

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Work Program – Legislative – Planning Committee

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **ADOPTION OF THE CALTRAIN RAIL CORRIDOR USE POLICY**

**ACTION**

The Staff Coordinating Council (SCC) recommends that the Board adopt the Caltrain Rail Corridor Use Policy.

**SIGNIFICANCE**

Peninsula Corridor Joint Powers Board (JPB) staff will make a presentation to provide an extensive update on the Caltrain Rail Corridor Use Policy (RCUP) to the Board. Following the presentation, staff will propose that the Board adopt the RCUP at the January 2020 Board meeting.

The RCUP is one of four interrelated planning and policy efforts that will collectively inform and guide the future use of JPB property. The other three projects include the Caltrain Business Plan, the Caltrain Station Management Toolbox (Toolbox), and the Caltrain Transit-Oriented Development (TOD) Policy.

**BUDGET IMPACT**

There is no impact on the budget.

**ADDITIONAL INFORMATION**

**Update on RCUP**

Over the last six months, Caltrain staff has made extensive progress to develop the RCUP, a policy framework to guide the use of JPB Property and support delivery of Caltrain's Long-Term Service Vision, which was adopted unanimously by the Caltrain Board on October 3, 2019. Included as an attachment to this staff report, the full draft RCUP consists of two main components: a set of maps of JPB property along the Caltrain corridor, and an administrative document to accompany the maps, which provides a decision-making framework regarding proposed non-railroad uses of JPB property. This full draft Policy will be proposed for Board adoption on January 9, 2020.

Over the last few months, staff has been working closely with the Work Program – Legislative – Planning (WPLP) Committee to provide updates and seek feedback on the RCUP’s development, which has been closely aligned with the Caltrain Business Plan. The updates to the WPLP are summarized below:

- At its September 2019 meeting, the WPLP received a presentation with an update on the RCUP. It reintroduced the purpose of the RCUP and its connection to the Business Plan, introduced key terms for the RCUP, presented an illustrative RCUP map, and concluded with next steps.
- At its November 2019 meeting, the WPLP received a second presentation with an RCUP update. This presentation provided background and context on the RCUP project, explained the process for completing the technical analysis for the RCUP maps, and shared the draft RCUP maps and key findings.
- At its December 2019 meeting, the WPLP received a third presentation to provide an overview of the draft administrative framework that accompanies the maps. Staff also shared a copy of the full draft RCUP. [Staff sought a motion from the WPLP to recommend Board adoption of the RCUP at the January 2020 JPB meeting.](#)

[Before proposing adoption,](#) an extensive update is planned for the full Board on January 9, 2020 to share key draft findings for the RCUP project and the full draft RCUP policy framework. This update will include background and context on the RCUP project, as well as an explanation for the process to develop the RCUP maps. Staff will share key draft findings from those maps, including a preliminary assessment of potential opportunity sites for development projects on JPB property. The update will also introduce the high-level decision-making framework that accompanies the maps as the administrative component of the RCUP project. [Following the update, staff will propose that the Board adopt the RCUP.](#)

### **Projects Related to Use of JPB Property**

For additional context and background, the text below summarizes the four interrelated efforts that Caltrain staff is currently engaged in to inform and guide the use of JPB property. Together, these efforts will provide a cohesive and “living” framework of policy direction and decision-making tools related to the use of JPB property assets, including for access improvements and development projects.

The four individual projects include:

- [Caltrain Business Plan:](#) this effort will establish a long-term vision for the Caltrain rail service for the next 20 to 30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation. The Business Plan will include future service levels and patterns; conceptual infrastructure needs; costs for operations, maintenance, and capital

projects; and ridership, mobility, and revenue outcomes. It will also consider the railroad's interactions, benefits, and impacts with surrounding communities. Lastly, it will assess the organizational structure of the agency, including its governance and delivery approaches, as well as funding mechanisms to support future service.

- Rail Corridor Use Policy: this effort will develop a policy framework around the use of JPB-owned property to align with the service vision and the conceptual infrastructure needs developed in the Caltrain Business Plan. It will inventory land owned by the JPB and will develop decision frameworks related to the near- and long-term use of JPB property, including evaluation of potential conflicts between land development opportunities and future transit uses.
- Station Management Toolbox: this effort is funded by an FTA planning grant. It will develop a quantitative tool to help Caltrain evaluate tradeoffs and make decisions at its stations, including how to balance and manage investments in different access modes at stations and how to evaluate the potential use of station land for joint development projects.
- Transit-Oriented Development Policy: this effort will establish goals for transit-oriented development on Caltrain property, which will align with the conceptual infrastructure needs developed as part of the Business Plan. It will set forth policies to guide: the disposition of real estate assets; business objectives associated with joint development decisions (including the balance between affordable housing and revenue); engagement with local planning efforts; and other actions to promote the successful execution of TOD on JPB-owned property, as well as on property around transit facilities owned by third parties.

**NEXT STEPS:**

After the RCUP is adopted by the Board, staff will complete additional administrative tasks to prepare the public-facing materials that will be used to implement the RCUP, including application forms and website updates.



## Overview of Presentation

- **Background on RCUP**
- **Draft RCUP Maps**
  - Draft Property Use Zones
  - Draft Service Vision Capital Project Overlay
  - Draft Key Mapping Findings
- **Draft Decision-Making Framework**
- **Next Steps**

## Background and Context



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## Why is Caltrain developing the Rail Corridor Use Policy (RCUP)?

JPB staff **frequently** receive requests from third parties to use JPB property for all types of “non-railroad uses,” such as:

- Utilities
- Development projects
- Commercial businesses
- Access facilities
- Pop-up events
- Farmers markets

→ Would the proposed use be compatible with the railroad’s current and future needs? →

**A Board-adopted policy is needed to check compatibility of proposed uses and guide use of JPB property to achieve Caltrain’s Adopted Long-Term Service Vision**



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## RCUP Objectives

- Provide a Board-adopted **policy framework** that supports the delivery of Caltrain's Long-Term Service Vision while also clarifying nearer-term opportunities for the use of JPB property
- Develop a **process** for considering and approving the range of proposed uses and projects on JPB property
- Provide **transparency** on decision-making process and outcomes

## What will the RCUP contain?



Policy Framework



Maps



Decision-Making Process

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## RCUP Users and Applications

### Primary Users

- Caltrain staff
- Joint Powers Board

### Example Applications

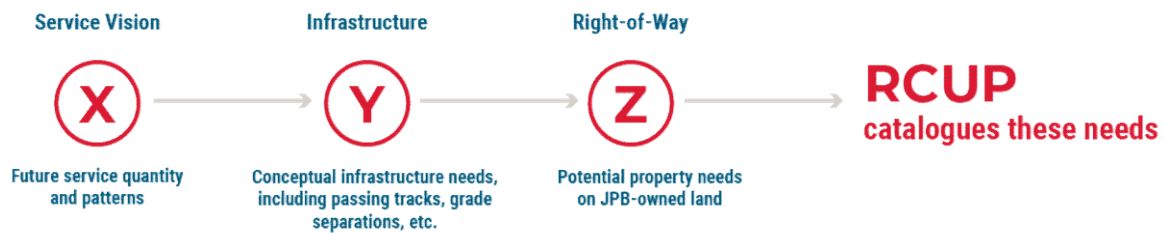
Checking the compatibility of proposed third party uses such as:

- Proposed revenue-generating land uses of JPB property, such as:
  - A potential long-term lease for a joint development project, or
  - A potential commercial lease for a business.
- Proposed community land uses on JPB property, such as:
  - A potential park, or
  - A potential access facility.
- Other proposed uses of JPB property



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## Connection to Caltrain's Long-Term Service Vision



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## What are the preliminary conclusions from the RCUP analysis?

- Most of the JPB's property is needed for **operations and for potential future capital projects** to support delivery of Caltrain's Long-Term Service Vision.
- The RCUP analysis shows a **very limited number of sites that could be potential development opportunities** without encroaching on area that is needed for potential future capital projects to support Caltrain's Long-Term Service Vision.
- Looking to the future, there could be additional potential opportunities to **integrate development projects with potential future capital projects** that support Caltrain's Long-Term Service Vision.



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## What are the preliminary conclusions from the RCUP analysis?

- The RCUP analysis shows 2 draft sites that are “high potential opportunity sites” – regularly shaped and >1.5 acres in size – that could be candidates for standard, independent development projects. **The draft high potential opportunity sites total 4.8 acres.**
- The RCUP analysis shows 7 draft sites that are “other potential opportunity sites” – irregularly shaped, <1.5 acres in size, or have other issues – that could potentially be candidates for development, pending further analysis. **The draft other potential opportunity sites total 6.8 acres.**
- The RCUP opportunity site analysis is preliminary – **additional real estate analysis is needed** through the TOD Policy to refine the number and size of the potential opportunity sites.



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## Connection to Other Projects

How does the RCUP fit in with Caltrain's other planning and policy tools and documents?

### Caltrain Business Plan

How Should Caltrain Grow?

### Rail Corridor Use Policy (RCUP)

How could JPB's land be used?

Who could use JPB's property?

What property could be available for non-railroad uses, such as development projects?

**JPB Property Assets**  
Four interrelated policies, plans, and tools to guide use of JPB Property

### Station Management Toolbox

What are potential outcomes and tradeoffs associated with development and access improvements at stations?

### Transit-Oriented Development Policy

How should JPB develop land that is available for non-railroad uses?

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## Draft RCUP Maps



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## RCUP Mapping Process

Property  
Use Zones



Service Vision  
Capital Project  
Overlay



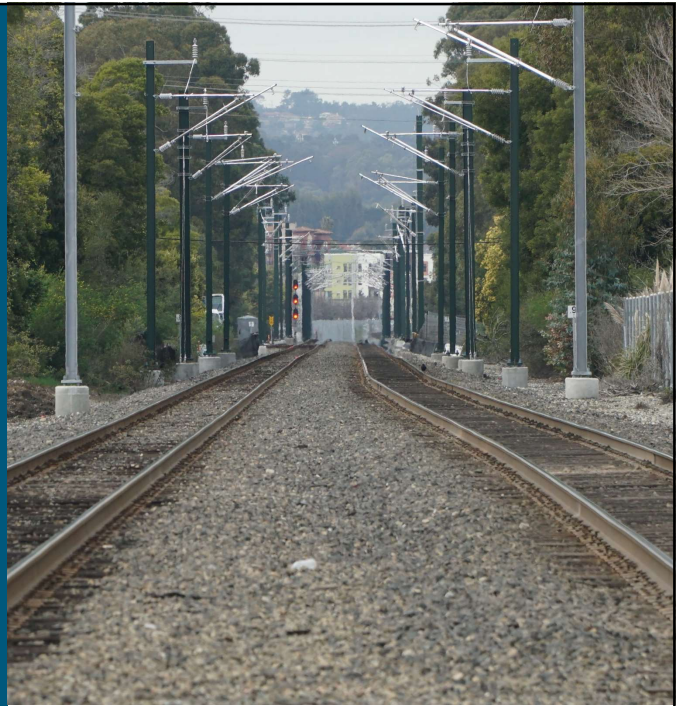
- Draft maps have been developed for all the JPB's property and operating easements.
- Two key components to the RCUP maps:
  - **Property Use Zones** serve as the **base land use districts** for JPB property in the RCUP.
  - **Service Vision Capital Project Overlay** is an overlay to the Property Use Zones and includes all **potential future capital projects** on JPB property that support the Business Plan's service vision.



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# Property Use Zones

- Applied to all JPB property on the Caltrain corridor.
- Each Property Use Zone has a list of allowable land uses that could be located within each zone.



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## Property Use Zone 1: Operating Right-of-Way

- Property reserved for the safe operation of the railroad.
- Generally unavailable for non-railroad land uses, except compatible utility uses.

## Property Use Zone 2: Station Right-of-Way

- Property located at and near Caltrain stations; includes facilities that support the functioning of the station.
- Could include non-railroad land uses that are compatible with the functioning of the station and safe operation of the railroad.



Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



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## Property Use Zone 3: Non-Operating Right-of-Way

- Property that is not included in Property Use Zones 1, 2, or 4.
- Could include non-railroad land uses that are compatible with the safe operation of the railroad.

## Property Use Zone 4: Special Study Area

- Property that is involved in a defined, complex planning process with multiple stakeholders (currently includes San Francisco and San Jose terminals).
- Generally unavailable for non-railroad land uses, except compatible utility uses.



*Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.*



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## Service Vision Capital Project Overlay

- Conceptually represents areas of JPB property that may be needed for potential future capital projects.
- Before the start of the potential future capital project, allowable non-railroad uses will be limited to ensure that the property does not become permanently encumbered.
- Long-term non-railroad uses – such as a development project – could be designed to be delivered with or after the construction of the potential future capital project.



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## Methodology for Service Vision Capital Project Overlay



- Inclusive of **all potential future capital projects** that may be needed to support delivery of Caltrain's long-term service vision.
- Deliberately taking a conservative approach to mapping potential projects.
  - RCUP maps will be updated in the future as conditions change (e.g., once a future project's design has been finalized, or once a project has been delivered).
- Worked with the Caltrain Business Plan consultant team and Caltrain Engineering department to determine the dimensions for project "footprints" (including space for both construction and final project).

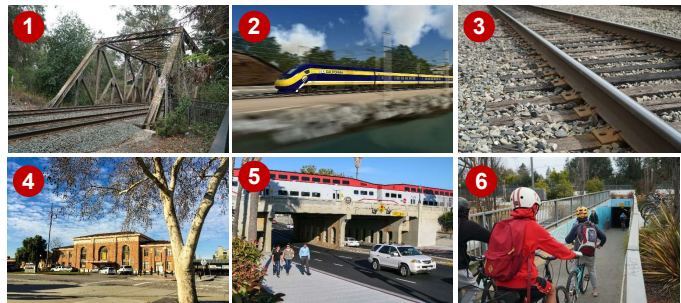


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## Methodology for Service Vision Capital Project Overlay

**Service Vision Capital Project Overlay** includes the following types of projects:

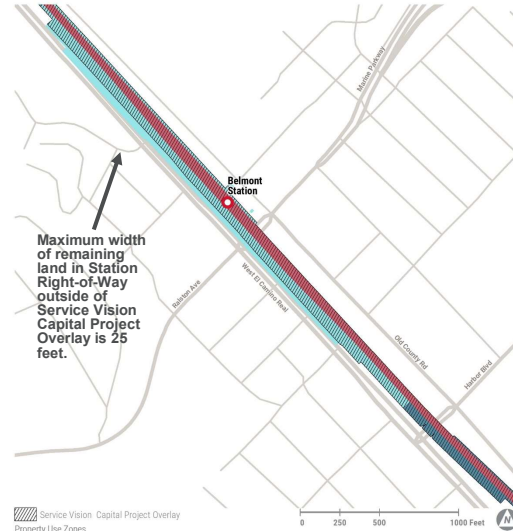
- 1 Near-term future maintenance and rehabilitation projects
- 2 Potential future changes to facilitate a blended rail system with High Speed Rail
- 3 Potential future passing tracks to support increased rail service, as described by the Caltrain Business Plan in Moderate and High Growth Scenarios
- 4 Potential future terminal projects at San Francisco and San Jose
- 5 Potential future grade separation projects at each current at-grade vehicular crossing
- 6 Potential future grade separation projects for bikes and pedestrians only



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# Service Vision Capital Project Overlay on RCUP Map

- Conceptually represents areas of JPB property that may be needed for potential future capital projects.
- Before the start of the potential future capital project, allowable non-railroad uses will be limited to ensure that the property does not become permanently encumbered.
- Long-term non-railroad uses – such as a development project – could be designed to be delivered with or after the construction of the potential future capital project.



Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



# Draft Mapping Results: Key Findings for Service Vision Capital Project Overlay

Table 2: JPB Property by Service Vision Capital Project Overlay (DRAFT)

JPB Property	Total Acres	Percent of Total Acreage
Within the Service Vision Capital Project Overlay	512.5	74%
Outside of Service Vision Capital Project Overlay	177.3	26%
Total	689.8	100%

Note: These findings are draft and are subject to change.



## Draft Mapping Results: Key Findings for Service Vision Capital Project Overlay

- Station Right-of-Way and Non-Operating Right-of-Way are the two property use zones that could potentially have other non-railroad uses in them – but, these properties are not necessarily developable.

Table 3: JPB Property Not in Service Vision Capital Project Overlay, by Property Use Zone (DRAFT)

Property Use Zone	Total Acres Not in Service Vision Capital Project Overlay	Percent of Total JPB Acreage
1: Operating ROW	110.1	16%
2: Station ROW	25.1	4%
3: Non-Operating ROW	42.1	6%
4: Special Study Area	0	0%
Total	177.3	26%



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## Draft Mapping Results: Preliminary Assessment of Potential Opportunity Sites

- Strategic Economics completed this analysis.
- Preliminary assessment of potential opportunity sites included:
  - Property in Station Right-of-Way (Property Use Zone 2) and Non-Operating Right-of-Way (Property Use Zone 3) outside of the Service Vision Capital Project Overlay, across entire corridor.
- Identified the following types of sites:
  - “High Potential Opportunity Sites”: sites that are >1.5 acres in size and regularly shaped; could be candidates for standard, independent development projects.
  - “Other Potential Opportunity Sites”: Sites that are <1.5 acres in size, irregularly shaped, or have other issues and complications; pending further analysis through TOD Policy, could potentially be candidates for development.
- Results show **a limited number of sites that could be independently developable** without encroaching on area within the Service Vision Capital Project Overlay.



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## Draft Potential Opportunity Sites

- **This preliminary assessment is truly preliminary** – sites and actual developable area will be determined with additional real estate analysis through the TOD Policy.
- This additional “developability” study will include consideration of additional factors, including site constraints, parking, access needs, relationship to future potential capital projects, etc.

**Table 4: Preliminary Assessment of Potential Opportunity Sites – Draft and Subject to Future Analysis and Change**

Location	Estimated Site Area (acres)
<b>Draft High Potential Opportunity Sites</b>	
Redwood City Station	1.7
Mountain View Station	3.1
<b>Subtotal</b>	<b>4.8</b>
<b>Draft Other Potential Opportunity Sites</b>	
Williams Ave & Diana St, SF	1.4
South San Francisco Station	1.3
San Mateo Station	1.1
2 <sup>nd</sup> Avenue, San Mateo	0.3
Hillsdale Station	0.6
Menlo Park Station	1.2
Sunnyvale Station	0.9
<b>Subtotal</b>	<b>6.8</b>
<b>Grand Total</b>	<b>11.6</b>

Note: These findings are draft and are subject to change.



