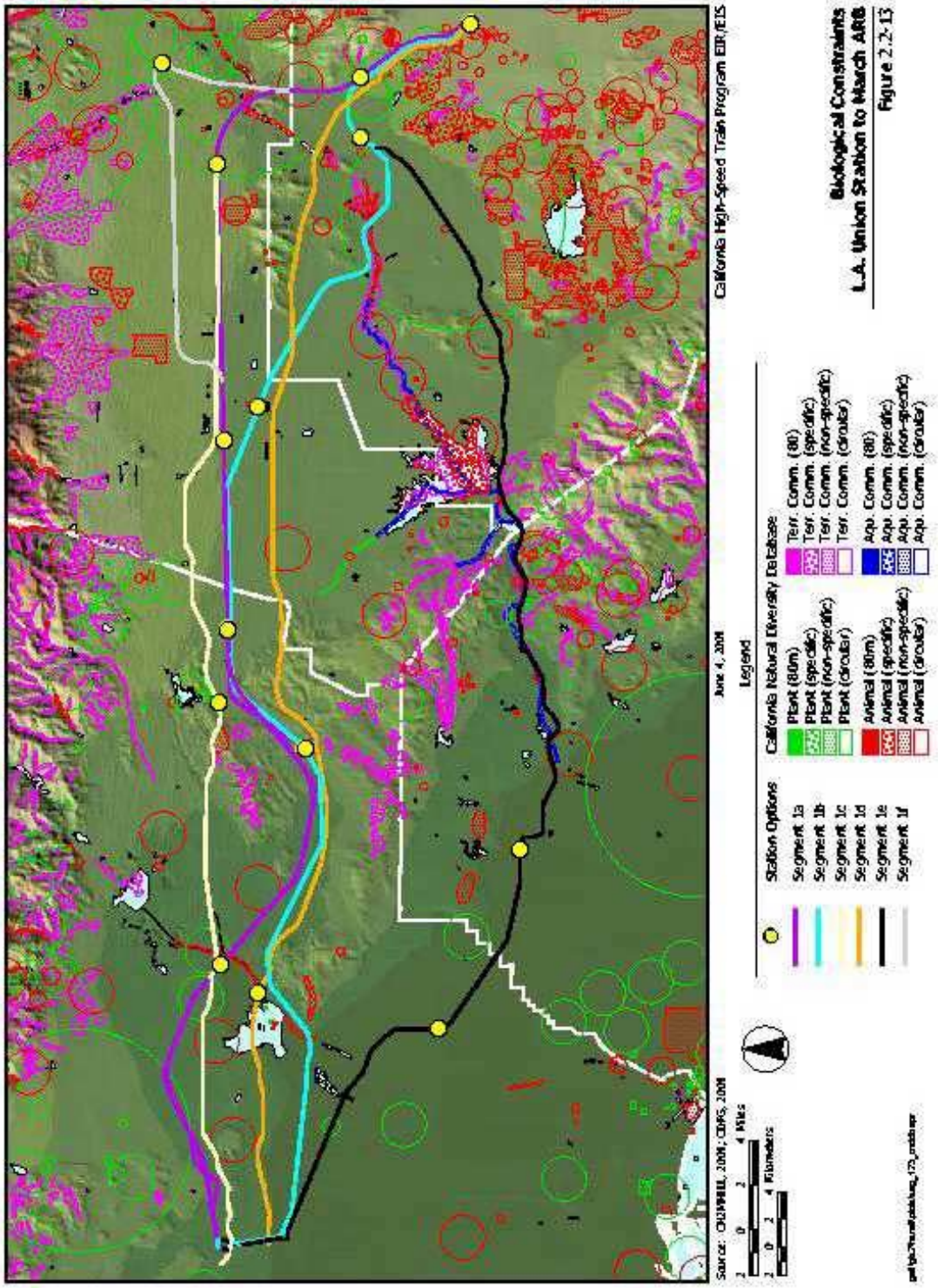
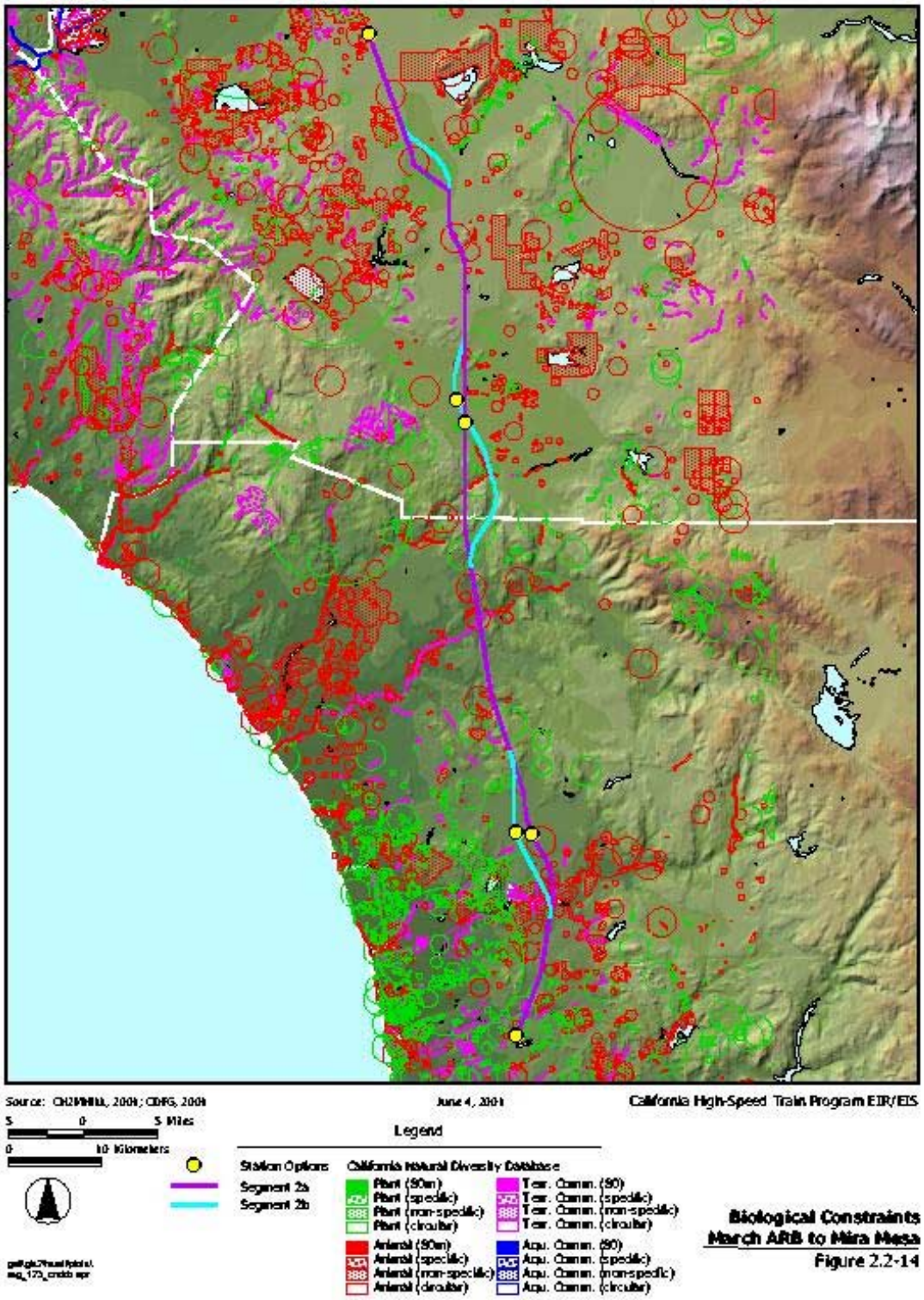
