridor within the Study Area, Tippecanoe Avenue depicts a land use transition from commercial and industrial uses to the west and varying densities of residential development heading east toward Mountain View Avenue. Between the SAR and Tippecanoe Avenue, newly developed business parks are located to the north and south of the railroad ROW. This segment of the Study Area also contains the Gage Canal crossing. East of Tippecanoe Avenue to Richardson Street, industrial uses and business parks are located to the north of the rail corridor and residential uses to the south are buffered by the Mission Zanja Channel.
- **MP 4.5 to 6** – East of Richardson Street, residential uses are the prominent land use type, with some residential uses within 50 feet of the existing railroad ROW to the north of the existing tracks. Victoria Elementary School is also located adjacent and to the south of the railroad ROW on Richardson Street. At Mountain View Avenue, the Study Area exits the City of San Bernardino and enters the City of Redlands where another significant transition in land use occurs with residential use predominately to the west and commercial and industrial uses to the east. The undercrossing at U. S. Interstate 10 (I-10) is a major physical feature along this segment, and the railroad ROW runs along the north of a concrete lined portion of the Mission Zanja Channel that serves as a dividing line between the City of Redlands and the City of Loma Linda.
- **MP 6 to 8.5** – Residential land uses are located south of the concrete lined channel within the City of Loma Linda. Except for a city-owned citrus grove (I-10/California) located north of the railroad ROW east of California Street, industrial and commercial uses generally border the railroad ROW within the segment of the Study Area east of California Street to Eureka Street in the City of Redlands. Jennie Davis Park is located within the Study Area south of Redlands Boulevard at New York Street. Sensitive land uses along this segment include the residential land uses to the south of the proposed layover facility and north of the proposed platform at New York Street, and Orangewood High School east of New York Street.
- **MP 8.5 to 10** – This segment of the rail corridor within the Study Area is within a more urbanized downtown setting, with adjacent commercial, industrial, and residential land uses surrounding the railroad ROW. The Study Area crosses over the Mill Creek Zanja and under I-10. East of I-10, residential land uses are the dominant land use south of the railroad ROW with Sylvan Park and the University of Redlands located north of the railroad ROW and within the Study Area.

## Planned Land Uses

The planned land uses for the properties within the Study Area coincide with regional and local land use plans intended to guide future land development as adopted by the Cities of San Bernardino, Loma Linda, and Redlands. At the local level, the general plan and zoning land use designations function as the guide for overall land use development for each city respectively. The current land use designations for parcels within the RPRP Study Area are described below.

### **City of San Bernardino**

The City of San Bernardino uses a one map system, and therefore, the General Plan land use designations coincide with the established zoning districts, and are one in the same. The land

use designations/zoning contained within the RPRP Study Area are illustrated in Figure 1a and include the following:

- Residential Suburban (RS)
- Residential Medium High (RMH)
- Commercial General (CG-1)
- Central City South (CCS-1)
- Commercial Heavy (CH)
- Office Industrial Park (OIP)
- Light Industrial (IL)
- Heavy Industrial (IH)

Project facilities proposed outside of the SANBAG ROW are described below in Table 1-1. The current City of San Bernardino General Plan and Zoning land use designations for these areas are also described in Table 1-1.

**Table 1-1. City of San Bernardino General Plan / Zoning Land Use Designations**

RPRP Proposed Facility	GP/Zoning Land Use Designation	Intended Use	Applicable Specific Plan
Alternate Layover Facility	Office Industrial Park (OIP)	Employee-intensive employment uses in a park-like setting, including research & development, technology centers, research and development, corporate offices, “clean” industry and light manufacturing, and supporting retail.	No
	Light Industrial (IL)	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal uses.	No
Tippecanoe Avenue Rail Platform	Heavy Industrial (IH)	Variety of intense industrial activities that could potentially generate significant impacts, such as excessive noise, dust, and other nuisances, such as rail yards and multi-modal transportation centers.	No
Waterman Avenue Rail Platform	Light Industrial (IL)	See description above	No

**Source:** City of San Bernardino General Plan (Table LU-2 Land Use Designations)

The City of San Bernardino General Plan Land Use Element also includes specialized strategies related to Strategic Areas of the City. The intent of the Strategic Areas is “to achieve a fundamental change in the land use pattern or quality of development.” The Strategic Areas traversed by the RPRP include:

- Tippecanoe Strategic Area - The Tippecanoe Strategic Area is generally bound by Baseline and Rialto Streets on the north, the Santa Ana River on the south, Arrowhead and Waterman Avenues on the west, and Tippecanoe Avenue on the east. The goal of

the Strategic Area is to address the area's infrastructure needs, to help the area to capitalize upon adjacent economic opportunities, such as the San Bernardino International Airport, improve the area's aesthetics, improve the circulation system, to redevelop vacant and underutilized lands into their highest potential, and to capitalize upon the presence of the Santa Ana River.

- Southeast Industrial Strategic Area - The Southeast Industrial Area is wedge shaped area bounded by the Santa Ana River to the north and west, the railroad ROW to the south and Mountain View Avenue and the City of Redlands to the east. Tippecanoe Avenue runs north to south and generally divides the Strategic Area into an eastern and western half. This area has been identified as a Strategic Area because of the need to protect the industrial job base, help improve residential conditions, and to help mitigate impacts to adjacent residences.
- Southeast Strategic Area - The area is bounded by the railroad ROW on the northern edge, the 10 Freeway on the south, Tippecanoe Avenue on the west, and Mountain View Avenue and the City of Redlands on the east. This area has been identified as a Strategic Area because of the need to improve the conditions and accessibility of its residential neighborhoods. Homes in this Strategic Area are in need of rehabilitation, should be separated from the surrounding industrial areas with berming and buffers, and should be connected physically and socially with the rest of the City.

### ***City of Loma Linda***

The City of Loma Linda General Plan land use designations within the RPRP Study Area are illustrated in Figure 1b and include the following:

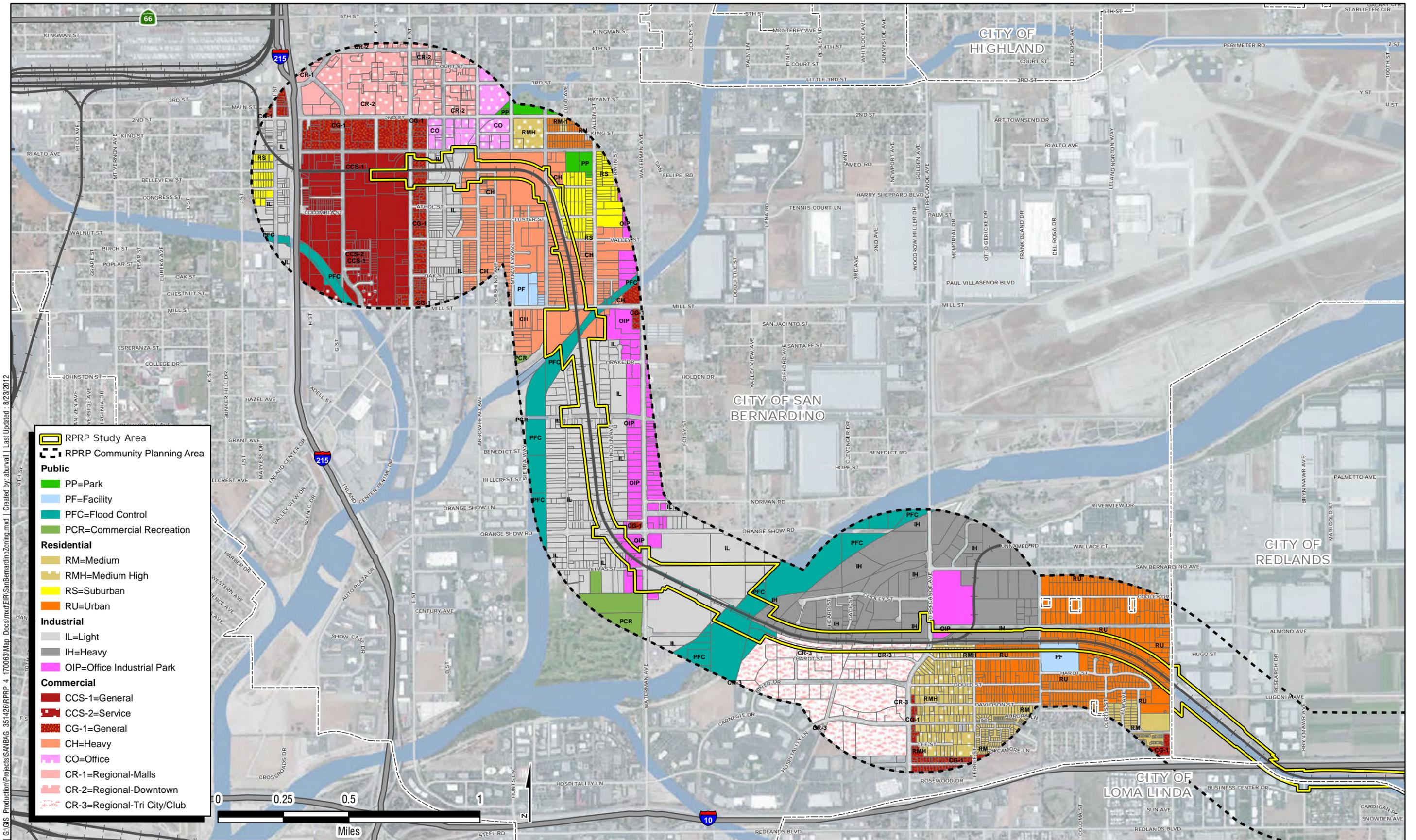
- Business park
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Special Planning Area D

No permanent facilities are proposed within the City of Loma Linda.

### ***City of Redlands***

The City of Redlands General Plan land use designations (including Specific Plan Areas further described below) within the RPRP Study Area are illustrated in Figure 1b and include the following:

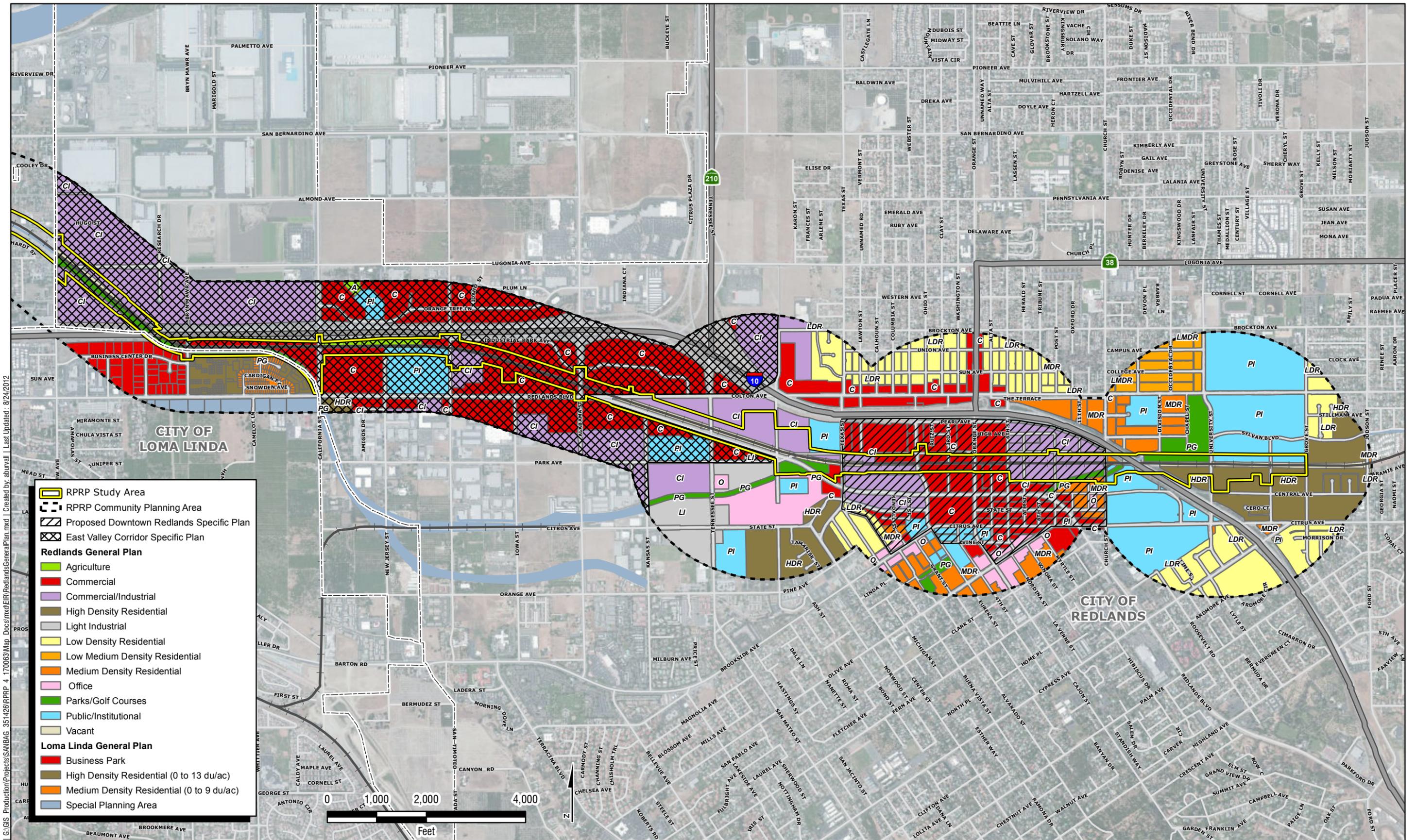
- Commercial/Industrial (CI)
- Commercial (C)
- Agriculture (A)
- Public Institutional (PI)
- Light Industrial
- Parks/Golf Courses
- Medium Density Residential (MDR)
- High Density Residential (HDR)



# San Bernardino General Plan Land Use and Zoning Designation

Figure 1a





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**Redlands and Loma Linda General Plan Land Use**

**Figure 1b**



Project facilities proposed outside of the railroad ROW are described below in Table 1-2. The current City of Redlands General Plan and Zoning land use designations for these areas are also described in Table 1-2.

**Table 1-2. City of Redlands General Plan / Zoning Land Use Designations**

RPRP Proposed Facility	GP Land Use Designation	Intended Use	Applicable Specific Plan	Zoning Category
Train Layover Facility	Commercial (C)	Uses include retail stores, hotels, motels, automobile sales and service, offices, and entertainment and cultural facilities.	East Valley Corridor	EV/CG (General Commercial)
New York Street Rail Platform	Commercial Industrial (CI)	A mixture of commercial and light industrial uses including manufacturing. Uses permitted in this category range from shopping centers to business parks to soap and chemical fertilizer manufacturing. The intent is to minimize use regulation where there is no compelling reason to segregate uses as long as development and performance standards are adequate. Development standards vary according to location.	N/A	C-M (Commercial Industrial District)
Downtown Redlands Rail Platform	Commercial (C)	In the areas of downtown that are designated Commercial, the development of a combined attraction of shopping, entertainment and office uses and high-density urban housing is encouraged. A carefully planned pedestrian-friendly environment containing walkways, enhanced streetscape improvements and public spaces will create an attractive urban environment where Redlands residents and visitors can gather to shop, work, and socialize. Development Downtown should recognize and be compatible with the historic resources and distinct character of Downtown which are valued by Redlands residents.	Downtown Redlands SPA 45	SPA 45/TC
University of Redlands Rail Platform	High Density Residential (HDR)	These areas provide for educational, cultural, and community facilities. Residential uses at a density of up to 15 dwelling units per gross acre and agricultural uses are also allowed under this land use category.	University of Redlands Master Plan	R-2 (Multi Family Residential)

**Source:** City of Redlands General Plan 1995

## Zoning

As mentioned previously, the zoning designations for the portion of the Study Area within the City of San Bernardino are congruent to the City's general plan land uses designations, and are shown in Figure 1a. The applicable City of San Bernardino zoning categories for RPRP facilities are described above in Table 1-1.

Zoning designations within the Cities of Loma Linda and Redlands are consistent with the adopted general plan land use designations for each city, respectively, and are shown in Figure 2. The majority of the Study Area through Redlands is within the boundaries of two specific plans (EVCSP and the DRSP), and the intended uses and development regulations for these areas are outlined in each specific plan, respectively. The boundaries of the EVCSP and the DRSP and associated land uses that function as the zoning within these areas are shown in Figures 3 and 4, respectively. Citywide zoning regulations would be applicable to areas outside of the railroad ROW where no specific plan has been approved (i.e., New York Street and University of Redlands platform improvement areas).