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## Draft Mapping Results: Preliminary Assessment of Potential Opportunity Sites

- RCUP is the first, preliminary step of analysis.
- TOD Policy process will complete **additional analysis** to further refine this list and complete the assessment of potential opportunity sites.
  - Will consider additional factors, including site constraints, need for replacement parking, site “developability,” relationship to future capital projects, product type, access needs, and other factors.
  - **Actual developable area of potential opportunity sites will be determined by this further analysis.**



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## Draft Mapping Results: Preliminary Conclusions

- Most of the JPB's property is needed for operations and for potential future capital projects to support delivery of the long-term service vision.
- Of the limited areas that are outside of the Service Vision Capital Project Overlay, most of the sites are small and narrow.
- At this time, only 2 sites are considered to be "High Potential Opportunity Sites," but there may be more sites that are potentially developable (all or in part).
- This analysis is preliminary and is subject to further analysis by TOD Policy process. Preliminary results do not incorporate parking or access considerations and must be studied further to better understand actual developable area on Caltrain corridor.
- There may be additional opportunities for potential development projects that could be integrated with potential future capital projects.



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## Draft RCUP Decision-Making Framework



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## Background and Context

- JPB staff **frequently** receive requests from third parties to use JPB property for all types of “non-railroad uses,” such as:
  - Utilities
  - Commercial businesses
  - Access facilities
  - Development projects
  - Pop-up events
  - Farmers markets
- For approved third party uses, the JPB will issue an appropriate **Property Access Agreement** to the third party:
  - Depending on use, Property Access Agreement could be a license agreement, right-of-entry permit agreement, service agreement, encroachment permit, lease agreement, or easement agreement.



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## Current Approval Process for Proposed Uses

*JPB Resolution No. 2010-45 - Policy of Property Conveyance contains policies and procedures for granting Property Access Agreements.*

**<5** Years on JPB Property:  
**Staff approval needed**

**>5** Years on JPB Property:  
**Staff approval needed**  
**Board approval needed**



### Compatibility

**Staff approval process for proposed uses involves ensuring compatibility with:**

- Current and potential future railroad needs
- Caltrain Engineering Standards
- CPUC regulations
- State and federal regulations



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# Proposed Role of RCUP in Approval Process

JPB Resolution No. 2010-45 - Policy of Property Conveyance contains policies and procedures for granting Property Access Agreements.

**<5** Years on JPB Property:  
Staff approval needed

**>5** Years on JPB Property:  
Staff approval needed  
Board approval needed



## Compatibility

Staff approval process for proposed uses involves ensuring compatibility with:

- Current and potential future railroad needs – using Rail Corridor Use Policy maps and administrative document
- Caltrain Engineering Standards
- CPUC regulations
- State and federal regulations



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## RCUP Decision-Making Framework Overview

### Purpose:

- Provide a Board-adopted, clear, transparent decision-making process to determine the **compatibility of proposed third party uses with current and future railroad needs of JPB property**.
- Will be contained within an administrative document that accompanies the RCUP maps.
- Board will adopt a high-level decision-making framework. A detailed, step-by-step guide will be developed for staff based on Board's adopted decision-making framework, along with public-facing information and forms for proposed non-railroad uses.



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# RCUP Decision-Making Framework Overview

Decision-making framework will utilize:

## Definitions

of Property Use Zones and Service Vision Capital Project Overlay.

## Allowable Uses

List of "allowable uses" that defines the range of uses that could be compatible with the railroad's needs in each zone.

## Process

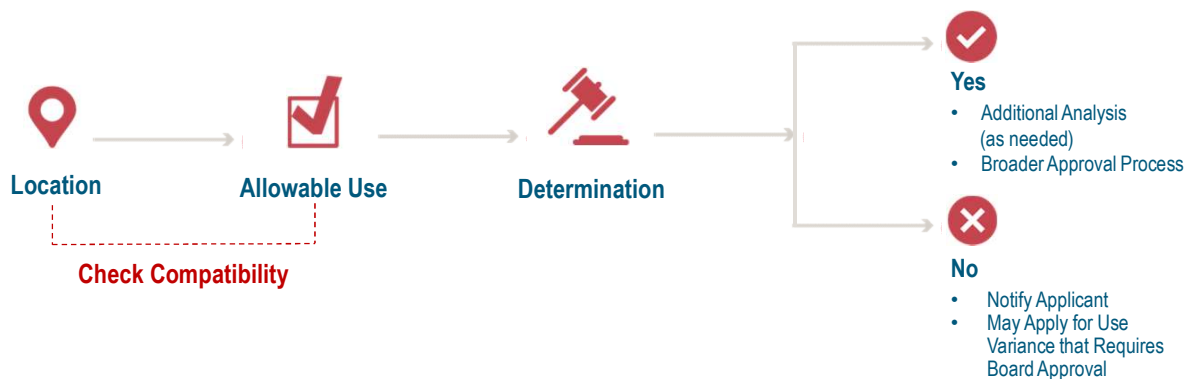
to review, evaluate, and approve/reject proposed uses of JPB property, which will include:

- Directions on how and when to reference the RCUP maps;
- Instructions on when to refer to and use the **TOD Policy** and the **Station Management Toolbox** in the process; and,
- Identification of which land use decisions can be made by staff, and which should be made by the Board.

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# RCUP Decision-Making Process for a Proposed Third-Party Use

Approval process begins by checking compatibility with current and future railroad needs using the RCUP.



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## Process to Update the RCUP

- The RCUP is intended to be a “living” document and to have the maps periodically updated.
- Example circumstances for updating the maps:
  - Completion of the Electrification Project – Update Operating ROW (Property Use Zone 1) to ensure it includes all PCEP infrastructure within its borders.
  - Decision by a City Council for a preferred alignment for a potential future grade separation project: Update the Service Vision Capital Project Overlay to include the new footprint of the potential project.



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## Next Steps



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# Upcoming Tasks and Board Updates

## Ongoing Technical Work

- RCUP:
  - Develop decision-making framework for staff and public-facing materials
- TOD Policy:
  - Develop policy framework and draft policy
  - Propose policy adoption in early 2020

## Upcoming Board Updates on RCUP

- January 2020: Propose Board adoption of RCUP



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# Thank you!



# CALTRAIN RAIL CORRIDOR USE POLICY

## Overview and Background on the Rail Corridor Use Policy

The Rail Corridor Use Policy is a policy that has been adopted by the Peninsula Corridor Joint Powers Board (JPB) to guide the use of its property and support delivery of Caltrain’s Long-Term Service Vision.

The JPB frequently receives proposals for “non-railroad uses” of its property, such as utilities, commercial businesses, development proposals, or community facilities. In accordance with the JPB’s Policy of Property Conveyance (Resolution 2010-45), the agency has an extensive review process for such proposals, including design, engineering, and regulatory review, and non-railroad uses of JPB property that have been reviewed and approved by the JPB are issued a Property Access Agreement. The first step in the review process for Property Access Agreements is for Caltrain staff to determine if the proposed use is compatible with the railroad’s current and future needs.

The railroad’s future needs for its property are directly connected to achieving Caltrain’s Long-Term Service Vision, which was unanimously adopted by the Caltrain Board of Directors on October 3, 2019. Developed through the Caltrain Business Plan process, the Long-Term Service Vision describes a substantially expanded rail service on the Caltrain corridor by 2040, with a minimum of eight trains per hour operating in the peak period in each direction between San Francisco and San Jose. In order to support this growth in train service, the Caltrain Business Plan also identified the conceptual infrastructure that will be needed to operate more trains on the corridor and achieve the Long-Term Service Vision. It is anticipated that significant portions of the JPB’s property will be needed to deliver this future infrastructure and support future train operations for the Long-Term Service Vision. Therefore, it is essential that the JPB make thoughtful, strategic decisions regarding non-railroad uses on its property to ensure that it can deliver the railroad’s vision for its future.

The Rail Corridor Use Policy is intended to provide a Board-adopted policy to guide decision-making regarding the compatibility of proposed non-railroad uses of JPB property. Stated another way, the Rail Corridor Use Policy is intended to be used by the JPB to determine if a proposed non-railroad use of JPB property is compatible with the railroad’s current and future needs for its property – a policy to guide decision-making for the first step in the Property Access Agreement review process. For proposed uses that are determined to be compatible with the railroad’s current and future needs, it is important to note that in accordance with the Policy of Property Conveyance, additional design, engineering, and regulatory review is required before a Property Access Agreement can be approved and issued by the JPB.

## What Does the Rail Corridor Use Policy Contain?

The Rail Corridor Use Policy is a policy framework that consists of two components: **an administrative document** and **a map series** displaying the JPB’s property along the Caltrain corridor. The administrative document is intended to be used in conjunction with the maps to guide decision-making regarding the compatibility of proposed non-railroad uses with the railroad’s current and future needs.

# CALTRAIN RAIL CORRIDOR USE POLICY DRAFT ADMINISTRATIVE DOCUMENT

This section of the Rail Corridor Use Policy contains the administrative components of the policy framework, including the following:

- **Definitions** of the terms used in the policy framework, including the Property Use Zones and the Service Vision Capital Project Overlay;
- **Decision-making process** for proposed non-railroad uses to determine if they are compatible with the railroad's current and future needs;
- **Allowable non-railroad uses** that would be considered compatible with the railroad's current and future needs, including an overview and a list of allowable uses for each Property Use Zone; and,
- **Procedures** for updating the Rail Corridor Use Policy.

## DEFINITIONS

### PROPERTY USE ZONES

#### OVERVIEW OF PROPERTY USE ZONES

The Property Use Zones serve as the base land use districts for Peninsula Corridor Joint Powers Board (JPB) property along the Caltrain corridor. The Property Use Zones apply to all JPB property and JPB operating easements along the Caltrain corridor from San Francisco to San Jose. Each Property Use Zone has a list of non-railroad uses that may be located within its borders, which are described later in this document.

#### WHAT ARE “NON-RAILROAD USES?”

Non-railroad uses are uses of JPB property that do not have a primary purpose of supporting the delivery of Caltrain rail service and the safe operation of the railroad. Non-railroad uses may be located below, on, or above JPB property. Some examples of non-railroad uses on JPB property include:

- The many third party utilities that must cross the rail corridor to support the surrounding communities, such as water, electricity, or sewer facilities, which are the most common non-railroad uses on the corridor;
- A residential building, office building, restaurant, or museum near a Caltrain station; or,
- An access facility to improve mobility in a community, such as walkway or bikeway along or across the rail corridor.

In each of these examples, the primary purpose for which the land or building thereon is designed, arranged or intended, or for which it is occupied, maintained, or leased, is not directly related to supporting the delivery of Caltrain rail service and the safe operation of the railroad; therefore, they are considered to be non-railroad uses.

#### WHAT ARE THE PROPERTY USE ZONES AND HOW DO THEY WORK?

##### PROPERTY USE ZONE 1: OPERATING RIGHT-OF-WAY

Property Use Zone 1 is the Operating Right-of-Way (ROW) land use district, and it includes property that is required for the safe operation of the railroad in its current configuration and for the Peninsula Corridor Electrification Project (PCEP). Land in Property Use Zone 1 is intended to serve railroad operations and is generally not available for non-railroad uses, except compatible utility uses.

##### PROPERTY USE ZONE 2: STATION RIGHT-OF-WAY

Property Use Zone 2 is the Station Right-of-Way land use district, and it includes property that is located at and near Caltrain’s stations. Property in Property Use Zone 2 includes facilities that support the functioning of the railroad station, including station buildings, facilities that facilitate access to the railroad (such as sidewalks, driveways, loading and unloading areas, car parking facilities, bike parking facilities, etc.), passenger waiting areas, etc. Property Use Zone 2 could potentially have non-railroad land uses that are compatible with the functioning of the station and the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

##### PROPERTY USE ZONE 3: NON-OPERATING RIGHT-OF-WAY

Property Use Zone 3 is the Non-Operating Right-of-Way land use district, and it includes all JPB property that is not already included in Property Use Zones 1, 2, and 4. Property in Property Use Zone 3 could potentially have non-railroad land uses that are compatible with the safe operation of the railroad, including development projects, commercial leases, community uses, etc.



### **PROPERTY USE ZONE 4: SPECIAL STUDY AREA**

Property Use Zone 4 Zone is the Special Study Area land use district, and it includes JPB property that is currently involved in a defined planning process that formally involves multiple stakeholders. Examples include areas of the corridor associated with the railroad terminal studies at San Francisco and San Jose. Land in Property Use Zone 4 is generally not available for non-railroad uses, except compatible utility uses, and future use of the property will generally be determined through the defined planning process in each area.

## SERVICE VISION CAPITAL PROJECT OVERLAY

### **OVERVIEW**

The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor. This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital projects to support achievement of Caltrain’s Long-Term Service Vision.

### **WHAT IS INCLUDED IN THE SERVICE VISION CAPITAL PROJECT OVERLAY?**

The Service Vision Capital Project Overlay includes all known potential future capital projects that may be delivered on the corridor to support achievement of Caltrain’s Long-Range Service Vision. Consistent with the Caltrain Business Plan, the program of capital investments included in the Service Vision Capital Project Overlay is intended to be “visionary;” it has been developed to be comprehensive and inclusive of all the projects and plans that are already ongoing in the corridor. This means that the many of the capital investments are related to projects and plans that are already under development by Caltrain’s partner agencies and local jurisdictions.

The Service Vision Capital Project Overlay’s collection of potential future capital projects includes the following:

- Near-term future maintenance and rehabilitation projects of existing rail infrastructure;
- Potential future changes to the rail infrastructure to accommodate a blended system;
- Potential future passing tracks to support increased rail service, as described by the Caltrain Business Plan;
- Potential future terminal projects at San Francisco and San Jose;
- Potential future grade separation projects at each current at-grade vehicular crossing; and,
- Potential future grade separation projects for bikes and pedestrians only, as defined by cities along the corridor.

### **HOW DOES THE SERVICE VISION CAPITAL PROJECT OVERLAY WORK FOR THE ?**

Because it is known that the property within its boundaries may be needed for a potential capital project in the future, the Service Vision Capital Project Overlay is intended to identify areas that need to be protected to ensure that JPB property would not become permanently encumbered or used in a way that would make it difficult or impossible to deliver the potential future capital project. This overlay is applied on top of the Property Use Zones, and it establishes more restrictive land use regulations than the underlying base Property Use Zone.

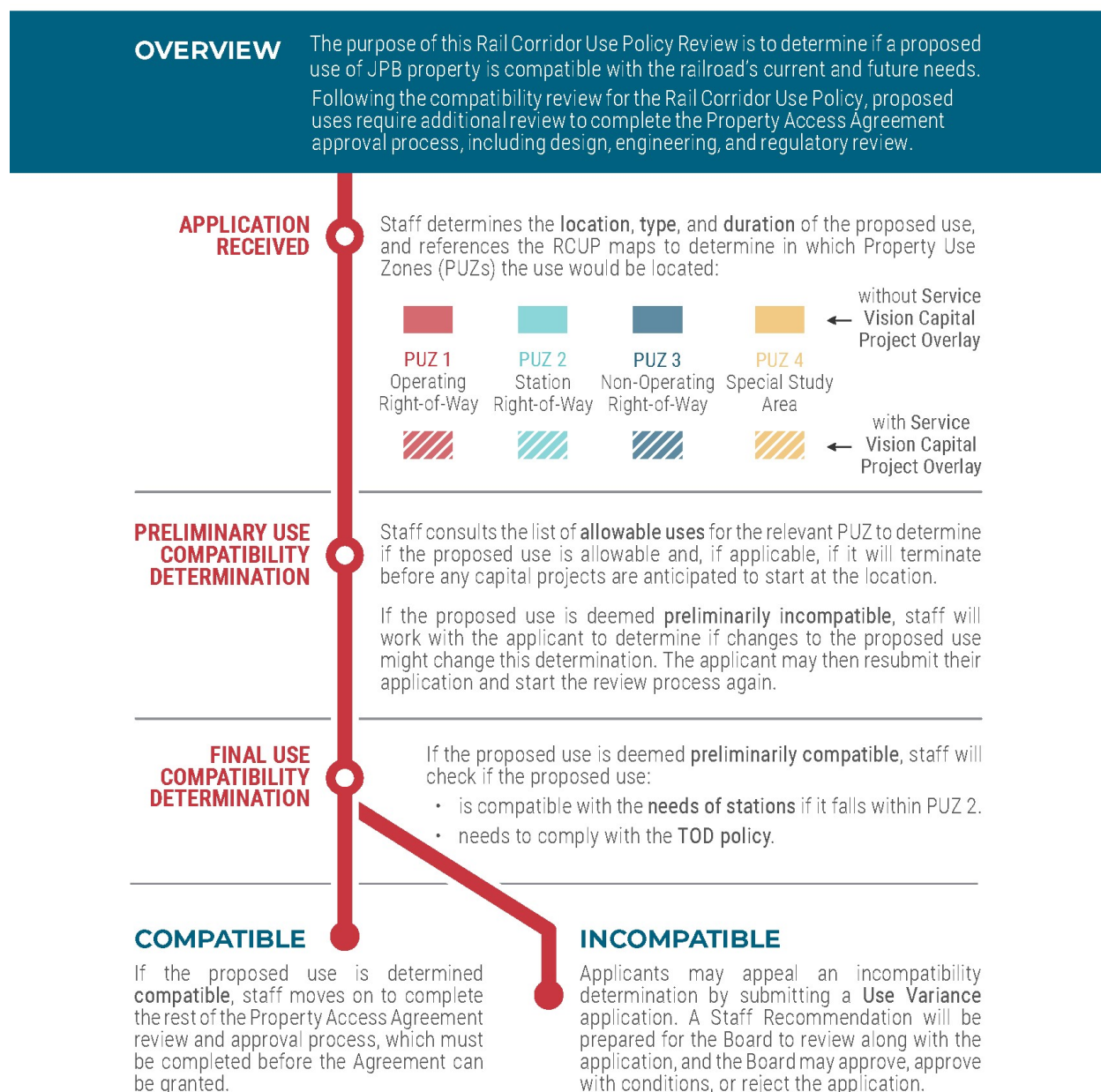
The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project. The Service Vision Capital Project Overlay could also be available for a future, long-term, non-railroad use of the land that is co-designed with the potential future capital project, that is co-delivered with the potential future capital project, or that is delivered after completion of the potential future capital project.