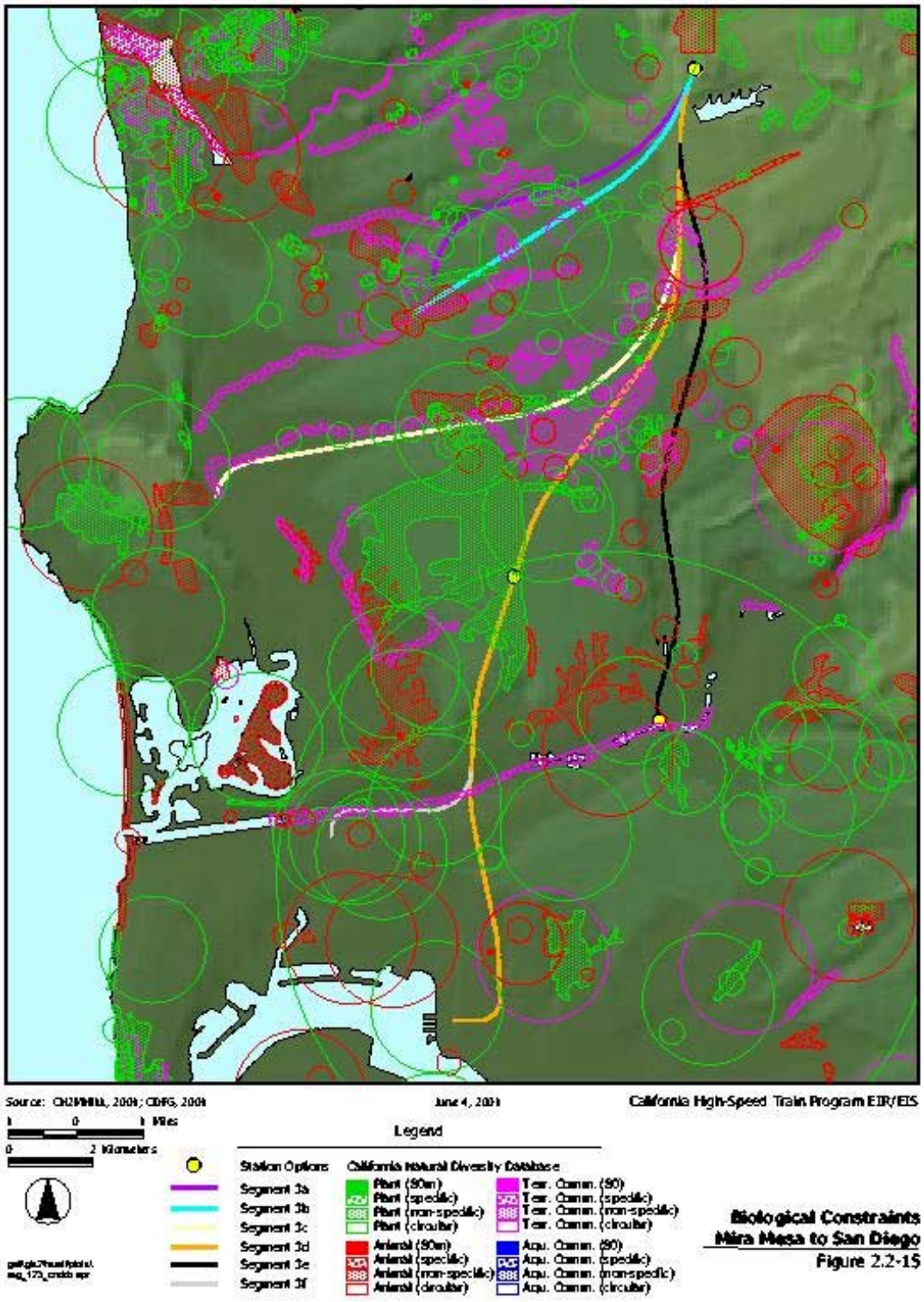


