

RTIP ID# (required) 20020202					
TCWG Consideration Date April 26, 2011					
Project Description (clearly describe project) <p>The proposed Redlands Park Once Transit Center Project would consist of a parking structure located south of Stuart Avenue and north of the railroad track, between Eureka and Orange Streets. The proposed structure would accommodate approximately 429 parking spaces. Providing a parking structure at this location would provide the necessary accommodations needed for a transfer station and for downtown. A transit center at this location would relieve downtown traffic congestion, support direct access to the proposed Redlands Rail Project which includes a Downtown Redlands Metrolink Station, as well as support direct access for bus and commercial activities. However, it should be noted that the Transfer Station is a separate project and is subject to a separate environmental review process. The Redlands Park Once Transit Center is a separate project, going through a separate environmental review process, and is not contingent upon the construction of the Redlands Rail Project (transfer station). However, the parking spaces associated with the Redlands Park Once Transit Center would be necessary to accommodate the users of the transfer station, as well as for providing additional parking capacity for Downtown Redlands.</p> <p>In addition to the proposed parking spaces, the Redlands Park Once Transit Center would contain approximately 6,170 square feet of retail commercial space, comprising 2,280 gross-square-feet on the north side of the parking garage fronting Stuart Avenue, and 3,890 gross-square-feet of small retail uses on the south side of the garage fronting the railroad tracks. The south side of the garage is also being designed with at least 25 percent of the commercial space to be utilized for transit support uses such as bicycle storage and transit retail; refer to Exhibit1, Site Plan. As shown on Exhibit 1, although the space is being designated for the retail uses, future retail occupancy is not known at this time.</p> <p>There will be minor improvements to Stuart Avenue with the final design of the street to be 40-feet wide in a 54-foot right-of-way. In order to provide a more pedestrian friendly area on the northern perimeter of the proposed project, the proposed work in Stuart Street would consist of the installation of approximately 320 lineal feet of eight-inch curb and gutter, 10-foot wide sidewalk with driveways and minor street widening to a 34-foot nominal street cross section. The improvements will be limited to the south side of Stuart Street along the project frontage and include transitions to existing facilities. The work will be designed consistent with the City of Redlands Standard Plans for Public Works Construction and ADA/California Accessibility Standards. Access into the structure will be off of Stuart Avenue. The structure will provide right-turn only exit onto Stuart Avenue.</p>					
Type of Project (use Table 1 on instruction sheet) Bus, rail, or inter-modal facility/terminal/transfer point.					
County San Bernardino	Narrative Location/Route & Postmiles: South of Stuart Avenue and north of the railroad track, between Eureka and Orange Streets. Caltrans Projects – EA# Federal Project # - TCSP E2CA010				
Lead Agency: City of Redlands					
Contact Person Tim Wilson	Phone# (909) 798-7584 Ext. 6	Fax# 909 798 7670	Email twilson@cityofredlands.org		
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>					
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: Mid/Late 2011					
NEPA Delegation – Project Type (check appropriate box)					
<input type="checkbox"/> Exempt		<input type="checkbox"/> Section 6004 – Categorical Exemption		<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption	

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	1/2011	1/2011	NA	TBD
End	6/2011	9/2011	NA	TBD

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The following points demonstrate the purpose of the proposed project:

1. Construct a parking structure that provides support for a proposed transit station and for the downtown. It should be noted that the transit station is a separate project and is subject to a separate environmental review process. This parking structure would provide approximately 429 parking spaces to meet the forecasted demand of the transit center.
2. Relieve downtown traffic congestion.
3. Provide direct access to the proposed Redlands Downtown Metro link Station, which includes bus and commercial activities, including acting as a transit center.
4. Provide parking support for planned expansion of mass transit options for commuters traveling along the I-10 corridor.
5. Reduce automobile trips, fuel consumption and pollution by providing alternatives to driving automobiles.
6. Support planned transit centers serving rapidly growing population and employment centers with parking support.
7. Maximize transit connections for riders by linking new transit with intermodal hubs.