## RAIL CORRIDOR USE POLICY DECISION-MAKING PROCESS

The section describes the JPB’s process to review a proposed use and make a decision if it is compatible with the railroad’s current and future needs. This process is summarized and illustrated in a flow chart in Figure 1, while a step-by-step overview describes the process below.

**FIGURE 1**

### DECISION-MAKING FRAMEWORK FOR PROPOSED NON-RAILROAD USES OF JPB PROPERTY



## STEP-BY-STEP OVERVIEW OF DECISION-MAKING PROCESS

1. **Application Received.** Staff receive an application for a proposed non-railroad use of JPB property.
  - a. Based on the application, staff determine:
    - i. The location of the proposed use on JPB property,
    - ii. The type of proposed use, and
    - iii. The proposed duration of the use.
  - b. Staff consult the Rail Corridor Use Policy maps to determine:
    - i. The Property Use Zone(s) where the proposed use would be located; and
    - ii. Whether or not the Service Vision Capital Project Overlay occurs where the proposed use would be located.
2. **Preliminary Use Compatibility Determination.** Staff complete a preliminary compatibility review of the proposed use with current and future railroad needs.
  - a. If the proposed use is not within the Service Vision Capital Project Overlay, staff consult the Rail Corridor Use Policy’s list of allowable non-railroad uses for each applicable Property Use Zone (Tables 1A, 2A, 3A, 4A in this document) to determine if the proposed use is listed as an allowable use.
    - i. If it is listed as an allowable use, then it is considered “preliminarily compatible” with the railroad’s current and future needs.
    - ii. If it is not listed as an allowable use, then it is considered “preliminarily incompatible” with the railroad’s current and future needs.
  - b. If the proposed use is within the Service Vision Capital Project Overlay, staff consult the Rail Corridor Use Policy’s list of allowable uses for each applicable Property Use Zone and the Service Vision Capital Project Overlay (Tables 1B, 2B, 3B, 4B in this document) to determine if the proposed use is listed as an allowable use. Staff also determine if the proposed use would terminate before the anticipated start of the potential capital project in the area.
    - i. If it is listed as an allowable use and the proposed use would terminate before the anticipated start of the potential capital project, then it is considered “preliminarily compatible” with the railroad’s current and future needs.
    - ii. If it is not listed as an allowable use or if the proposed use would not terminate before the anticipated start of the potential capital project, then it is considered “preliminarily incompatible” with the railroad’s current and future needs.
3. **Final Use Compatibility Determination.** Staff complete the steps below to make a final determination of compatibility with the railroad’s current and future needs.
  - a. **Preliminarily Compatible.** If the proposed use is determined to be “preliminarily compatible” with the railroad’s current and future needs, staff complete final compatibility review by checking if the Steps 3A – i. and ii. below would apply to the proposed use. If they do not apply, staff jump to Step 3C to make a final determination.



- b. Based on these assessments, a Staff Recommendation on the Use Variance is developed for the Board to approve, approve with conditions, or reject the Use Variance. The Use Variance and Staff Recommendation are reviewed by the Chief Operating Officer for Rail and the General Manager before it is submitted to the Board for review, along with the Use Variance application.
- c. The Board may approve, approve with conditions, or reject a Use Variance. The Board's determination is the final decision about the compatibility of the proposed use with current and future railroad needs.
- d. If the Use Variance is approved or approved with conditions by the Board, then the proposed use is considered to be compatible with the railroad's current and future needs, and staff commence the rest of the Property Access Agreement review process.

## ALLOWABLE NON-RAILROAD USES

### OVERVIEW

Each Property Use Zone has a range of non-railroad uses that may be allowed to be located within that zone. Allowable uses will vary depending on whether or not the proposed location is within the Service Vision Capital Project Overlay. The lists of allowable uses for each Property Use Zone are meant to be broad enough to give flexibility but also clear enough to provide sufficient direction regarding the expected type, location, and relation of proposed uses of JPB property along the rail corridor.

There are three general types of non-railroad uses, which each contain a variety of different types of uses: utilities; commercial and development uses; and community uses. Allowable uses are categorized by the duration of the proposed use of JPB property: short-term uses are for non-railroad uses that would be on JPB property for less than five years, while long-term uses are for non-railroad uses that would be on JPB property for more than five years.

In general, future capital projects for the railroad are not considered non-railroad uses and are generally exempt from the Rail Corridor Use Policy's review process to determine their compatibility with the railroad's current and future needs. Instead, the review and approval of future capital projects should generally proceed via the railroad's approval process for capital projects. This general guidance applies to most capital projects that affect the railroad corridor; however, there may be exceptions with new potential capital projects that are proposed for the Caltrain corridor, which may, at the discretion of Caltrain staff, be required to undergo the Rail Corridor Use Policy's review process to ensure compatibility with the railroad's current and future needs. One notable exception from this general guidance is new crossings for bicycles and pedestrians in a location where a crossing does not currently exist. New bicycle and/or pedestrians crossings across the rail corridor (above the tracks or under the tracks) are considered to be a non-railroad use – specifically, they are considered to be community uses for a new access facility, not capital projects for the railroad. Additionally, as a final note on potential future capital projects, no new at-grade crossings of the railroad tracks are allowed for any mode of transportation at any location along the corridor.

All proposed uses must be compliant with local land use regulations. All proposed uses are subject to the JPB's fee schedule. All leases are expected to comply with requirements for fair market value. All proposed uses are subject to further review and approval from the JPB, in accordance with the Property Conveyance Policy.

### TABLES OF ALLOWABLE USES

Tables 1A, 2A, 3A, and 4A present the allowable uses for each Property Use Zone without the Service Vision Capital Project Overlay. Tables 1B, 2B, 3B, and 4B present the allowable uses for each Property Use Zone within the Service Vision Capital Project Overlay. When applicable, the tables note when additional review may be needed to determine compatibility with the current and future needs of the railroad.

## OPERATING RIGHT-OF-WAY

 **Table 1A: Operating Right-of-Way (Property Use Zone 1) – No Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>	<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>
<b>Commercial and development uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Commercial and development uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Community uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Community uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>

 **Table 1B: Operating Right-of-Way (Property Use Zone 1) – With Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>	<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>
<b>Commercial uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Commercial uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Community uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Community uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>

## STATION RIGHT-OF-WAY

**Table 2A: Station Right-of-Way (Property Use Zone 2) – No Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>	<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>
<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>	<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- New, long-term buildings or structures on JPB property to be used as offices, residences, retail space, etc.</li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>
<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- Access facilities, such as walking or bicycling paths</li> <li>- Recreational facilities, such as a park or community garden</li> <li>- Community event, such as a farmers market</li> <li>- Other uses that serve public purposes and are compatible with the railroad could be considered</li> </ul>	<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- Access facilities, such as walking or bicycling paths</li> <li>- Recreational facilities, such as a park or community garden</li> <li>- Community event, such as a farmers market</li> <li>- Other uses that serve public purposes and are compatible with the railroad could be considered</li> </ul>
<p><b>Notes for Review Process:</b></p> <ul style="list-style-type: none"> <li>- Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process.</li> </ul>	<p><b>Notes for Review Process:</b></p> <ul style="list-style-type: none"> <li>- Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process.</li> <li>- TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.</li> </ul>



**Table 2B: Station Right-of-Way (Property Use Zone 2) – With Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>	<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>
<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>	<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- New, long-term buildings or structures that are designed and/or delivered in conjunction with the potential future capital project on JPB property (offices, residences, retail space, etc.), or that will be constructed after delivery of the potential future capital project.</li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>
<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- Community event, such as a farmers market</li> </ul>	<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- None</li> </ul>
<p><b>Notes for Review Process:</b></p> <ul style="list-style-type: none"> <li>- Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process.</li> <li>- Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project.</li> </ul>	<p><b>Notes for Review Process:</b></p> <ul style="list-style-type: none"> <li>- Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process.</li> <li>- Staff must determine that that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project.</li> <li>- TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.</li> </ul>

## NON-OPERATING RIGHT-OF-WAY

**Table 3A: Non-Operating Right-of-Way (Property Use Zone 3) – No Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>	<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>
<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- Vehicle sales, rentals, and service establishments</li> <li>- Staging ground for nearby non-railroad construction projects</li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>	<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- Vehicle sales, rentals, and service establishments</li> <li>- New, long-term buildings or structures on JPB property to be used as offices, residences, retail space, etc.</li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>
<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- Access facilities, such as walking or bicycling paths</li> <li>- Recreational facilities, such as a park or community garden</li> <li>- Community event, such as a farmers market</li> <li>- Other uses that serve public purposes and are compatible with the railroad could be considered</li> </ul>	<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- Access facilities, such as walking or bicycling paths</li> <li>- Recreational facilities, such as a park or community garden</li> <li>- Community event, such as a farmers market</li> <li>- Other uses that serve public purposes and are compatible with the railroad could be considered</li> </ul>
<p><b>Notes on Review Process:</b></p> <ul style="list-style-type: none"> <li>- None</li> </ul>	<p><b>Notes on Review Process:</b></p> <ul style="list-style-type: none"> <li>- TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.</li> </ul>

**Table 3B: Non-Operating Right-of-Way (Property Use Zone 3) – With Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>	<p><b>Utilities:</b></p> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve vital public services could be considered</li> </ul>
<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- Vehicle sales, rentals, and service establishments</li> <li>- Staging ground for nearby non-railroad construction projects</li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>	<p><b>Commercial and development uses:</b></p> <ul style="list-style-type: none"> <li>- Within existing structures on JPB property:                             <ul style="list-style-type: none"> <li>o Eating and drinking establishments</li> <li>o Retail establishments</li> <li>o Offices</li> <li>o Museums</li> </ul> </li> <li>- Vehicle sales, rentals, and service establishments</li> <li>- New, long-term buildings or structures that are designed and/or delivered in conjunction with the potential future capital project on JPB property (offices, residences, retail space, etc.), or that will be constructed after delivery of the potential future capital project.</li> <li>- Other uses that serve commercial purposes that are compatible with the railroad could be considered</li> </ul>
<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- Community event, such as a farmers market</li> </ul>	<p><b>Community uses:</b></p> <ul style="list-style-type: none"> <li>- None</li> </ul>
<p><b>Notes for Review Process:</b></p> <ul style="list-style-type: none"> <li>- Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project.</li> </ul>	<p><b>Notes for Review Process:</b></p> <ul style="list-style-type: none"> <li>- Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project.</li> <li>- TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.</li> </ul>

## SPECIAL STUDY AREA

**Table 4A: Special Study Area (Property Use Zone 4) – No Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>	<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>
<b>Commercial uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Commercial uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Community and development uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Community and development uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>

**Table 4B: Special Study Area (Property Use Zone 4) – With Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (&lt; 5 Years)</i>	<i>Non-Railroad Long-term Uses (&gt; 5 Years)</i>
<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>	<b>Utilities:</b> <ul style="list-style-type: none"> <li>- Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc.</li> <li>- Other uses that serve as a conduit for vital public services</li> </ul>
<b>Commercial uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Commercial uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Community and development uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Community and development uses:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>	<b>Notes for Review Process:</b> <ul style="list-style-type: none"> <li>- None</li> </ul>

## **POLICIES AND PROCEDURES FOR UPDATING THE RCUP**

The Rail Corridor Use Policy is intended to be updated as conditions change on the Caltrain corridor. Changes may be made by staff to ensure that the Rail Corridor Use Policy is kept up-to-date, and staff should regularly report any changes that have been made to the Board. The following list provides examples of circumstances under which the RCUP may be updated; however, this is not an exhaustive list and staff may make other changes as needed, so long as changes are reported to the Board.

### **MAP CHANGES:**

- The Property Use Zones should be updated as construction projects are completed. These updates should be completed to ensure that all property and facilities needed for the safe operation of the railroad are included in Property Use Zone 1 (Operating Right-of-Way).
- The Property Use Zones should be updated as conditions change on the corridor. For example, if there are any station closures in the future, that property should be converted from Property Use Zone 2 (Station Right-of-Way) to Property Use Zone 3 (Non-Operating Right-of-Way). As another example, if Caltrain enters into a formal, complex, multi-stakeholder planning process for one of its stations, that property may be changed to Property Use Zone 4 (Special Study Area).
- The Service Vision Capital Project Overlay should be updated as construction projects are completed. These updates should include removing the Overlay from areas where the construction project has been completed.
- The Service Vision Capital Project Overlay may have its component projects updated, including details about the projects and the projects' footprints, as partner agencies and cities take action on proposed alignments and alternatives, or as the projects reach the final phase of design.
- The Service Vision Capital Project Overlay should be updated to include all potential future capital projects that may be needed to deliver Caltrain's Long-Term Service Vision, including any new, yet-to-be-conceived capital projects.
- The Service Vision Capital Project Overlay should be updated if it is determined conclusively that a potential future capital project is not needed to deliver the Long-Term Service Vision and will not occur on the Caltrain corridor in the future.

### **DECISION-MAKING FRAMEWORK**

- While it is not anticipated that there will be substantial or significant changes to the RCUP's decision-making framework in the near future, any substantial or significant change that does arise will be reported to the Board. An example of this could be a substantial change to the types of uses that are allowed in a Property Use Zone.

## CALTRAIN RAIL CORRIDOR USE POLICY DRAFT MAP SERIES FOR THE CALTRAIN CORRIDOR

The following section of the Rail Corridor Use Policy contains a map series of the JPB's property and operating easements along the Caltrain corridor, beginning with a summary overview of the map contents and a quick reference guide to the Property Use Zones and Service Vision Capital Project Overlay.

## PENINSULA CORRIDOR JOINT POWERS BOARD

# CALTRAIN RAIL CORRIDOR USE POLICY DRAFT MAPS

### OVERVIEW:

- The RCUP is being developed to provide a Board-adopted policy framework around the use of Peninsula Corridor Joint Powers Board (JPB) property to support the achievement of the vision in the Caltrain Business Plan.
- The RCUP will include an administrative policy framework and a series of maps to facilitate decision-making regarding use of space on the JPB's limited property along the rail corridor. This PDF presents the draft maps for the RCUP project.

### PROJECT OBJECTIVES:

- Provide a Board-adopted policy framework that supports the delivery of Caltrain's long-term service vision while also clarifying nearer-term opportunities for the use of JPB property.
- Develop a process for considering and approving the range of proposed uses and projects on JPB property.
- Provide transparency and clarity on the decision-making process and outcomes.

## PROPERTY USE ZONES

### Property Use Zone 1 – Operating Right-of-Way

- Property Use Zone 1 is the Operating Right-of-Way (ROW) land use district, and it includes property that is required for the safe operation of the railroad in its current configuration and for the Peninsula Corridor Electrification Project (PCEP).
- Land in Property Use Zone 1 is intended to serve railroad operations and is generally not available for non-railroad uses, except compatible utility uses.

### Property Use Zone 2 – Station Right-of-Way

- Property Use Zone 2 is the Station Right-of-Way land use district, and it includes property that is located at and near Caltrain's stations.
- Property in the Station Right-of-Way includes facilities that support the functioning of the railroad station, including station buildings, access facilities (such as sidewalks, driveways, loading and unloading areas, car parking facilities, bike parking facilities, etc.), passenger waiting areas, etc.
- Property Use Zone 2 could potentially have non-railroad land uses that are compatible with the functioning of the station and the safe operation of the railroad.

### Property Use Zone 3 – Non-Operating Right-of-Way

- Property Use Zone 3 is the Non-Operating Right-of-Way land use district, and it includes all JPB property that is not already included in Property Use Zones 1, 2, and 4.
- Property in Property Use Zone 3 could potentially have non-railroad land uses that are compatible with the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

### Property Use Zone 4 – Special Study Area

- Property Use Zone 4 Zone is the Special Study Area land use district, and it includes JPB property that is currently involved in a defined planning process that formally involves multiple stakeholders.
- Examples include areas of the corridor associated with the railroad terminal studies at San Francisco and San Jose.
- Land in Property Use Zone 4 is generally not available for non-railroad uses, except compatible utility uses, and future use of the property will generally be determined through the defined planning process in each area.

## SERVICE VISION CAPITAL PROJECT OVERLAY

### Service Vision Capital Project Overlay

- The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor.
- This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital projects.
- Because it is known that the property within its boundaries may be needed for a potential capital project in the future, the Service Vision Capital Project Overlay is intended to ensure that JPB property would not become permanently encumbered or used in a way that would make it difficult or impossible to deliver the potential future capital project.
- The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project.
- The Service Vision Capital Project Overlay could also be potentially available for a future, long-term, non-railroad use of the land that is co-designed with the potential future capital project, that is co-delivered with the potential future capital project, or that is delivered after completion of the potential future capital project.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 1 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

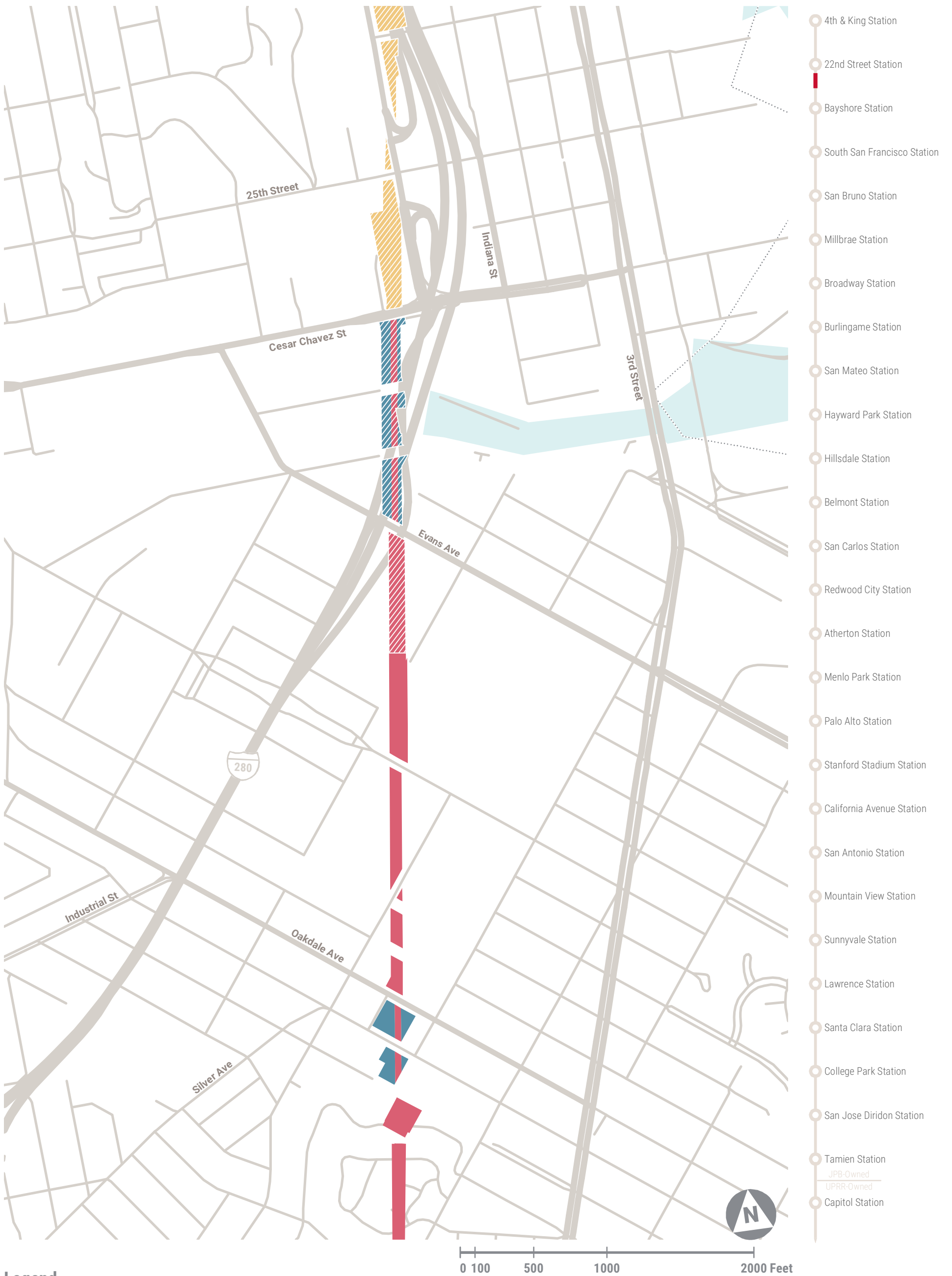
Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.



