

PLANNING COMMISSION AGENDA REPORT

SUBJECT: Review of a 31,250-square foot operation, administration and maintenance facility for the Regional Transit Authority (RTA), including a request for a fence height exception to allow a fence of a maximum of 8 feet where a range of heights from 3 to 6 feet is the standard maximum.

PROJECT ADDRESS: 253 Elks Lane

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FILE NUMBER: ARCH-0200-2019 & EID-0201-2019

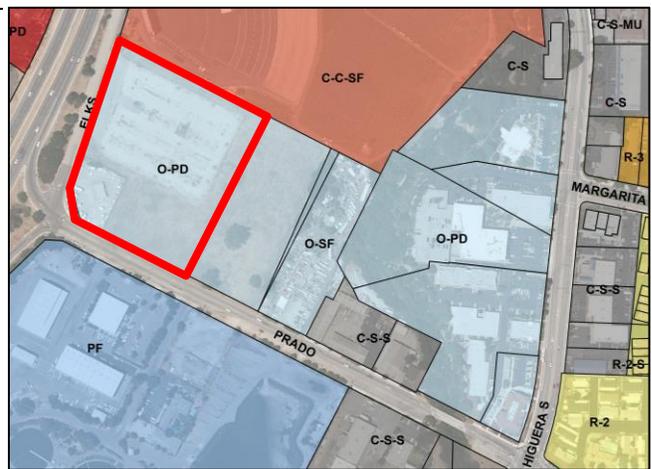
FROM: Tyler Corey, Principal Planner

RECOMMENDATION

Adopt the Draft Resolution (Attachment 1) that allows the approval of the project subject to findings and conditions of approval.

SITE DATA

Applicant	Geoff Straw, RTA
Representative	Will Todd, Stantec
Zoning	O-PD-SF (Office-Planned Development with a Special Focus Overlay)
General Plan	Office
Site Area	6.44
Environmental Status	Mitigated Negative Declaration and Addendum



SUMMARY

The applicant is requesting to construct a new 31,250-square foot operation, administration and maintenance facility for the Regional Transit Authority (RTA), including a request for a fence height exception to allow a fence of a maximum of 8 feet where a range of heights from 3 to 6 feet is the standard maximum. The project site is located within the Office-Planned Development with a Special Focus Overlay (O-PD-SF) zone (Attachment 2, Project Plans). On June 17, 2019 the Architectural Review Commission (ARC) reviewed the proposed project and recommended the Planning Commission find the project consistent with the Community Design Guidelines and applicable City Standards (Attachment 3, ARC Draft Minutes).

1.0 COMMISSION’S PURVIEW

Review project for consistency with the General Plan, Zoning Regulations, Community Design Guidelines, and applicable City development standards and guidelines.

2.0 PREVIOUS REVIEW

The Architectural Review Commission (ARC) reviewed the proposed project on June 17, 2019 for consistency with the Community Design Guidelines (<http://opengov.slocity.org/weblink/1/doc/94418/Page1.aspx>). During their review the ARC provided two directional items to the applicant to address specific concerns related to building and site design (Attachment 3, ARC Draft Minutes).

3.0 PROJECT DESCRIPTION

The applicant is proposing to construct a new 31,250-square foot operation, administration and maintenance facility for RTA. The proposed project will be located along Prado Road, Elks Lane and Highway 101, and south of the Sunset Drive-In Theater. The property is flat and mostly vacant with a small portion of the site occupied by a U-Haul Rental Facility. The proposed architecture is industrial with clean, simple lines, flat roof design, and articulation along the front building. The project uses metal paneling, concrete masonry block, metal roofing, metal canopies, and aluminum storefront glazing. The building colors include a muted white with trim and architectural details in gray, green and blue.

Additionally, the applicant is requesting a fence height exception to allow up to an 8-foot-tall security fencing where normally 3 to 6-foot-tall fencing is allowed. RTA is seeking to provide adequate security for the high-value vehicles and equipment that will be stored in the open area of the property. Vines will be grown on the fencing to soften the appearance of the fence and add to the landscaping on the site.

4.0 PROJECT STATISTICS

Site Details	Proposed ¹	Allowed/Required ²
Front Setback	114 feet	15 feet
Side Setback	Varies; minimum 24 feet	5-9 feet
Maximum Height of Structures	29.5 feet	50 feet
Max Building Coverage	13%	60%
Total # Parking Spaces	84	56
Electric Vehicle Parking	12 EV Ready	6 EV Ready
Bicycle Parking	18	2

¹ Project Plans (Attachment 1)

²2019 Zoning Regulations

5.0 PROJECT ANALYSIS

The proposed improvements must conform to the standards of the General Plan, Zoning Regulations, and be consistent with the applicable Community Design Guidelines (CDG). Staff has evaluated the project and identified discussion items for the PC to consider in order to ensure the project responds to ARC direction and is in substantial compliance with the applicable standards, as discussed in this analysis.

5.1 Consistency with the General Plan

The Land Use Element identifies several special focus areas within the City for specific types of

development. The proposed project is located in the Sunset Drive-in Theater / Prado Road special focus area¹ and is identified for transportation agency use. On May 14, 2014, the Planning Commission determined that the RTA use conformed with the General Plan (Resolution No. PC-5602-14). The Land Use Element further outlines in Policy 3.5.1(D) that “Government social services and the regional offices of state and federal agencies should be near the intersections of South Higuera Street, Prado Road, and Highway 101.” The RTA is a Joint Powers Authority, a partnership or collaboration between agencies across separate local or state governments, with members of the Board made up of council members from each city in SLO County and the County Board of Supervisors. The proposed location of the RTA facility will be located across Prado Road from the City’s Corporation Yard, vehicle maintenance facility and Water Resource Recovery Facility (WRRF) consistent with Land Use Policy 5.1.1.²

5.2 Consistency with the Zoning Regulations

The project design complies with lot coverage, floor area ratios, and building height requirements for the Office zone with a PD overlay (see Section 4.0 Project Statistics). The project site was rezoned to O-PD in 1992 (Ordinance No. 1223 (1992 Series)) as an expansion of the Government / Social Services Area as part of one of the City's Land Use Element policies. As a local, regional agency, the RTA is consistent with the Planned Development Overlay zone at the proposed site.