The need for the proposed project relates to the following:

1. Downtown congestion.
2. Lack of facilities to support the Metrolink, Ridesharing and downtown commercial activities.

The Redlands Downtown Master Plan has included this parking structure to accommodate the existing and future parking demand for the existing Rancho Redlands Santa Fe Depot and future Metrolink stations and downtown. Without a multi-story parking structure, approximately two-thirds of the area's land would be consumed by surface parking lots, reducing the development potential of adjacent properties.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

- North: Transportation (i.e. West Stuart Avenue), residential uses, and commercial/light industrial uses are located north of the subject site.
- East: Commercial office buildings and commercial/light industrial uses are located to the east of the subject site.
- South: Railroad (i.e. Burlington Northern Santa Fe (BNSF)), commercial/light industrial uses, and commercial retail (i.e. the Kirkorian Theater) uses are located to the south of the subject site.
- West: Vacant land and commercial/light industrial uses are located to the west of the subject site.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The proposed parking facility itself does not generate trips independently, so the traffic analysis for the project did not include roadway segment analyses as it focused solely on operational analysis of the garage driveway and the two nearest intersections on Stuart Avenue – at Stuart Avenue and Orange Street and at Stuart Avenue and Eureka Street in order to ensure the satisfactory operation of those intersections; refer to Exhibit 1, Site Plan. For purposes of preparing a conservative (worst case) analysis, it was assumed that 50 percent of the garage spaces (for both transit and for general use) would turn over (i.e. generate a trip) during the peak hour, that during the a.m. peak hour 80 percent of trips would be inbound and 20 percent would be outbound, and that during the p.m. peak hour 20 percent of the trips would be inbound and 80 percent would be outbound. These are considered conservatively high percentages for space turnover. See below for intersection analyses data.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The proposed facility itself does not generate trips independently, so the traffic analysis for the project did not include roadway segment analyses as it focused solely on operational analysis of the garage driveway and the two nearest intersections on Stuart Avenue – at Stuart Avenue and Orange Street and at Stuart Avenue and Eureka Street in order to ensure the satisfactory operation of those intersections. See below for intersection analyses data.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 1 (Opening Year Intersection Level of Service) compares the “No Build” and “Build” traffic level of service in project study area. As shown in Table 1, opening year level of service at these intersections would be acceptable (LOS C or better) with and without the implementation of the proposed action. Additionally, as shown in Table 2 (Opening Year ADT & Truck Volume and % in Year 2016), traffic volumes (ADT) for all vehicles within the project limits are well below 125,000 vehicles daily. As shown in Table 2, under opening year the maximum truck ADT are 291 vehicles which is below the screening criteria of 10,000 ADT for heavy trucks. Also noted in Table 2, the percentage of trucks within the project study area varies from 0 percent to 5.2 percent, which is well below the national average of eight percent. As further demonstrated in Table 2, the proposed action would not increase the percentage of heavy trucks in the study area. Therefore, the proposed project would not result in a significant increase of diesel vehicles.

**Table 1
Opening Year Intersection Level of Service**

No.	Study Intersection	Opening Year Without Project (2016)				Opening Year With Project (2016)					
		Control Type	A.M. Peak		P.M. Peak		Control Type	A.M. Peak		P.M. Peak	
			V/C or (Delay)	LOS	V/C or (Delay)	LOS		V/C or (Delay)	LOS	V/C or (Delay)	LOS
1	Eureka St./Stuart Ave.	Signalized	0.311	A	0.323	A	Signalized	0.333	A	0.344	A
2	Orange St./Stuart Ave.	Signalized	0.322	A	0.616	B	Signalized	0.420	A	0.733	C