CALTRAIN RAIL CORRIDOR USE POLICY: MAP 2 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 3 OF 34



Legend

Property Use Zones

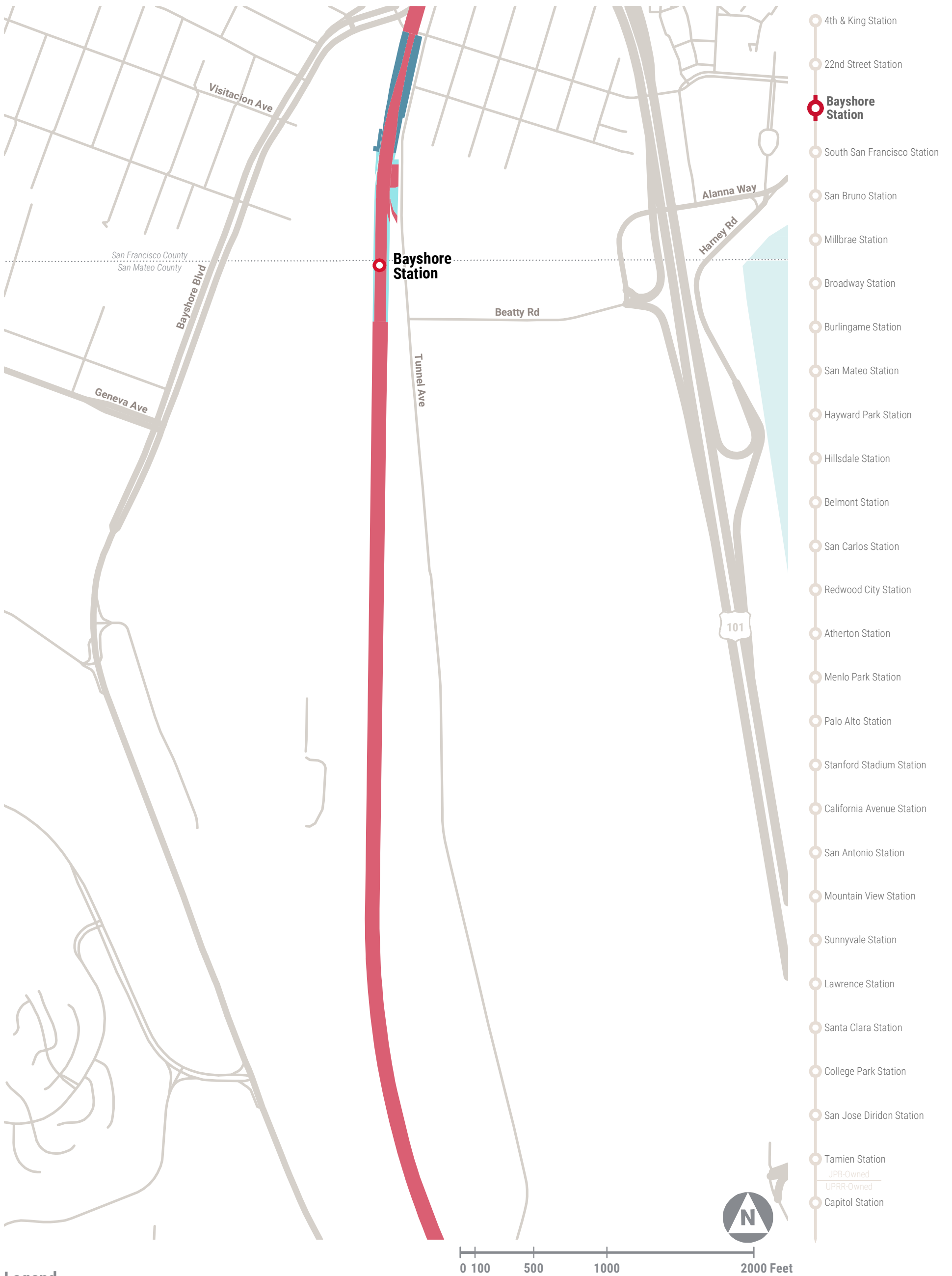
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 4 OF 34



Legend

Property Use Zones

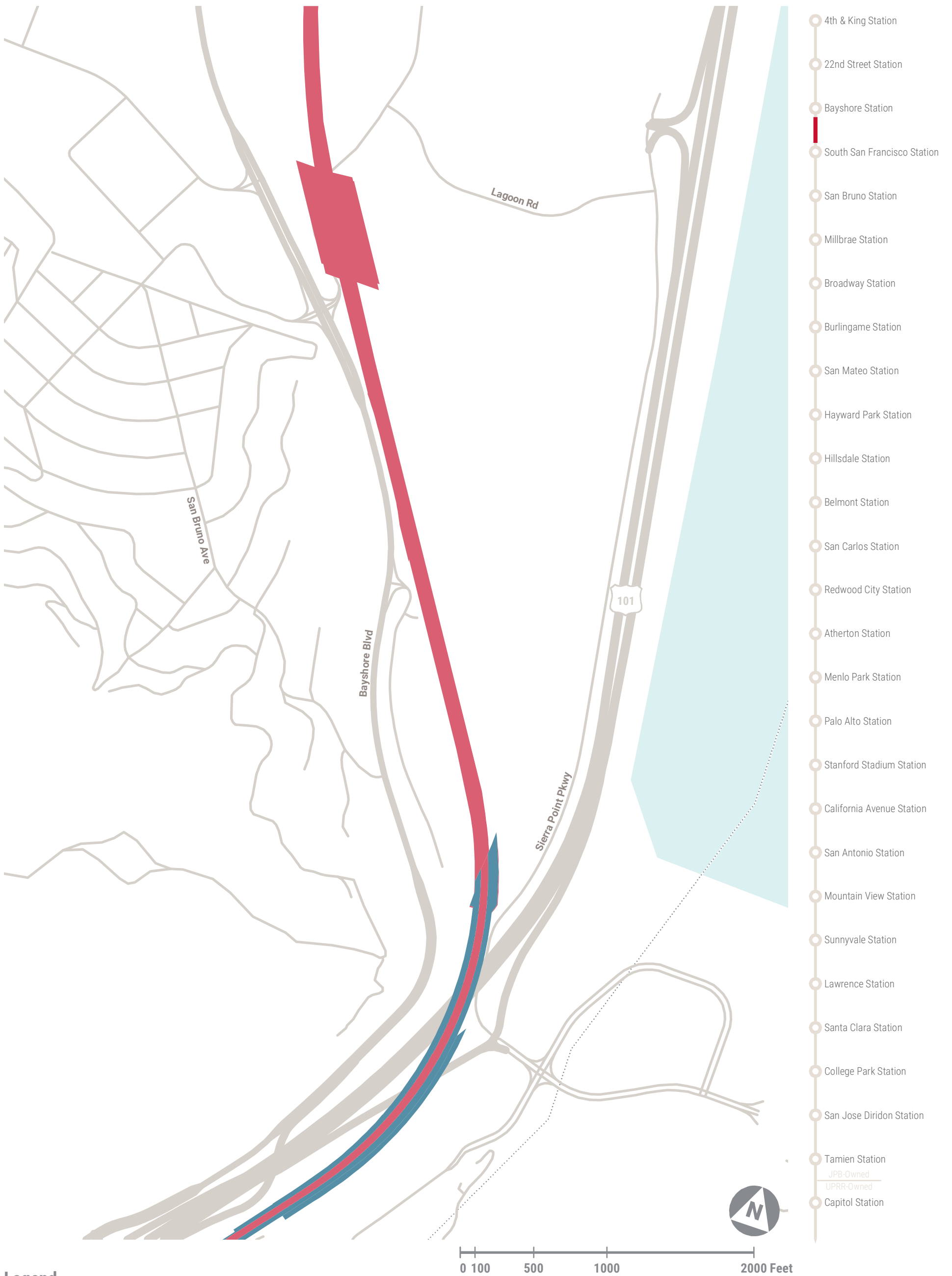
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 5 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

**Legend**

**Property Use Zones**

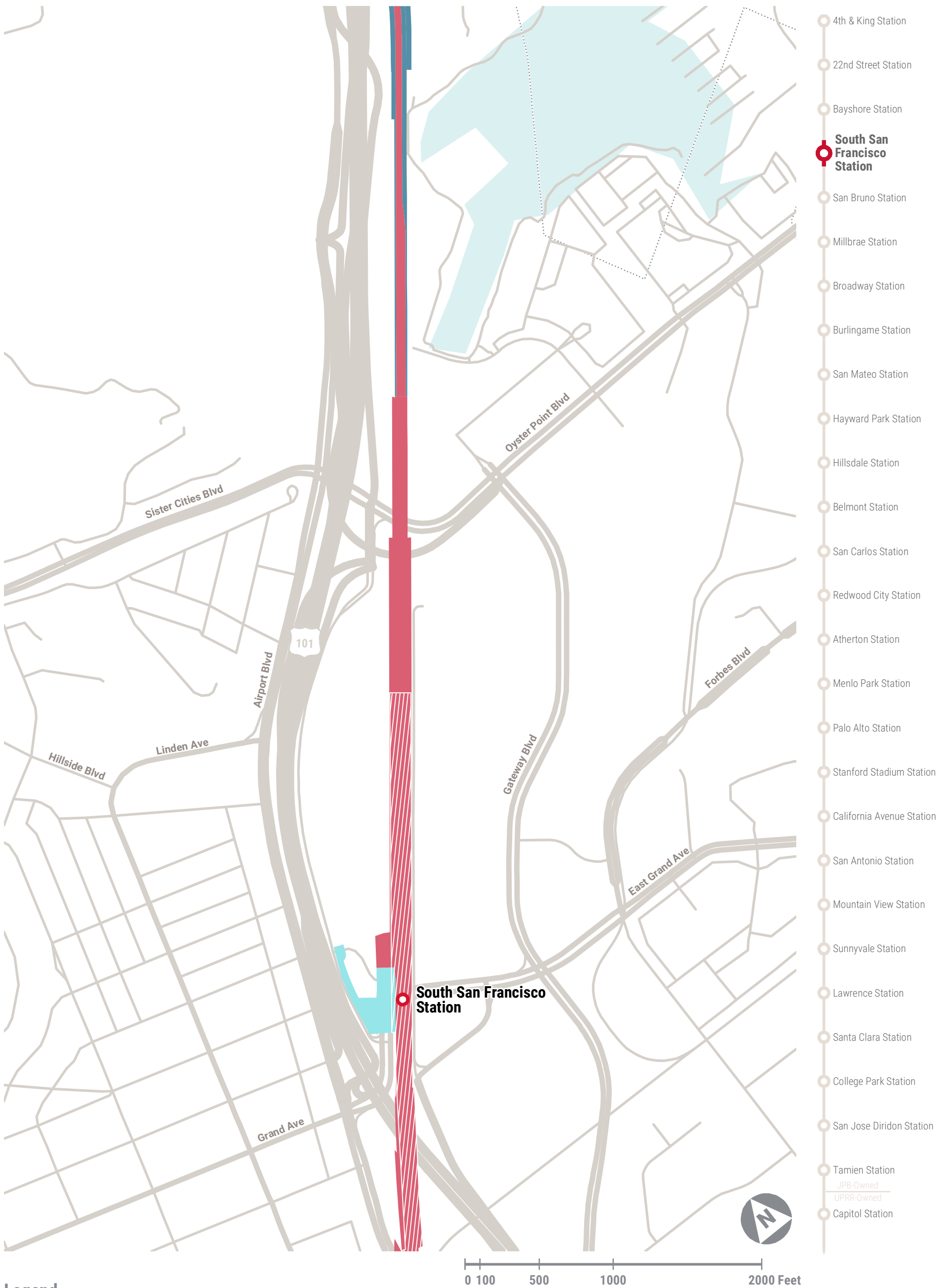
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

**Service Vision Capital Project Overlay**

- ▨ Service Vision Capital Project Overlay

**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 6 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- **South San Francisco Station**
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- Capitol Station

**Legend**

**Property Use Zones**

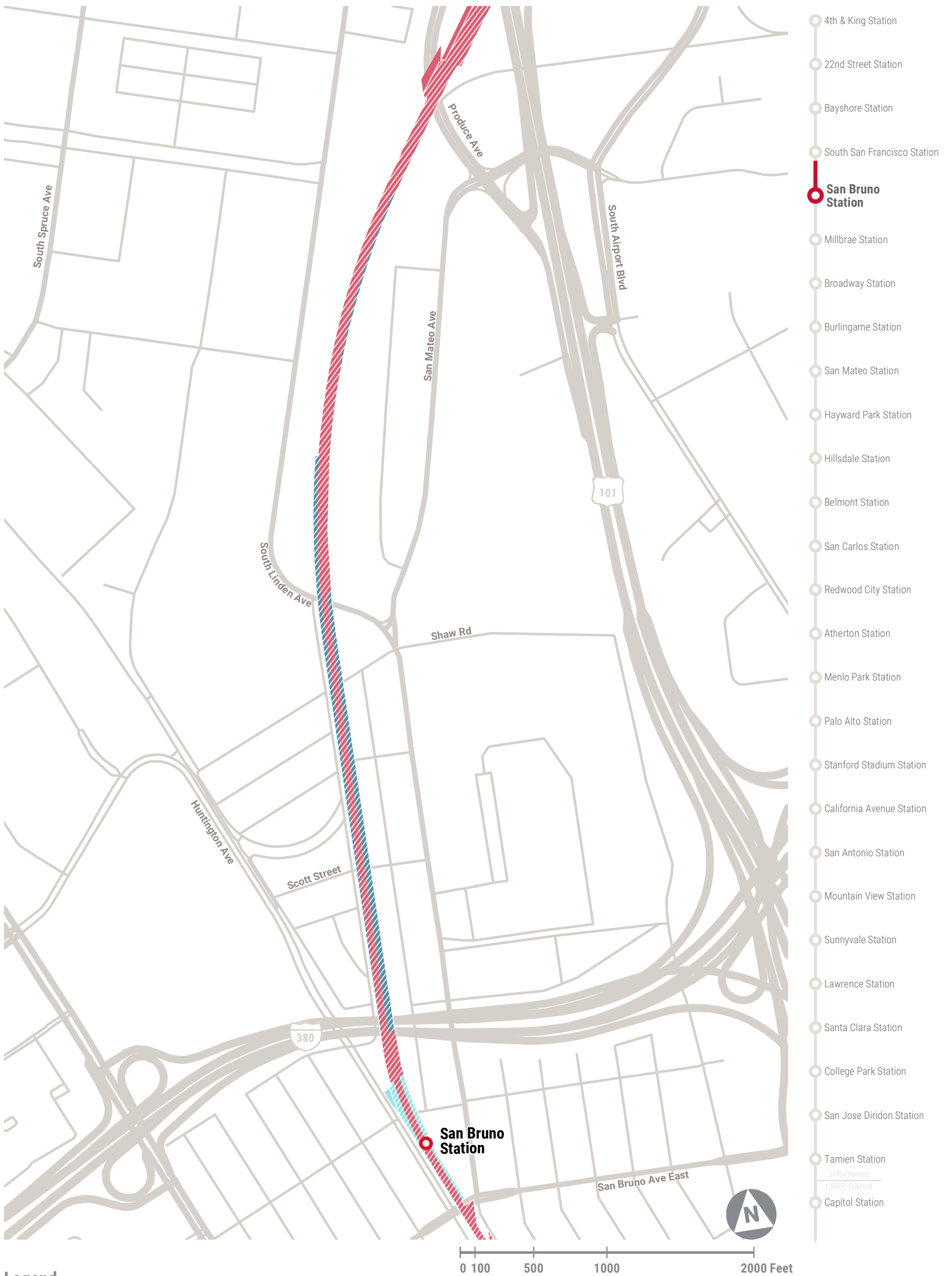
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