### 1.4 Effect Criteria

The Build Alternatives and Design Options would have an adverse effect on land use and planning if it would:

- Physically divide an established community or physically disrupt community cohesion;
- Conflict or be incompatible with adjacent and surrounding land uses; or
- Result in conflict or inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

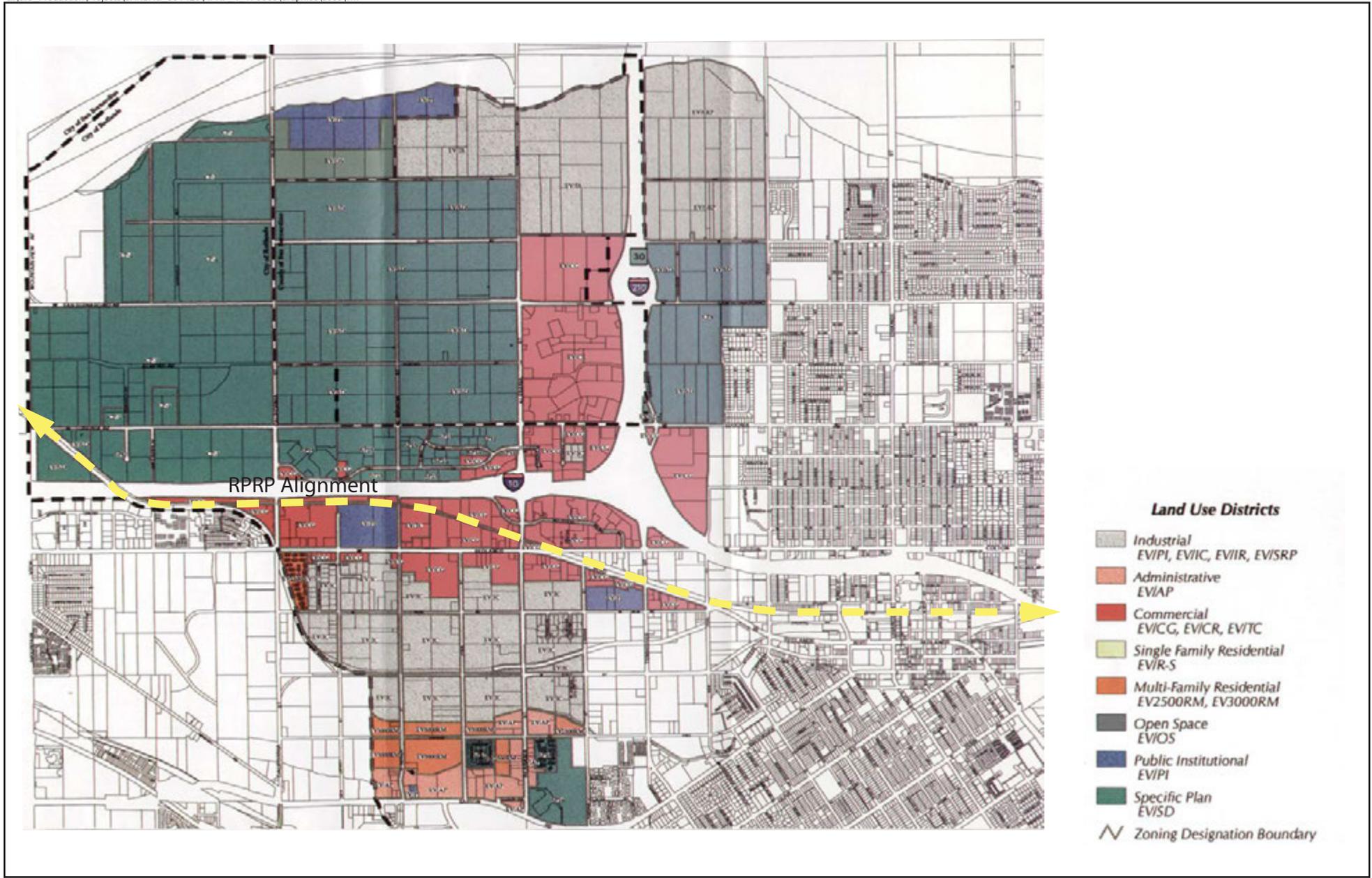
### 1.5 Methodology

Both direct and indirect effects to land use would occur with the implementation of the RPRP. This analysis focuses on potential effects on adjacent land uses, including short-term construction and long-term operational effects to established communities and community cohesiveness, effects related to incompatibility with adjacent land uses, as well as the project's overall consistency with relevant planning documents and goals.

Direct effects in terms of land use conflicts and adjacent land use compatibility were analyzed by identifying the location of the proposed improvements and considering the existing and planned on-site and adjacent land uses for each component of the Project (e.g. stations). This evaluation also considers the overall Project in relation to local planning documents based on a comprehensive evaluation of the Project, which is contained in Appendix A. Background regarding the Study Area was obtained through a combination of field reconnaissance to verify existing land use and review of pertinent planning documents, including, but not limited to: the General Plans for the Cities of San Bernardino and Redlands, SCAG's Regional Transportation Plan, and local specific plan documents (e.g. EVCSP and DRSP). The standard for consistency used here is based on *The Planners Guide to Specific Plans* (OPR 2001): "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment."

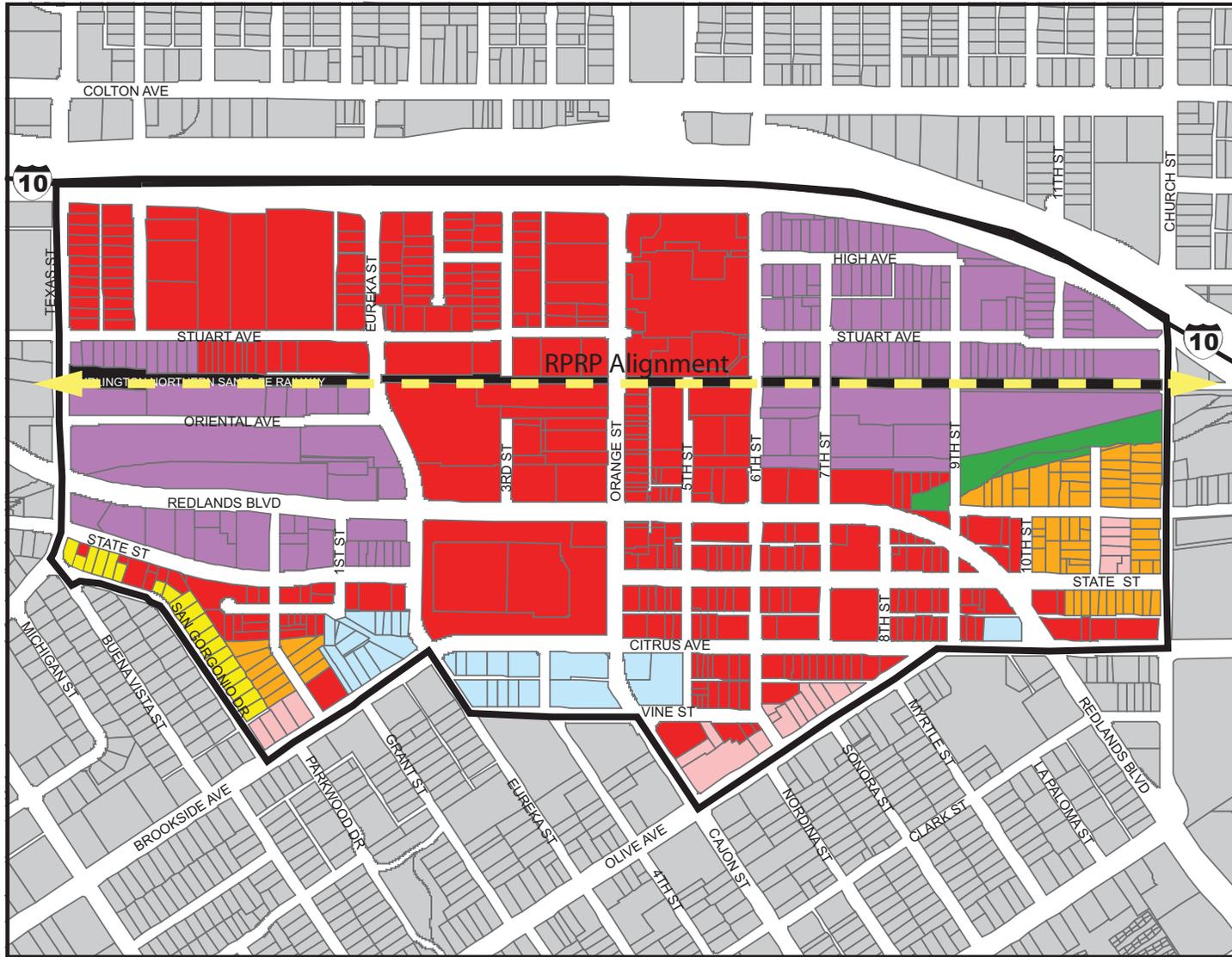






**East Valley Corridor Specific Plan**  
FIGURE 3





- Proposed Specific Plan Area
- Low Density Residential
- Medium Density Residential
- Commercial
- Commercial/Industrial
- Office
- Public/Institutional
- Parks/Golf Courses
- Utility
- Properties Outside of Proposed Specific Plan Area

**Downtown Redlands Specific Plan**  
**FIGURE 4**



Indirect effects were analyzed by assessing the local planning documents and estimating the potential for future land development or redevelopment that could occur within the Community Planning Area in response to the presence and availability of the Project. Although no specific land use changes are proposed in conjunction with the Project, the analysis of indirect and cumulative effects acknowledges that the Project rail infrastructure could be a catalyst for future transit supportive development along the railroad corridor.

## 1.6 Environmental Effects

<b>Effect 1</b>	<b>Physically Divide an Established Community or Physically Disrupt Community Cohesion.</b>
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### Alternative 1 - No Build

#### ***Direct Effects from Temporary Construction***

Under this alternative, maintenance improvements required to facilitate continued freight movement would occur within the railroad ROW and not involve the placement of new facilities or structures that could result in changes or divisions to established communities. Therefore, no adverse construction effects under NEPA would occur. No impact would occur under CEQA.

#### ***Direct Effects from Long term Operations***

The No Build Alternative would not result in any changes to existing land uses within the Study Area. As a result, the No Build Alternative would not result in the physical division of a neighborhood or disruption of an existing community and, therefore, no adverse effect would result under NEPA. No impact would occur under CEQA.

#### ***Indirect Effects***

There are no indirect effects associated with the No Build Alternative. No adverse effect under NEPA would occur. No impact under CEQA would occur.

### Alternative 2 and 3 - Preferred Project and Reduced Project Footprint and Design Option 3 – Waterman Avenue Rail Platform

#### ***Direct Effects from Temporary Construction***

Construction of the Project would occur within and along SANBAG's ROW and would extend beyond the railroad corridor at major intersections, station platforms, and the proposed layover facility. Direct effects to adjacent properties would occur as a result of temporary construction easements (TCE) as discussed in Section 3.3, Land Acquisitions, Displacements, and Relocations of the EIS/EIR.. Throughout the duration of construction (approximately 36 months), TCEs would be established along the corridor, and any access disruptions to established neighborhoods would be temporary in duration. Although minor acquisitions of adjacent properties would be required, existing land uses along the corridor would remain contiguous in nature on both sides of the railroad corridor consistent with its build out over the last 100 years. In this context, any Project-related TCEs and parcel acquisitions are not expected to divide established neighborhoods or result in adverse effects on community cohesion along the railroad corridor.

Although track and road improvements would facilitate safe egress for pedestrians and vehicles traveling in the area of the ROW, in some instances, these improvements, including street closures in the City of San Bernardino and Redlands would limit pedestrian access and alter vehicular access to businesses during construction. Access restrictions on the physical cohesion of nearby neighborhoods would be adverse with moderate intensity under NEPA. This is considered a significant impact under CEQA. Mitigation Measure TR-1 in Section 3.5, Transportation is proposed.

### ***Direct Effects from Long-Term Operations***

The existing SANBAG ROW is an established feature and transportation route throughout this portion of the East Valley and has been in existence for over 100 years. Development patterns along the railroad corridor are partly a consequence of the railroad's presence with the history of the communities of San Bernardino, Loma Linda, and Redlands closely tied to the railroad corridor. A portion of the corridor from MP 1 to approximately MP 4 remains actively utilized for freight service, and the Project improvements would be constructed to maintain existing freight service and, therefore, this continued use of the railroad corridor would not be adversely affected by the Project.

The rail improvements would be configured to maintain regional circulation throughout the Study Area, while restricting pedestrians and other travelers from entering the SANBAG ROW through use of fencing or similar means. Automotive and pedestrian circulation patterns throughout the Study Area as well as access to and from properties adjacent to the railroad corridor would be maintained with the exception of the Caliber Collision property located adjacent to the New York Street platform. Implementation of the Build Alternatives would result in up to five road closures. Access to local businesses located along the railroad corridor would be maintained through re-routing of traffic to other local streets and no changes to adjacent land use designations are contemplated.

The proposed platform improvement areas are intended to serve as a focal point for local and regional transit riders and would contribute to the physical cohesiveness of the surrounding communities. SANBAG in cooperation with the Cities of Redlands and San Bernardino would work to enhance pedestrian connectivity of the platform areas with nearby neighborhoods to encourage non-motorized forms of transportation. Since the proposed platforms are (or will be) located within SANBAG's ROW, these Project features would not result in long-term access restrictions or physically divide existing communities. The reconfiguration or creation of parking lots would occur adjacent to the existing SANBAG ROW in cooperation with adjacent landowners. Based on these considerations, the proposed platforms would not restrict or prohibit safe pedestrian and vehicular access to and from these areas.

Under the Build Alternatives, the train layover facility is proposed at MP 6, west of California Street. The existing Mission Zanja Channel at this location provides a natural, physical separation between the railroad corridor to the north and existing low and medium density residential land uses to the south and within the City of Loma Linda. I-10 provides a similar physical separation from uses to the north. Given these site characteristics, it is unlikely the proposed train layover facility would divide an established community or disrupt community cohesion.

Based on the circumstances described above, an adverse effect of negligible intensity under NEPA would occur. A less than significant impact under CEQA would occur.

### ***Indirect Effects***

As a result of the Project, pedestrians and other non-motorized transit users within the Study Area would be encouraged to adjust their circulation patterns to safely cross the tracks at the proposed grade-crossing locations as opposed to traversing the corridor at unauthorized crossings. This in turn results in a safer community; which is a beneficial effect.

Implementation of the Project could require the implementation of noise mitigation, which could include the installation of sound barriers at one or more locations along the railroad corridor. The physical scale of the sound barriers at these locations would create a new obstruction between existing land uses surrounding the rail corridor. The installation of thousands of feet of 10- to 12-foot tall sound barriers would create a distinct and significant physical and visual change to the community character of the immediate Study Area adjacent to the railroad corridor and would effectively result in the division of one or more established communities along the railroad corridor. This is considered an adverse effect of moderate intensity under NEPA. Under CEQA, this impact would be significant. Mitigation Measure VQA-4 in Section 3.6, Visual Quality and Aesthetics is proposed.

### **Design Option 1 - Train Layover Facility (Waterman Avenue)**

#### ***Direct Effects from Temporary Construction***

Construction-related direct effects would be similar under this design option to the Build Alternatives. Acquisition of the optional site location of the layover facility is not expected to divide established neighborhoods or disrupt community cohesion within the Study Area. The SAR is located east of this site location and the Riverside Water Treatment Plant is located to the west and north. Access to these uses would be maintained. Construction-related effects on these uses would be temporary and localized and are not expected to divide established communities or physically disrupt community cohesion. In this context, no adverse effects on the physical cohesion of a neighborhood or division of an established community would occur under this Design Option.

Other Project-related components (track and road improvements) combined with Design Option 1 could result in temporary access restrictions and, therefore, an adverse effect under NEPA with moderate intensity would occur. This is considered a significant impact under CEQA. Mitigation Measure TR-1 in Section 3.5, Transportation is proposed.