5.3 Architectural Review Commission Directional Items

The ARC recommended that the Planning Commission find the project consistent with the Community Design Guidelines and applicable City Standards and provided two directional items to be considered. The applicant’s response to ARC direction is discussed below.

***ARC Directional Item #1:** Review fencing details design to ensure adequate security and address visual impacts per Community Design Guidelines 3.3 F-3 and 3.3 F-5.*

¹ **Land Use Program 8.9:** The Sunset Drive-in Theater / Prado Road Area. This 38-acre area should be further developed only if flooding can be mitigated without significant harm to San Luis Obispo Creek. Until flood hazards are mitigated, continued agricultural use and low-intensity recreational use are appropriate. Any use drawing substantial regional traffic also depends on providing needed infrastructure at Prado Road, extending Prado Road to connect with Madonna Road, and realignment of Elks Lane.

Once flooding, access, and agricultural preservation issues are resolved, the area would be suitable for development as a mixed use (horizontal or vertical) development with a mix of Commercial uses. Permanent open space shall be required in order to protect the adjacent San Luis Obispo Creek. As part of future development, a full assessment of the Drive-in Theater site’s potential as a historic resource will need to be evaluated and addressed. Bicycle connectivity as referenced in the Bicycle Transportation Plan is an important component of future development of the area.

Property within the area may need to be designed to accommodate the Homeless Services center and/or transportation agency use.

² **5.1.1 Grouping for Convenience:** The City shall support the continued grouping of government offices that provide similar types of services for efficient service delivery.

Response: The applicant has updated the plans to include better illustrations of the proposed fencing (Figure 1, and Attachment 2, Project Plans, Sheet 11) and has changed the linear line of the fence to include indentations to allow landscaping (Figure 2). The proposed change is consistent with CDG 3.3 F-3 which states “*Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided along the wall.*” The proposed fencing is specifically designed for sturdiness and security, while also designed to fade into the landscape, reducing the appearance of the fence being a single material (CDG 3.3 F-5).



Figure 1: Welded wire anti-climb metal fence



Figure 2: Perspective illustration showing the offset fence line

ARC Directional Item #2: *Revise Colors: Metal siding colors should be more muted and more closely match [the hue of] the corresponding block color.*

Response: The applicant is proposing a new shade of white for the metal paneling. They are proposing a muted white color that is not a bright white and complements the proposed white and charcoal colored CMU blocks.

6.0 ENVIRONMENTAL REVIEW

An Initial Study - Mitigated Negative Declaration (IS-MND) of Environmental Review was completed by the RTA for the proposed project in July 2017 (see <https://www.slocity.org/government/department-directory/community-development/documents-online/environmental-review-documents/-folder-2003>). A 30-day public review period extended from July 20, 2017 through August 18, 2017, and no comments were provided to the RTA during the

public review comment period. On September 6, 2017 the RTA Board met and voted unanimously to adopt the IS-MND and a Notice of Determination (NOD) was filed by the RTA (State Clearinghouse Number 2017071040).

The adopted IS-MND identifies that the project would potentially affect the following environmental factors unless mitigated: air quality, biological resources, cultural resources, geology and soils, noise, and tribal cultural resources. All of the mitigation measures identified in the IS-MND are included in the Draft Resolution (Attachment 1).

With the IS-MND adopted and the architectural plans for the proposal completed, RTA submitted their entitlement application to the City. Staff reviewed the IS-MND and determined that minor technical changes consisting of updated information needed to be included in the environmental document and that an addendum could be completed per State *CEQA Guidelines* Section 15164. Section 15164 subsection (b) of the State *CEQA Guidelines* states that *an addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred*. This section of the State *CEQA Guidelines* is designed to provide clear authority for an addendum as a way of making minor changes or additions to Environmental Impact Reports and (Mitigated) Negative Declarations and it allows the City to prepare an addendum to an IS-MND adopted by a different public agency.

The addendum (Attachment 4) adds additional information to the environmental record for the project, including clarifications to the project description and associated analysis, updated environmental setting descriptions as applicable, and incorporation of a Phase I Environmental Site Assessment and associated existing regulatory requirements. As documented and supported by the analysis in the addendum: 1) these minor technical changes do not materially change the findings and conclusions of the adopted IS-MND; 2) no substantial changes are proposed or would occur that would require major revisions to the adopted IS-MND; 3) no new significant environmental effects are identified and there would not be a substantial increase in the severity of previously identified significant effects; 4) the project would not result in any significant effects that would be substantially more severe than what was identified in the adopted IS-MND; and 5) the applicant will comply with all identified adopted mitigation measures.

7.0 OTHER DEPARTMENT COMMENTS

All City Departments have reviewed the project and have provided comments that are incorporated into the recommended resolution as conditions of approval.

8.0 ALTERNATIVES

8.1 Continue the item. An action to continue the item should include a detailed list of additional information or analysis required.

8.2 Deny the project. An action denying the application should include findings that cite the basis for denial and should reference inconsistency with the General Plan, Community Design Guidelines, Zoning Regulations or other policy documents.

9.0 ATTACHMENTS

1. Draft Resolution
2. Project Plans
3. ARC Draft Minutes (6.17.2019)
4. Addendum (Addendum with appendices available online at:
<https://www.slocity.org/Home/ShowDocument?id=23542>)
5. Initial Study/Mitigated Negative Declaration available online at:
<https://www.slocity.org/government/department-directory/community-development/documents-online/environmental-review-documents/-folder-2003>

RESOLUTION NO. PC-XXXX-19

A RESOLUTION OF THE SAN LUIS OBISPO PLANNING COMMISSION APPROVING THE DEVELOPMENT OF A 31,250-SQUARE FOOT OPERATION, ADMINISTRATION AND MAINTENANCE FACILITY FOR THE REGIONAL TRANSIT AUTHORITY (RTA), INCLUDING A REQUEST FOR A FENCE HEIGHT EXCEPTION TO ALLOW A FENCE OF A MAXIMUM OF 8 FEET WHERE A RANGE OF HEIGHTS FROM 3 TO 6 FEET IS THE STANDARD MAXIMUM WITH A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL REVIEW AND ADDENDUM AS REPRESENTED IN THE STAFF REPORT AND ATTACHMENTS DATED JULY 24, 2019 (253 ELKS LANE, ARCH-0200-2019 & EID-0201-2019)