**Service Vision Capital Project Overlay**

- ▨ Service Vision Capital Project Overlay

**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 7 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 8 OF 34



Legend

Property Use Zones

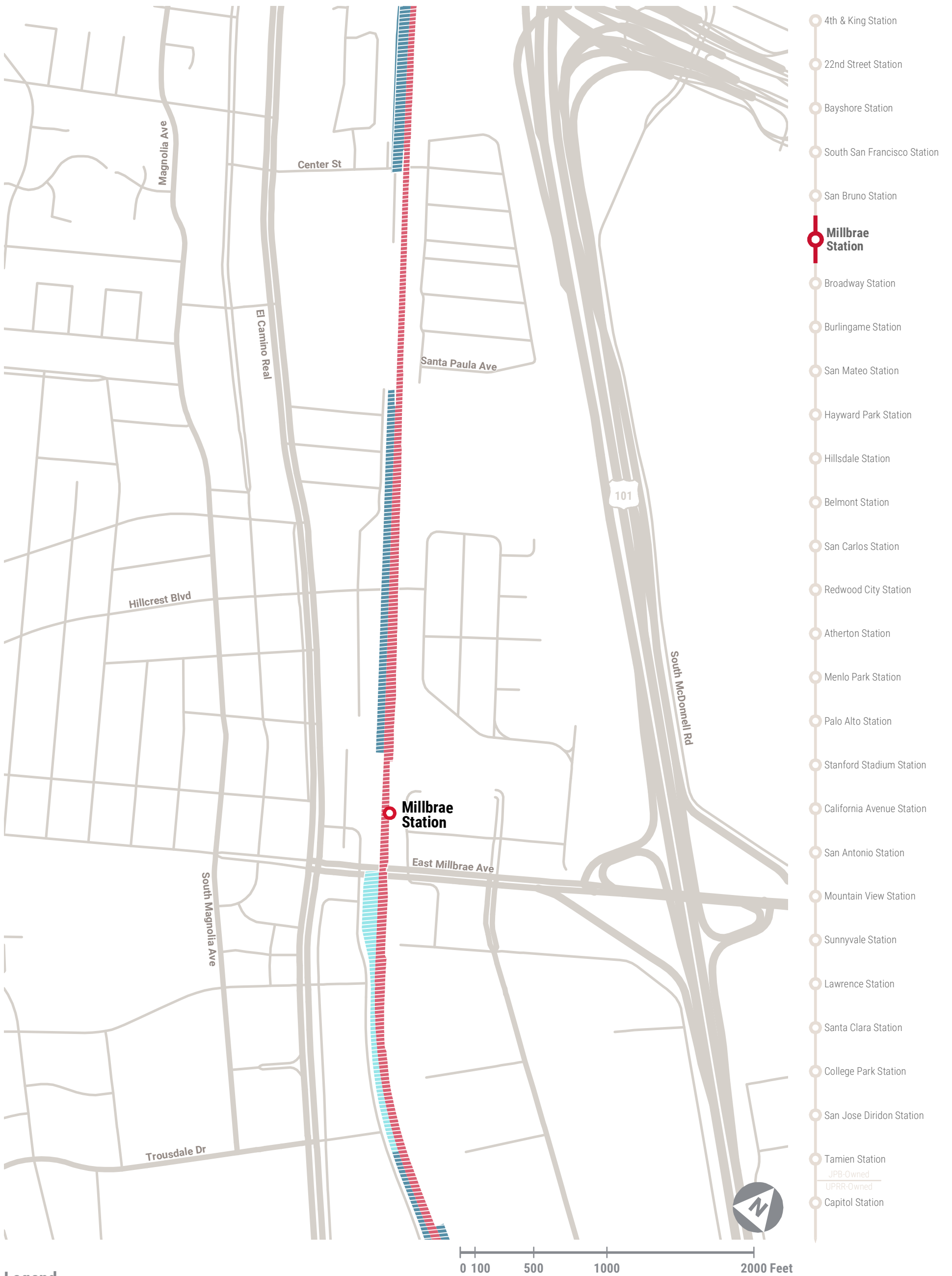
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 9 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

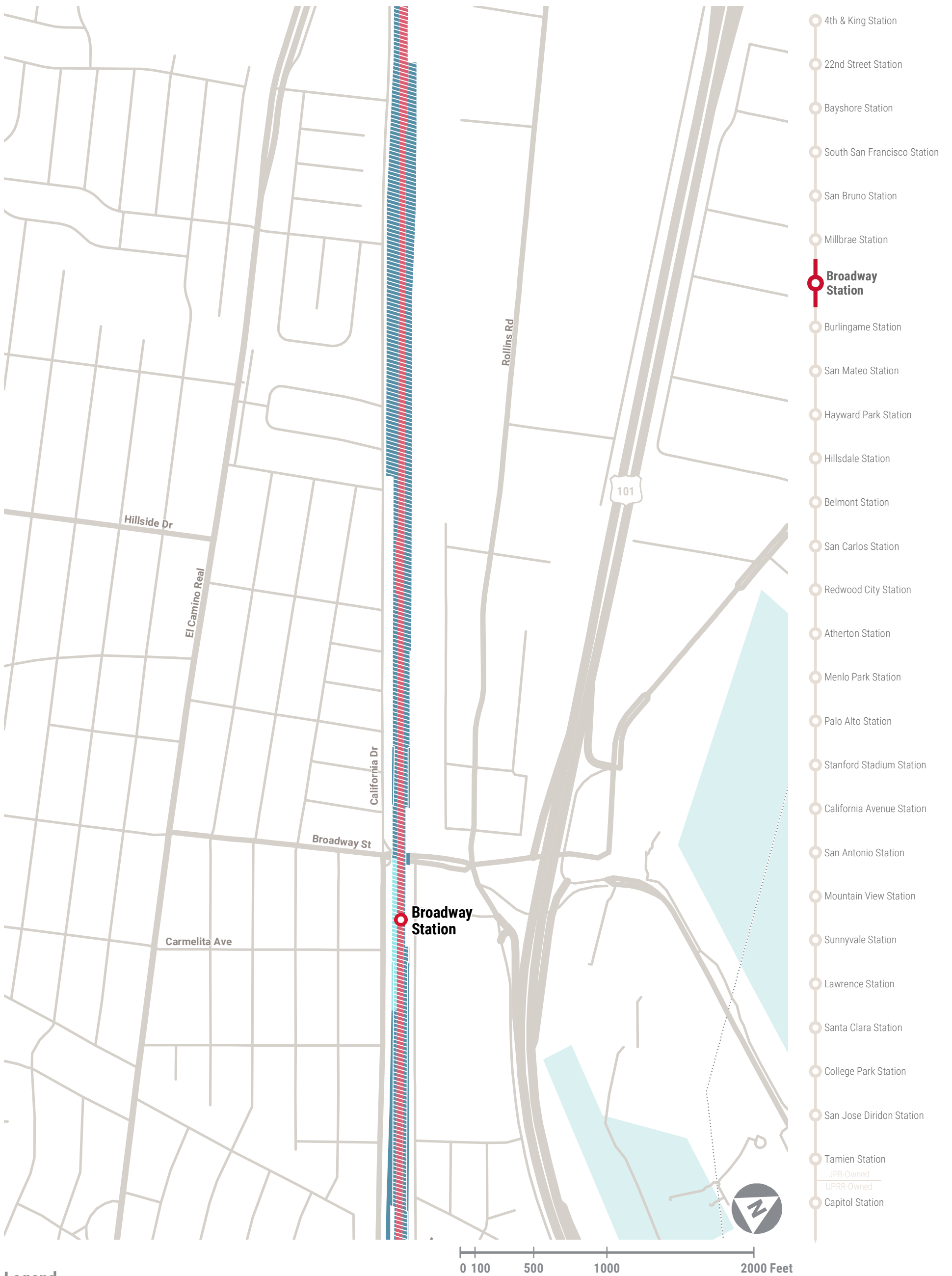
Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

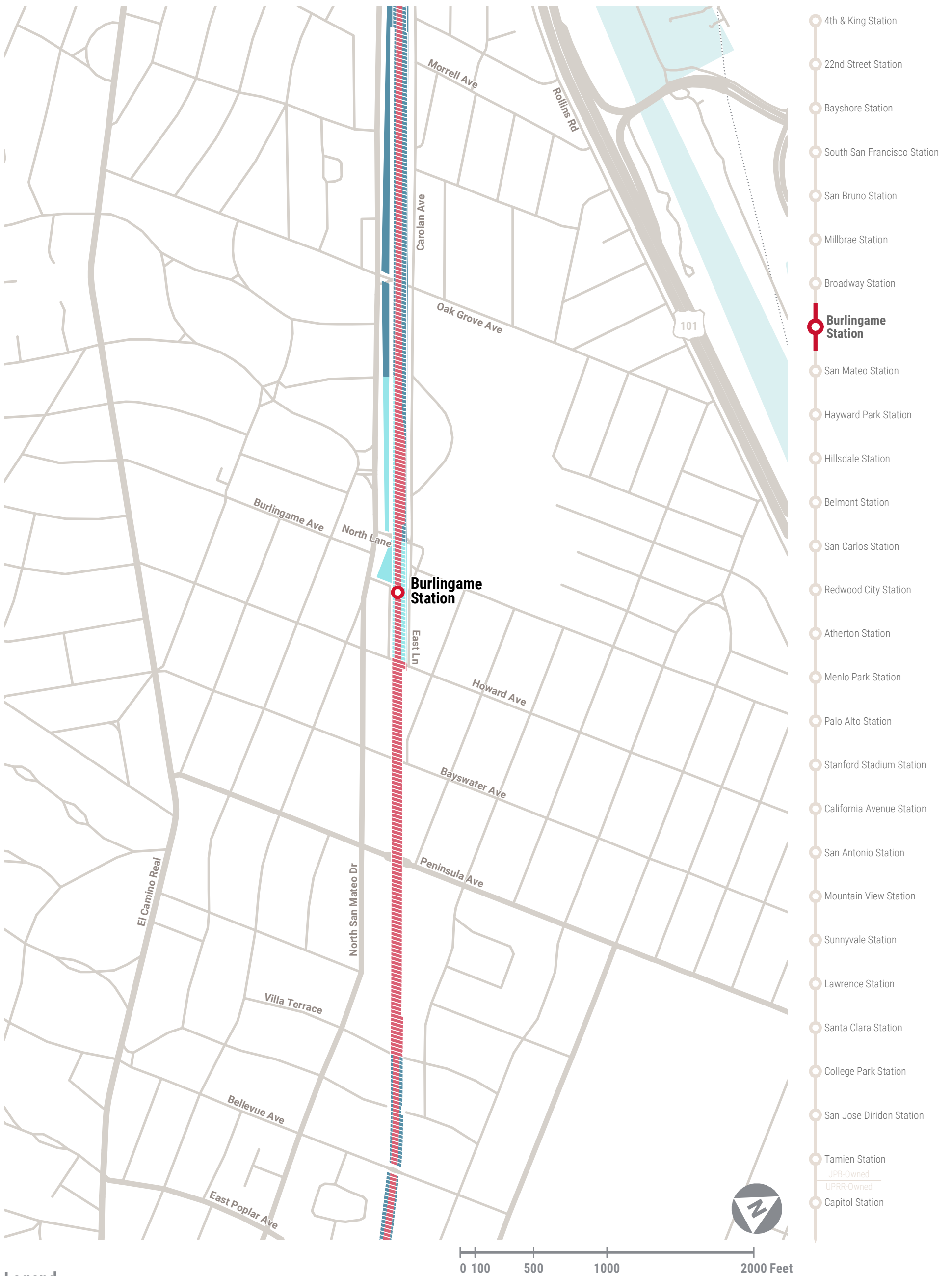


CALTRAIN RAIL CORRIDOR USE POLICY: MAP 10 OF 34



**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 11 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- **Burlingame Station**
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

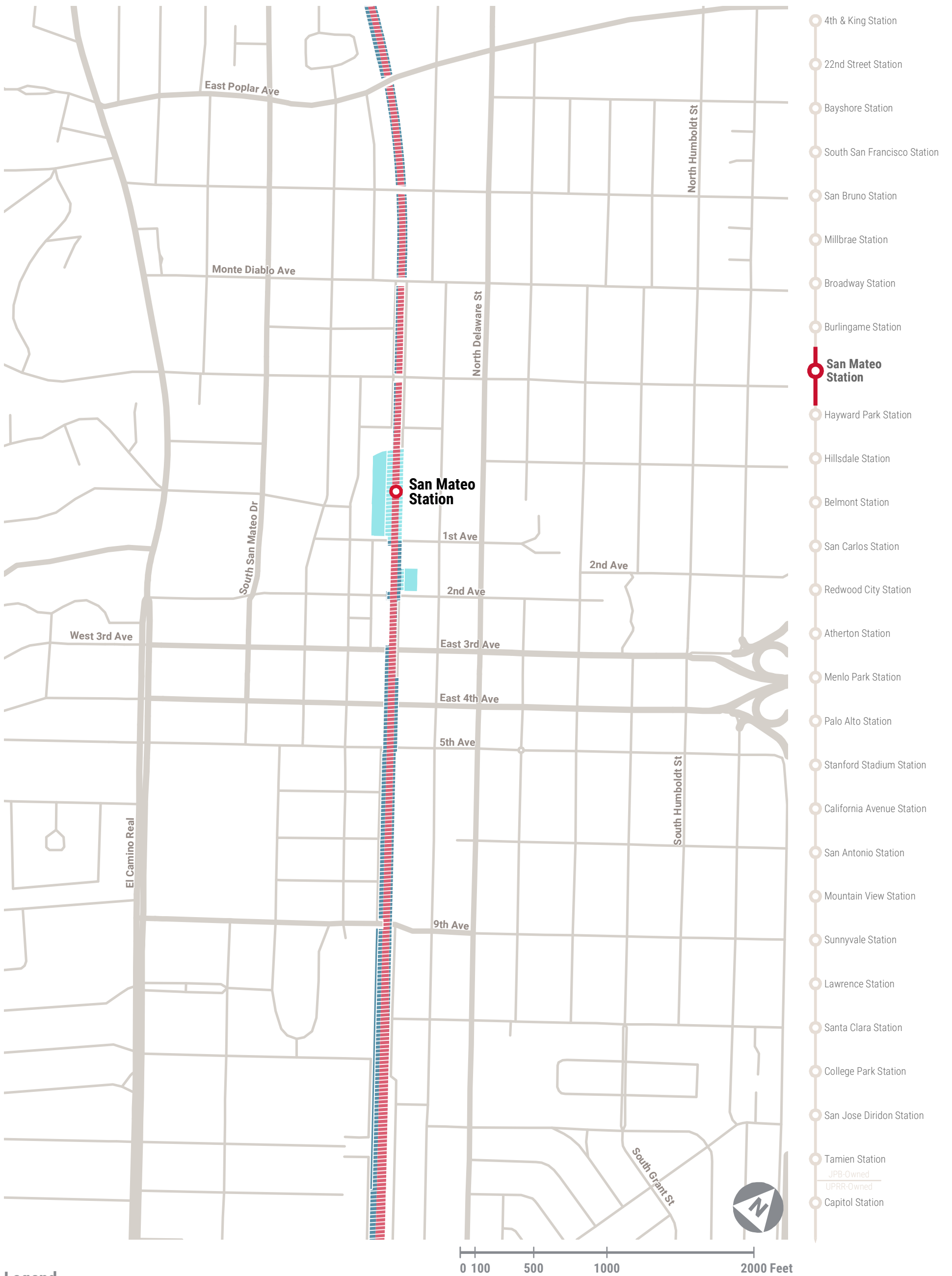
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 12 OF 34



Legend

Property Use Zones

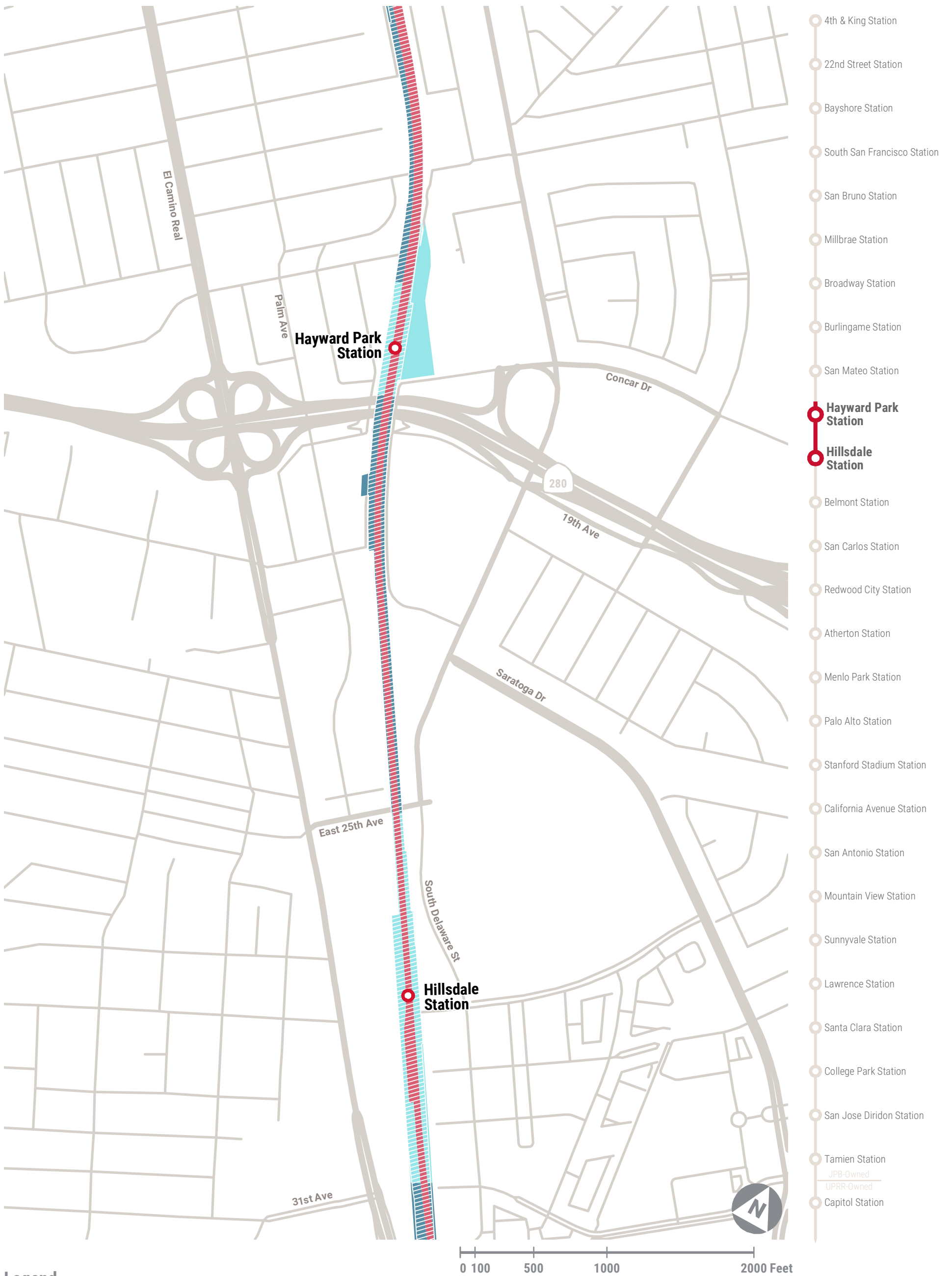
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 13 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 14 OF 34