#### ***Direct Effects from Long-Term Operations***

Adjacent land uses to the optional train layover facility site at Waterman Avenue include the San Bernardino Regional Complex south of SANBAG's ROW, undeveloped lands and the Riverside Water Treatment Plant to the north along Orange Show Road, and the Santa Ana River to the south and east of the proposed facility. The subject property for the alternate layover facility site is generally isolated from the remainder of the community by these uses and, therefore, no adverse effects on the physical division of a neighborhood or community cohesion would occur during operation of the layover facility. Use of this alternate site location would not restrict or prohibit safe pedestrian and vehicular access to established land uses nearby or impede upon the use of adjacent lands for their planned purposes. Based on these circumstances, Design Option 1 would not result in the physical division of a neighborhood or community cohesion. No adverse effect under NEPA would occur. No impact under CEQA would occur.

### ***Indirect Effects***

There are no adverse, indirect effects related to the physical division of an established community or disruption of community cohesion by locating the layover facility at Waterman Avenue.

Other Project-related components (i.e., installation of sound barriers) would create a distinct and significant physical and visual change to the community character of the immediate Study Area adjacent to the railroad corridor and would effectively result in the division of one or more established communities along the railroad corridor. This is considered an adverse effect of moderate intensity under NEPA. Under CEQA, this impact would be significant. Mitigation Measure VQA-4 in Section 3.6, Visual Quality and Aesthetics is proposed.

### **Design Option 2 - Use of Existing Train Layover Facilities**

#### ***Direct Effects from Temporary Construction***

The use of existing train layover facilities within an existing transportation corridor would result in the fewest project-related construction impacts to adjacent land uses. Design Option 2 is not expected to result in the physical division of an established community or physically disrupt community cohesion because the existing train layover facilities are already constructed. No adverse effects related to the physical cohesion of a neighborhood or division of an established community would occur as a result of the train layover facility under Design Option 2. No impact under CEQA would occur.

Other Project-related components (track and road improvements) combined with Design Option 2 could result in temporary disruptions in community cohesion or connectivity thereby resulting in a moderate adverse effect. This is considered a significant impact under CEQA. Mitigation Measure TR-1 in Section 3.5, Transportation is proposed.

#### ***Direct Effects from Long-Term Operations***

The land uses adjacent to the existing Inland Empire Maintenance Facility (IEMF) include the I-215 Freeway to the east, the existing SANBAG ROW to the south, and an existing SCRRA rail yard to the north and west of the existing facility. The Eastern Maintenance Facility is also surrounded by existing transportation related uses. Both layover facilities are located on industrially-zoned properties. Due to the fact that transportation-related uses are already established uses present at these sites, Design Option 2 would not restrict or prohibit pedestrian or vehicular access to established facilities nearby or physically disrupt community cohesion. In consideration of these factors, no adverse effect under NEPA on the physical division of a neighborhood or community cohesion would occur. No impact under CEQA would occur.

### ***Indirect Effects***

There are no adverse, indirect effects on the physical division of an established community or community cohesion associated with the Design Option 2 corridor because existing layover facilities would be used.

Other Project-related components (i.e., installation of sound barriers) would create a distinct and significant physical and visual change to the community character of the immediate Study Area

adjacent to the railroad corridor and would effectively result in the division of one or more established communities along the railroad corridor. This is considered an adverse effect of moderate intensity under NEPA. Under CEQA, this impact would be significant. Mitigation Measure VQA-4 is proposed.

<b>Effect 2</b>	<b>Create Incompatibility with On-site or Adjacent Land Uses and Zoning.</b>
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### **Alternative 1 - No Build**

#### ***Direct Effects from Construction***

The No Build Alternative would involve maintenance activities necessary to facilitate continued freight operations. Although maintenance activities would involve the use of construction equipment and, potentially, construction-related nuisance effects (e.g., noise, air quality, and traffic), these effects would be temporary and unlikely to result in longer-term incompatibilities with adjacent uses. In this context, an adverse effect of negligible intensity would occur under NEPA. A less than significant impact under CEQA would occur.

#### ***Direct Effects from Long-Term Operations***

The existing land uses within the Study Area, including those adjacent to the railroad corridor, would remain similar to the conditions described in the “Existing Conditions.” In this context, no adverse effect under NEPA on adjacent land uses within the Study Area would occur. No impact under CEQA would occur.

#### ***Indirect Effects***

The No Build Alternative would result in no alterations to existing land uses within or adjacent to the railroad corridor. As a result, opportunities for transit-oriented development, compact development patterns, and progress toward more walkable communities would not be realized. Given that this alternative would not deviate from existing environmental conditions, no adverse, indirect effects under NEPA on adjacent land uses within the Study Area would occur as a result of the No Build Alternative. No impact under CEQA would occur.

### **Alternative 2 and 3 - Preferred Project and Reduced Project Footprint and Design Option 3 – Waterman Avenue Rail Platform**

#### ***Direct Effects from Temporary Construction***

A majority of the track and bridge improvements would occur within the existing railroad corridor and, in limited instances, adjacent parcels where the railroad infrastructure has long been part of the local community setting. During construction, the proposed improvements would be constructed mostly in the existing SANBAG ROW and across existing roadways. At grade crossing and bridge improvements would require construction staging areas in the immediate vicinity of where each improvement is proposed. Staging areas and construction in general may require temporary, intermittent street and sidewalk closures in the immediate vicinity of the railroad corridor. This could temporarily inhibit, but not eliminate, access to the adjacent parcels.

TCEs, partial and full acquisition(s), and roadway easements along the railroad corridor would be required at some locations and additional buffer areas may be provided to maintain compatibility with adjacent land uses along the alignment. Partial and full acquisitions would be compensated by existing law and some land uses in the area would be removed as a result of Project. The acquisitions necessary for Project implementation are discussed in the Land Acquisitions, Displacements and Relocations section of the EIS/EIR (Section 3.3), and the existing federal and state relocation laws and procedures would be sufficient to minimize any related effects.

Construction staging areas could be perceived as incompatible with adjacent land uses based on anticipated nuisance-type effects, such as construction-related traffic, noise, and/or deterioration of local aesthetics. Although these effects would be temporary, they would be considered moderate adverse effects under NEPA. This impact is considered significant under CEQA. Mitigation Measures TR-1 (Section 3.5, Transportation), VQA-1 (Section 3.6, Visual Quality and Aesthetics), in addition to NV-1 and NV-2 (Section 3.8, Noise and Vibration) are proposed.

### ***Direct Effects from Long-Term Operations***

Existing and planned land uses within the Study Area are generally urban in nature and compatible with the proposed transit facilities; although, some uses (e.g. residences and schools) would be more sensitive to the effects of passenger rail operations than others (e.g. industrial uses). In general, these effects (e.g. noise and vibration, and visual quality and aesthetics) are analyzed in the EIS/EIR. From a land use perspective, SANBAG's ROW is an established corridor within the Study Area, and adjacent land uses (residential, commercial and industrial) have been planned for and built up around the railroad corridor over the years. The majority of the proposed improvements would occur within SANBAG's ROW and would be compatible to those established uses already in existence. Further discussion of those Project elements that would extend beyond SANBAG's ROW is provided below.

*Tippecanoe Avenue Platform* – The platform at Tippecanoe Avenue is proposed within the SANBAG ROW and the associated parking area would extend north from the platform into the adjacent property, which is zoned for heavy industrial uses. Parking is an allowed use within the heavy industrial zone. Hence, the proposed station platform and associated parking area would be generally compatible with the existing zoning.

Heavy industrial land uses would be located adjacent to the proposed platform and parking area on the west side of Tippecanoe Avenue, north of the SANBAG ROW. Currently, the adjacent property is used for a warehouse and, therefore, it is unlikely that the existing use would be incompatible with the proposed station platform. However, if this current use changes in the future, other allowed uses within the heavy industrial zone could involve operations or nuisances that could be incompatible with the proposed platform at this location. Since no proposal is currently on file with the City of San Bernardino, it would be speculative to infer as to potential future uses on this property until an application is formally submitted. The Mission Zanja Channel borders the station platform to the south and encroaches into SANBAG's ROW at this location. The presence of the Mission Zanja Channel presents a physical barrier to commercial and residential land uses of approximately 150 feet to the south and southeast of the site, respectively. For this reason, the proposed platform and associated improvements at this location would be compatible with adjacent land uses.

*Waterman Avenue Rail Platform* - The platform at Waterman Avenue is proposed south of the SANBAG ROW and the associated parking area would extend south from the platform into the adjacent property, which is zoned for light industrial uses. Parking is an allowed use within the light industrial zone. Hence, the proposed station platform and associated parking area would be generally compatible with the existing zoning.

The platform at Waterman Avenue would serve the neighboring land uses including the San Bernardino Inland Regional Center and other residential and industrial uses further contributing to the site's compatibility with adjacent land uses.

*New York Street Platform* - The platform proposed at New York Street would be located within the SANBAG ROW and the associated parking and pedestrian improvements would extend north beyond the ROW. The property located adjacent and to the north of the platform is zoned for commercial uses. Parking is an allowed use within the commercial zone. In this context, the platform and parking area would be compatible with the existing zoning.

With the exception of a single-family residence immediately north of the proposed platform, much of the area to the north consists of undeveloped land. The existing residence is considered non-conforming in the context of the existing zoning and buffered by approximately 200 feet from the Project. Redlands Boulevard borders the railroad ROW to the south and, therefore, provides a physical separation between the proposed platform and commercial and industrial uses further south. Based on these considerations, the platform improvements at this location are compatible with on-site and adjacent land uses.

*Downtown Redlands Platform* – The platform in Downtown Redlands is proposed just west of the existing Downtown Redlands Santa Fe Depot. The surrounding area is developed with commercial and residential land uses, some of which are designated historic places, including the Santa Fe Depot. As described in Chapter 2, the City of Redlands is proposing a parking garage north of the proposed platform improvements, which would include allocated parking for the proposed station platform. If for whatever reason the parking garage is not constructed, SANBAG would construct a surface parking lot in the vicinity of the same location. In either case, the parking area and station platform would be compatible both with existing zoning and adjacent land uses. Additionally, the DRSP contemplates the overall Project and location of the station platform. In this context, the proposed station platform would be compatible with existing and planned development for downtown Redlands.

*University of Redlands Platform* – The platform at the University of Redlands is located between the University of Redlands to the north, and existing residential land uses to the south of the SANBAG ROW. Undeveloped property is directly south of the platform improvements, with additional vacant and undeveloped land located northeast of the proposed platform area. A parking area is proposed within and adjacent to the SANBAG ROW along a linear stretch of land immediately north of the platform zoned for public institutional uses.

Adjacent uses including the University, Sylvan Park, and low to high-density residential areas may experience nuisance-related effects (e.g. noise and vibration, aesthetics and visual quality) as a result of passenger rail operations, which may result in a potential incompatibility with existing and planned land uses in the Project vicinity.

*Proposed Train Layover Facility* - The train layover facility is proposed on a long narrow site south of I-10 and north of a residential area in the City of Loma Linda. Access to the proposed train layover facility would occur from Bryn Mawr Avenue via Redlands Boulevard. The

proposed layover site is currently zoned for commercial uses. However, the proposed layover facility is generally characterized as an industrial uses and, therefore, the proposed use may result in an incompatibility with existing zoning.

The Mission Zanja Channel provides a physical separation between the proposed layover facility and the residential areas to the south. Industrial operations at the train layover facility would cause nuisance-related effects, including noise to some degree from layover operations and nighttime lighting, which could adversely affect residential areas in the City of Loma Linda to the south. For these reasons, the proposed train layover facility would not be compatible with land uses in the area. Based upon the considerations above for Project-related facilities, an adverse effect of moderate intensity under NEPA would occur. This is considered a significant impact under CEQA. Mitigation Measures VQA-2, VQA-3, and VQA-4 (Section 3.6, Visual Quality and Aesthetics), in addition to NV-3, NV-4, and NV-6 (Section 3.8, Noise and Vibration) are proposed.

### ***Indirect Effects***

The proposed station stops would encourage intensification of land use and transit-oriented development in surrounding areas because of improved access to these portions of the community. This indirect effect of the stations is consistent with existing forms of urban development within the Study Area and expectations for the types of uses that can be supported in the respective communities. Once constructed, use of the lands adjacent to the SANBAG ROW would likely intensify in response to growth and transit-oriented development opportunities. Both the Cities of San Bernardino and Redlands allow for mechanisms to support growth and land use intensification where appropriate along the railroad corridor and the Project is consistent with the Cities' plans and policies encouraging downtown revitalization. Future land use intensification and transit-oriented development at or near proposed platform locations would be compatible with the Project thereby providing desirable benefit and no adverse effect under NEPA would occur. No impact under CEQA would occur.

### **Design Option 1 - Train Layover Facility (Waterman Avenue)**

#### ***Direct Effects from Temporary Construction***

Temporary construction activities may cause nuisances to nearby land uses; although no sensitive receptors are in the immediate vicinity of the train layover facility at Waterman Avenue as with the Build Alternatives; thereby resulting in fewer project-related construction effects. Construction activities will be temporary in duration, and are not anticipated to cause conflict with the operational use of adjacent properties near the layover facility at Waterman Avenue during construction.

Similar to the Build Alternatives, Design Option 1 would require construction staging for other Project-related components (track and road improvements) that could result in nuisance-type effects, such as construction-related traffic, noise, and/or deterioration of local aesthetics thereby resulting in a moderate adverse effect. This impact is considered significant under CEQA. Mitigation Measures TR-1 (Section 3.5, Transportation), VQA-1 (Section 3.6, Visual Quality and Aesthetics), in addition to NV-1 and NV-2 (Section 3.8, Noise and Vibration) are proposed.

### ***Direct Effects from Long-Term Operations***

The land uses adjacent to the alternate train layover facility include the Waterman Business Park to the south, undeveloped lands, and the headquarters for the San Bernardino Inland Regional Center, a complex that cares for people with developmental disabilities. North of the railroad ROW, there is an existing industrial facility accessed off of Emmet Way and undeveloped lands primarily along Orange Show Road. The Santa Ana River is located adjacent to the south and east of the proposed facility. These surrounding land uses are more compatible with a train layover facility than the residential land uses to the south of the proposed location for the train layover facility under Alternative 2 and 3. The Inland Regional Center is not expected to be incompatible with the train layover facility upon implementation of all mitigation measures relative to noise, aesthetics, and air quality. A greater potential for land use compatibility is recognized under Design Option 1 because residential land uses are not presently near or adjacent to the location of the train layover facility at Waterman Avenue.

Based upon the considerations above for other Project-related facilities that may result in nuisance-related effects thereby causing potential incompatibilities with adjacent land uses, an adverse effect of moderate intensity under NEPA would occur. This is considered a significant impact under CEQA. Mitigation Measures VQA-2, VQA-3, and VQA-4 (Section 3.6, Visual Quality and Aesthetics), in addition to NV-3, NV-4, and NV-6 (Section 3.8, Noise and Vibration) are proposed.

### ***Indirect Effects***

Implementation of Design Option 1 would entail desirable benefits similar to the Build Alternatives and, no adverse, indirect effects under NEPA on land use would occur. No impact under CEQA would occur.

## **Design Option 2 - Use of Existing Train Layover Facilities**

### ***Direct Effects from Temporary Construction***

No temporary construction effects associated with construction of the layover facilities would occur under Design Option 2 because the layover facilities are already in place. Due to the fact construction activities associated with a layover facility would not occur under Design Option 2, adverse nuisance-related effects relative to compatibility with adjacent land uses would be reduced.

Construction staging for other Project-related components (track and road improvements) could result in nuisance-type effects, such as construction-related traffic, noise, and/or deterioration of local aesthetics thereby resulting in an adverse effect of moderate intensity under NEPA. This is considered a significant impact under CEQA. Mitigation Measures TR-1 (Section 3.5, Transportation), VQA-1 (Section 3.6, Visual Quality and Aesthetics), in addition to NV-1 and NV-2 (Section 3.8, Noise and Vibration) are proposed.

### ***Direct Effects from Long-Term Operations***

The land uses adjacent to the existing train layover facilities are industrial in nature and compatible with the existing transportation-related facilities. No adverse effects on land use

compatibility would occur from Design Option 2 because the facilities already exist and are established uses within existing transportation corridors.

Based upon the considerations above for other Project-related facilities that may result in nuisance-related effects thereby causing potential incompatibilities with adjacent land uses, an adverse effect of moderate intensity under NEPA would occur. This is considered a significant impact under CEQA. Mitigation Measures VQA-2, VQA-3, and VQA-4 (Section 3.6, Visual Quality and Aesthetics), in addition to NV-3, NV-4, and NV-6 (Section 3.8, Noise and Vibration) are proposed.