Biological Constraints
L.A. Union Station to March ARB
Figure 2.2-13


Source: CH2MHill, 2004; CDFG, 2004
June 4, 2004
California High-Speed Train Program EIR/EIS
5 0 5 Miles
0 10 Kilometers
Legend
Station Options
Segment 2a
Segment 2b
California Natural Diversity Database
Plant (90m)
Plant (specific)
Plant (non-specific)
Plant (circular)
Arierial (90m)
Arierial (specific)
Arierial (non-specific)
Arierial (circular)
Ter. Comm. (90)
Ter. Comm. (specific)
Ter. Comm. (non-specific)
Ter. Comm. (circular)
Acu. Comm. (90)
Acu. Comm. (specific)
Acu. Comm. (non-specific)
Acu. Comm. (circular)
Biological Constraints
March ARB to Mira Mesa
Figure 2.2-14


Source: CH2MHILL, 2004; CDFG, 2004
June 4, 2004
California High-Speed Train Program EIR/EIS
1 0 1 Miles
0 2 Kilometers
Legend
Station Options
Segment 3a
Segment 3b
Segment 3c
Segment 3d
Segment 3e
Segment 3f
California Natural Diversity Database
Plant (50m)
Plant (specific)
Plant (non-specific)
Plant (circular)
Animal (50m)
Animal (specific)
Animal (non-specific)
Animal (circular)
Terr. Comm. (50)
Terr. Comm. (specific)
Terr. Comm. (non-specific)
Terr. Comm. (circular)
Aqu. Comm. (50)
Aqu. Comm. (specific)
Aqu. Comm. (non-specific)
Aqu. Comm. (circular)
Biological Constraints
Mira Mesa to San Diego
Figure 2.2-15

Soils/Slope Constraints

The analysis of the geologic and soil constraints was based on GIS mapping and other pertinent information pertaining to known/recorded geologic and soils information including the Geologic Map of California (Los Angeles, San Bernardino, Santa Ana, and San Diego), the Fault Map of California, the State of California Seismic Hazard Zones maps, and various USGS 7.5-minute quadrangle maps.

The geologic and soils constraints will play a significant role in construction of the high-speed train system; therefore, it is necessary that further investigation be performed in the future. This initial investigation gives an indication of the geologic setting, the potential landslides, and the type of slope that can be used in construction of the proposed alignments.

Seismic Constraints

The analysis of the seismic constraints was based on GIS mapping and other information pertaining to known/recorded geologic and soils information including the Geologic Map of California (Los Angeles, San Bernardino, Santa Ana, and San Diego), the Fault Map of California, the State of California Seismic Hazard Zones maps, the 1997 Uniform Building Code (UBC), and various USGS 7.5-minute quadrangle maps.

The seismic constraints will play a significant role in construction of the high-speed train system, therefore it is necessary that further investigation be performed in the future. This initial investigation gives an indication as to any encountered faults or fault zones and the potential for liquefaction.