Legend

Property Use Zones

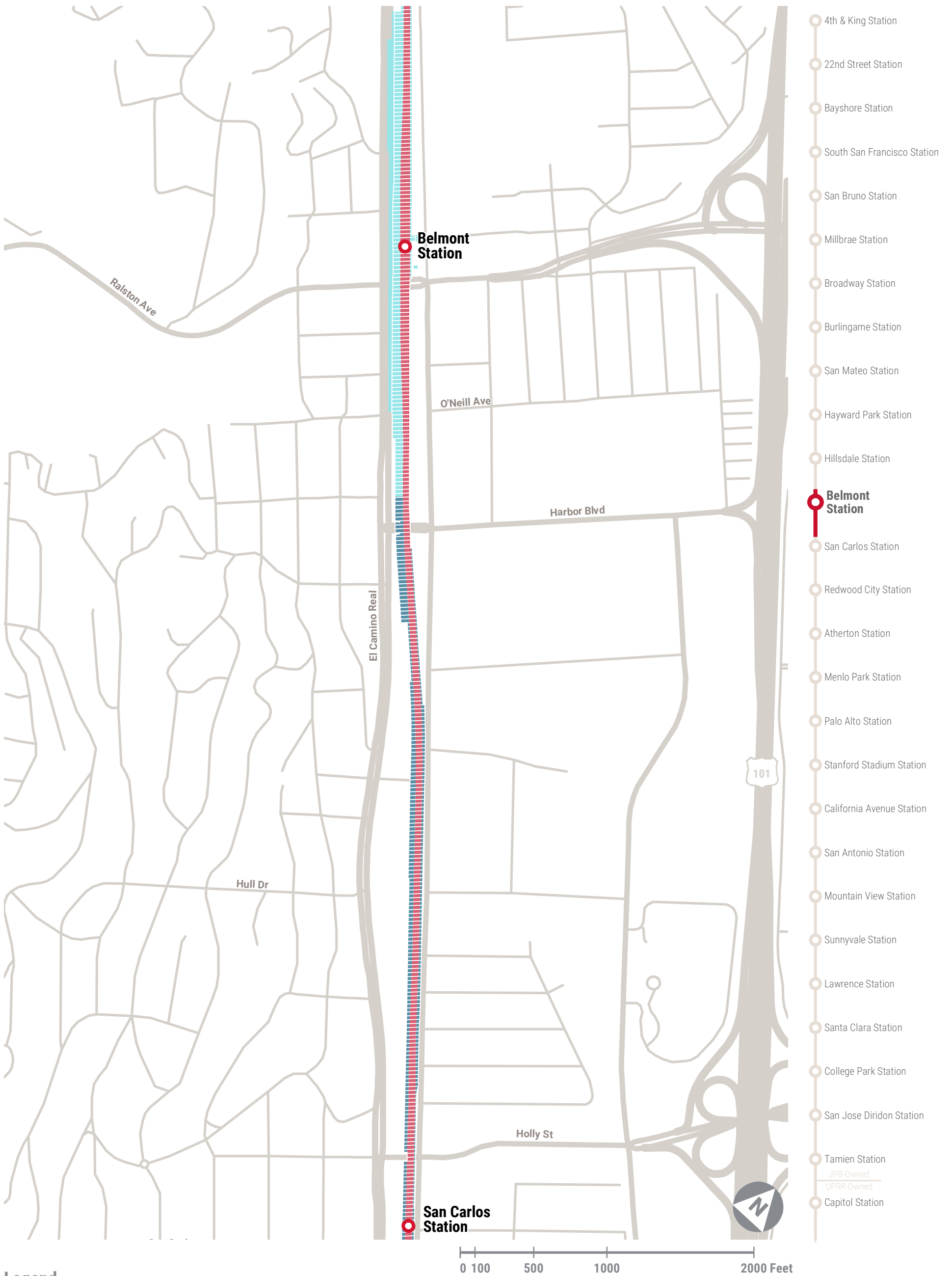
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 15 OF 34



Legend

Property Use Zones

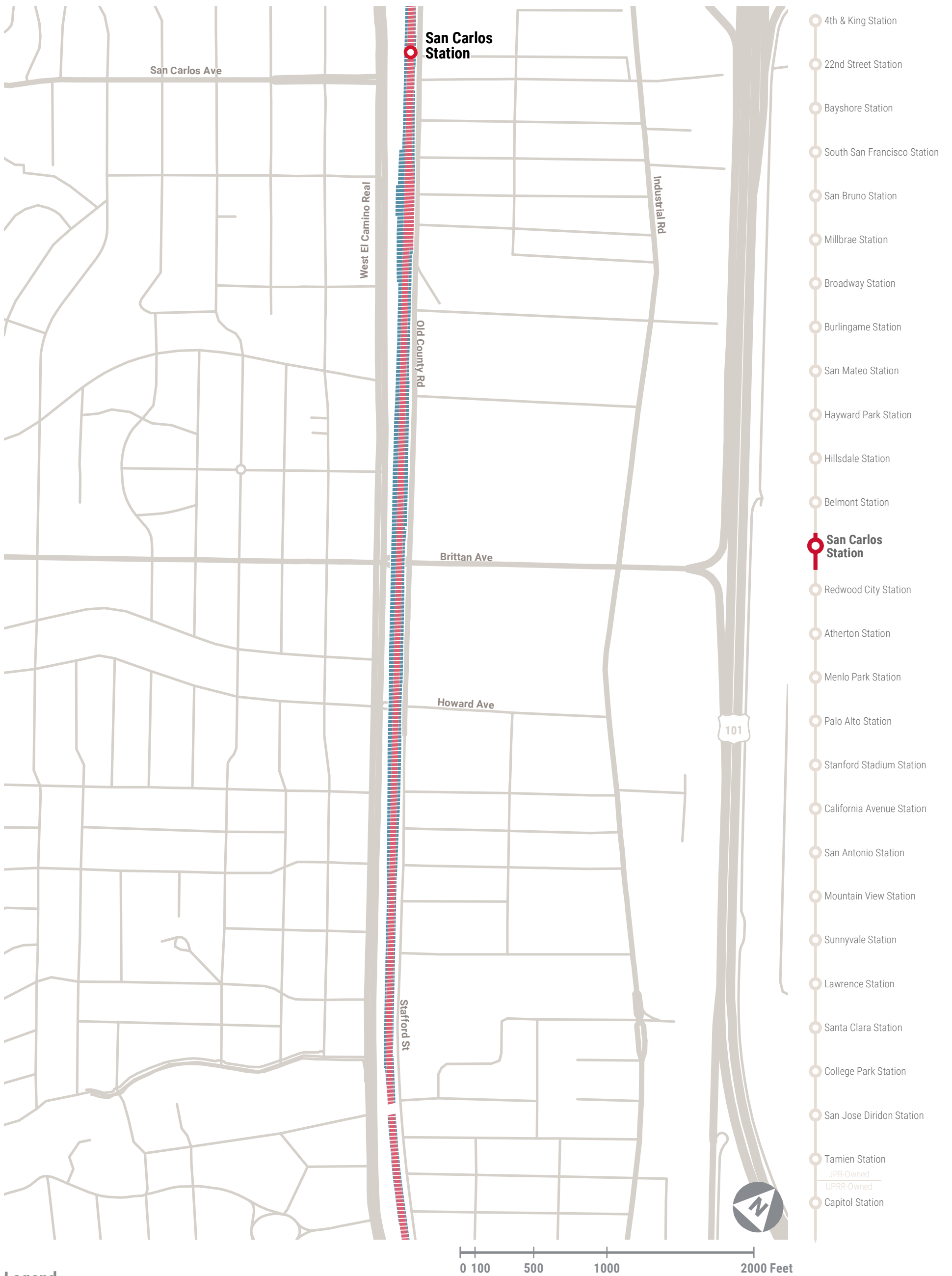
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 16 OF 34



**Legend**

**Property Use Zones**

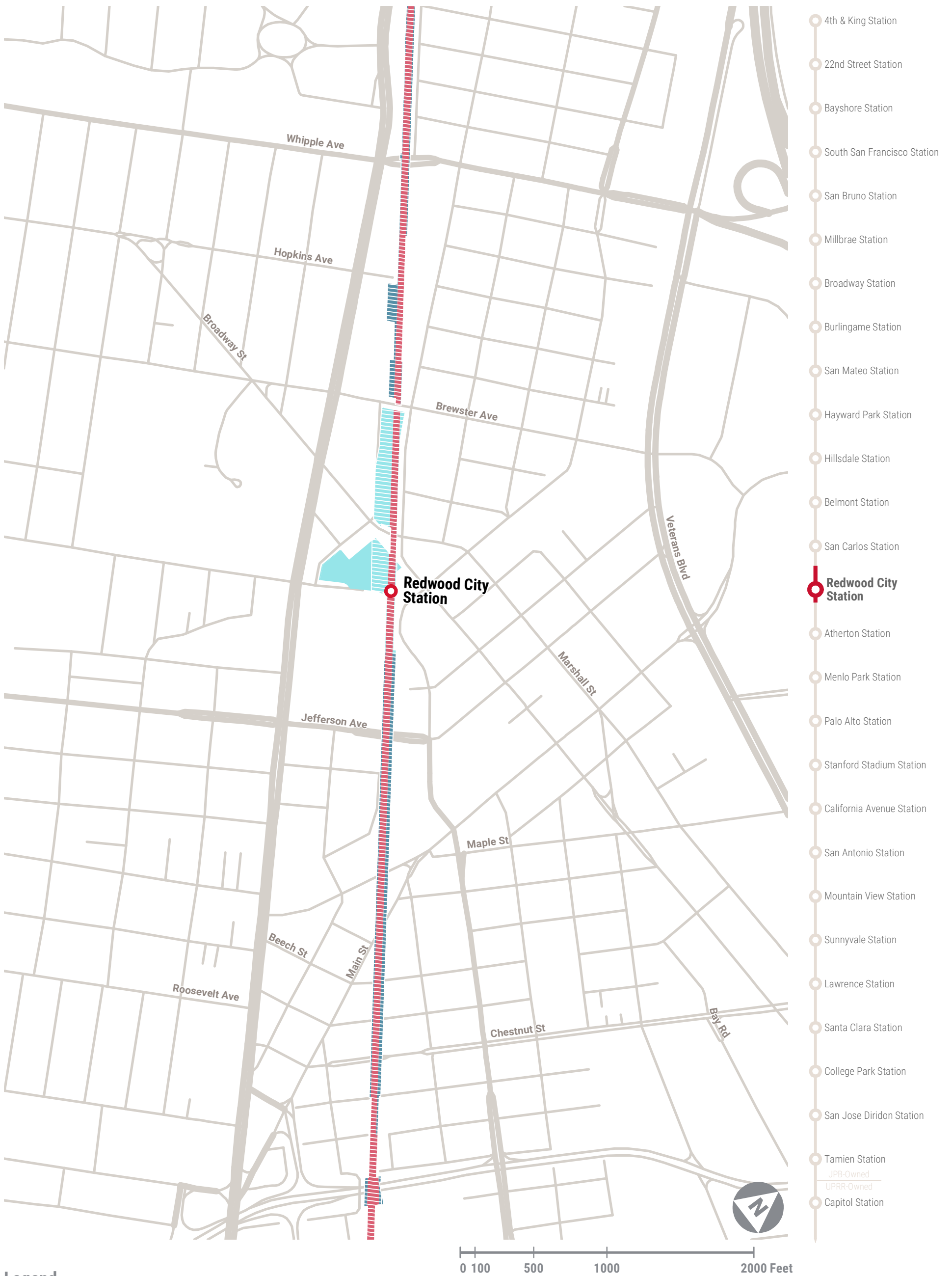
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

**Service Vision Capital Project Overlay**

- Service Vision Capital Project Overlay

**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 17 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



CALTRAIN RAIL CORRIDOR USE POLICY: MAP 18 OF 34



Legend

Property Use Zones

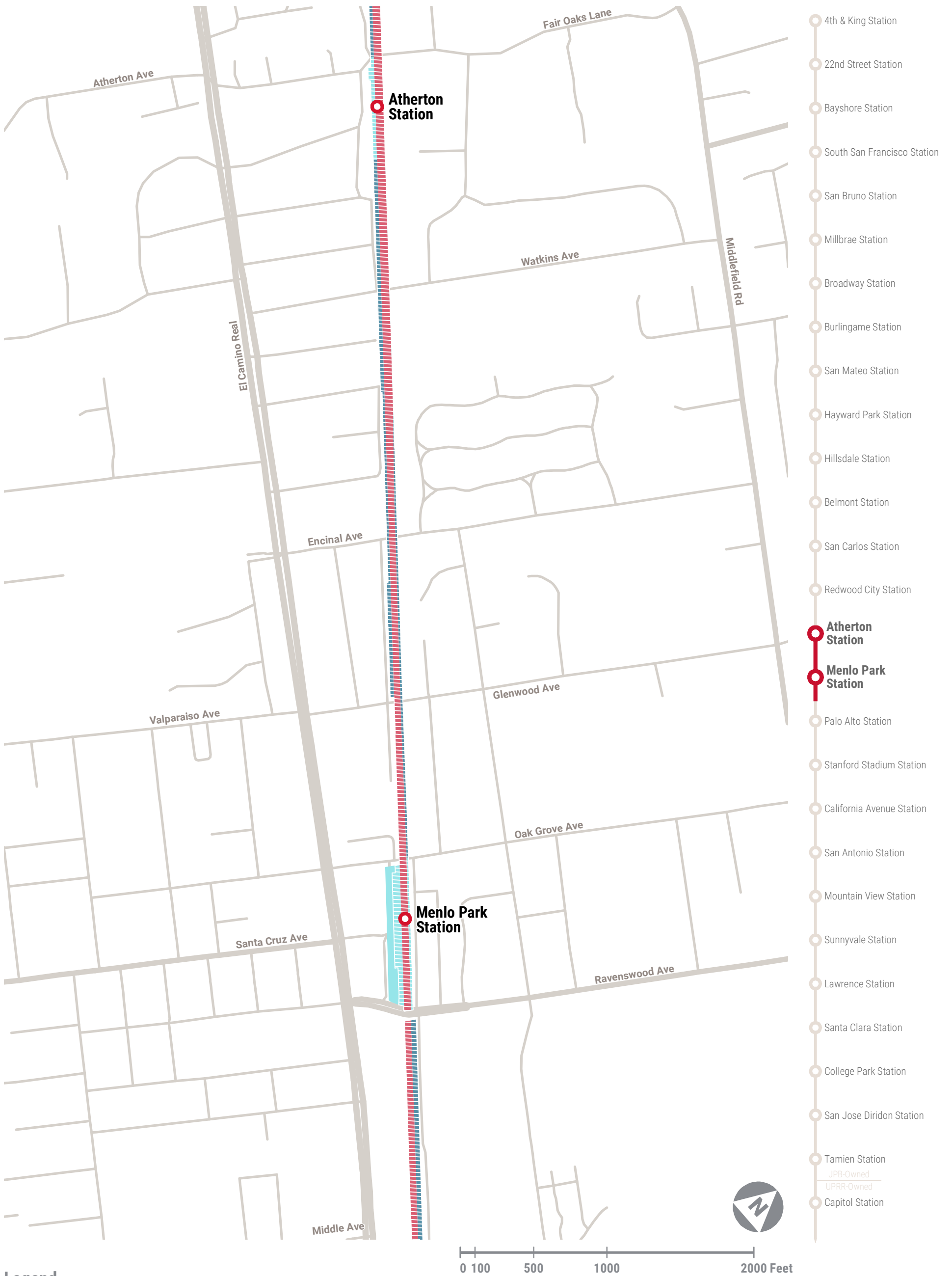
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 19 OF 34



Legend

Property Use Zones

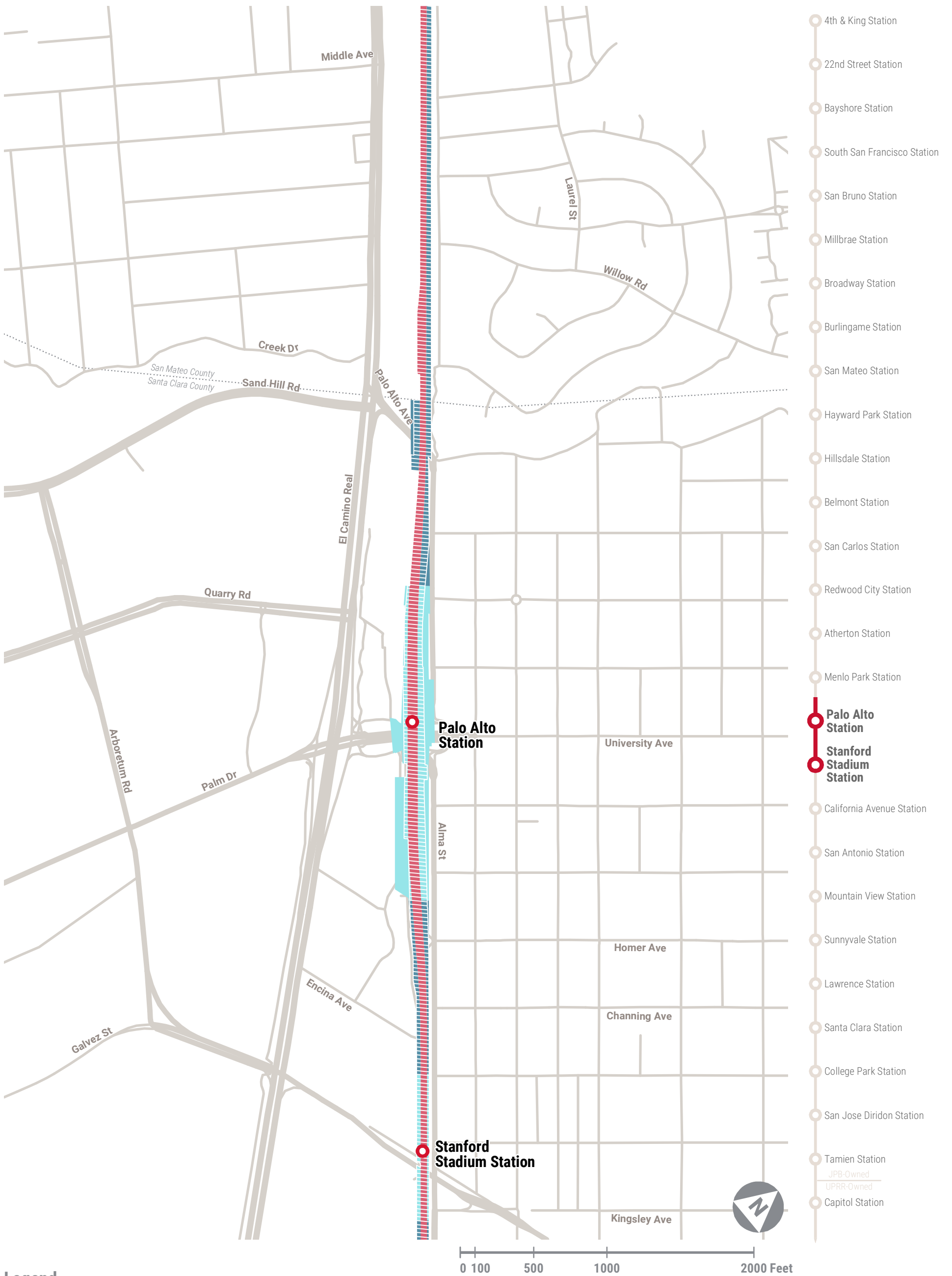
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 20 OF 34