WHEREAS, the Architectural Review Commission of the City of San Luis Obispo conducted a public hearing in the Council Hearing Room of City Hall, 990 Palm Street, San Luis Obispo, California, on June 17, 2019, recommending the Planning Commission find the project consistent with the Community Design Guidelines, pursuant to a proceeding instituted under ARCH-0200-2019, Geoff Straw, applicant; and

WHEREAS, the Planning Commission of the City of San Luis Obispo conducted a public hearing in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California, on July 24, 2019, pursuant to a proceeding instituted under ARCH-0200-2019 & EID-0201-2019, Geoff Straw, applicant; and

WHEREAS, the Planning Commission of the City of San Luis Obispo has duly considered all evidence, including the testimony of the applicant, interested parties, and evaluation and recommendations by staff, presented at said hearing.

WHEREAS, notices of said public hearings were made at the time and in the manner required by law; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of San Luis Obispo as follows:

SECTION 1. Environmental Review. A Mitigated Negative Declaration was adopted by the RTA Board on September 6, 2017 (SCH# 2017071040). The Planning Commission hereby adopts the Addendum to the adopted Mitigated Negative Declaration of Environmental Review, finding that: 1) the minor technical changes addressed in the Addendum do not materially change the findings and conclusions of the adopted Mitigated Negative Declaration; 2) no substantial changes are proposed or would occur that would require major revisions to the adopted Mitigated Negative Declaration; 3) no new significant environmental effects are identified and there would not be a substantial increase in the severity of previously identified significant effects; 4) the project would not result in any significant effects that would be substantially more severe than what was identified in the adopted Mitigated Negative Declaration; and 5) the applicant will comply with all adopted mitigation measures.

Air Quality

AQ-1 Measures to Reduce Fugitive Dust During Construction. Implementation of the following mitigation measures, as recommended by the San Luis Obispo County APCD, would be required to minimize construction fugitive dust emissions and help ensure that construction emissions remain at a less than significant level.

- Reduce the amount of the disturbed area where possible;
- Water trucks or sprinkler systems shall be used during construction in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency shall be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water shall be used whenever possible;
- All dirt stockpile areas shall be sprayed daily as needed;
- Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible following completion of any soil disturbing activities;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD;
- All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-2 Measures to Reduce Construction Equipment Emissions.

- Maintain all construction equipment in proper tune according to the manufacturer's

specifications;

- Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with State Off-road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive of NOX exempt area fleet) may be eligible by proving alternative compliance;
- All on- and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and on job sites to remind drivers and operators of the five-minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when possible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- Use alternatively fueled construction equipment on-site where feasible,

AQ-3 Measures to Reduce Operational Idling Emissions. To help reduce the emissions impact from diesel buses and equipment at the proposed facility, RTA will implement the following idling control techniques:

1. California Diesel Idling Regulations

- a) On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 - i. Shall not idle the vehicle's primary diesel engine for greater than 5-minutes at any location, except as noted in Subsection (d) of the regulation; and
 - ii. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
 - b) Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
 - c) The specific requirements and exceptions in the regulations can be reviewed at the following web sites: arb.ca.gov/msprog/truck-idling/2485.pdf and arb.ca.gov/regact/2007/ordies107/froal.pdf.
2. Diesel Idling Restrictions Near Sensitive Receptors. In addition to the state required diesel idling requirements, the RTA shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

- a) Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
- b) Use of alternative fueled or electric equipment is recommended as feasible; and Signs that specify the no idling areas must be posted and enforced at the site.

Biological Resources

BIO-1 Nesting Birds. To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 15 through September 1), when possible. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted by a Qualified Biologist no more than one week prior to initiation of ground disturbance and vegetation removal activities to determine the presence/absence of nesting birds within the project site. The California Department of Fish and Wildlife generally considers an appropriate buffer of 100 feet for passerines and 300 feet for raptors. The Qualified Biologist shall perform at least two hours of pre-construction monitoring of the nest to characterize “typical” bird behavior. The Qualified Biologist shall monitor the nesting birds and shall increase the buffer if the Qualified Biologist determines the birds are showing signs of unusual or distressed behavior due to project activities. Atypical nesting behaviors that may cause reproductive harm include but are not limited to, defensive flights/vocalizations directed towards project personnel, standing up from a brooding position, and flying away from the nest. The Qualified Biologist shall have authority, through the Resident Engineer, to order the cessation of all project activities if the nesting birds’ exhibit atypical behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established. To prevent encroachment, the established buffer(s) shall be clearly marked by high visibility material. The established buffer(s) shall remain in effect until the young have fledged or the nest has been abandoned as confirmed by the Qualified Biologist. Any sign of nest abandonment shall be reported to California Department of Fish and Wildlife within 48 hours

BIO-2 Invasive Plant Species. To minimize the spread of invasive plant species during project work, prior to construction all staff and contractors shall receive from a qualified botanist/biologist, invasive plant prevention training. The training shall provide an appropriate identification/instruction guide, a list of target species for the area, and a list of measures for early detection and eradication. Prior to construction, specific areas shall be designated for cleaning of tools, vehicles, equipment, clothing, footwear, and any other gear to be used on site. During construction, before entering and exiting the work site, all tools, equipment, vehicles, clothing, footwear, and other gear shall be thoroughly cleaned to remove soil, seeds, and plant parts. The reproductive parts (seeds, mature flowers, roots and shoots, as well as other parts of species that reproduce in a vegetative manner) shall be removed, stored in sealed containers, transported sealed, and appropriately disposed of at a certified landfill. All disturbed areas that are not converted to hardscape shall be hydroseeded with a mix of locally native species upon completion of work in the area. In areas where construction is ongoing, hydro-seeding shall occur in those areas where no construction activities have occurred within six weeks of ground disturbance. If exotic species invade the area prior to hydro-seeding, weed removal shall occur in consultation with a qualified botanist/biologist.