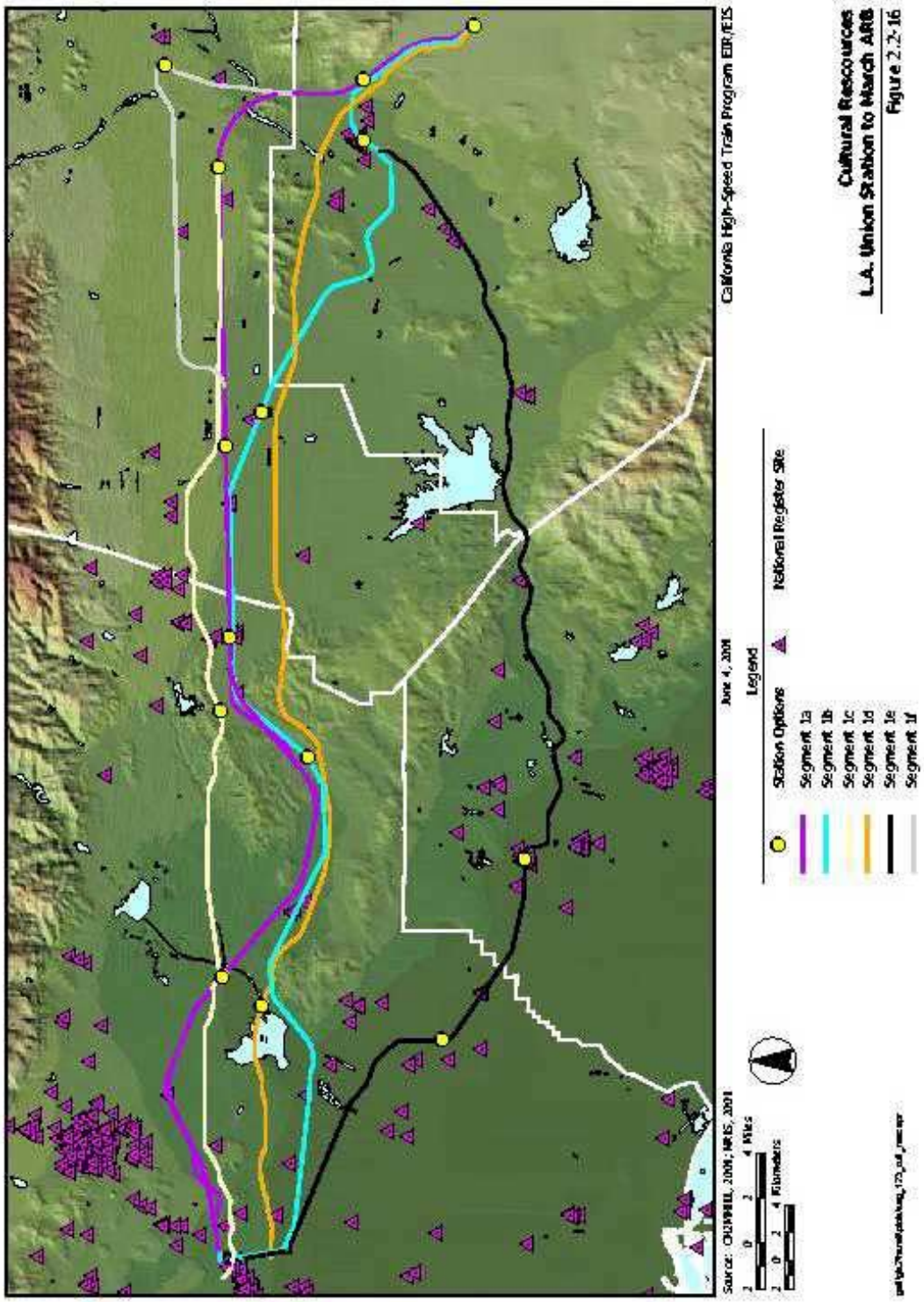
Hazardous Materials/Waste Constraints

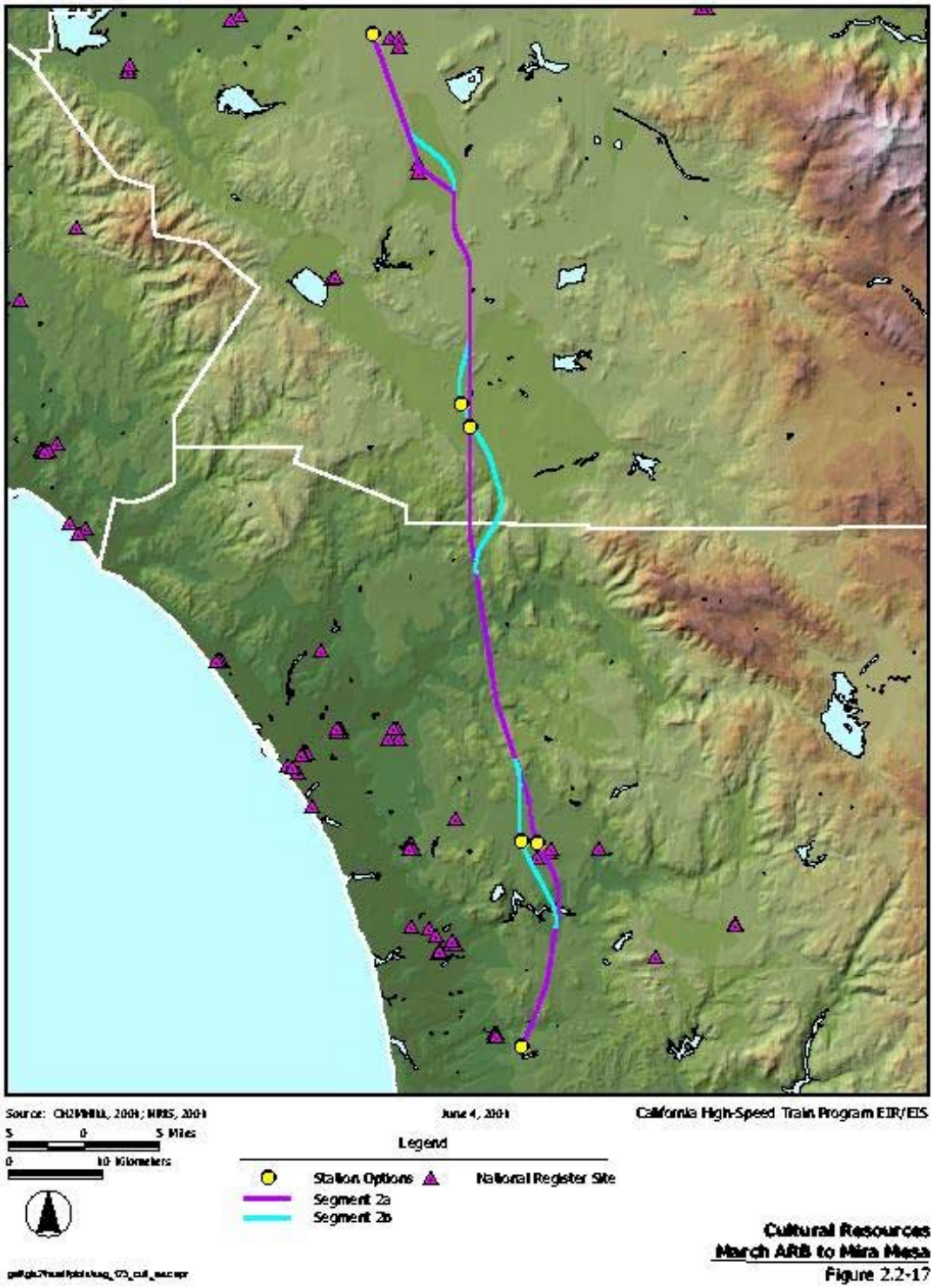
Task 1.5.2 was used to identify potential hazardous waste sites that may impact the high-speed train alignment and station options. Alignment options were scanned for hazardous waste sites based on the corridor widths described in the screening methodology document. The same widths were used to screen station locations.

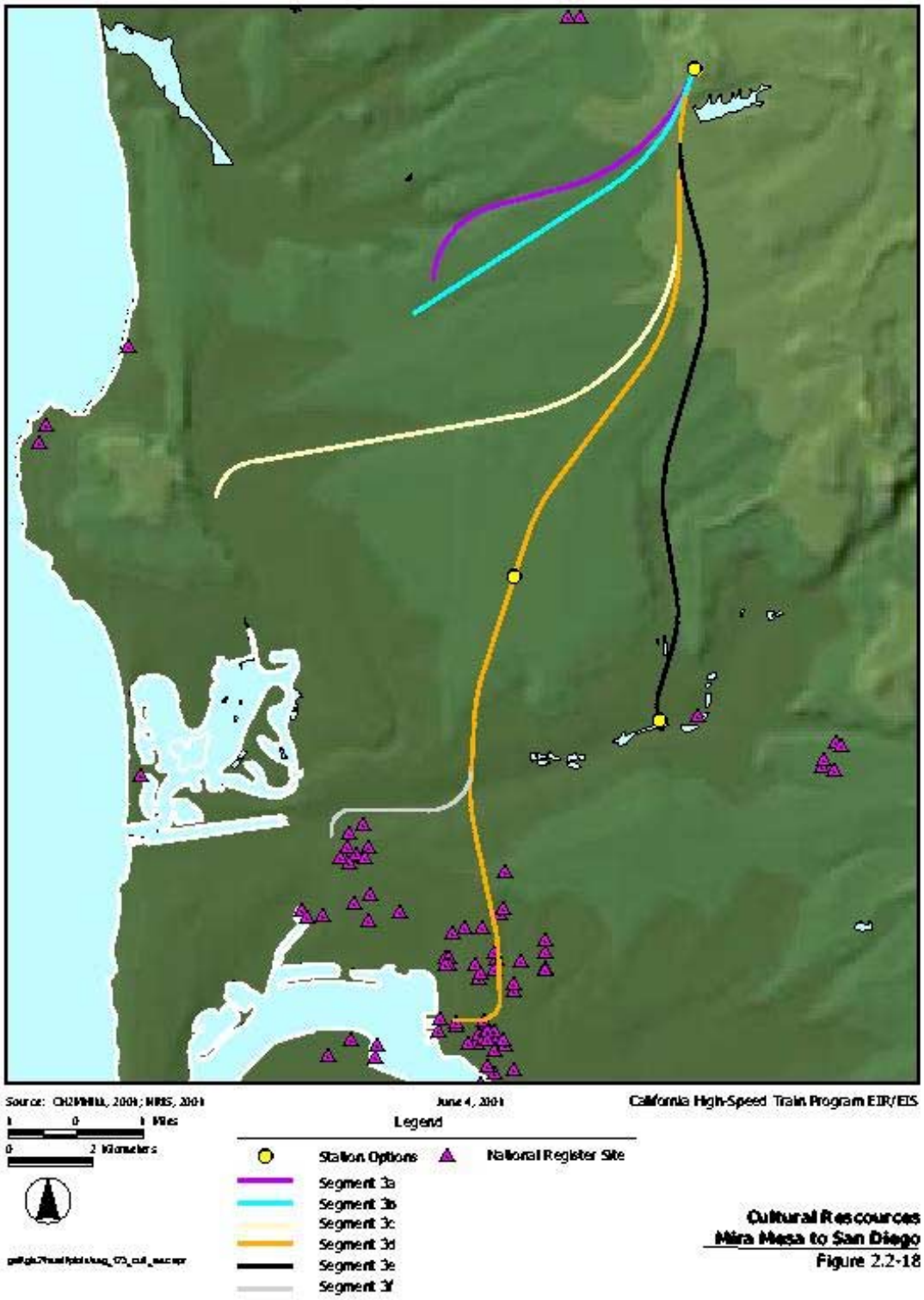
For each site identified within the alignment right-of-way, the GIS database entry was reviewed to assess the general nature of the site and develop an opinion of the potential impact of the site to the alignment (Figures 2.2-16, 2.2-17, and 2.2-18). The sites were generally grouped as: hazardous waste generators, hazardous waste transporters, or sites that were involved in some form of hazardous waste release where an agency file exists. For reporting purposes, sites were grouped and the number of sites in each group were reported for each option. In addition, the summary tables list sites where no further action was required or sites where the database suggests that significant hazardous waste issues may exist.