Legend

Property Use Zones

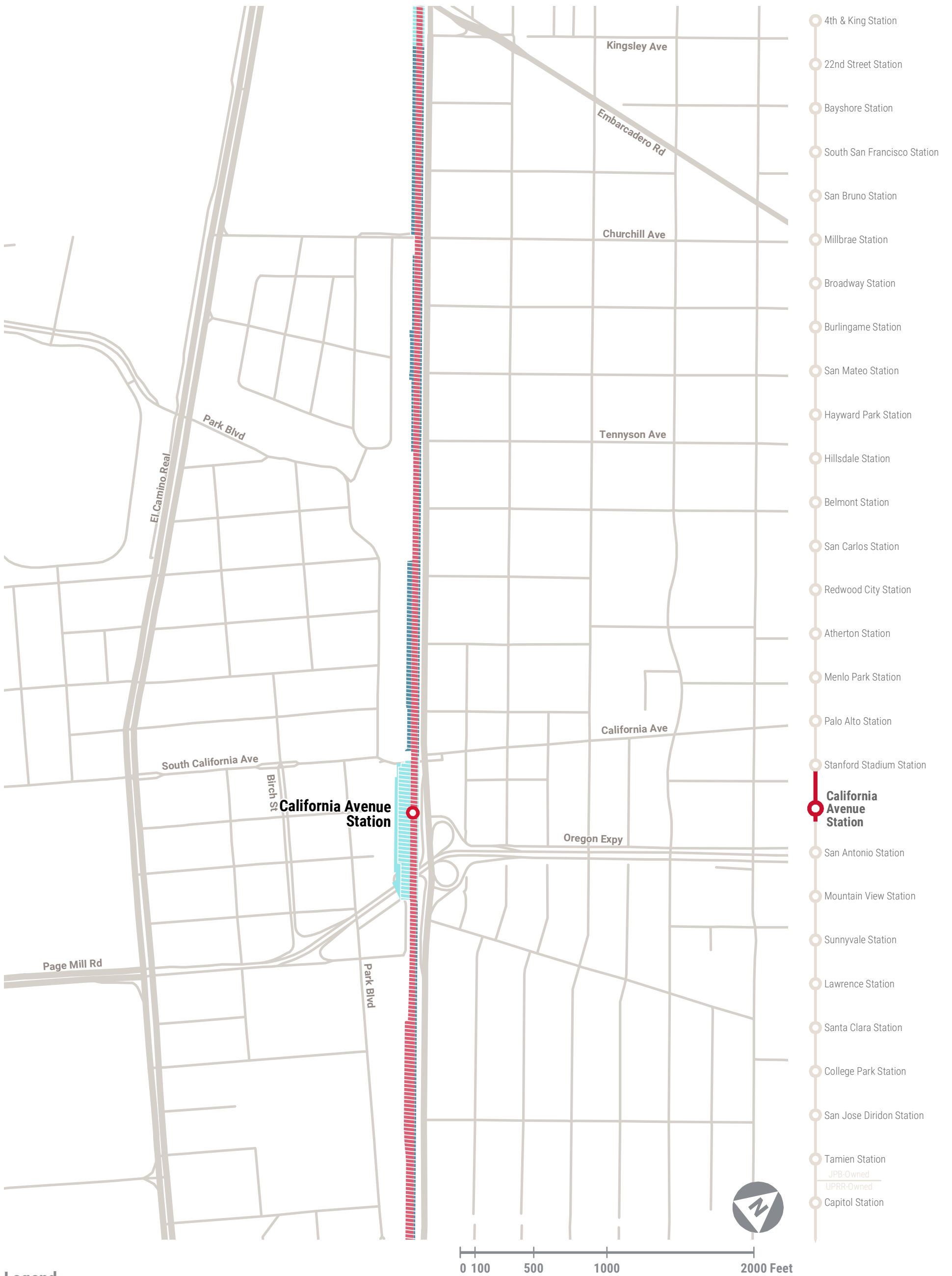
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 21 OF 34



Legend

Property Use Zones

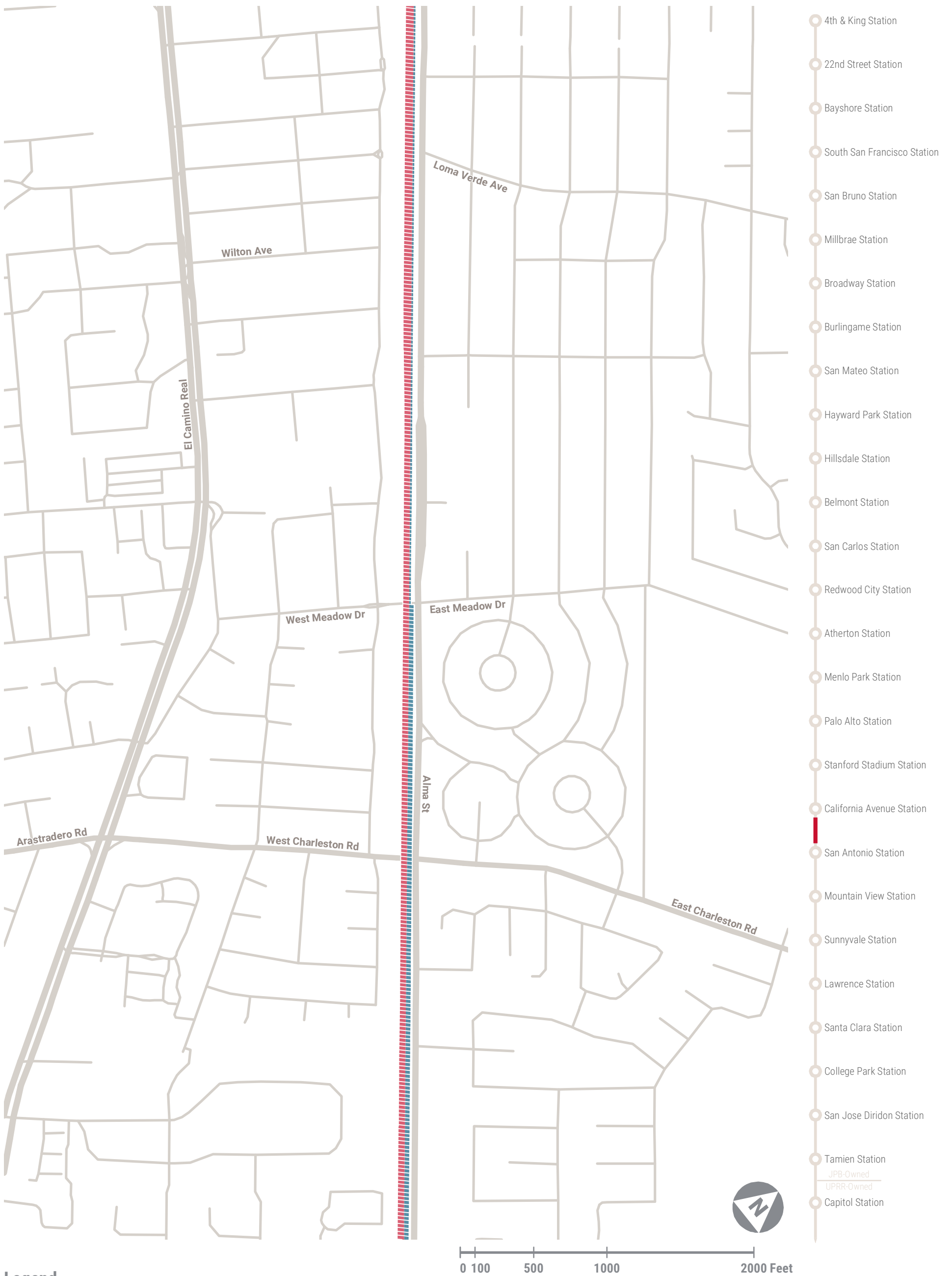
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 22 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 23 OF 34



Legend

Property Use Zones

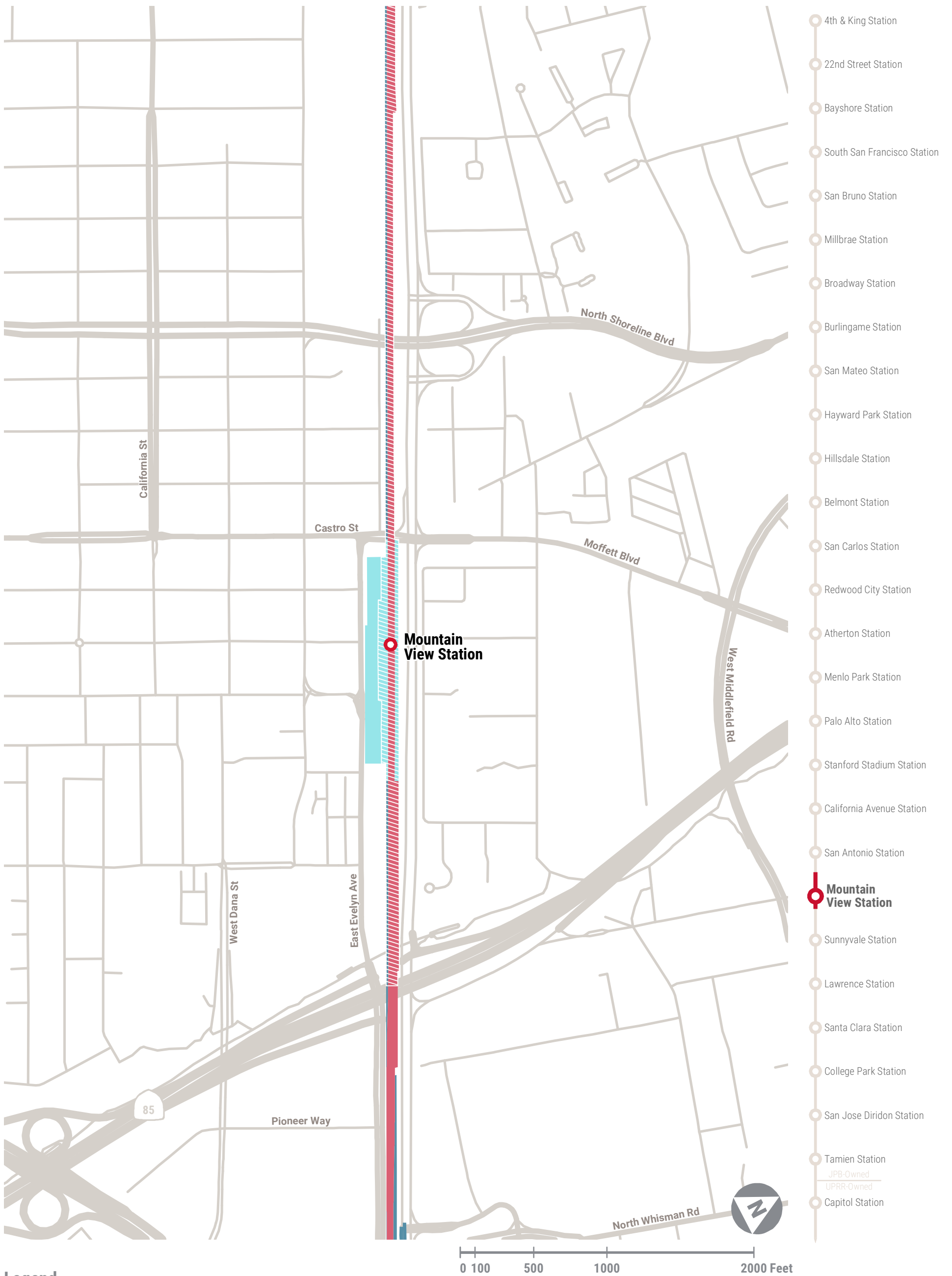
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 24 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 25 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

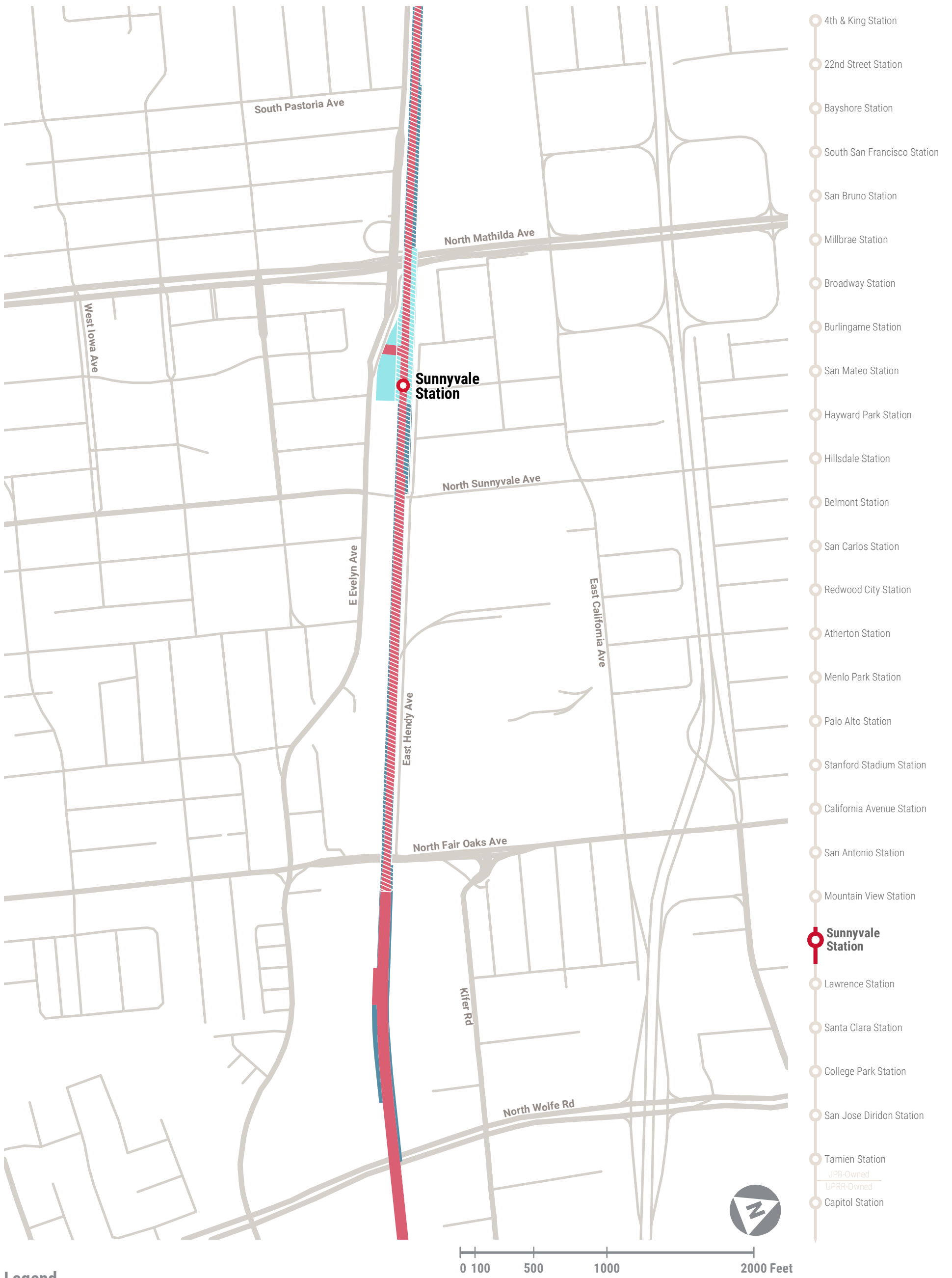
Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