Source: Traffic Modeling provided by The Mobility Group, March 2011

Table 2
Opening Year ADT & Truck Volume and % in Year 2016

Intersection/Segment	Opening Year (2016) Without Project			Opening Year (2016) With Project		
	ADT (All Vehs)	% of Trucks	Truck ADT	ADT (All Vehs)	% of Trucks	Truck ADT
EUREKA/STUART						
Eureka north of Stuart	10,810	0.5%	50	10,880	0.5%	51
Eureka south of Stuart	10,910	0.5%	50	11,260	0.4%	50
Stuart east of Eureka	2,500	0.0%	0	3,130	0.0%	1
Stuart west of Eureka	1,380	0.0%	0	1,590	0.0%	0
ORANGE/STUART						
Orange north of Stuart	16,100	1.8%	290	17,270	1.7%	291
Orange south of Stuart	17,790	1.4%	250	18,630	1.3%	250
Stuart east of Orange	4,780	4.8%	230	4,780	4.8%	230
Stuart west of Orange	2,870	5.2%	150	4,880	3.1%	151
Source: Traffic Modeling provided by The Mobility Group, March 2011						

Table 3 (Opening Year Driveway Intersection Analysis) summarizes the delay (in seconds) and level of service at the project driveway for both the “No Build” and “Build” scenarios. As indicated in Table 3, the LOS would remain at acceptable levels for both scenarios.

Table 3
Opening Year Driveway Intersection Analysis

Project Driveway	Future With Project (2016) AM Peak		Future With Project (2016) PM Peak	
	Delay	LOS	Delay	LOS
DRIVEWAY ON STUART AVE.				
Northbound Left/Right Turn to Stuart	9.7	A	10.9	B
Westbound Left Turn into Garage	7.7	A	7.7	A
Source: Traffic Modeling provided by The Mobility Group, March 2011				

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 4 (RTP Horizon Year/Design Year ADT & Truck Volume and % in Year 2035) compares the horizon year “No Build” and “Build” at the project study intersections. As shown in Table 4, traffic volumes within the project limits are well below 125,000 vehicles daily, with a maximum truck ADT of 329 under the horizon year (2035) with project conditions. Additionally, the percentage of trucks within the study area varies between 0 and 5.2 percent, which is well below the national average of eight percent. As further demonstrated in Table 4, the proposed action would not significantly increase the percentage of heavy trucks in the study area.. As a result, the proposed project would not result in a significant increase of diesel vehicles.

Table 4
RTP Horizon Year/Design Year ADT & Truck Volume and % in Year 2035

Intersection/Segment	Horizon Year (2035) Without Project			Horizon Year (2035) With Project		
	ADT (All Vehs)	% of Trucks	Truck ADT	ADT (All Vehs)	% of Trucks	Truck ADT
EUREKA/STUART						
Eureka north of Stuart	12,215	0.5%	57	12,294	0.5%	58
Eureka south of Stuart	12,328	0.5%	57	12,724	0.4%	57
Stuart east of Eureka	3,475	0.0%	0	4,351	0.0%	1
Stuart west of Eureka	1,918	0.0%	0	2,210	0.0%	0
ORANGE/STUART						
Orange north of Stuart	18,193	1.8%	328	19,515	1.7%	329
Orange south of Stuart	20,103	1.4%	283	21,052	1.3%	283
Stuart east of Orange	6,644	4.8%	320	6,644	4.8%	320
Stuart west of Orange	3,989	5.2%	209	6,783	3.1%	210
Note: 1. Traffic growth from 2016 to 2035 estimated using SANBAG I-10 HOV Lanes Model. 2. ADT volumes were estimated as ten times the PM peak hour volumes. 3. Note due to the nature of the project, no LOS calculated (insignificant).						
Source: Traffic Modeling provided by The Mobility Group, March 2011						