Cultural Resources

CUL-1 Archeological Testing Program. Prior to project related ground disturbance, an Extended Phase I (XPI) archaeological testing program shall be performed within the project area of potential effect (APE). This study should be conducted by a qualified archaeologist under the direction of a qualified principal investigator and in accordance with CEQA and Section 106. The qualified archaeologist should prepare a testing plan designed to establish the presence or absence and extent of archaeological deposits within the direct APE. An XPI conducted prior to project construction could reduce potential delays caused by unanticipated finds during construction by informing the applicant of what types of resources may exist on the property and where. In the event that a subsurface resource is found during the XPI, additional studies such as a Phase II investigation may be required to determine if the resource is eligible for the CRHR and/or the NRHP. The results of the XPI will also determine whether additional mitigation such as monitoring will be necessary. XPI testing should be observed by a Native American monitor.

CUL-2 Monitoring by Qualified Archaeologist. A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (36 CFR 61), shall be retained to carry out all mitigation measures related to archaeological and historical resources (hereafter principal investigator). Monitoring shall involve inspection of subsurface construction disturbance at or in the immediate vicinity of known sites, or at locations that may harbor buried resources that were not identified on the site surface.

CUL-3 Unanticipated Discovery of Human Remains. The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the San Luis Obispo County coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Geology and Soils

GEO-1 Conduct Geotechnical Investigation and Soil Remediation. Prior to construction activities, a preliminary geotechnical investigation shall be conducted to determine the presence or absence of unstable soils or soils that would become unstable during a seismic event, including the potential for liquefaction at the project site. The geotechnical investigation shall be conducted by trained engineers and shall comply with ASTM approved methodologies. Based on the results of the preliminary geotechnical investigation, unstable soils or soil that would become unstable during a seismic event shall be remediated to ensure that on-site soils would provide adequate structural support for proposed structures. All on-site structures, transportation infrastructure and subgrades

shall comply with applicable methods of the California Building Code and all transportation infrastructures shall comply with the most current California Department of Transportation design standards. Soil remediation may be achieved through, for example, structural piers, excavation of unstable soils, importation of clean, engineered fill, compaction of existing on-site soils, improvement of sub-surface drainage, or a combination of methodologies.

Noise

NOI-1 Construction Vehicle Travel Route. Construction vehicles and haul trucks shall utilize roadways which avoid residential neighborhoods and sensitive receptors, where possible. The applicant shall submit a proposed construction vehicle and hauling route for City review and approval prior to grading/building permit issuance. The approved construction vehicle and hauling route shall be used for soil hauling trips prior to construction as well as for the duration of construction.

NOI-2 Construction Activity Timing. Except for emergency repair of public service utilities, or where an exception is issued by the Community Development Department, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur daily between the hours of 7:00 PM and 7:00 AM, or any time on Sundays, holidays, or after sunset, such that the sound creates a noise disturbance that exceeds 75 dBA for single family residential, 80 dBA for multi-family residential, and 85 dBA for mixed residential/commercial land uses across a residential or commercial property line.

NOI-3 Construction Equipment Best Management Practices (BMPs). For all construction activity at the project site, noise attenuation techniques shall be employed to ensure that noise levels are maintained within levels allowed by the City of San Luis Obispo Municipal Code, Title 9, Chapter 9.12 (Noise Control). Such techniques shall include:

- Sound blankets on noise-generating equipment.
- Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with barriers that meet a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
- For stationary equipment, the applicant shall designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.
- Electrical power shall be used to power air compressors and similar power tools.
- The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day).
- Temporary sound barriers shall be constructed between construction sites and affected uses.

NOI-4 Neighboring Property Owner Notification and Construction Noise Complaints. The contractor shall inform residents and business operators at properties within 300 feet of the project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Proof of mailing the notices shall be provided to the Community Development Department before the City issues a zoning clearance. Signs shall be in place before beginning of and throughout grading and construction activities. Noise-related complaints shall be directed to the City's Community Development Department.

Plan Requirements and Timing. Construction plans shall note construction hours, truck routes, and construction Best Management Practices (BMPs) and shall be submitted to the City for approval prior to grading and building permit issuance for each project phase. BMPs shall be identified and described for submittal to the City for review and approval prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the project. The applicant shall provide and post signs stating these restrictions at construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction. Schedule and neighboring property owner notification mailing list shall be submitted 10 days prior to initiation of any earth movement. The Community Development department shall confirm that construction noise reduction measures are incorporated in plans prior to approval of grading/building permit issuance. All construction workers shall be briefed at a pre-construction meeting on construction hour limitations and how, why, and where BMP measures are to be implemented. A workday schedule will be adhered to for the duration of construction for all phases.

Monitoring. City staff shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.

Tribal Cultural Resources

TCR-1 Native American Monitor. A Native American monitor shall be present during ground disturbing activities due to the area being identified as a culturally sensitive location. The monitor(s) shall be on-site on a full-time basis during earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities.

TCR-2 Unanticipated Discovery of Tribal Cultural Resources. In the event that archaeological resources of Native American origin are identified during project construction, a qualified archaeologist will consult with the City to begin Native American consultation procedures.

SECTION 2. Findings. The Planning Commission hereby grants final approval to the project (ARCH-0200-2019 & EID-0201-2019), based on the following findings:

1. As conditioned, the project will not be detrimental to the health, safety, and welfare of persons living or working at the site or in the vicinity because the project respects site constraints and will be compatible with the scale and character of the neighborhood.

2. The project is consistent with the Zoning Regulations, since the proposed building design complies with all property development standards including height, setbacks, coverage, floor area ratio, density, and parking for the Office zone with a Planned Development and Special Focus Overlays (O-PD-SF).
3. The project is consistent with the General Plan, Land Use Element Policies 3.5.1(D) and 5.1.1 because it promotes the location of a regional transportation agency near the intersections of South Higuera Street, Prado Road, and Highway 101 and supports the grouping of government offices that provide similar types of services for efficient service delivery.
4. The proposed project is consistent with Chapter 17.64. Airport (AOZ) Overlay Zone of the Zoning Regulations.
5. The project design is consistent with the City's Community Design Guidelines Section 3.3, industrial development, and provides a design that is compatible with the proposed use and the characteristics of the surrounding neighborhood.
6. The project design is consistent with the Community Design Guidelines by providing a variety of architectural treatments and landscaping that add visual interest and articulation to the building and site design that are compatible with the design and scale of the existing structures in the surrounding neighborhood.
7. No public purpose is served by strict compliance with the City's fence height standards because the location, height, and extent of the proposed fence would not have a negative effect on the health, safety, or welfare of those living or working in the community.
8. Fencing will be located outside of the required sight distance triangles in order to ensure adequate sight distance at the driveways.