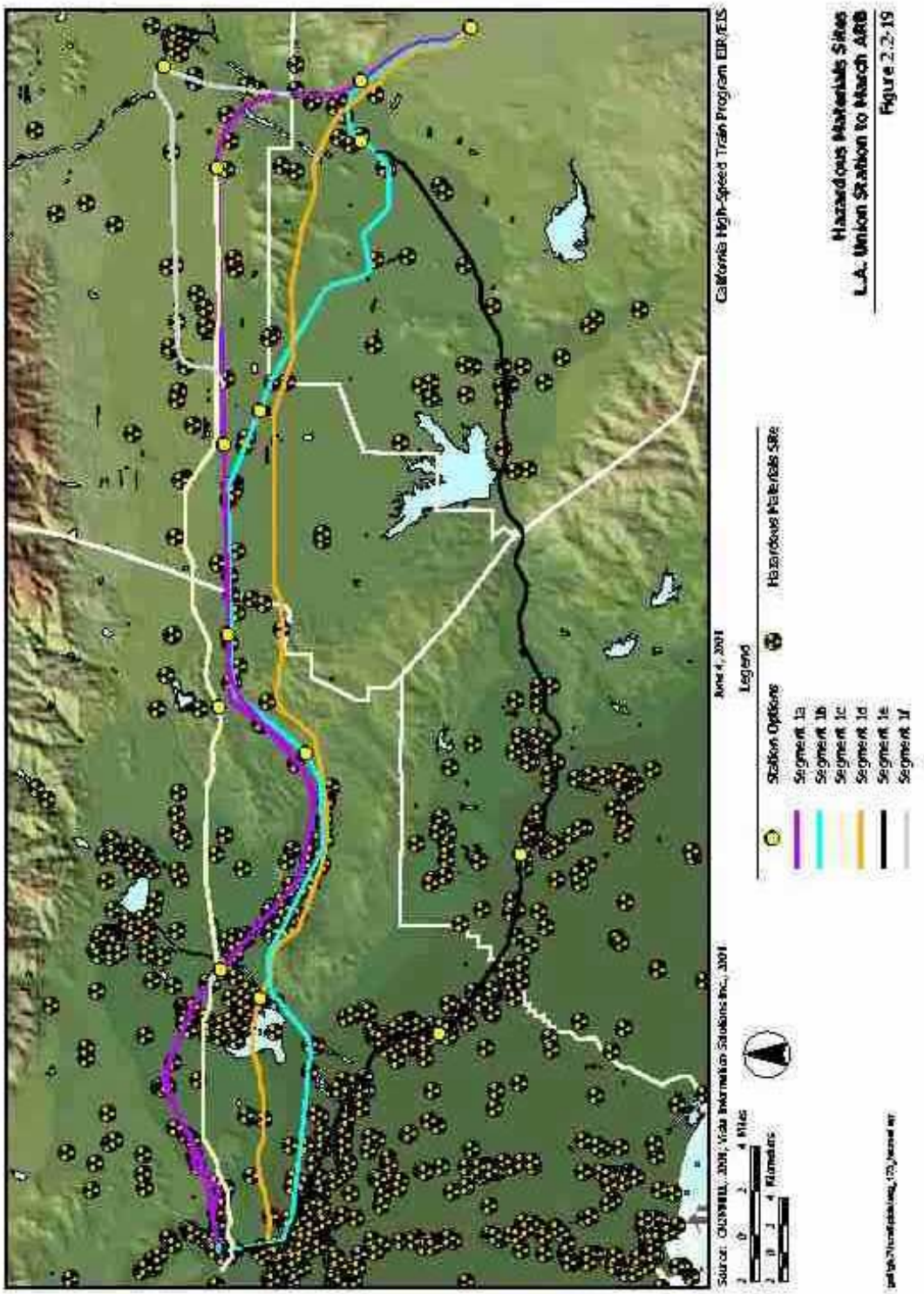
Alignment and station options were ranked in terms of potential constraints based on the number and types of sites that were encountered as well as the presence of any sites that may have significant hazardous waste issues based on the GIS database. The rankings were assigned based on a qualitative assessment of potential constraints, using the reported hazardous waste sites as indicators.