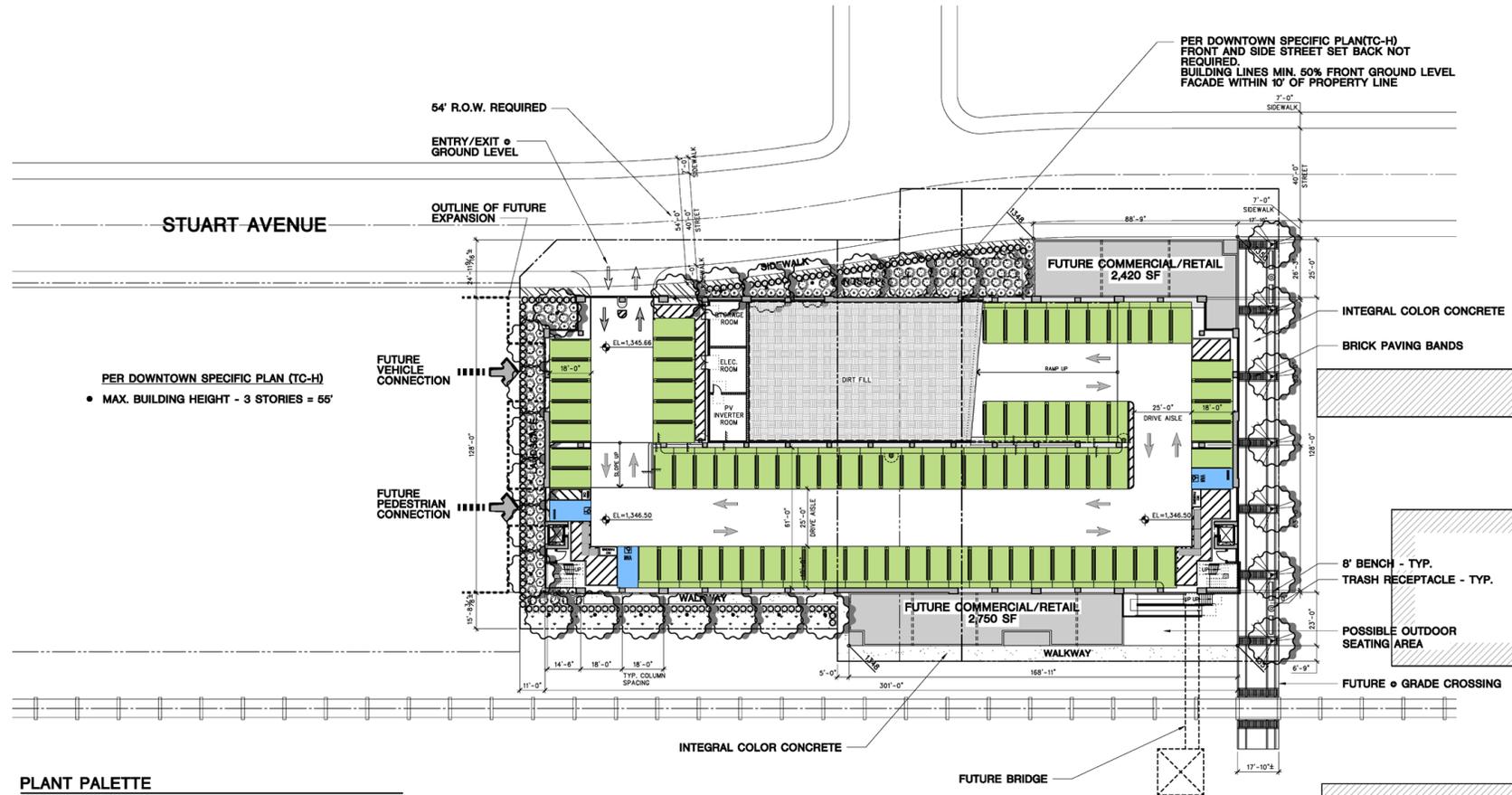
As previously stated, the proposed facility itself does not generate trips independently, so the traffic analysis for the project did not include roadway segment analyses. In addition, horizon year intersection LOS were not analyzed as the project would not increase vehicles within the project study and would only result in the redistribution of traffic. Under all scenarios analyzed for the project, intersection LOS would remain acceptable, there would be no significant increase of diesel vehicles, and no impacts were identified to result from the implementation of the project.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The proposed project would provide a complimentary facility for future Redlands Passenger Rail Line (which will be analyzed separately in other environmental documents). As shown in Tables 1 through 4, traffic on roadways and intersection within the project study area, for both the opening year and horizon year, would result in LOS to remain at acceptable levels with implementation of the proposed project. In addition, the parking structure would provide parking for existing downtown uses. The location of the parking structure would redistribute existing downtown traffic currently utilizing the Downtown area to the parking structure rather than through the main streets in downtown and would thereby reduce the opening year and forecast year congestion within the downtown area. Additionally providing parking for alternative a transportation mechanism, the future Redlands Passenger Rail, will ultimately be a contributing facility to the reduction of vehicles traveling to and from the Redlands area.