***Indirect Effects***

Implementation of Design Option 2 would entail desirable benefits similar to the Build Alternatives and no adverse, indirect effects on land use would result from implementation of Design Option 2. No impact under CEQA would occur.

<b>Effect 3</b>	<b>Result in conflict or inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.</b>
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**Note:** It is important to note that pursuant to Section 10501(b) of the ICCTA, the Surface Transportation Board has exclusive jurisdiction over the construction and operation of the Project and related activities. Although the railroad ROW traverses portions of the City of San Bernardino and City of Redlands, the Project is not subject to local land use polices of the Cities’ General Plans or associated zoning ordinances contained within each of the Cities’ Municipal Codes.

Nonetheless, an evaluation of the Project was conducted in the context of whether the Project meets the overall intent of the jurisdiction’s applicable planning documents. As provided in the analysis below, the Project is generally consistent with the plans and policies that provide for alternative modes of transportation. Furthermore, the Project achieves one of the Vision statements of the City of San Bernardino Circulation Element by capitalizing upon the freight and passenger rail operations to stimulate economic growth, and also achieves the City of Redlands Guiding Policy 5.40b by promoting local and regional public transit serving Redlands.

For the purposes of this analysis, the proposed construction and operational activities associated with the Project was compared to the goals and policies associated with transportation improvement projects. Although an analysis of local plans and policies is provided, the local agencies do not retain jurisdiction over the Project, or Project-related activities.

**Alternative 1 – No Build**

***Direct Effects from Construction***

Implementation of the No Build Alternative would preclude construction of the transportation infrastructure necessary to implement passenger rail service along the Redlands Corridor. Although maintenance activities would be required over the next 10 years, these activities would be contained within SANBAG’s ROW and would not be expected to conflict with applicable

goals and policies of an agency with jurisdiction over such activities. No adverse effects under NEPA are anticipated. No impact under CEQA would occur.

### ***Direct Effects from Long Term Operations***

The No Build Alternative would not be consistent with federal, state, regional, and local land use plans policies and regulations that promote integration of transportation and land use planning together to create more sustainable communities. In particular, the No Build Alternative is inconsistent with the regional land use and transportation goals of the 2012 RTP/SCS, which identifies the railroad corridor as a high quality transit corridor and specifically call for passenger rail service between the City of San Bernardino and Redlands. Because the RTP predicts that traffic will continually worsen in the absence of additional capacity, the No Build Alternative would contribute to deteriorating access and mobility within the San Bernardino region and further increase congestion in the Study Area. The No Build Alternative would not promote modes of transportation other than the automobile or enhance accessibility to neighborhoods and community and regional centers. Based on this inconsistency with the regional plan for transportation and land use, a substantial adverse effect under NEPA would occur. This is considered a significant impact under CEQA. No mitigation is proposed, besides implementation of one of the Build Alternatives.

### ***Indirect Effects***

Under the No Build Alternative, platform areas and associated amenities would not be established along the railroad corridor that could otherwise serve as focal points in the community and provide a catalyst for future growth and transit oriented development. The No Build Alternative would not promote integration of land use and transportation planning in the Redlands Corridor or mixed-use development near transit nodes. The No Build Alternative would not recognize the land use benefits typical of high-capacity transit projects, including encouragement of compact transit-oriented development or support land uses that are environmentally sustainable and foster livable communities or increase economic vitality within the Study Area. Based on these considerations, the No Build Alternative is expected to generate a substantial adverse indirect effect under NEPA in relation to plan consistency within the Study Area. This is considered a significant impact under CEQA.

## **Alternative 2 and 3 – Preferred Project and Reduced Project Footprint and Design Option 3 – Waterman Avenue Rail Platform**

### ***Direct Effects from Temporary Construction***

Construction of the Project would be conducted in accordance with all applicable land use plans, policies, and regulations with jurisdiction over the Project. After completion of construction, parcels utilized for construction staging would be returned to pre-construction conditions with the exception of the proposed layover facility site and no substantial changes to existing land use would occur. In this context, Project construction would result in negligible adverse effects under NEPA. A less than significant impact under CEQA would occur.

### ***Direct Effects from Long-Term Operations***

Project improvements constructed within the existing SANBAG ROW are not subject to local land use polices and regulations. The transportation-related land uses proposed outside of the

railroad ROW (layover facility, parking areas, and pedestrian improvements) will eventually be incorporated into the railroad ROW under the ownership of SANBAG. Based on this circumstance, the evaluation of consistency considers the Project (in its entirety) and the individual components of the Project. A comprehensive policy analysis of the Project's consistency with the local land use plans and policies associated with transportation improvement projects is provided in Appendix A.

From overall regional perspective, the Project would introduce a new alternative transportation use within the Study Area that would be constructed within an existing railroad ROW under the ownership of SANBAG. The railroad corridor is identified as a high quality transit area within the RTP/SCS (2012) recently adopted by SCAG with the Project specifically identified as a future transit improvement for the region. In this context, the Project would specifically support RTP/SCS Policies 1 and 3 by establishing the transit service within the railroad corridor. Likewise, the project would facilitate the implementation of the vision contained in SANBAG's Long-Range Transit Plan, and is an eligible expenditure in the Measure I 2010-2040 Strategic Plan. Based on these considerations, the Project would entail desirable benefits in relation to regional plans and policies.

The land use designations surrounding the existing railroad corridor accommodate a variety of uses; and the Project would be generally consistent with the existing and planned land uses along the railroad corridor by maximizing the placement of Project-related improvements within SANBAG's ROW where an existing railroad already exists. The Project would serve to implement local land use and transportation goals for the Redlands Corridor by implementing passenger rail service and providing an alternative transportation option between San Bernardino and Redlands. Overall, the Project is generally consistent with local plans and policies that promote sustainable development and encourage the use of alternative modes of transportation. The provision of transit service within an existing transportation corridor to major activity centers along the railroad corridor would be consistent with the City of San Bernardino's General Plan policy of sensitively integrating regionally beneficial land uses into the community (General Plan Policy 2.2.3). The Project also provides an alternative travel mode to supplement the private automobile (Redlands General Plan Policy 4.62aa), and will encourage the use of public transportation and emphasize pedestrian circulation throughout the downtown area (DRSP Policy 1.5). In this context, Project operations would result in an adverse effect of negligible intensity under NEPA. A less than significant impact under CEQA would occur.

### ***Indirect Effects***

Once constructed, the Project could induce residential and commercial infill development, by providing an economic driver for such development (e.g. platform improvements). Chapter 4 discusses the project's effects on regional growth, including indirect impacts related to the Project's potential to induce growth. Induced growth may be inconsistent with currently adopted plans, thereby requiring amendments to existing planning documents. However, indirect effects on surrounding land uses (induced growth) could also be beneficial by encouraging sustainable communities and more efficient land use patterns that are consistent with regional transportation planning goals for Redlands and San Bernardino. In this context, the Project would not result in an adverse effect under NEPA. A less than significant impact under CEQA would occur.

## **Design Options 1 and 2: Train Layover Facility at Waterman Avenue and Use of Existing Train Layover Facilities**

### ***Direct Effects from Temporary Construction***

Construction-related effects associated with Design Options 1 and 2 (and other project related components) would be similar to those identified for the Build Alternatives. In this context, Project construction would result in negligible adverse effects under NEPA. A less than significant impact under CEQA would occur.

### ***Direct Effects from Long-Term Operations***

Under Design Option 1, the train layover facility would be located east of Waterman Avenue and south of Orange Show Road adjacent to the Santa Ana River. It is expected the alternate train layover facility would be purchased by SANBAG and incorporated into the SANBAG ROW. The industrial type of development proposed is compatible with the existing and planned land uses in the area and will serve the overall regional transportation infrastructure in the San Bernardino Valley. In this context, Design Option 1 would not result in a conflict or inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project and no adverse effect would occur. No impact under CEQA would occur.

Implementation of Design Option 2 is not expected to result in conflicts with existing land use plans and policies because the IEMF and EMF are established uses. The existing facilities were constructed in accordance with all local, state, and federal policies and regulations and the facilities are compatible with adjacent land uses. Based on these considerations, no adverse effects would occur. No impact under CEQA would occur.

### **Indirect Effects**

The indirect effects associated with plan consistency are similar to those associated with the Build Alternatives and the Project would not result in an adverse effect under NEPA. A less than significant impact under CEQA would occur.

## **1.7 Mitigation Measures**

The following mitigation is proposed for the Build Alternatives and Design Options to reduce impacts relative to land use and planning: Mitigation Measures TR-1 (Section 3.5, Transportation); VQA-1, VQA-2, VQA-3, and VQA-4 (Section 3.6, Visual Quality and Aesthetics); and NV-1, NV-2, NV-3, NV-4, and NV-6 (Section 3.8, Noise and Vibration).

## **1.8 Cumulative Impacts**

It is anticipated that the Project and other transit projects currently underway or planned for the future would support increases in transit ridership, which would be a cumulatively beneficial effect. New commercial and residential developments planned in the RPRP Study Area was forecasted and planned for in the SCAG RTP; and the RPRP will provide for improved pedestrian connectivity within the RPRP Study Area via the proposed platform improvement areas.

Federal and state planning laws are recognizing adjustments to land use planning to address greenhouse gas impacts and sustainable communities development strategies; and therefore, implementation of the Project would not contribute to any adverse cumulative land use effects within the RPRP Study Area. The Project would not create any new land uses that could, in combination with any current and reasonably foreseeable related actions, generate conflicts with land uses adjacent to the alignment, or result in inconsistency or conflict with local land use plans, policies, and regulations.

Some land uses would be converted to transportation related uses, but not in ways that are inconsistent with current land use plans or incompatible with the surrounding areas. Future developments on these parcels could also integrate with platform areas to encourage transit-supportive land uses, transit-oriented development, community growth, and increased transit ridership within the Study Area. Therefore, the Project's contribution to cumulative land use impacts would be beneficial because other transit projects currently underway or planned in the future along the RPRP Study Area would support increases in transit ridership.

The alignment passes near several potential development sites, and plans for these sites provide for high-density employment, commercial, and residential facilities. Planned development already underway in the vicinity of the Project will also contribute to the revitalization of the neighborhoods within the RPRP Study Area. The Project combined with other new projects could support increases in high quality residential commercial and industrial development within the RPRP Study Area, which would also be a beneficial effect. The new transit service would help offset the impacts of these land use changes by providing an alternative mode of transportation to the community.



**APPENDIX A**  
**Evaluation of Plans, Policies, and Regulations**



## Appendix A

### Evaluation of Plans, Policies, and Regulations

Goal/Program	Policy	Analysis
<b>The City of San Bernardino General Plan</b>		
<i>Land Use Element</i>		
Goal 2.2 Promote development that integrates with and minimizes impacts on surrounding land uses	Policy 2.2.1 Ensure compatibility between land uses and quality design through adherence to the standards and regulations in the Development Code and policies and guidelines in the Community Design Element.	The Project will be designed to maintain visual integrity and community character, while complementing the aesthetic nature of the surrounding environment.
	Policy 2.2.2 Require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur, including, as appropriate, decorative walls, landscape setbacks, restricted vehicular access, enclosure of parking structures to prevent sound transmission, and control of lighting and ambient illumination.	Adequate buffers and barriers will be provided at appropriate locations to achieve compatibility with adjacent land uses.
	Policy 2.2.3 Sensitively integrate regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors into the community. Commercial centers, open spaces, educational facilities, and recreational facilities should be linked to residential neighborhoods.	The Project is proposed within an existing transportation corridor that is already integrated within the communities it will serve. The Project is a regionally beneficial transportation option intended to reduce region wide traffic congestion, and will promote pedestrian connectivity to nearby neighborhoods, and also provide for transit oriented development opportunities within the RPRP Study Area.
	Policy 2.2.5 Establish and maintain an ongoing liaison with Caltrans, the railroads, and other agencies to help minimize impacts and improve aesthetics of their facilities and operations; including possible noise walls, berms, limitation on hours and types of operations, landscaped setbacks and decorative walls along its periphery.	See analysis of Policy 2.2.2. SANBAG is working with the City of San Bernardino throughout the planning phase of the Project to achieve compatibility with neighboring land uses along the railroad corridor. Appropriate mitigation measures will be provided to help minimize impacts on noise-sensitive land uses along the periphery of the project.  A portion of some properties with businesses as well as vacant undeveloped properties along the railroad corridor and adjacent to the Santa Ana River would be converted to a transportation use to facilitate the Project. As discussed in Section 3.2, Land Use and Planning, the surrounding land uses are generally compatible with the Project.
Goal 2.3 Create and enhance dynamic, recognizable places for San Bernardino's residents, employees, and visitors.	Policy 2.3.2 Promote development that is compact, pedestrian-friendly, and served by a variety of transportation options along major corridors and in key activity areas.	The Project would improve regional transit service and support land use and transportation integration policies in accordance with existing regional and local land use and transportation planning goals. Increased transit use resulting from the Project will in turn result in a reduction of auto trips and vehicle miles traveled. The Project will create additional

Goal/Program	Policy	Analysis
		opportunities for residents to use alternative means of transportation outside of the single-occupant vehicle. The Project would also indirectly promote transit oriented development opportunities around the platform locations.
	Policy 2.3.6 Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.	The Project will provide an additional mode of transportation and facilitate connectivity between the Cities of San Bernardino and Redlands. Street and grade crossing improvements will be provided to maintain or enhance vehicular travel and increase safety within the Study Area.
	Policy 2.3.7 Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.	See analysis of Policy 2.3.6. The platform improvements will facilitate physical connectivity to the surrounding areas and will be designed to be compatible with the surrounding visual environment. The proposed improvements would not alter the functioning of adjacent uses and would be compatible with existing land use development.
Goal 2.4 Enhance the quality of life and economic vitality in San Bernardino by strategic infill of new development and revitalization of existing development	Policy 2.4.6 Work with Omnitrans to explore initiatives that promote redevelopment near transit stops in order to encourage transit ridership, reduce vehicular trips, improve air quality, and improve traffic congestion.	The Project will further support redevelopment initiatives within downtown San Bernardino at E Street and Rialto Avenue.
Goal 2.5 Enhance the aesthetic quality of land uses and structures in San Bernardino.	Policy 2.5.4 Require that all new structures achieve a high level of architectural design and provide a careful attention to detail.	All new permanent structures associated with the Project will be designed with careful consideration aesthetics. SANBAG will coordinate with the City of San Bernardino to ensure the design and external appearance of structural facilities complement the surrounding community.
	Policy 2.5.6 Requires that development be designed to compliment and not devalue the physical characteristics of the surrounding environment.	
Goal 2.6 Control development and the use of land to minimize adverse impacts on significant natural, historic, cultural, habitat, and hillside resources.	Policy 2.6.3 Capitalize on the recreational and environmental resources offered by the Santa Ana River and Cajon Wash by requiring the dedication and development of pedestrian and greenbelt linkages.	The Project traverses the Santa Ana River and the planned regional trail underneath the existing bridge. The Project will be designed to accommodate the Santa Ana River Rail Trail, and associated bridge replacement activities will not preclude development of future recreational resources in the this portion of the community.
Goal 2.9 Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.	Policy 2.9.1 Require that all new development be consistent with the adopted Comprehensive Land Use Plan for the San Bernardino International Airport and ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.	The Project will not adversely affect the use of navigable airspace. The proposed height of the permanent structures associated with the Project will not impact aviation activities.