Hazardous waste release sites and transporter sites were given greater significance than generator sites.

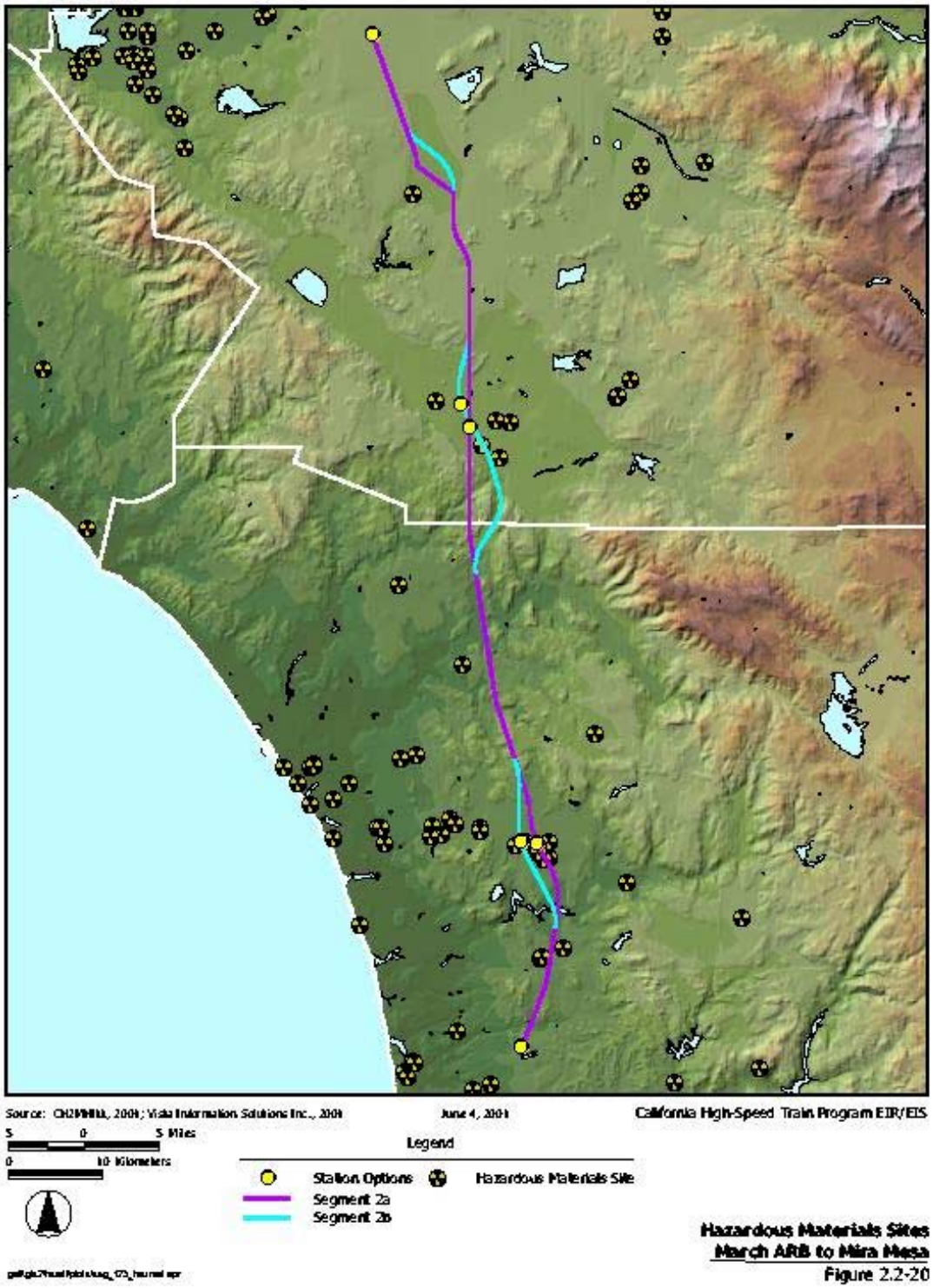

California High-Speed Train Program EIR/EIS
Cultural Resources
L.A. Union Station to March ARB
Figure 2.2-16
June 4, 2001
Legend
Station Options
National Register Site
Segment 1a
Segment 1b
Segment 1c
Segment 1d
Segment 1e
Segment 1f
Source: CH2MHILL, 2001; NRIS, 2001
4 Miles
4 Kilometers