SECTION 3. Action. The project conditions of approval do not include mandatory code requirements. Code compliance will be verified during the plan check process, which may include additional requirements applicable to the project. The Planning Commission (PC) hereby grants final approval to the project with incorporation of the following conditions:

Planning Division

1. Final project design and construction drawings submitted for a building permit shall be in substantial compliance with the project plans approved by the Planning Commission for project ARCH-0200-2018. A separate, full-size sheet shall be included in working drawings submitted for a building permit that lists all conditions and code requirements of project approval listed as sheet number 2. Reference shall be made in the margin of listed items as to where in plans requirements are addressed. Any change to approved design, colors, materials, landscaping, or other conditions of approval must be approved by the Director or Architectural Review Commission, as deemed appropriate.

2. It shall be the responsibility of all owners of property offered for sale or for lease within the airport overlay zone (AOZ) to provide a disclosure prior to selling or leasing property in San Luis Obispo as specified in the airport land use plan.
3. Plans submitted for a building permit shall call out the colors and materials of all proposed building surfaces and other improvements. Colors and materials shall be consistent with the color and material board submitted with Architectural Review application.
4. Plans submitted for a building permit shall clearly depict the type of bicycle racks proposed, location and dimensions of all short and long-term bicycle parking. Sufficient detail shall be provided about the placement and design of bike racks to demonstrate compliance with relevant Engineering Standards and Community Design Guidelines, to the satisfaction of the Public Works and Community Development Directors.
5. Plans submitted for a building permit shall include recessed window details and all other details including but not limited to awnings, and railings. Plans shall indicate the type of materials for the window frames and mullions, their dimensions, and colors. Plans shall include the materials and dimensions of all lintels, sills, surrounds recesses and other related window features. Plans shall demonstrate the use of high-quality materials for all design features that reflect the architectural style of the project and are compatible with the neighborhood character, to the approval of the Community Development Director.
6. Mechanical and electrical equipment shall be located internally. With submittal of working drawings, the applicant shall include sectional views of the building, which clearly show the sizes of any proposed condensers and other mechanical equipment. If any condensers or other mechanical equipment is to be placed on the roof, plans submitted for a building permit shall confirm that parapets and other roof features will adequately screen them. A line-of-sight diagram may be required to confirm that proposed screening will be adequate. This condition applies to initial construction and later improvements.
7. The location of any required backflow preventer and double-check assembly shall be shown on all site plans submitted for a building permit, including the landscaping plan. Construction plans shall also include a scaled diagram of the equipment proposed. Where possible, as determined by the Utilities Director, equipment shall be located inside the building within 20 feet of the front property line. Where this is not possible, as determined by the Utilities Director, the back-flow preventer and double-check assembly shall be located in the street yard and screened using a combination of paint color, landscaping and, if deemed appropriate by the Community Development Director, a low wall. The size and configuration of such equipment shall be subject to review and approval by the Utilities and Community Development Directors.
8. A final landscaping plan, including irrigation details and plans, shall be submitted to the Community Development Department along with working drawings. The legend for the landscaping plan shall include the sizes and species of all groundcovers, shrubs, and trees with

corresponding symbols for each plant material showing their specific locations on plans. Street trees species shall comply with City standards.

9. Plans submitted for building permit shall include a photometric plan, demonstrating compliance with maximum light intensity standards. The locations of all lighting, including bollard style landscaping or path lighting, shall be included in plans submitted for a building permit. All wall-mounted lighting fixtures shall be clearly called out on building elevations included as part of working drawings. All wall-mounted lighting shall complement building architecture. The lighting schedule for the building shall include a graphic representation of the proposed lighting fixtures and cut-sheets on the submitted building plans. The selected fixture(s) shall be shielded to ensure that light is directed downward consistent with the requirements of the City's Night Sky Preservation standards contained in Chapter 17.70.100 of the Zoning Regulations.
10. Mechanical and electrical equipment shall be located internally to the building. With submittal of working drawings, the applicant shall include sectional views of the building, which clearly show the sizes of any proposed condensers and other mechanical equipment. If any condensers or other mechanical equipment is to be placed on the roof, plans submitted for a building permit shall confirm that parapets and other roof features will adequately screen them. A line-of-sight diagram may be required to confirm that proposed screening will be adequate. This condition applies to initial construction and later improvements
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Engineering Division – Public Works/Community Development

13. Projects involving the construction of new structures generally requires that complete frontage improvements be installed or that existing improvements be upgraded per city standard. MC 12.16.050.

14. New curb, gutter, sidewalk, street paving, signing, striping, and driveway approach improvements are normally required as a condition of development permits and would be constructed in accordance with City Engineering Standards and Standard Specifications. Because of the timing with the design and construction of the Prado Road overpass, the City has approved the deferral of some or all of the standard street improvements along Elks, Prado, and the Elks realignment. The applicant/property owner should provide a written request to defer said improvements. If deferred, a covenant agreement shall be recorded to complete the frontage improvements in the future.
15. Interim access and utility connections shall be approved to the satisfaction of the City and serving utility companies.
16. The building permit plan submittal shall include all required parking lot improvements, dimensions, space dimensions, maneuverability, materials, space and aisle slopes, drainage, pavement marking, signage, and striping in accordance with the Parking and Driveway Standards and disabled access requirements of the CBC.
17. The building plan submittal shall show and note the right-of-way width, location of frontage improvements, front property line location, offers of dedication, and all easements. All existing and proposed improvements located within the public right-of-way shall be shown for reference.
18. The building plan submittal shall include a complete site utility plan. All existing and proposed utilities along with utility company meters shall be shown. Existing underground and overhead services shall be shown along with any proposed alterations or upgrades. All work in the public right-of-way shall be shown or noted.
19. All new wire services to the new structure(s) including electrical service, phone, fiber, and cable TV shall be placed underground. The undergrounding of utilities shall be completed without a net increase in the number of required utility poles.
20. New streetlight(s) may be required along the realigned Elks frontage depending upon whether temporary access or complete frontage improvements will be constructed.
21. The building plan submittal shall include a complete grading, drainage and topo plan. The grading and drainage plan shall show existing structures and grades located within 15' of the property lines in accordance with the grading ordinance. The plan shall consider historic offsite drainage tributary to this property that may need to be conveyed along with the improved on-site drainage. This development will alter and/or increase the storm water runoff from this site. The improved or altered drainage shall be directed to the street and not across adjoining property lines unless the drainage is conveyed within recorded easements or existing waterways.
22. The building plan submittal shall show and note compliance with the Post Construction Stormwater Regulations as promulgated by the Regional Water Quality Control Board for