Goal/Program	Policy	Analysis
<b><i>Economic Development Element</i></b>		
Goal 4.4 Attract businesses through an efficient improvement program	Policy 4.4.1 Provide the necessary public infrastructure to enable businesses to operate successfully and direct new businesses to areas that can adequately serve new uses. Prioritize and market improvements to allow development to anticipate the location and timing of infrastructure improvements.	The Project will provide new public infrastructure that will aide in bringing people to the City of San Bernardino. The infrastructure improvements associated with the Project will contribute to the City's ability to attract new businesses along the railroad corridor. Some of the areas surrounding the platform improvement areas are already planned for transit-oriented development (E Street) that can further attract business to the City.
Goal 4.8 Build on Transportation clusters to attract and retain dependent employment sectors.	Policy 4.8.1 Examine opportunities to capitalize on the City's train and distribution uses as well as the historic Santa Fe Depot and its Metrolink Passenger Services.	The E Street connection would also provide passengers the ability to access Metrolink service, for service west to Los Angeles, and passengers from the west to visit San Bernardino.
<b><i>Community Design Element</i></b>		
Goal 5.4 Ensure individual projects are well designed and maintained.	Policy 5.4.2 Ensure that the design of all public facilities fits well into their surroundings and incorporates symbolic references to the City, including its past and/or present, as appropriate.	The Project will be designed to be compatible with surrounding land uses. Platform improvement areas will be designed to reflect the aesthetic nature of the existing surrounding environment.
<b><i>Circulation Element</i></b>		
Goal 6.1 Provide a well-maintained street system.	Policy 6.1.1 Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities, and pedestrian facilities.	The Project will include improvements along the railroad corridor to facilitate passenger rail service. The provision of passenger rail service will result in an overall improvement to circulation in the community. Improvements will also be made at roadway grade crossings along the railroad corridor to increase safety at the railroad crossings and maintain vehicular access throughout the Study Area. Platform improvement areas will be designed to include pedestrian facilities and sidewalks to facilitate efficient travel and enhance pedestrian, bicycle, and parking accommodations in the area.
	Policy 6.1.3 Coordinate maintenance or enhancement of transportation facilities with related infrastructure improvements.	
Goal 6.2 Maintain efficient traffic operations on City Streets	Policy 6.2.1 Maintain a peak-hour level of service (LOS) of D or better at street intersections.	A traffic study was prepared for the RPRP and mitigation measures would be implemented to reduce Project-related traffic impacts in the City of San Bernardino.
	Policy 6.2.3 Keep traffic in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate the traffic impacts of new developments and land use changes.	As discussed in Section 3.5, Transportation, under 2038 conditions with the Project, a total of six AM peak hour and 15 PM peak hour intersections would operate at an unsatisfactory LOS and six intersections would have an unsatisfactory vehicle over capacity (V/C) level.
	Policy 6.2.5 Design roadways, monitor traffic flow, and employ traffic control measures (e.g., signalization, access control, exclusive right- and left-turn lanes, lane striping, signage) to ensure City streets and roads continue to function safely within our LOS standards.	The Project will include construction of new train signals and grade crossing improvements. A joint railroad signaling system would be designed that will allow for both passenger rail operations as well as time-separated BNSF freight service along the railroad corridor. Signalized intersections will also

Goal/Program	Policy	Analysis
	Policy 6.2.7 Install new signals as warranted.	be provided to maintain traffic and pedestrian safety throughout the Study Area.
Goal 6.3 Provide a safe circulation system.	Policy 6.3.3 Require that all City streets be constructed in accordance with the Circulation Plan (Figure C-2) and the standards established by the Development Services Director.	Street closures within the City of San Bernardino may require an amendment to the General Plan Circulation Element to reflect the changes to the circulation patterns resulting from Project implementation.
Goal 6.6 Promote a network of multi-modal transportation facilities that are safe, efficient, and connected to various points of the City and the region.	Policy 6.6.2 Create a partnership with Omnitrans to identify public transportation infrastructure needs that improve mobility.	SANBAG is working with Omnitrans to integrate proposed rail infrastructure with planned bus infrastructure and service in the San Bernardino Valley. The platform improvements at E Street in downtown San Bernardino will provide a connection for passengers to reach the Omnitrans Bus Transfer Facility.
	Policy 6.6.4 Ensure accessibility to public transportation for seniors and persons with disabilities.	The Project will be designed to serve all members of the community, including seniors and persons with disabilities. The trains will be ADA compliant.
	Policy 6.6.7 Encourage measures that will reduce the number of vehicle-miles traveled during peak periods. Examples of measures include incentives for car-pooling and vanpooling, Preferential parking for car-pools and vanpools and an adequate, safe, and interconnected system of pedestrian and bicycle paths.	The availability of transit infrastructure within a community fosters the ability of travelers within the Redlands Corridor to switch modes of transportation to rail, and contribute to reducing vehicle-miles traveled in the region.
	Policy 6.6.9 Work with Omnitrans to create transit corridors, such as the one currently being explored on E Street linking CSUSB to Hospitality Lane, to increase transit ridership, reduce traffic congestion, and improve air quality.	The Project is proposed to increase transit ridership, reduce traffic congestion, and improve air quality within the region.
Goal 6.7 Work with the railroads and other public agencies to develop and maintain railway facilities that minimize the impacts on adjacent land uses.	Policy 6.7.1 Accommodate railroad services that allow for the movement of people and goods while minimizing their impact on adjacent land uses.	The Project will be designed to be compatible with adjacent land uses. Impacts to adjacent land uses and surrounding communities along the railroad corridor would be reduced through implementation of the mitigation measures identified in Chapter 3.
	Policy 6.7.2 Coordinate with SANBAG, SCAG, the County and other regional, state or federal agencies and the railroads regarding plans for the provision of passenger, commuter, and high-speed rail service.	The Project is a result of ongoing coordination with the City of San Bernardino, the City of Redlands, and other regional, state and federal agencies to facilitate the provision of passenger rail service to Redlands.
	Policy 6.7.3 Encourage the provision of a buffer between residential land uses and railway facilities and encourage the construction of sound walls or other mitigating noise barriers between railway facilities and adjacent land uses.	Adequate buffers and/or noise barriers will be provided at certain locations along the railroad corridor to protect residential land uses and other noise-sensitive land uses from adverse noise effects.

Goal/Program	Policy	Analysis
<p>Goal 6.9 Achieve a balance between parking supply and demand.</p>	<p>Policy 6.9.1 Ensure that developments provide an adequate supply of parking to meet its needs either on-site or within close proximity.</p>	<p>Parking areas are proposed as part of Project at appropriate locations. A 265-space parking lot is already proposed in downtown San Bernardino as part of the DSBPRP; therefore, the Project includes no additional parking at this location.</p> <p>The proposed parking areas will be developed to accommodate desired parking conditions at these areas. For instance, SANBAG may work with the City to develop modified parking standards to accommodate planned parking conditions to reflect TOD opportunities in the future.</p>
	<p>Policy 6.9.2 Study the parking standards in the Development Code to determine if adequate flexibility is available to accommodate desirable situations, such as shared parking, Corridor Improvement actions, or transit oriented developments.</p>	
	<p>Policy 6.9.3 Continue to expand the supply of public parking in off-street parking facilities in downtown San Bernardino.</p>	
<b><i>Public Facilities and Services Element</i></b>		
<p>Goal 7.1 Protect the residents of San Bernardino from criminal activity and reduce the incidence of crime.</p>	<p>Policy 7.1.5 Ensure that landscaping (i.e. trees and shrubbery) around buildings does not obstruct views required to provide security surveillance.</p>	<p>The Project will provide for landscaping, where appropriate. In accordance with this policy, landscaping would be placed so as to not interfere with views required for security surveillance.</p>
	<p>Policy 7.1.6 Require adequate lighting around residential, commercial, and industrial buildings in order to facilitate security surveillance.</p>	<p>Site lighting would be provided for servicing equipment and operations at night in the service pit at the train layover facility. Platform areas would be equipped with standard platform amenities, including adequate on-site lighting.</p>
<p>Goal 7.2 Protect the residents and structures of San Bernardino from the hazards of fire.</p>	<p>Policy 7.2.6 Require that all buildings subject to City of San Bernardino jurisdiction adhere to fire safety codes.</p>	<p>All Project facilities would adhere to applicable fire safety codes.</p>
<b><i>Utilities Element</i></b>		
<p>Goal 9.1 Provide a system of wastewater collection and treatment facilities that will adequately convey and treat wastewater generated by existing and future development in the City of San Bernardino's service area.</p>	<p>Policy 9.1.3 Require a new development to connect to a master planned sanitary sewer system in accordance with the Department of Public Works "Sewer Policy and Procedures." Where construction of master planned facilities is not feasible, the Mayor and Common Council may permit the construction of interim facilities sufficient to serve the present and short-term future needs.</p>	<p>The layover facility is the only component of the Project that would generate wastewater during operations.</p> <p>Although industrial in nature, the Project would not require the disposal of large amounts wastewater or other materials that would impact compliance with federal, state, and local statutes. The Project would tie into the City's sewer system and is not expected to substantially increase the demand for sewer treatment or reclamation.</p>
<p>Goal 9.2 Ensure that all wastewater collection and treatment facilities are operated to maximize public safety.</p>	<p>Policy 9.2.2 Require, when necessary, pre-treatment of wastewater from industrial sources prior to treatment at the Water Reclamation Facility.</p>	

Goal/Program	Policy	Analysis
<p>Goal 9.3 Provide water supply, transmission, distribution, storage, and treatment facilities to meet present and future water demands in a timely and cost effective manner.</p>	<p>Policy 9.3.2 Maintain and replace existing water supply, transmission, distribution, storage systems, and treatment facilities as necessary.</p>	<p>The Project would not require substantial amounts of potable or reclaimed water. The majority of water to serve the Project would be from short-term construction activities. The demand for water throughout long-term operational activities is expected to be minimal. All potable water facilities within the Study Area will be maintained or relocated as necessary to serve the Project.</p>
<p>Goal 9.4 Provide appropriate storm drain and flood control facilities where necessary.</p>	<p>Policy 9.4.4 Require that adequate storm drain and flood control facilities be in place prior to the issuance of certificates of occupancy. Where construction of master planned facilities is not feasible, the Mayor and Common Council may permit the construction of interim facilities sufficient to protect present and short-term future needs.</p>	<p>Adequate storm drain and flood control facilities will be constructed to serve the Project. Where necessary, existing infrastructure will be resized and/or relocated to accommodate the project improvements.</p>
	<p>Policy 9.4.10 Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including requiring the development of Water Quality Management Plans, Erosion and Sediment Control Plans, and Storm Water Pollution Prevention Plans for all qualifying public and private development and significant redevelopment in the City.</p>	<p>SANBAG will develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that complies with the requirements of the NPDES General Construction Permit for Risk Level 2 projects. SANBAG will implement flow diversion and dewatering best management practices (BMPs) where necessary, and post construction BMPs will be incorporated into the Final Drainage Plan, Water Quality Management Plan, and Industrial SWPPP. All generated construction wastewater would comply with NPDES requirements of the Santa Ana Regional Water Quality Control Board. The Water Quality Management Plan would be prepared and implemented in accordance with County of San Bernardino stormwater program requirements, to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate BMPs.</p> <p>SANBAG will also obtain a Section 401 certification and 404 Permit from the SARWQCB and USACE to ensure no net loss of functions of wetlands or other Waters of the U.S. and Waters of the State.</p>
	<p>Policy 9.4.11 Implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following examples of Best Management Practices (BMPs) in all developments:</p> <ul style="list-style-type: none"> <li>• Increase permeable areas, utilize pervious materials, install filtration controls (including grass lined swales and gravel beds), and divert flow to these permeable areas to allow more percolation of runoff into the ground;</li> <li>• Replanting and hydroseeding of native vegetation to reduce slope erosion, filter runoff, and provide habitat;</li> <li>• Use of porous pavement systems with an underlying stone reservoir in parking areas;</li> <li>• Use natural drainage, detention ponds, or infiltration pits to collect and filter runoff;</li> <li>• Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces; and</li> <li>• Require new development and significant redevelopment to utilize site preparation, grading, and other BMPs that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.</li> </ul>	

Goal/Program	Policy	Analysis
<p>Goal 9.6 Ensure an adequate, safe, and orderly supply of electrical energy is available to support existing and future land uses within the City of San Bernardino on a project level.</p>	<p>Policy 9.6.1 Require that approval of new development be contingent upon the ability to be served with adequate electrical facilities.</p>	<p>The Project will have minimal demand for electrical service, and will be adequately served by SCE.</p>
	<p>Policy 9.6.2 Underground utilities, including on-site electrical utilities and connections to distribution facilities, unless such undergrounding is proven infeasible.</p>	<p>Utilities within the Study Area will be upgraded or relocated as necessary to serve the Project, and will be buried underground.</p>
	<p>Policy 9.6.3 Provide adequate illumination of all streets, alleys (under special conditions), and public areas, upgrading areas that are deficient and maintaining lighting fixtures in good working order.</p>	<p>Adequate lighting of public areas will be provided for as part of the Project.</p>
	<p>Policy 9.6.4 Require improvements to the existing street light system and/or new street light systems necessitated by a new development proposal be funded by that development.</p>	<p>Street light systems will be improved to accommodate grade crossing improvements at certain locations along the alignment. Improvements to these areas will provide for safe and efficient, pedestrian, vehicular, and rail movement at these locations.</p>
	<p>Policy 9.6.5 Encourage and promote the use of energy-efficient (U.S. Department of Energy “Energy Star” or equivalent) lighting fixtures, light bulbs, and compact fluorescent bulbs in residences, commercial, and public buildings, as well as in traffic signals and signs where feasible.</p>	<p>To the maximum extent feasible, permanent lighting fixtures will be equipped with energy-efficient bulbs and fixtures to reduce energy consumption throughout operations.</p>
<p>Goal 9.7 Ensure an adequate supply of natural gas is available to support existing and future land uses within the City of San Bernardino at a Study Area level.</p>	<p>Policy 9.7.2 Require that all new development served by natural gas install on-site pipeline connections to distribution facilities underground, unless such undergrounding is infeasible due to significant environmental or other constraints.</p>	<p>The Project will be required to tie into existing natural gas lines to serve the project. All new gas lines will be constructed underground.</p>
<p>Goal 9.8 Ensure the operation and maintenance of telecommunications systems to support existing and future land uses within the City of San Bernardino</p>	<p>Policy 9.8.2 Require that all new developments underground telecommunication facilities, unless such undergrounding is infeasible due to significant environmental or other constraints.</p>	<p>The Project will be required to tie into existing telecommunication facilities to serve the Project. All new telecommunication facilities will be constructed underground.</p>
<b>Safety Element</b>		
<p>Goal 10.7 Protect life, essential lifelines, and property from damage resulting from seismic activity.</p>	<p>Policy 10.7.1 Minimize the risk to life and property through the identification of potentially hazardous areas, establishment of proper construction design criteria, and provision of public information.</p>	<p>A Preliminary Geotechnical Evaluation was prepared by HDR Engineering (2012) for the project that identifies the geologic and seismic hazards that have the potential to occur within the Study Area. A final geotechnical report will be prepared to address geologic and seismic hazards within the Study Area and will contain specific mitigation measures to minimize impacts.</p>

Goal/Program	Policy	Analysis
	<p>Policy 10.7.2 Require geologic and geotechnical investigations for new development in areas adjacent to known fault locations and approximate fault locations as part of the environmental and/or development review process and enforce structural setbacks from faults identified through those investigations.</p>	<p>A Preliminary Geotechnical Evaluation was prepared by HDR Engineering (2012) for the project that identifies the approximate location of faults.</p>
	<p>Policy 10.7.3 Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts when siting, evaluating, and constructing new projects within the City.</p>	<p>Based on the results of the Preliminary Geotechnical Evaluation (Appendix K), there are no known active or potentially active faults that have been mapped along the Study Area, and the Study Area is not located within an Alquist-Priolo Earthquake Fault Zone.</p>
	<p>Policy 10.7.4 Determine the liquefaction potential at a site prior to development, and require that specific measures be taken, as necessary, to prevent or reduce damage in an earthquake.</p>	<p>Based on the Preliminary Geotechnical Evaluation prepared for the Project (See Appendix K), the approximate western half of the Study Area up to the west side of Mountain View Avenue is located within an area designated with low to high susceptibility to liquefaction. The Project will be designed to ensure public safety during operations.</p>
	<p>Policy 10.7.5 Evaluate and reduce potential impacts of liquefaction on new and existing facilities.</p>	
<b><i>Natural Resources and Conservation Element</i></b>		
<p>Goal 12.1 Conserve and enhance San Bernardino's biological resources.</p>	<p>Policy 12.1.4 Require that development in the BRM (Biological Resource Management) Area:</p> <ol style="list-style-type: none"> <li>a. Submit a report prepared by a qualified professional(s) that addresses the proposed project's impact on sensitive species and habitat, especially those that are identified in State and Federal conservation programs;</li> <li>b. Identify mitigation measures necessary to eliminate significant adverse impacts to sensitive biological resources;</li> <li>c. Define a program for monitoring, evaluating the effectiveness of, and ensuring the adequacy of the specified mitigation measures; and</li> <li>d. Discuss restoration of significant habitats.</li> </ol>	<p>A biological technical report was prepared by HDR Engineering (2012) for the project that outlines mitigation measures to protect biological resources within the RPRP Study Area as a result of project implementation.</p>
<p>Goal 12.5 Promote air quality that is compatible with the health, well being, and enjoyment of life.</p>	<p>Policy 12.5.1 Reduce the emission of pollutants including carbon monoxide, oxides of nitrogen, photochemical smog, and sulfate in accordance with South Coast Air Quality Management District (SCAQMD) standards.</p>	<p>Air quality impacts would be minimized to the extent feasible. Construction impacts associated with the generation of dust and exhaust emissions of criteria pollutants and toxic air contaminants would occur but would meet the requirements of the SCAQMD.</p>
	<p>Policy 12.5.2 Prohibit the development of land uses (e.g. heavy manufacturing) that will contribute significantly to air quality degradation, unless sufficient mitigation measures are undertaken according SCAQMD standards.</p>	<p>Throughout operations, the project would not contribute significantly to air quality degradation or adversely affect nearby land uses.</p>