Source: CH2MHILL, 2004; NRIS, 2004
June 4, 2004
California High-Speed Train Program EIR/EIS
5 0 5 Miles
0 10 Kilometers
Legend
Station Options
National Register Site
Segment 2a
Segment 2b
Cultural Resources
March ARB to Mira Mesa
Figure 2.2-17

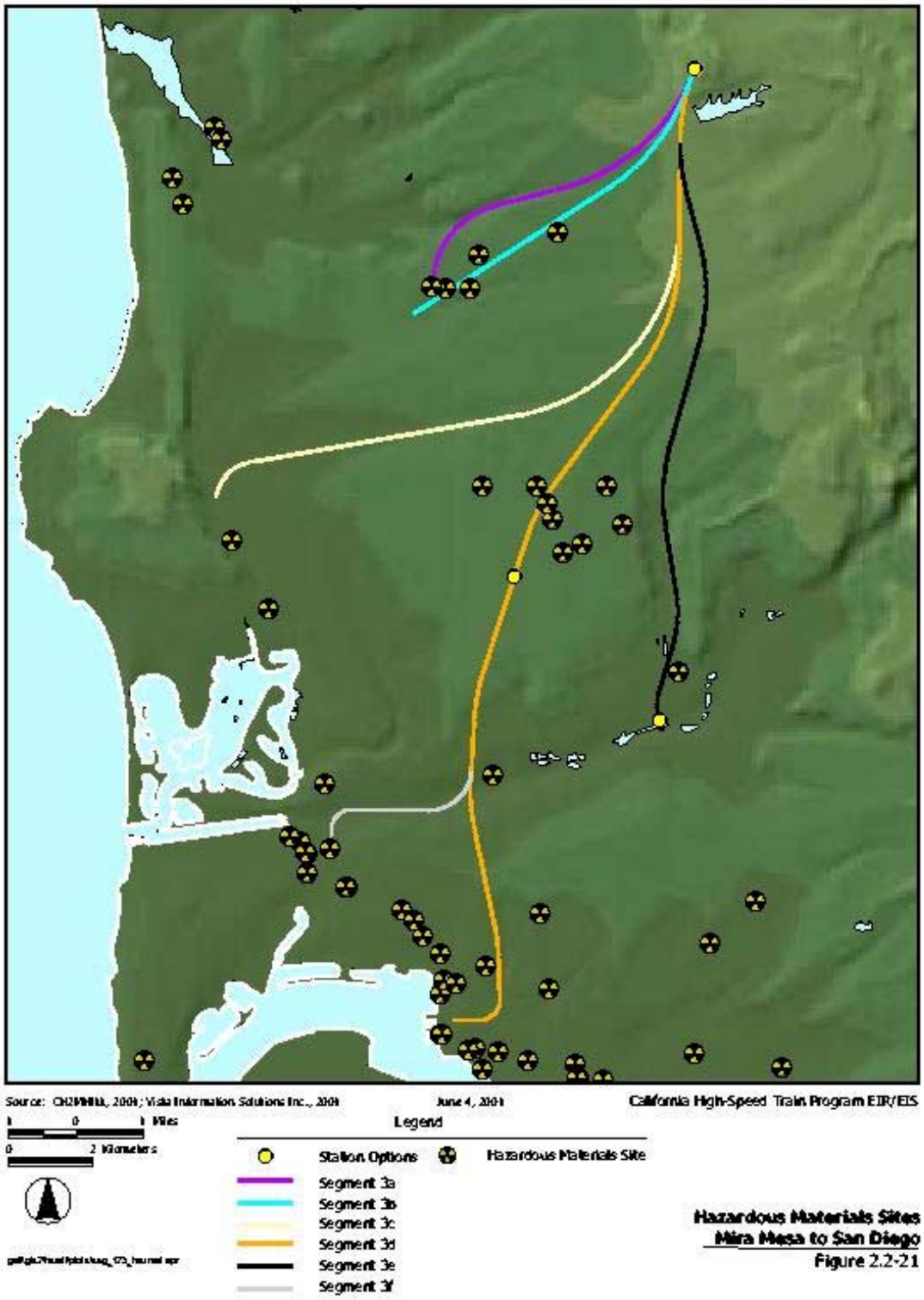

Source: CH2MHILL, 2004; NRIS, 2004
June 4, 2004
California High-Speed Train Program EIR/EIS
1 0 1 Miles
0 2 Kilometers
Legend
Station Options
National Register Site
Segment 3a
Segment 3b
Segment 3c
Segment 3d
Segment 3e
Segment 3f
Cultural Resources
Mira Mesa to San Diego
Figure 2.2-18



Hazardous Materials Sites
L.A. Union Station to March ARB
Figure 2.2-19



Hazardous Materials Sites
March ARB to Mira Mesa
Figure 2.2-20



Hazardous Materials Sites
Mira Mesa to San Diego
Figure 2.2-21