- development projects. Post Construction Plan checklists are available on the City website or by request. An operations and maintenance manual will be required for the post-construction stormwater improvements.
23. The building plan submittal shall include a Private Stormwater Conveyance System Management and Maintenance Agreement (Operations and Maintenance Agreement) on a form provided by the City. The agreement shall be recorded and shall reference any separate maintenance program documents and the approved building plans.
 24. Water quality treatment systems, the treatment train, and maintenance BMP's shall be included in an Operation and Maintenance Manual.
 25. The final drainage report shall show and note compliance with Waterway Management Plan Drainage Design Manual. The final drainage report and building plan submittal shall show and note compliance with the Floodplain Management Regulations. The drainage report shall include a complete summary of any initial (Interim) drainage improvements vs. the final drainage improvements, strategy, and design. The report shall clarify what future improvements may be required to accommodate the Elks Lane re-alignment.
 26. The building plan submittal shall comply with the City's Floodplain Management Regulations and the current Flood Insurance Rate Map. City/FEMA regulations require elevation and/or floodproofing to at least 1' above the Base Flood Elevation (BFE). Floodproofing to a freeboard height of 2' above the BFE may provide better flood protection/reduced flood insurance premiums and is recommended.
 27. The building plan submittal shall include a detailed site plan exhibit to show the scope of improvements, alterations, and demolitions required to accommodate the future Elks Lane re-alignment as currently contemplated. The plan shall consider final parking lot access, site improvements, circulation, utility relocations, site lighting, and landscaping. A covenant agreement to remove, alter, or relocate the existing improvements to accommodate the Elks Lane re-alignment shall be recorded prior to final inspection approvals, if applicable.
 28. One 15-gallon street tree is generally required for each 35 lineal feet of frontage as a condition of development. Some street tree planting may be deferred and included in a covenant for future planting/improvements if specifically approved for deferral by the City Arborist and Community Development Director.
 29. The City supports the proposed tree removals and the proposed compensatory on-site tree plantings as shown in the ARC plans. Additional landscape/buffer trees may be required along the Prado and Elks frontages outside the proposed security fencing. The final tree planting requirement and species shall be approved to the satisfaction of the Community Development Director and City Arborist depending upon the project timing, overpass project timing, and final designs.

Utilities Department

30. Recycled water, or another non-potable water source, shall be used for construction water (dust control, soil compaction, etc.). An annual Construction Water Permit is available from the City's Utilities Department. Recycled water is readily available east of the intersection of Elks Lane and Prado Road.
31. Prior to issuance of a building permit the development's recycled water system shall have: a 12-inch recycled water system along the north boundary of the project, and within the Elks Lane realignment; approximately 650-ft of main. The new main will remain inactive (dry) until the final connection to the east is made onto Prado Road by the Day Center Improvements, therefore the project may use potable water from the north boundary to feed the irrigation system. A temporary connection can be made from the recycled water main available on Prado Road to service the project from the south boundary through an alignment meeting the Engineering Design Standards, and to the satisfaction of the Utilities Engineer.
32. Water flow rates and flow velocities shall comply with the requirements of the 2016 Potable Water Distribution System Operations Master Plan. Prior to issuance of a building permit the development's water system shall have: (1) a 12-inch water main extending easterly along the new Elks Lane realignment up to the northeast corner of the project; and (2) approximately 650-ft of water main.
33. Sewer flow rates and flow velocities shall comply with the requirements of the 2016 Wastewater Collection System Infrastructure Renewal Strategy. Prior to issuance of a building permit the development's sewer system shall have: a private sewer lateral adequately sized to convey the new sewer flows to a point near the east boundary of the project, and then temporarily discharge the flows south into the 48" sewer main along Prado Road. The Prado Road overcrossing may require the 48" sewer main to get relocated into the new Elks Lane Road realignment, which may trigger the need to re-direct the sewer flows from the east boundary of the project to a point located near the northeast corner of the project. The lateral relocation and re-direction of flow will not be in the scope of this proposed project, but the inverts need to be deep enough to re-direct the flows without the need of a private lift station.
34. Separate utilities, including water, sewer, gas, electricity, telephone, and cable TV shall be served to each lot to the satisfaction of the Public Works Department and serving utility companies. All public and private sewer mains/laterals shall be shown on the public improvement plans and shall be constructed per City Engineering Standards unless a waiver or alternate standard is otherwise approved by the City. The plans shall clearly delineate and distinguish the difference between public and private improvements. No sewer lift stations shall be used for the wastewater collection system given that preliminary designs demonstrate the ability to serve the development by a gravity sewer system.
35. All proposed utility infrastructure shall comply with the latest engineering design standards effective at the time the building permit is obtained, and shall have reasonable alignments needed for maintenance of public infrastructure. All public utilities shall be within the public