Goal/Program	Policy	Analysis
	Policy 12.5.3 Require dust abatement measures during grading and construction operations.	
	Policy 12.5.4 Evaluate the air emissions of industrial land uses to ensure that they will not impact adjacent uses.	
Goal 12.6 Reduce the amount of vehicular emissions in San Bernardino	Policy 12.6.3 Install streetscape improvements and other amenities to encourage pedestrian activity in key City areas and reduce vehicular travel and associated air emissions.	The project will promote the use of public transit and alternative travel modes to reduce air emissions throughout the community. Platform areas are located in key areas of the City where future TOD is planned and these areas will be pedestrian oriented and developed to promote ridership of the RPRP.
	Policy 12.6.7 Promote the use of public transit and alternative travel modes to reduce air emissions.	
<b>Noise Element</b>		
Goal 14.2 Encourage the reduction of noise from transportation related noise sources such as motor vehicles, aircraft operations, and railroad movements.	Policy 14.2.3 Require that development that increases the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.	Mitigation measures will be implemented to reduce noise impacts during construction and operation of the Project.
	Policy 14.2.5 Require sound walls, berms, and landscaping along existing and future highways and railroad right-of-ways to beautify the landscape and reduce noise.	
	Policy 14.2.6 Buffer residential neighborhoods from noise caused by train operations and increasing high traffic volumes along major arterials and freeways.	
	Policy 14.2.13 Work with local agencies and businesses to provide public transit services that reduce traffic and associated noise.	
	Policy 14.2.15 Work with all railroad operators in the City to properly maintain lines and establish operational restrictions during the early morning and late evening hours to reduce impacts in residential areas and other noise sensitive areas.	
	Policy 14.2.16 Work with all railroad operators to install noise mitigation features where operations impact existing adjacent residential or other noise-sensitive uses.	

Goal/Program	Policy	Analysis
<b>City of Redlands General Plan</b>		
<i>City Design and Preservation Element</i>		
3.24 New Development	Policy 3.24b Establish design review guidelines for historic areas to ensure that new architecture will relate to and respect the environmental context.	The platform areas within the City of Redlands will be designed to be compatible with adjacent land uses, complement the community's historic character, and respect the environmental context of the neighborhoods in which they are proposed.
	Policy 3.24c Encourage compatibility of new land uses and new construction adjacent to buildings listed on the Inventory of Historical Structures. Construction should be physically and aesthetically complementary to the historic buildings.	
3.27 Commercial and redevelopment Areas	Policy 3.27b Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.	
3.29 Agricultural and Scenic Areas	Policy 3.29a Encourage preservation of citrus groves and other agricultural areas that are designated as having cultural or scenic significance. Encourage retention of existing privately owned citrus groves of all sizes, especially in historic neighborhoods.	The Project will be developed to protect existing citrus groves within the City to the maximum extent.
	Policy 3.29c Define and implement measures to preserve citrus groves, scenic views, vistas, and streetscapes for the community.	
3.30 Preservation of Older Neighborhoods	Policy 3.30e In transitional areas, allow no new uses that would contribute to expansion of commercial uses and subsequent deterioration of neighborhoods.	The railroad ROW, similar to other transportation corridors, serves as a developed feature that creates transitions between land uses. Indirect land use changes resulting from Project implementation (redevelopment and TOD) These land uses changes would foster new infill development, and serve to enhance the surrounding neighborhoods.
<i>Land Use Element</i>		
4.61 Downtown	Policy 4.61a Develop the Specific Plan Area (between Redlands Boulevard and I-10 Freeway) as an extension of Downtown Redlands, providing a high-quality pedestrian-oriented development character consistent with the rest of the Town Center.	The Downtown Redlands platform area will be designed to promote pedestrian oriented development in the area, foster revitalization, and contribute to the economic development in downtown. The project will be constructed to complement the historic character of Downtown Redlands.
	Policy 4.61c Provide public improvements for traffic circulation, flood control, utility services and aesthetic amenities that will attract new private investment and economic development.	



Goal/Program	Policy	Analysis
<p>4.62 East Valley Corridor</p>	<p>Policy 4.62b Provide sufficient roadway and intersection capacities to maintain a minimum Level of Service (LOS) C except as provided in policy 5.20b. In areas where the current level of service is below the LOS C standard, provide sufficient roadway and intersection capacities to maintain, at a minimum, the LOS existing as of the time an application for development is filed and to assure that the level of service is not degraded to a reduced LOS except as provided in Section 5.20b.</p> <p><i>LOS C is an objective of the Specific Plan (EV2.0220), but it was not attained, according to the EVC EIR. Traffic studies for the General Plan demonstrate that even LOS D would not be attained during peak hours within and adjoining the Specific Plan area at full development unless travel habits, intensity of development, or the circulation network changes. Consequently, Transportation Demand Management (TDM) Measures, revisions to the mix of uses, modification of the intensity of development, and/or additional circulation improvements will be necessary before buildout occurs.</i></p>	<p>The Project will provide an alternative mode of transportation for community members to use in place of the automobile. The project is consistent with the 2012 RTP/SCS, as well as other state and local goals oriented towards energy-efficient transportation strategies. The Project is expected to reduce overall traffic congestion in the area throughout operation.</p> <p>The traffic report prepared for the project indicates that the existing LOS of F will be maintained with project implementation.</p>
	<p>Policy 4.62e Design a comprehensive, functional and efficient circulation system of sufficient capacity to accommodate projected traffic demands at all phases of development, which is consistent with regional master transportation plans.</p>	
	<p>Policy 4.62f Adopt energy-efficient transportation strategies to implement state and county goals for reduced energy consumption and improved air quality.</p>	
	<p>Policy 4.62y Design a circulation system consistent with regional transportation planning for the East Valley area.</p>	
	<p>Policy 4.62aa Provide opportunities for alternative travel modes to supplement the private automobile.</p>	
<p>4.92 University of Redlands</p>	<p>Policy 4.92b Encourage development of the campus in ways that both strengthen its ties to the community and enhance its status as a major visual focal point.</p>	<p>The Project will further the communities' ability to travel and visit this destination. Implementation of rail service to the University of Redlands will also complement the redevelopment potential of the surrounding area.</p>

Goal/Program	Policy	Analysis
<i>Circulation Element</i>		
5.20 Standards for Traffic Service.	Policy 5.20a Maintain LOS C or better as the standard at all intersections presently at LOS C or better.	An indirect LOS effect is identified under the 2038 (No Project) condition, of which local jurisdictions are responsible for implementing roadway and intersection improvements. These conditions could have a spillover affect that could impact Project operations.  The Project is consistent with County and regional congestion management programs. Additionally, the Project will expand passenger rail service into the region, and provide an alternative mode of transportation to accommodate the increase in demand for public transportation options.
	Policy 5.20b Within the area identified in GP Figure 5.3, including that unincorporated County area identified on GP Figure 5.3 as the "donut hole," maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.	
	Policy 5.20c Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section 5.20b.	
5.40 Travel Demand Management (TDM)	Policy 5.40b Cooperate with public agencies and other jurisdictions to promote local and regional public transit serving Redlands.	SANBAG is working with the City of San Bernardino and the City of Redlands to develop the RPRP in accordance with regional and local goals oriented towards use of high efficient passenger rail service in the Redlands Corridor.
	Policy 5.40c Support the Congestion Management Program for San Bernardino County.	
	Policy 5.40d Cooperate with public agencies and other jurisdictions to promote local and regional public transit serving Redlands.	
	Policy 5.40i Future commuter rail services are planned within the Santa Fe rail corridor, with stops at California Street, Orange Street and Mentone Blvd. Improvements to these streets should be planned for feeder transit services, and park-and-ride provisions should be made at these locations. Another logical stop would be at University Street to serve the campus at the University of Redlands. Other potential stops could be at Judson Street and at Crafton Avenue. Residents in these areas might use short, trip commuter rail to downtown Redlands, either to work or shop.	The Project would include platform improvements at Orange Street in downtown Redlands and the University of Redlands. A parking facility adjacent to the platform areas in the downtown area is proposed by the City of Redlands and is currently undergoing environmental review, and is expected to complement the project.
5.50 Bikeways	Policy 5.50i Incorporate bike storage and other support facilities into TDM plans at employment sites and public facilities, when feasible based upon distance from bikeways.  <i>Studies have indicated the importance of providing well-located, secure bike storage</i>	Platform areas will be developed with bike lockers to support active transportation to and from platform areas.

Goal/Program	Policy	Analysis
	<p><i>facilities at employment sites, shopping and recreational areas and schools in order to facilitate bike use. Employers often provide shower and changing facilities where sizable numbers of employees use bikes.</i></p>	
5.60 Pedestrian ways	<p>Policy 5.60d Provide a safe and healthful pedestrian environment.</p> <p><i>This means providing separate pedestrianways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible.</i></p>	<p>The Project would increase pedestrian connectivity within the RPRP Study Area, foster pedestrian oriented development near platform locations, and increase overall walkability within the RPRP Study Area.</p>
<b>Open Space and Conservation Element</b>		
7.21 Biotic Resources	<p>Policy 7.21a Minimize disruption of wildlife and valued habitat throughout the community.</p>	<p>Mitigation measures will be provided to minimize potential for disruption of wildlife and valued habitat.</p>
	<p>Policy 7.21b Preserve, protect, and enhance natural communities of special status.</p>	<p>Special status plant species will be avoided to the maximum extent feasible. Where impacts to special status plant species will occur, mitigation measures will be implemented to reduce impacts to these species and provide for compensatory mitigation in accordance with applicable requirements of the regulatory agencies with jurisdiction over the Project.</p>
	<p>Policy 7.21d Preserve, protect, and enhance wildlife corridors connecting the San Bernardino National Forest, Santa Ana River Wash, Crafton Hills, San Timoteo/Live Oak Canyons, the Badlands, and other open space areas.</p>	<p>The Project traverses the Santa Ana River. Mitigation measures are proposed to reduce potential for impacts to sensitive species within this wildlife corridor.</p>
	<p>Policy 7.21e Preserve, restore, protect, and enhance riparian corridors throughout the Planning Area.</p>	<p>Mitigation measures are proposed to reduce potential for impacts to riparian areas.</p>
	<p>Policy 7.21h Require a biological assessment of any proposed project site where species or the habitat of species defined as sensitive or special status by the Department of Fish and Game or the U.S. Fish and Wildlife Service might be present.</p>	<p>A Biological Assessment will be prepared as part of the Project.</p>
	<p>Policy 7.21i Require that proposed projects adjacent to, surrounding, or containing wetlands, riparian corridors, or wildlife corridors be subject to a site-specific analysis which will determine the appropriate size and configuration of a buffer zone.</p>	<p>A biological technical report was prepared for the Project that identifies suggested buffers and strategies to protect wetlands, riparian corridors, and wildlife corridors</p>
	<p>Policy 7.21q Support the U.S. Army Corps of Engineers' efforts to establish a preserve for the Santa Ana River Woolly Star as mitigation for habitat anticipated to</p>	<p>Mitigation for impacts to the Woolly Star and/or Slender-horned Spineflower will be provided at a location deemed appropriate by the regulatory agencies with jurisdiction over the Project.</p>

Goal/Program	Policy	Analysis
	<p>be lost as a result of construction of the Seven Oaks Dam, and work with concerned agencies and organizations to preserve the species in the Planning Area.</p> <p>Policy 7.21r Work with concerned agencies and organizations to preserve the Slender-horned Spineflower.</p>	
	<p>Policy 7.21t Evaluate the habitat value of agricultural fields and groves prior to conversion to other uses; if habitat value is significant, consider a development plan which incorporates open space uses of similar value.</p>	<p>Mitigation will be provided at an appropriate location to compensate for any habitat impacts resulting from the Project.</p>
<p>7.23 Energy Resources and Conservation</p>	<p>Goal 7.23 Conserve scarce or nonrenewable energy resources.</p> <p>Policy 7.23e Minimize energy consumption attributable to transportation within the Planning Area.</p> <p>Policy 7.23g The City of Redlands shall implement and enforce Title 24 building standards to improve energy efficiency in new or substantially remodeled construction.</p>	<p>The Project would comply with federal, state, and local regulations to conserve and reduce energy usage. Standard BMPs would be implemented onsite so that non-renewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner. During construction, energy in the form of fuel used for construction vehicles and other equipment would be used during site clearing, grading, and construction. Such fuel energy use would be temporary and not represent an adverse or permanent commitment to the use of energy. The Project would also involve the use of diesel fuel to run the trains to and from the rail platforms. Train idling will be minimized and the Project would comply with existing energy standards.</p> <p>The Project would comply with Title 24 building standards by providing energy efficient mechanical systems (heating/ventilation/air conditioning and water heating systems), indoor and outdoor lighting, and illuminated signs.</p>
<p>7.30 Preservation of Archaeologic and Paleontologic Resources</p>	<p>Policy 7.30a Protect archaeologic and paleontologic resources for their aesthetic, scientific, educational, and cultural values.</p> <p>Policy 7.30e For projects involving Federal land, or requiring Federal permission or funding, ensure that applicants meet stricter criteria for archaeologic resource review, prior to commencement of work.</p>	<p>A cultural and historic resources report was prepared to evaluate the significance of cultural and historic resources in the Study Area. Mitigation measures will be implemented to reduce impacts to these resources and protect any known artifacts or resources in the field during construction.</p> <p>SANBAG will coordinate with the State Historic Preservation Officer (SHPO) and initiate informal and formal consultation with SHPO regarding the cultural resources evaluation to be performed for the project. To support consultation with SHPO, SANBAG will evaluate properties with potential for effects, and that would require DPR documentation within the SHPO APE.</p>

Goal/Program	Policy	Analysis
<i>Health and Safety Element</i>		
8.12 Air Quality and Ground Transportation	<p>Policy 8.12a Aim for a diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.</p> <p>Policy 8.12c Cooperate in efforts to expand bus, rail and other forms of mass transit in the portion of the South Coast Air Basin within San Bernardino County.</p> <p>Policy 8.12d Promote expansion of all forms of mass transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside counties.</p> <p>Policy 8.12g Promote non-motorized transportation.</p> <p>Policy 8.12j Integrate air quality planning with the land use and transportation process.</p> <p>Policy 8.12w Participate with public transit providers serving San Bernardino County in a cooperative program to increase transit services with existing equipment and expand services through transit facility improvements.</p> <p>Policy 8.12y Plan for intraregional commuter and main line rail service development including convenience facilities at rail stops.</p>	<p>The RPRP is being developed in partnership with the City of Redlands to provide an alternate mode of transportation within the community and reduce air quality pollutants generated from vehicular travel. Travelers will be encouraged to use the RPRP in place of single occupant vehicles which is expected to decrease air pollutants within the South Coast Air Basin.</p> <p>SANBAG is proposing to use existing locomotives to serve the community with passenger rail service between the Cities of San Bernardino and Redlands on an existing railway.</p>
8.15 Air Quality and Particulates	Policy 8.15b Reduce particulate emissions from roads, parking lots, construction sites, mining operations and agricultural lands.	The Project will contribute to the reduction of particulate emissions in the region.
Goal 8.20 Water Quality	<p>Policy 8.20j Participate in the ongoing regional response to EPA's stormwater permit regulations.</p> <p>Policy 8.20o Design projects to minimize the possibility of wind or water erosion and, where necessary, require preparation and implementation of a soil erosion plan, including soil erosion mitigation during construction.</p>	<p>The Project would comply with the requirements of the NPDES General Industrial Permit. This general NPDES permit covers all storm water and some non-storm water discharges associated with certain industrial activities. Additionally, a SWPPP is required under the General Industrial Permit which will: 1) help identify the sources of pollution that affect the quality of industrial storm water and non-storm discharges and 2) to describe and ensure the implementation of BMPs to reduce or prevent pollutants in the discharges.</p> <p>BMPs and other erosion control measures will be implemented throughout construction and operation of the project to avoid potential for water quality impacts. A SWPPP and WQMP will be prepared for the Project which outline specific measures SANBAG will employ to protect downstream resources during construction.</p>