CALTRAIN RAIL CORRIDOR USE POLICY: MAP 26 OF 34



Legend

Property Use Zones

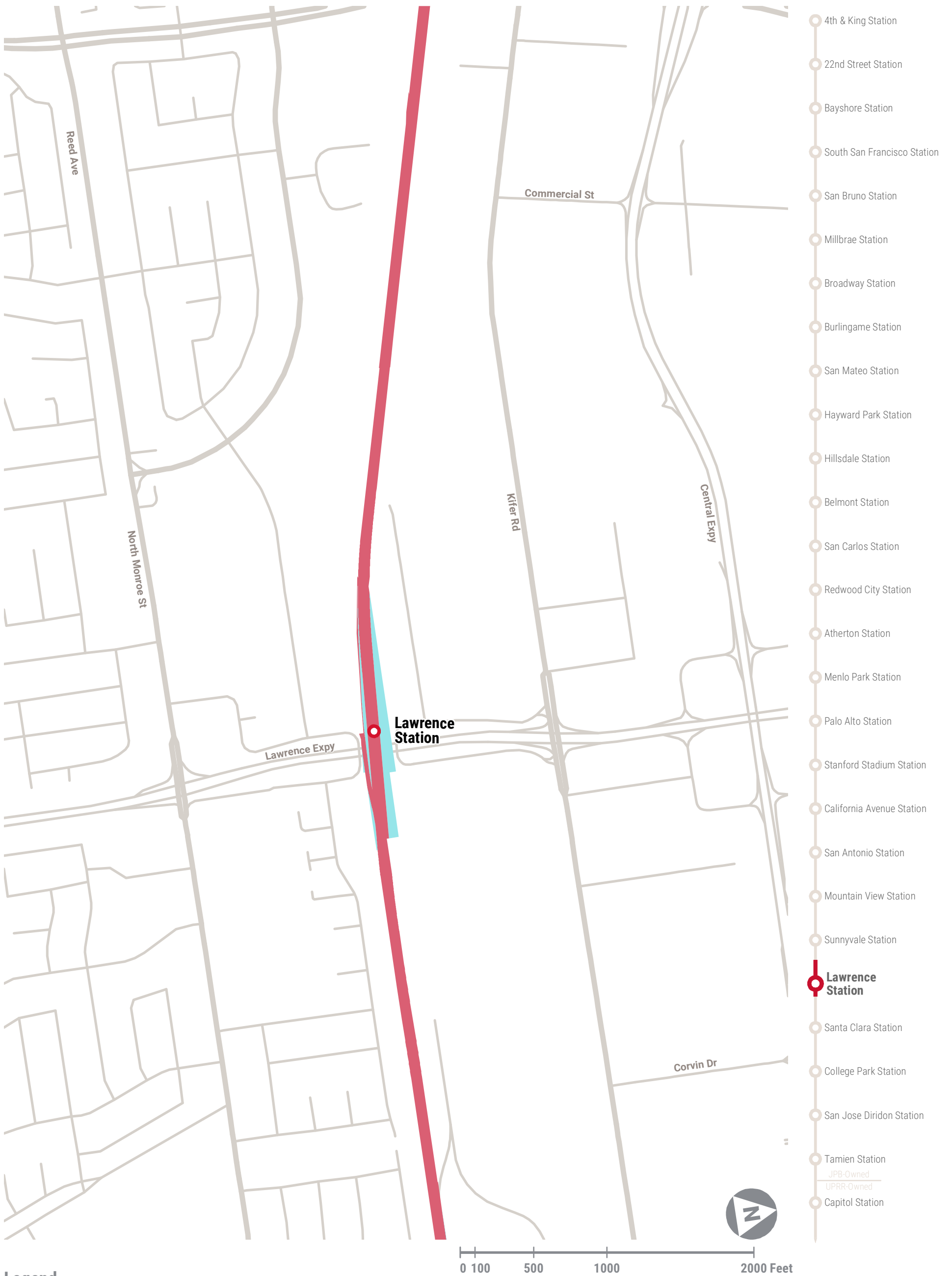
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 27 OF 34



Legend

Property Use Zones

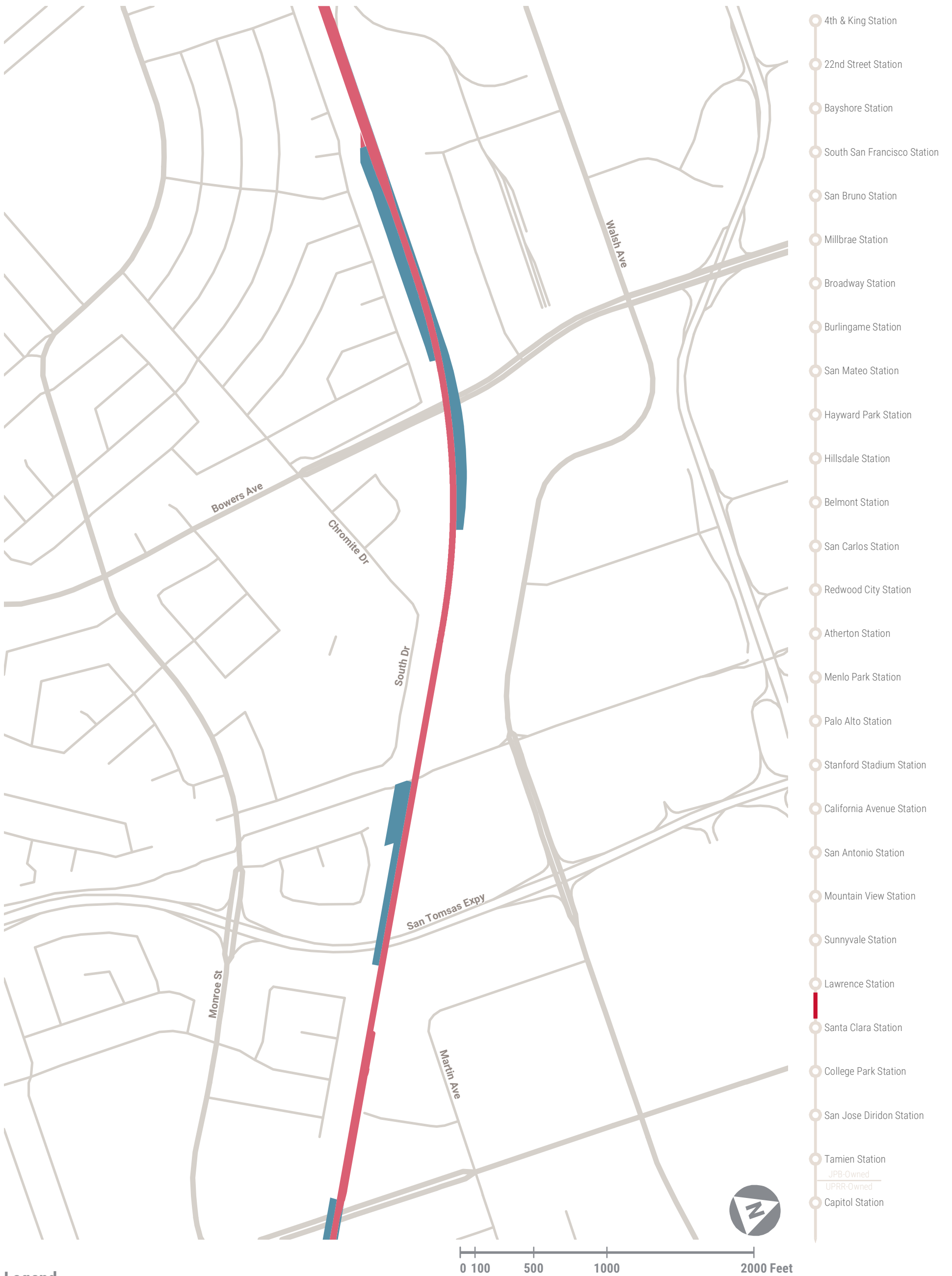
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 28 OF 34



Legend

Property Use Zones

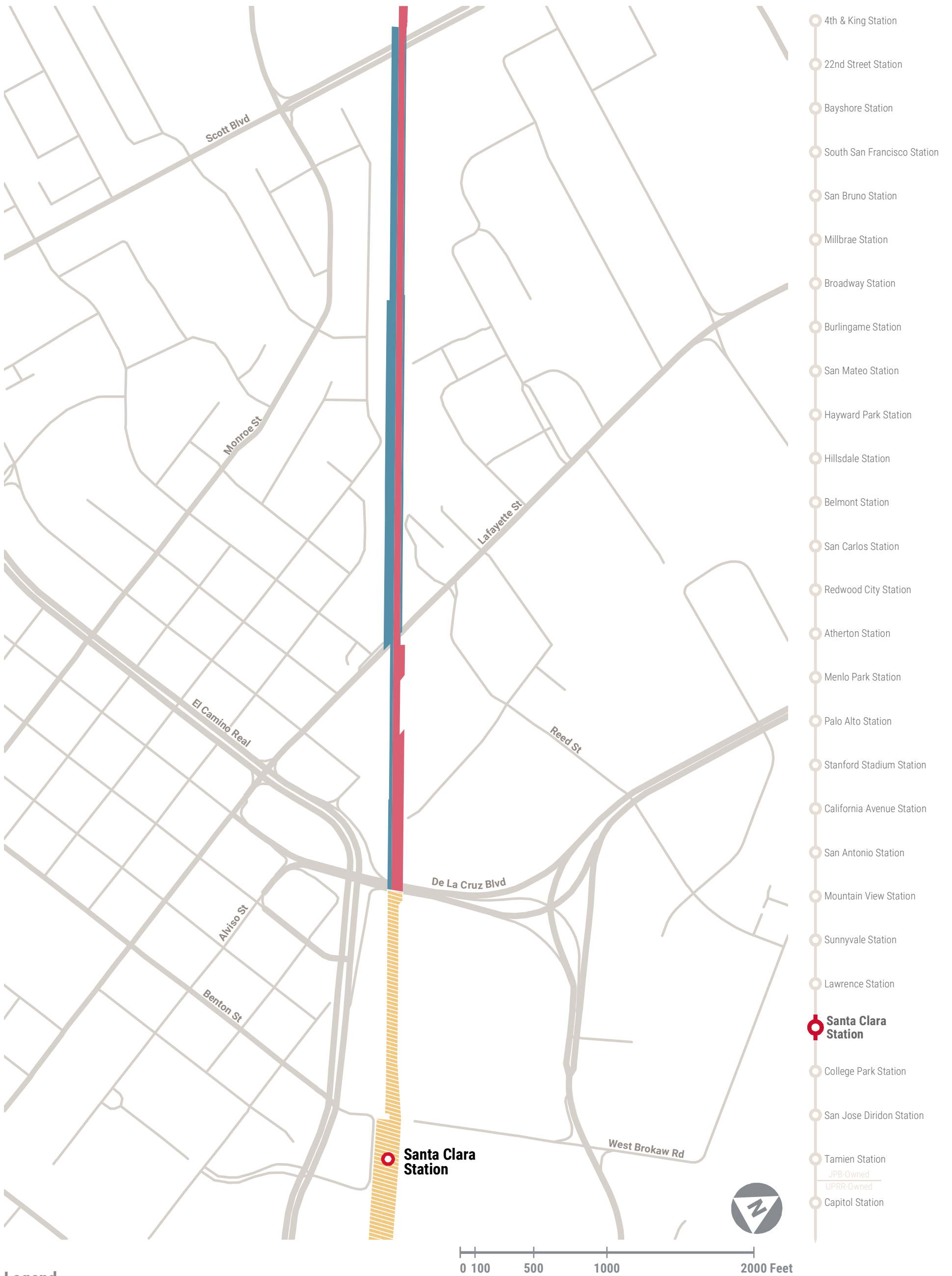
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 29 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- **Santa Clara Station**
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

**Legend**

**Property Use Zones**

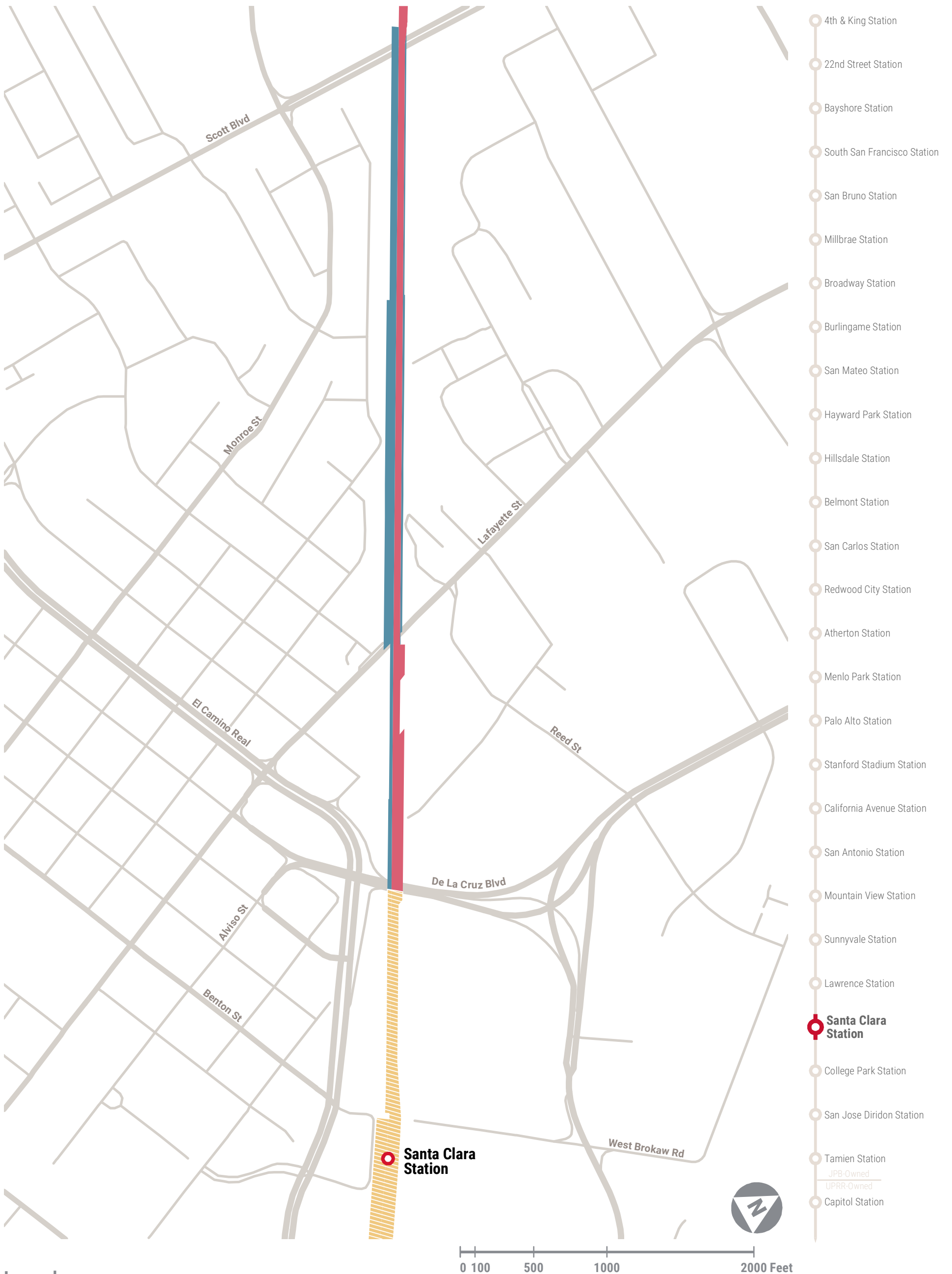
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

**Service Vision Capital Project Overlay**

- ▨ Service Vision Capital Project Overlay

**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 29 OF 34



Legend

Property Use Zones

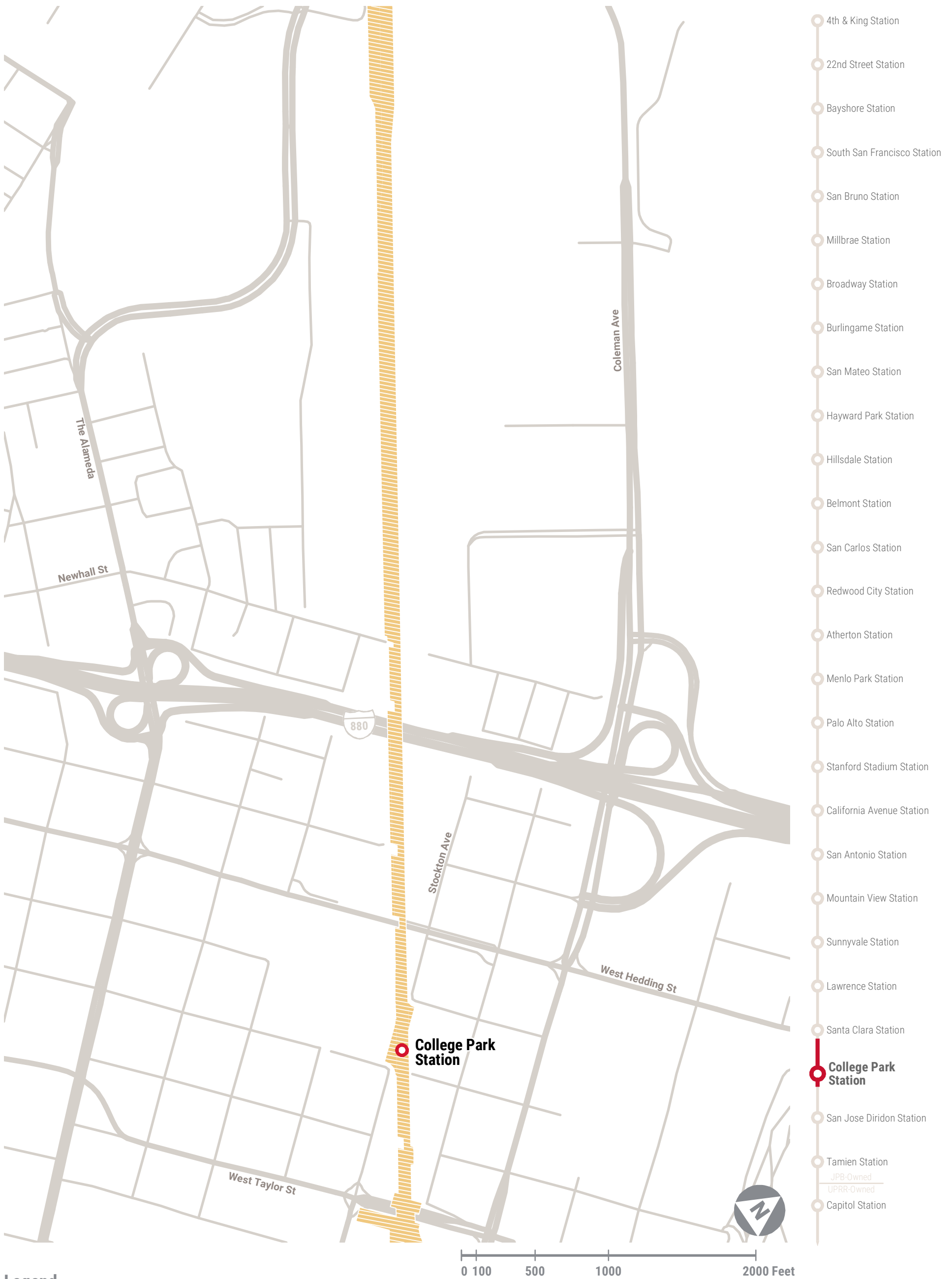
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 30 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 31 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- **San Jose Diridon Station**
- Tamien Station
- Capitol Station

**Legend**

**Property Use Zones**

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

**Service Vision Capital Project Overlay**

- ▨ Service Vision Capital Project Overlay

0 100 500 1000 2000 Feet

**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 32 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



CALTRAIN RAIL CORRIDOR USE POLICY: MAP 33 OF 34



**Legend**

**Property Use Zones**

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

**Service Vision Capital Project Overlay**

- Service Vision Capital Project Overlay

**Note:** Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 34 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.