- right of way, and final alignment of all water and sewer mains to be approved by the Utilities Engineer.
36. All sewer and water infrastructure impacted by the proposed Elks Lane re-alignment and associated appurtenances shall be removed and replaced to the satisfaction of the Utilities Director.
 37. Where automobiles are serviced, greased, repaired, or washed, separators shall be provided to prevent the discharge of oil, grease, and other substances harmful or hazardous to the City's wastewater collection system consistent with City standards.
 38. Final grades and alignments of all public and/or private water, recycled water, sewer and storm drains shall be approved to the satisfaction of the Public Works Director and Utilities Department. The final location, configuration, and sizing of on-site service laterals and meters shall be approved in conjunction with the review of the building plans, fire sprinkler plans, and/or public improvement plans.
 39. The limit, extent, and method of termination for all public utilities shall be approved to the satisfaction of the City Utilities Engineer. The final design shall consider any on-going City maintenance of the same. Redundant mains or mainlines located with limited access for maintenance may need to be redesigned. The extension of mainlines along the project boundary/frontage may be required for orderly development.
 40. The improvement plans shall show the location of all domestic and landscape water meters. The plan shall include service lateral sizes and meter sizes. Sizing calculations may be required to justify service and meter sizing.
 41. Irrigation systems using recycled water shall be designed and operated as described consistent with the City's Procedures for Recycled Water Use, including the requirement that sites utilizing recycled water require backflow protection on all potable service connections. Three sets of irrigation plans shall be submitted for review during the City's improvement plan and/or building permit review process.
 42. The project's Landscape Plan shall be consistent with provisions of the City's maximum applied water allowance or (MAWA).
 43. Management of refuse generations for waste, recyclables, and organics shall comply with state law per AB 1826 and the local waste management ordinance to reduce greenhouse gas emissions.
 44. Driveways and access routes to all refuse receptacles shall be designed to accommodate the size and weight of the garbage trucks; a written confirmation from the San Luis Garbage Company shall be included in the building permit plans for the proposed project.

Transportation Division – Public Works

45. Prior to building permit issuance, the applicant shall provide a preliminary design of the realignment of Elks Lane along the project frontage to the satisfaction of the Public Works Department. Preliminary plans shall be provided to show that the proposed project, site design, utility connections, horizontal, and vertical controls will generally accommodate a future re-alignment of Elks Lane. The plan shall include public utility main extensions/relocations into the re-aligned street.
46. Prior to issuance of building permit the property owner shall dedicate an irrevocable offer of public rights of way for the realignment of Elks Lane, Prado Road widening and interchange/overpass, subject to approval of the Director of Public Works.
47. Prior to issuance of building permit the property owner/applicant shall enter into a covenant agreement for the construction of public improvements for the Elks lane realignment along the property frontage. These improvements shall include curb, gutter, street paving, water and sewer utilities, and all necessary appurtenances per City standards. These improvements may include the removal and/or adjustment of any conflicts such as interim driveways, parking lots, basins, and swales.
48. The building plan submittal shall include applicable vehicle turning path analyses for site access driveways-both interim driveways along the existing Elks Lane alignment, and ultimate driveways along the future realigned segment of Elks Lane.

Fire Department

49. Water Supplies shall be in accordance with Sections 507 of the CFC. An approved water supply capable of providing the required fire flow for fire protection is required. The fire flow shall be determined using Appendix B of the CFC. Show locations of any nearby existing public fire hydrants. In addition to the 2 proposed private hydrants, a public hydrant will be required on the future Elks Lane roadway, near the double detector check valve backflow preventer. Show this public hydrant on plans.

Indemnification

50. The applicant shall defend, indemnify and hold harmless the City and/or its agents, officers and employees from any claim, action or proceeding against the City and/or its agents, officers or employees to attack, set aside, void or annul, the approval by the City of this project, and all actions relating thereto, including but not limited to environmental review (“Indemnified Claims”). The City shall promptly notify the applicant of any Indemnified Claim upon being presented with the Indemnified Claim and the City shall fully cooperate in the defense against an Indemnified Claim.

On motion by Commissioner _____, seconded by Commissioner _____,
 and on the following roll call vote:

Resolution No. PC-XXXX-19
253 Elks Lane, ARCH-0200-2019 & EID-0201-2019
Page 16

AYES:
NOES:
REFRAIN:
ABSENT:

The foregoing resolution was passed and adopted this 24th day of July, 2019.

Tyler Corey, Secretary
Architectural Review Commission

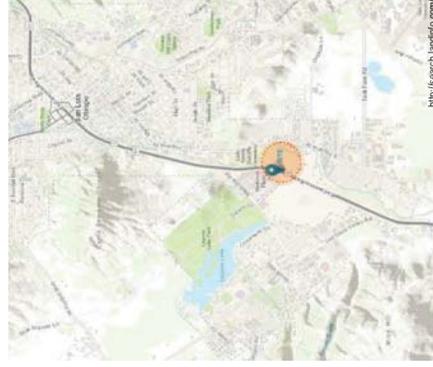


PLANNING COMMISSION SUBMITTAL

San Luis Obispo Regional Transit Authority | Bus Maintenance Facility | 07/10/19

SHEET INDEX

- 00 COVER SHEET
- 01 SITE PLAN
- 02 GRADING & DRAINAGE PLAN
- 03 UTILITIES SITE PLAN
- 04 HYDROZONE SITE PLAN & CALCS
- 05 HYDROZONE CALCULATIONS
- 06 CONCEPTUAL LANDSCAPE PLAN
- 07 CONCEPTUAL LANDSCAPE LEGEND
- 08 ENLARGED SITE PLAN
- 09 PLANTING LEGEND
- 10 SITE LIGHTING PLAN
- 11 SITE FURNISHINGS & BUILDING FINISHES
- 12 SITE CONCEPT
- 13 NORTHWEST OVERBALL
- 14 SOUTHWEST OVERBALL
- 15 NORTHEAST
- 16 SOUTHWEST
- 17 NORTHWEST
- 18 NORTH-VISITOR ENTRY
- 19 NORTHWEST EMPLOYEE ENTRY
- 20 CONCEPT BUILDING PLAN
- 21 DESIGN CONCEPT
- 22 BUILDING ELEVATIONS
- 23 BUILDING ELEVATIONS
- 24 SITE LIGHTING SECTION