Goal/Program	Policy	Analysis
Goal 8.30 Protect the residents and structures of Redlands from the hazards of fire.	Policy 8.30a Work to prevent wildland and urban fire, and protect lives, property, and watershed from fire dangers.	As discussed, in Section 3.13, Hazardous Waste and Materials, a portion of the rail corridor alignment from MP 6 to MP 6.5 is located in a moderate risk fire area. Mitigation measures are proposed in this EIS/EIR to reduce potential effects associated with wildland and urban fires.
Goal 8.50 Seismicity, Geology, and Soils	Policy 8.50a Investigate and mitigate geologic and seismic hazards, or locate development away from such hazards, in order to preserve life and protect property.	A Preliminary Geotechnical Evaluation was prepared by HDR Engineering (2012) for the project that outlines recommendations to minimize/reduce geologic and seismic hazards. A final geotechnical report will be prepared to address geologic and seismic hazards within the Study Area and will contain specific mitigation measures to minimize impacts.
	Policy 8.50e Require areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rockfall, and landslide) to undergo geotechnical study prior to development; mitigate the potential hazard to a level of insignificance; if mitigation is not possible, preserve these areas as open space or agriculture.	A final geotechnical report will be prepared to address geologic and seismic hazards within the Study Area including liquefaction and will contain specific mitigation measures to minimize impacts.  Mitigation measures will so be identified to minimize soil erosion, landslides, water runoff, and flood hazards.
	Policy 8.50i Continue to regulate development on slopes greater than 15 percent (15 foot rise in 100 feet run) to minimize soil erosion, landslides, water runoff, flood hazards, loss of habitat, and wildlife hazards.	
	Policy 8.50l Require soil erosion mitigation during construction.	
<b>Noise Element</b>		
9.0 Noise	Policy 9.0v Consider the following impacts as possibly "significant": <ul style="list-style-type: none"> <li>An increase in exposure of four or more dB if the resulting noise level would exceed that described as clearly compatible for the affected land use, as established in GP Table 9.1 and GP Table 9.2;</li> <li>Any increase of six dB or more, due to the potential for adverse community response.</li> </ul>	The Project is subject to the requirements of the FTA in terms of noise. Mitigation measures will be implemented to avoid or reduce adverse noise and vibration effects to noise sensitive land uses within the RPRP Study Area.
	Policy 9.0w Limit hours for all construction or demolition work where site-related noise is audible beyond the site boundary.	

Goal/Program	Policy	Analysis
<b><i>Economic Development Element</i></b>		
11.0 Economic Development	Policy 11.0k Promote redevelopment and rehabilitation of older commercial and industrial areas to make them more efficient, accessible, aesthetically appealing, and economically viable.	The Project would result in indirect and desirable benefits from land use intensification within the RPRP Study Area. The RPRP would promote redevelopment and economic investment near proposed platform areas, TOD opportunities, and rehabilitation of older land uses to make these areas more inviting for passengers of the RPRP.
<b>City of Redlands East Valley Corridor Specific Plan</b>		
<b><i>Section EV2.0205 Land Use and Planning</i></b>		
<b>Goal:</b> Develop the East Valley Corridor Specific Plan so as to promote and facilitate high-quality commercial, industrial, and residential development	<b>Policy 4:</b> Preserve existing viable agricultural activities in the East Valley Corridor as long as feasible while the area transitions to more intensive uses.	No impacts to agricultural areas in the City would occur as a result of the Project.
<b><i>Section EV2.0210 Environmental Issues</i></b>		
<b>Goal:</b> Develop a Specific Plan that is responsive to physical and environmental constraints and opportunities.	<b>Policy 2:</b> Develop a comprehensive storm drain system adequately sized and designed to accommodate storm flows from all present and future development within the Plan area.  <b>Objective B:</b> Coordinate the construction of a comprehensive storm drain system with individual projects in the Specific Plan area to ensure that all new development will be adequately protected from flooding prior to completion of the backbone system, and that all systems are adequately linked.  <b>Objective:</b> Coordinate with the US Army Corps of Engineers on design and financing of channel improvements for the Mission Zanja.	Project-related track, platform, and layover facility improvements would each require supporting on- and off-site drainage improvements that would include the extension of existing drainage culverts, construction of a series of catch basins and/or drains, detention and/or retention basins, and new drainage pipes, outfalls, and drainage connections.  A Section 404 Permit will be obtained for any discharges of dredge or fill material into Waters of the U.S. or jurisdictional wetlands or bridge replacements at stream crossings and track improvements. If applicable, a Section 408 Permit will be filed for any potential modifications to USACE constructed flood control facilities.
<b><i>Section EV2.0215 Community Services and Planning</i></b>		
<b>Goal:</b> The Specific Plan should provide for extension of public services in a logical and functional manner to minimize impacts on service purveyors while maximizing areas that can accommodate development in a timely manner.	<b>Policy:</b> Complement the land use planning for the East Valley Corridor with comprehensive plans and programs for utilities and public facilities.	The Project is fulfilling the short-term and long-term goals for transit implementation in the Redlands Corridor. The Project will not result in a substantial increase in demand for public services and utilities, but will be a catalyst for future infill development along the alignment. Future development near transit nodes and along the alignment is expected to reduce the overall burden on public services.

Goal/Program	Policy	Analysis
<b>Section EV2.0220 Transportation</b>		
<p><b>Goal:</b> Design a comprehensive, functional and efficient circulation system of sufficient capacity to accommodate projected traffic demands at all phases of development, which is consistent with regional master transportation plans.</p>	<p><b>Policy 4:</b> Design a circulation system consistent with regional transportation planning for the East Valley area.</p> <p><b>Objective A:</b> Coordinate with local, regional and state agencies to ensure that the circulation plan is compatible with and contributes to the effectiveness of the regional transportation system.</p>	<p>The Project is consistent with SANBAG's Passenger Rail Short Range Transit Plan 2008-2012, the Regional Transportation Improvement Plan (RTIP), and the 2012 RTP/SCS. The Project will expand passenger service into the region, and provide an alternative mode of transportation to accommodate the increase in demand for public transportation options.</p>
<p><b>Goal:</b> Adopt energy-efficient transportation strategies to implement State and County goals for reduced energy consumption and improved air quality</p>	<p><b>Policy:</b> Provide opportunities for alternative travel modes to supplement the private automobile.</p>	
<b>Section EV2.0225 Community Design</b>		
<p><b>Goal:</b> Promote high quality development in the East Valley Corridor by protecting and enhancing existing amenities in the area, creating an identifiable community character, and adopting development standards and guidelines to ensure aesthetically pleasing design and maximum land use compatibility.</p>	<p><b>Policy:</b> Create a visually aesthetic appearance for the East Valley Corridor from freeways as well as from within the planning area.</p> <p><b>Objective:</b> Require that negative views such as loading, service, and refuse areas be screened from public view</p> <p><b>Policy:</b> Ensure compatibility between adjacent land use types with the Corridor area.</p> <p><b>Objective:</b> Adopt standards to establish adequate buffers between industrial/commercial and adjacent residential uses through use of landscaping, grading, setbacks and/or walls.</p>	<p>The Project will incorporate Project design features to provide landscaping, physical barriers, screening, or other buffers to minimize project generated illumination from entering off-site sensitive uses. Screening and barriers will be compatible surrounding land uses. Adequate screening or barriers will be provided at the site of the proposed layover facility to minimize potential for adverse effects on the residential land uses to the south.</p>
<b>Section EV4.0225 Compatibility Standards</b>		
<p>Special Development areas abutting a residential district</p>	<p>Land uses should transition gradually from residential to more intensive uses. In placing uses within these transitional areas, consideration should be given to traffic generation, truck traffic, hours of operation, noise, light and glare, and other characteristics which might impact adjacent residential neighborhoods.</p>	<p>The Project will provide for passenger rail service within an existing railroad ROW. The train layover facility would be new land use established adjacent to the freeway and north of an existing channel; which provides a gradual transition to more residential land uses located to the south of the proposed facility. The residential neighborhoods south of the proposed layover facility may be potentially subject to increased truck traffic and noise, light and glare, and air quality impacts. SANBAG will install project design features to reduce the potential for adverse effects on residential land uses at this location, and along the alignment.</p>

Goal/Program	Policy	Analysis
<p>Land uses or buildings shall operate in conformity with the following performance standards</p>	<p>Noise: Every use shall be so operated that the maximum volume of sound or noise generated does not exceed sixty-five (65) decibels from 7:00am to 10pm. And forty-five (45) decibels from 10:00pm to 7am in areas which abut residential land uses. Measurement of maximum sound or noise volume can be taken at any point on the lot line of the lot on which the use is located.</p>	<p>The Project is subject to the requirements of the FTA in terms of noise. Nighttime construction would occur. Mitigation measures will be implemented to avoid or reduce adverse noise and vibration effects to noise sensitive land uses within the RPRP Study Area.</p>
<p><i>City of Redlands Downtown Specific Plan</i></p>		
<p><b>Goal 1:</b> Develop the Specific Plan area as an extension of downtown Redlands, providing a high-quality pedestrian-oriented development character consistent with the rest of the Town Center.</p>	<p><b>Policy 1.5:</b> Encourage the use of public transportation and emphasize pedestrian circulation throughout the downtown area.</p>	<p>The Project is consistent with SANBAG's Passenger Rail Short Range Transit Plan 2008-2012, the Regional Transportation Improvement Plan (RTIP), and the 2012 RTP/SCS. The Project is consistent with County and regional congestion management programs. The Project will expand passenger service into the region, and provide an alternative mode of transportation to accommodate the increase in demand for public transportation options.</p> <p>Additionally, the project is anticipated to increase pedestrian connectivity within the RPRP Study Area, foster pedestrian oriented development near platform locations, and increase overall walk ability within the RPRP Study Area.</p>
<p><b>Goal 3:</b> Provide public improvements for traffic circulation, flood control, utility services and aesthetic amenities that will attract new private investment and economic development.</p>	<p><b>Policy 3.9:</b> Make recommended infrastructure improvements to storm drainage, sanitary sewers and utilities throughout the Specific Plan area.</p>	<p>In order to reduce any potential impacts related to stormwater runoff, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented during construction. Additionally, a Water Quality Management Plan would be prepared and implemented in accordance with County of San Bernardino stormwater program requirements, to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate best management practices (BMPs).</p> <p>The layover facility is the only component of the RPRP that would generate wastewater during operations. Although industrial in nature, the Project would not require the disposal of large amounts wastewater or other materials that would impact compliance with federal, state, and local statutes. The RPRP would tie into the City's sewer system and is not expected to substantially increase the demand for sewer treatment or reclamation.</p> <p>Additionally, the Project would not require substantial amounts of potable or reclaimed water. The majority of water to serve the Project would be from short-term construction activities. The demand for water throughout long-term operational activities is expected to be minimal. All potable</p>

Goal/Program	Policy	Analysis
		water facilities within the RPRP Study Area will be maintained or relocated as necessary to serve the project.
<i>Downtown Specific Plan Amendment (Draft 6)</i>		
Opportunities and Goals	<p><b>Goal B2. Create a Pedestrian-Oriented Environment</b></p> <ul style="list-style-type: none"> <li>• Improve Pedestrian and Bicycle connections</li> <li>• Encourage use of public transit</li> <li>• Ensure safe pedestrian access to future passenger rail stations.</li> </ul>	See analysis of Goal 1, Policy 1.5 for the City of Redlands Downtown Specific Plan.
	<p><b>Goal C2. Planning for future growth.</b> The Plan calls for the introduction of a “park once” concept that encourages people to park in centrally-located garages and then walk to multiple locations, thereby reducing vehicle trips and enlivening the sidewalks. A garage at Citrus and 5<sup>th</sup> will serve this purpose and will alleviate parking concerns along State Street. It will also provide additional spaces for select infill projects along State Street. A garage is also planned at Stuart and Eureka. As the City expands, other desirable sites for park-once garages include the southeast corner of 7<sup>th</sup> and Redlands and the northeast corner of 6<sup>th</sup> and Citrus.</p>	To accommodate commuters using rail services, adjacent accessible parking would be provided at each station platform along the rail corridor alignment. Parking space quantities at each platform was determined by the Ridership Study prepared for the Project.

APN	Owner	ROW Take Reqd.	Parcel Area (Sq. Ft.)	ROW Area (Sq. Ft.)	TCE Area (Sq. Ft.)	Property Use Designation	Comments
<a href="#">SHEET 1</a>							
0136-121-33	HFC ACCEPTANCE LLC	FULL	22216	22216		Retail Trade	Possibly vacant building. Building is 6,950 SF/ Full-Take
0136-121-39	SIMON KARIAN, JOHN KARIAN	FEE	6750	44	327	Vacant Land (commercial)	Pedestrian Crossing
		TCE					Pedestrian Crossing
0136-121-41	W&W REALTY LLC. C/O PEP BOYS- MANY MOE & JACK	TCE	47480		784	Auto Repair	Store front, drive way, 4 sm. Shrubbery/Sidewalk grading
0136-111-02	JERALD AND MARY L CASILLAS	TCE	54400		874	Retail Trade	Drive Way - may block access to parking lot for shopping ctr/Sidewalk grading
0136-032-23	AMERCO REAL ESTATE COMPANY C/O FIVE SAC SELF STORAGE CORPORATION	PE	15625	131		Vacant Land (commercial)	Storm Drain Inlet Easement
	PUBLIC RIGHT OF WAY	STREET VACATION		4125			Street Closure
0136-033-26	CHRESTEN N KNUDSEN LIMITED PTSHIP ETAL SMITH, DON N REV TRUST 6-23-01	PE	72309	3572		Vacant Land Res. (NEC)	In between industrial lots./Concrete drainage swale
0136-033-14	GARDNER, JOHN H GARNDER, LARISA	FEE	59241	13	161	Loft Building/Industrial	Pedestrian Gate & Crossing
		TCE					Sidewalk grading
0136-122-81	BANK OF SAN BERNARDINO	TCE	32175		1115	Warehouse	Driveway, 2 trees on public ROW (sidewalk)/SideWalk grading
0136-122-87	RODRIGUEZ, ENRIQUE RODRIGUEZ, M ROSA	TCE	15980		148	Restaurant Building	front walk way of building /Sidewalk grading
0136-042-10	VIDMAR, BARBARA L ETAL VIDMAR, JOHN R & MARIE I FAM TR 10/26/98	FEE	6750	5846		Vacant Land	(Not in description/sheet 1) near commercial and res. Prop.
0136-042-09	VIDMAR, BARBARA L ETAL VIDMAR, JOHN R & MARIE I FAM TR 10/26/98	TCE	6750		305	Vacant Land Commercial	Sidewalk grading
0136-042-08	VIDMAR, BARBARA L ETAL VIDMAR, JOHN R & MARIE I FAM TR 10/26/98	TCE	6750		227	Retail/Trade Commercial	Sidewalk grading