Comments/Explanation/Details *(attach additional sheets as necessary)*

As previously stated, the proposed facility itself does not generate trips independently and under all scenarios analyzed for the project, intersection LOS would remain acceptable, there would be no significant increase of diesel vehicles, and no impacts were identified to result from the implementation of the project. The maximum number of trucks under all scenarios analyzed would be 329 under the horizon year (2035) with project scenario and the percentage of trucks within the study area varying between 0 and 5.2 percent, which is well below the national average of eight percent. In addition, the *Redlands Downtown Master Plan* has included this parking structure to accommodate the existing and future parking demand for the existing Rancho Redlands Santa Fe Depot and future Metrolink stations. Without a multi-story parking structure, the approximately two-thirds of the area's land would be consumed by surface parking lots, reducing the development potential of adjacent properties. In addition, the proposed project conforms with the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and is included within the Regional Transportation Improvement Program (RTIP) Project ID No. 20020202. As such, the proposed project is not a project of air quality concern.



PLANT PALETTE

BOTANICAL NAME / COMMON NAME	CONT.	QTY.
TREES SUCH AS:		
Platanus racemosa / California Sycamore	15 gal	4
Quercus suber / Cork Oak	15 gal	18
Ulmus parvifolia / Chinese Elm	24"box	7
SHRUBS SUCH AS:		
Myrtus communis 'Compacta' / Dwarf Myrtle	5 gal	149
Rosa floribunda 'Iceberg' / Iceberg Rose	5 gal	79
Viburnum tinus 'Spring Bouquet' / Spring Bouquet Laurestinus	5 gal	79
GROUND COVER SUCH AS:		
Flowering Ground Cover	flats	550 sf
Hydraseed Mix/ Wild Flowers	-	950 sf

LANDSCAPE NOTES:

- COLORFUL AND INTERESTING LANDSCAPE WILL BE INCORPORATED ADJACENT TO PARKING GARAGE ENTRANCES, PEDESTRIAN WALKWAYS AND GATHERING AREAS. DECIDUOUS SHADE TREES FOR SUMMER COOL AND WINTER WARM WILL BE UTILIZED AS WELL. A FOUNDATION PLANTING OF TALL EVERGREEN TREES WILL BE UTILIZED IN OTHER AREAS ADJACENT TO BUILDING TO SCREEN AND SOFTEN THE GARAGE ARCHITECTURE. TEMPORARILY PLANT FUTURE BUILDING AREAS TO CONTROL EROSION AND DUST.
- NATIVE AND DROUGHT TOLERANT PLANTS THAT MINIMIZE WATER USE AND MAINTENANCE WILL BE UTILIZED. PLANT MATERIALS WILL BE APPROPRIATE FOR REDLANDS CLIMATE AND FIT IN WITH THE ADJACENT NEIGHBORHOOD. ALL LANDSCAPE IMPROVEMENTS WILL BE DESIGNED IN ACCORDANCE WITH CITY LANDSCAPE DESIGN GUIDE.

SITE PLAN

SCALE: 1" = 20'-0"

RECOMMENDED: 9'-0" x 18'-0" UNINSTALL WITH 25'-0" DRIVE AISLE

SUMMATION CHART			
LEVEL	UNINSTALL (9'-0" x 18'-0")	ACCESSIBLE (9'-0" x 18'-0")	TOTAL
Level 4	100	2	102
Level 3	116	2	118
Level 2	116	2	118
Level G	84	3	87

- LOT COVERAGE**
- SITE AREA
 - BUILDING FOOT PRINT GARAGE ONLY LOT COVERAGE
 - BUILDING FOOT PRINT GARAGE + COMMERCIAL LOT COVERAGE



Not to Scale