APN	Owner	ROW Take Reqd.	Parcel Area (Sq. Ft.)	ROW Area (Sq. Ft.)	TCE Area (Sq. Ft.)	Property Use Designation	Comments
0136-041-10	RIALTO AVENUE FOLSOM PROPERTIES LLC	FEE	204296	65		Vacant Land (NEC)	Empty Lot /Pedestrian Gate & Crossing
		TCE		366			Commerical/Sidewalk easement
0136-051-14	CITY OF SAN BERNARDINO	ROE	N/A	81457		Vacant Land	10 trees on edge of pub. R/W, lining sidewalk/Parking lot redesign
		FEE		8451			Used to store large bins/Ped. Xing & sight vision
0136-051-54	RIALTO AVENUE FOLSOM PROPERTIES LLC	TCE	256462	1093	470	Vacant Land (NEC)	Commerical/Sidewalk easement
		FEE					Signal House
0136-221-28	WALBOURNE, GARY G WALBOURNE, ISABELLA E	FEE	12600	4	257	Vacant Land (NEC)	Ped. Xing.
		TCE					Track grading
<b>SHEET 2</b>							
0136-251-28	INLAND REAL ESTATE GROUP LLC C/O HAROLD KAEMER	TCE	20875	91	100	Vacant Land (NEC)	Track Grading
		FEE					Retaining Wall
0136-251-30	INLAND REAL ESTATE GROUP LLC C/O HAROLD KAEMER	TCE	12900	100	100	Vacant Land (NEC)	Track Grading
		FEE					Retaining Wall
0136-251-31	INLAND REAL ESTATE GROUP LLC C/O HAROLD KAEMER	TCE	20200	179	109	Vacant Land (NEC)	Track Grading
		FEE					Retaining Wall
0136-251-33	SKIDMORE, RODNEY REVOCABLE TR 06/11/08 C/O RODNEY, MICHAEL & PAMELA SKIDMORE	TCE	12375	296	96	Vacant Land (NEC)	Track Grading
		FEE					Retaining Wall
0136-251-34	SKIDMORE, RODNEY REVOCABLE TR 06/11/08 C/O RODNEY, MICHAEL & PAMELA SKIDMORE	TCE	19500	296	100	Single Family Residence	Track Grading
		FEE					Retaining Wall
0136-251-36	SKIDMORE, RODNEY REVOCABLE TR 06/11/08 C/O RODNEY, MICHAEL & PAMELA SKIDMORE	TCE	11800	331	100	Vacant Land (NEC)	Track Grading
		FEE					Retaining Wall
0136-321-51	SUVERKRUP, JOHN LUMBER COMPANY	TCE	32234		7353	Vacant Land (NEC)	Spur Line Track Constructiion
0136-321-55	BURCH, RUSSELL & JAN FAMILY TR 2/27/92 C/O JAY RENTZ	FEE	111961	152		Storage Warehouse	Some shrubbery/ Rebuild Fencing
	PUBLIC RIGHT OF WAY	STREET VACATION		4421			Street Closure
0136-462-05	274 * LLC	FEE	23055	514		Vacant Land (NEC)	Cul De Sac Construction
0136-421-03	NUSANTARA MUSLIM CALIFORNIA NMC	TCE	27573	105	200	Single Family Residence	Ditch Grading
		FEE					Drainage Ditch
0136-421-04	DAVIS, ARTHUR L DAVIS, FREDDA I	TCE	13305	22	100	Vacant Land (NEC)	Ditch Grading
		FEE					Drainage Ditch
0136-421-05	DAVIS, ARTHUR L DAVIS, FREDDA I	TCE	13041	57	100	Vacant Land (NEC)	Ditch Grading
		FEE					Drainage Ditch

APN	Owner	ROW Take Reqd.	Parcel Area (Sq. Ft.)	ROW Area (Sq. Ft.)	TCE Area (Sq. Ft.)	Property Use Designation	Comments
0136-421-06	LEWIS, ALCE LEWIS, PARTICIA M	TCE	15876	144	126	Single Family Residence	Ditch Grading
		FEE					Drainage Ditch
0136-421-07	SARABIA, JUAN MELENDEZ, DELIA	TCE	15372	248	126	Single Family Residence	Ditch Grading
		FEE					Drainage Ditch
0136-421-08	DAVIS, ARTHUR L DAVIS, FREDDA I	TCE	28854	675	253	Single Family Residence	Ditch Grading
		FEE					Drainage Ditch
<b>SHEET 3</b>							
	PUBLIC RIGHT OF WAY	STREET VACATION		2174		Street Vacation	Street not opened
0136-431-14	RBI LANDSCAPE INC	TCE	16650	510	305	Vacant Land (NEC)	Commercial/Ditch Grading
		FEE					Drainage Ditch
0136-431-34	NIBLER, KIMBERLY D	TCE	16275	192	327	Vacant Land (NEC)	Track Grading
		FEE					Track Ballast
		FEE					Pedestrian Crossing
	PUBLIC RIGHT OF WAY	PE		405			Storm Drain
0136-431-35	CITY OF SAN BERNARDINO	FEE	15876	61		Vacant Land (NEC)	Commerical surrounding/Access Rd.
	PUBLIC RIGHT OF WAY	PE		283			Storm Drain
0281-011-61	ORANGE SHOW INVESTMENTS	FEE	438432	2953		Vacant Land (NEC)	overgrown shrubbery/Track Grading
0136-421-09	SINGH, MP & GILL, M K REV LIV TR 6/5/08 GILL, SARDOOL S	TCE	59677	1390	832	Vacant Land (NEC)	description on sheet 3/Ditch Grading
		FEE					Drainage Ditch
<b>SHEET 4</b>							
0281-301-19	CITY OF RIVERSIDE	PE	54450	152		Vacant Land (NEC)	overgrown bushes/Storm Drain easement
0281-102-16	VALACAL CO C/O TAX DEBT	PE	216928	174		Distribution Warehouse	Storm Drain inlet easement Trees line parking lot separates from R/R
0281-201-01	ELDIAB, EKAB FAM TR 10-27-05 ETAL	PE	19200	353	518	Super Market	Small market. Would not block parking lot, nor front entrance /Sidewalk easement; 200 SF of
		TCE					
0281-121-14	SAN BERNARDINO CO FLOOD CONTROL DIST C/O R/W ENGINEER	PE	N/A	70		Vacant Land (NEC)	Storm Drain easement
0281-121-13	SAN BERNARDINO CO FLOOD CONTROL DIST C/O R/W ENGINEER	PE	10831	113		Single Family Residence	Storm Drain easement

APN	Owner	ROW Take Reqd.	Parcel Area (Sq. Ft.)	ROW Area (Sq. Ft.)	TCE Area (Sq. Ft.)	Property Use Designation	Comments
<a href="#">SHEET 5</a>							
0281-221-13	SAN BERNARDINO CO FLOOD CONTROL DIST C/O R/W ENGINEER	PE	10831	113			Storm Drain Easement
		PE		61			
		PE		109			
		PE		61			
0292-032-02	ALFARO, CARLOS ALFARO, MARIA	PE	58800	161		Single Family Residence	yard surround SFR, used for truck storage/ Storm Drain easement
0292-032-21	SAN BERNARDINO CO FLOOD CONTROL DIST C/O R/W ENGINEER	PE	N/A	179		Vacant Land (NEC)	Storm Drain easement
0292-032-38	VIRAMONTES, AMBROSE TRUST	FEE	181645	1067		Electric Transmission Right of Way	Storm Drain easement
		FEE		1289			Storm Drain easement
		PE		366			Storm Drain easement
		TCE			427		Drainage Ditch
		TCE			87		Ditch Grading
		TCE			1638		Drainage Ditch
<a href="#">SHEET 6</a>							
	Caltrans	TCE			750		Highway shoulder; southerly of APN 0292-032-40
0292-032-23	SAN BERNARDINO CO FLOOD CONTROL DIST C/O R/W ENGINEER	FEE	132858	4661		Vacant Land (NEC)	Track Ballast
		TCE			479		Track Grading
	Caltrans	PE		558			Storm Drain Easement
	Public ROW	PE		418			Retaining wall; highway shoulder north westerly of APN 0292-035-01
0292-034-15	SAN BERNARDINO CO FLOOD CONTROL DIST C/O R/W ENGINEER	TCE	254826		139	Vacant Land (NEC)	Track Grading
		FEE		61			Track Ballast
0292-035-01	GENERAL AMERICAN LIFE INSURANCE	FEE	29500	16522		Vacant Land (NEC)	backs to fwy, near Res./ Layover Facility Site
	PUBLIC ROW	ABANDON		8995			
0292-034-02	BEST, ROBERT W FAMILY TRUST (8-22-94) C/O ROBERT W BEST TRUSTEE	FULL	119550	119550		Vacant Land (NEC)	backs to fwy near Res./Layover Facility site
0292-034-05	BEST, ROBERT W FAMILY TRUST (8-22-94) C/O ROBERT W BEST TRUSTEE	FULL	133172	133172		Vacant Land (NEC)	backs to fwy, near Res./ Layover Facility Site
0292-034-08	BEST, ROBERT W FAMILY TRUST (8-22-94) C/O ROBERT W BEST TRUSTEE	FULL	50983	50983		Vacant Land (NEC)	backs to fwy, near Res./ Layover Facility Site

APN	Owner	ROW Take Reqd.	Parcel Area (Sq. Ft.)	ROW Area (Sq. Ft.)	TCE Area (Sq. Ft.)	Property Use Designation	Comments
0292-034-11	SAN BERNARDINO CO FLOOD CONTROL DIST C/O R/W ENGINEER	FEE	N/A	684		Vacant Land (NEC)	Track Ballast
		TCE			998		Track Grading
		PE		571			Storm Drain Easement
		TCE			305		Track Grading
0292-034-17	OHANIAN, ANDRE REVOCALBE TR	TCE	208826		1294	Vacant Land (NEC)	borders Res. neighborhood & Shell station/Track grading
0292-034-16	CHASE MANAGEMENT INC	FEE	24000	26		Service Station/Market	possible relocation of Shell price sign/Sidewalk improvements
		TCE			2631		TCE could affect 2 parking spots
0292-064-22	STRICKLER, CORBIN	FEE	26572	240		Shopping Center	Corner, sign not affected/Ped. Gate Xing.
		TCE			4757		TCE affects exit of parking lot and 2 parking spots/Sidewalk improvements
0292-064-02	CITY OF REDLANDS	FEE	221284	362		Citrus Grove	At least 55 trees affected by take (potential loss of crops)/ Ped. Gate Xing/ sidewalk/ sidewalk grading improvements/ Ditch Grading/ Drainage Ditch
		PE		610			
		TCE			166		
		TCE			2675		
		FEE		9701			
<b>SHEET 7</b>							
0292-064-05	TYRA FAMILY TRUST AFGREEMENT 1-29-08 C/O ROY AND LAWANNA TRYA TRUSTEES	FEE	40750	915		Vacant Land	Signal House
		FEE		139			
0292-064-12	UNITED STATES POSTAL SERVICE	FEE	488743	52		Citrus Grove	Ind. lot, USPS,take is primarily empty, w/ storage of Lrg bins; poss. fence/tree lining/Ped Xing.
		TCE			588		
		PE		118			
0292-063-57	FAINBARG V LP	PE	199940	152		Miscellaneous	Minor landscaping/Ped Xing.
0292-063-01	DTM LAND COMPANY	TCE	108900		227	Auto Sales	Chain link fence/Sidewalk grading
		FEE		266			
0292-063-52	LAACO C/O ATTN: PROPERTY MANAGEMENT	FEE	132422	57		Storage Warehouse	Brick wall w/ landscaping (trees & grass)/ Track Ballast
		TCE			144		
0292-063-48	KORNHOFF, JOHN J. AND JANE W.	FEE	88454	126		Auto Repair	possibly elevated prkg. lot, 11 prkg spots, brick wall, 5 trees/Track grading
		TCE			227		
<b>SHEET 8</b>							
0169-391-03	RADPARVAR, NASSER	FEE	1200	732		Vacant Land	Possible Full take/ multiple trees.
	PUBLIC RIGHT OF WAY	PE		257			Storm Drain easement
0169-251-01	NYS NORTH LLC	PE	166399	1098		SFR	Storm Drain easement
	PUBLIC RIGHT OF WAY	PE		392			Storm Drain easement
0171-022-13	CITY OF REDLANDS	PE	59677	1019		Vacant Land	natural vegetation, trees Drainage Ditch easement
<b>SHEET 9</b>							
0169-271-54	COOPER, JAMES A. BARKER, ANNA M.	TCE	17400		244	Auto Repair	Vacant Land/ Rd.way grading

APN	Owner	ROW Take Req.	Parcel Area (Sq. Ft.)	ROW Area (Sq. Ft.)	TCE Area (Sq. Ft.)	Property Use Designation	Comments
0169-281-45	SHOWPROP REDLANDS LLC	FEE	177289	13		Theater	Parking lot, may affect minor landscape
0169-271-44	PROPERTY ONE LLC	FEE	50094	192	640	Vacant Land	Pedestrian crossing, (Ped. Xing.)
		TCE					Sidewalk grading (S/Walk grading)
		PE		218			Sidewalk
0169-281-34	SHOWPROP REDLANDS LLC	FEE	71002	183		Vacant Land	(Ped. Xing.)
		PE		78			Sidewalk
		TCE					S/Walk grading
0169-281-39	SHOWPROP REDLANDS LLC	TCE	70131		849	Shopping Center	Not a driveway, may affect concrete, post in the way
0169-281-43	LONGO, LAWRENCE D LONGO, BETTY J	FEE	23310	83		Retail Trade	Ped. Xing.
0169-212-20	ORANGE STREET PLAZA, LLC	FEE	29185	87		Retail Trade	Ped. Xing.
0169-311-16	CENTENNIAL PLAZA LLC C/O DONALD LAM	PE	37950	1263		Vacant Land	Sidewalk improvements
0169-312-01	AMCOR PROPERTIES LLC C/O LOUIS T BURCH/REDLANDS PET CLINIC	PE	27405	802	701	Animal Hospital/Vet	Palm trees units not estimated/Sidewalk
		TCE					Palm trees units not est./Parking lot grading easement
		FEE		292			Tree/Signal House
0169-312-02	INLAND EMPIRE CAPITAL LLC	PE	12371	462	209	Miscellaneous	Sidewalk improvements
		TCE					
0169-234-01	ALLEN, S TODD ETAL C/O ANTHONY CINQUE	FEE	15953	283	1555	Miscellaneous	concrete slab Not estimated , tree
		TCE					Affect 4 parking spots & driveway
0169-312-01	AMCOR PROPERTIES LLC C/O LOUIS T BURCH/REDLANDS PET CLINIC	TCE	27405		549	Animal Hospital/Vet	Cul De Sac grading
0169-312-02	INLAND EMPIRE CAPITAL LLC	TCE	12371		248	Miscellaneous	Trees/Cul De Sac grading
0169-312-03	INLAND EMPIRE CAPITAL LLC	TCE	26082		26	Miscellaneous	Trees/Cul De Sac grading
0169-313-16	CHRISTIAN FELLOWSHIP CHURCH INC.	TCE	51944		30	Religious	Cul De Sac grading
0169-321-02	REDLANDS FOOTHILL GROVES	TCE	200376		1159	Warehouse	6 trees/Cul De Sac grading
0170-181-44	REDEVELOPMENT AGENCY CITY OF REDLANDS	FEE	N/A	213	240	Vacant Land	Track grading
		TCE					
		FEE		1289			
0170-131-20	BEST, TIMOTHY	FEE	18400	22		Apartments (5-14 units)	only affects sidewalk
0170-181-41	SAN BERNARDINO FLOOD CONTROL DISTRICT	TCE	13504		2156	Vacant Land	sidewalk grading
0169-244-37	STROUD FAMILY TRUST 11-11-02 C/O NVCCF INC	TCE	40950		597	Office Building	3 trees, driveway/Sidewalk grading
		FEE		305			
<b>SHEET 10</b>							
0170-181-46	UNION PACIFIC RAILROAD	FEE	N/A	1904		Vacant Land	

APN	Owner	ROW Take Reqd.	Parcel Area (Sq. Ft.)	ROW Area (Sq. Ft.)	TCE Area (Sq. Ft.)	Property Use Designation	Comments
0170-181-49	UNION PACIFIC RAILROAD	FEE	95552	124778		Vacant Land	May affect Apt. ROW on parcel 01709140
0170-142-07	CITY OF REDLANDS	FEE	N/A	858		Vacant Land	Natural vegetation

**Based on the following estimate:  
for single unit item**

Shrubs \$60.00  
Trees \$1,000  
Parking \$1,500/per 2 ea.  
Relocate Sign. \$24,000  
Blk Wall/misc Landscaping \$3,000

Fee	Fee Acquisition (Partial Take)
Full	Fee Acquisition (Full Take)
PE	Permanent Easement for Public Roadway/Sidewalk
ST VAC	Street Vacation
TCE	Temporary Construction Easement
UE (SD)	Utility Easement (Square Footage)
	*Square Footage is based on HDR Engineering measurements, not Assessor values
Full Take	
ROW NO LONGER REQUIRED	
NEED INFORMATION OR VERIFY INFO	