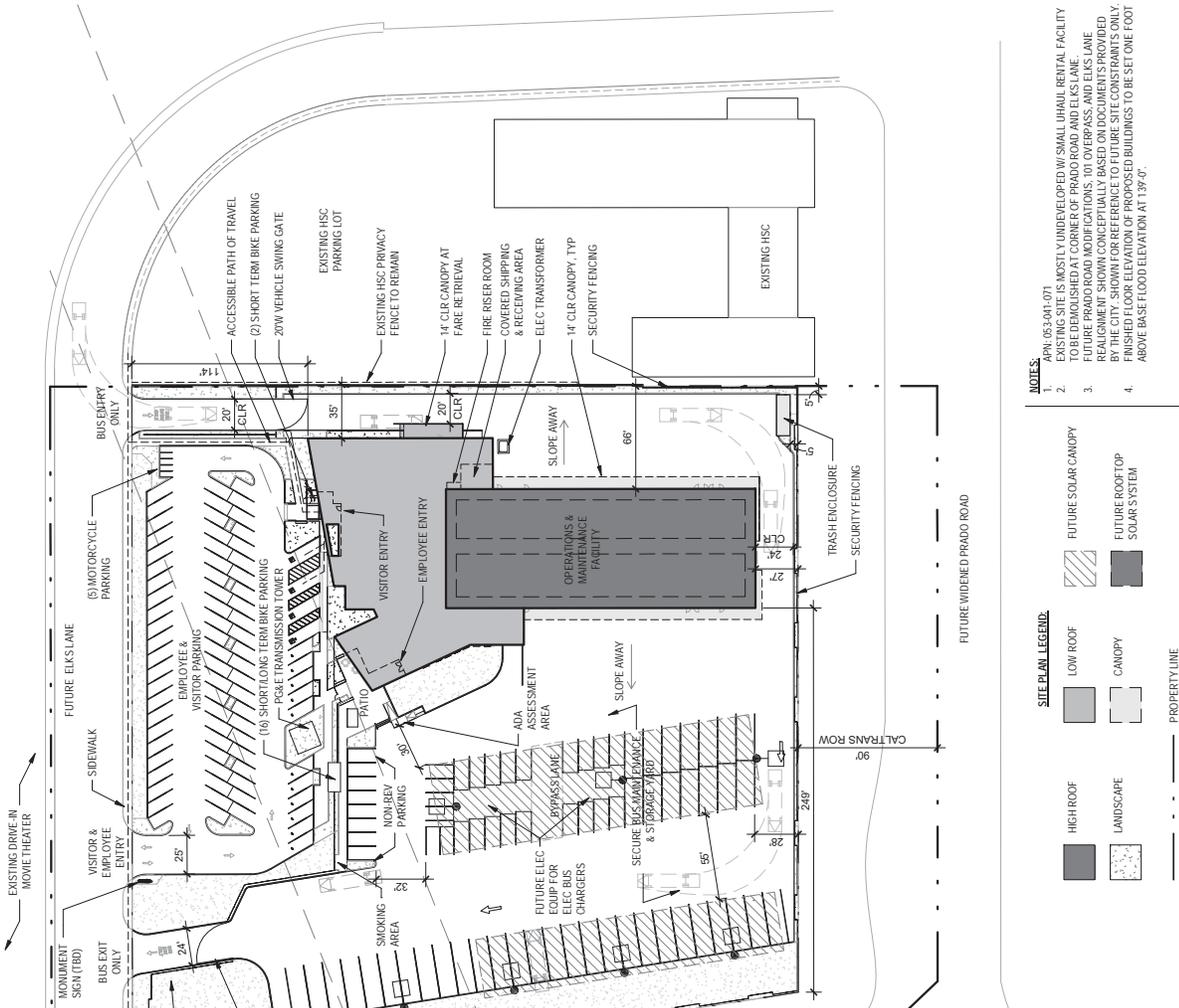


PROJECT LOCATION

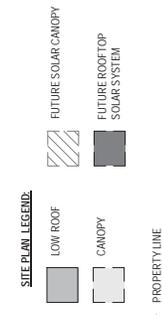


VICINITY MAP

BUILDING SUMMARY:
 TOTAL PARCEL AREA: 6.44 ACRES
 TOTAL AREA WITH SETBACKS: 4.14 ACRES
 OCCUPANCY TYPE: OFFICE WITH PLANNED DEVELOPMENT AND SPECIAL FOCUS OVERLAY (O-PD-SF)
 OCCUPANCY: S-1 & B (MIN OCCUPANCY), A-3 (ACCESSORY USE)
 OPERATIONS, ADMINISTRATION AND MAINTENANCE BUILDING (GROSS): 28,650 SQ FT - ONE STORY (1,200 SQ FT OF MEZZANINE/EQUIPMENT PLATFORM)
 ZONING REGULATIONS PER CITY OF LOS ANGELES:
 OFFICE WITH PLANNED DEVELOPMENT AND SPECIAL FOCUS OVERLAY (O-PD-SF)
 17.24.000 - SETBACKS:
 MIN. SETBACKS: FRONT 15 FEET
 (PROPOSED - 14' TO FUTURE ELKS LANE TBD)
 MAX. BUILDING HEIGHT: 35 FEET
 (PROPOSED 27' 8" AT HIGHEST POINT)
 MAX. BUILDING HEIGHT INCLUDING EXTERIOR CANOPIES:
 (PROPOSED 28' 6" INCLUDING EXTERIOR CANOPIES)
 MIN. SETBACKS: INTERIOR SIDE & REAR 9 FEET
 (PROPOSED EAST - 20' & WEST - 24' TO POTENTIAL CALTRANS ROW)
 17.72.000 - REQUIRED PARKING SPACES, TABLE 3.4: PARKING REQUIREMENTS BY USE:
 REQUIRED: 84 PARKING SPACES
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 VEHICLE SERVICES - MINOR REPAIR/MAINTENANCE & MAJOR REPAIR/BODY WORK:
 1 SPACE PER 500 SF OF NON-SERVICE BAY FLOOR AREA AND 2 SPACES PER SERVICE BAY
 REQUIRED: 5-1 OCCUPANCY: 16,400 SF / 500 SF = 33 PARKING SPACES
 TOTAL REQUIRED BASED ON OCCUPANCY TYPE: 233-33-56 PARKING SPACES
 TOTAL PROPOSED: 84 PARKING SPACES
 EMPLOYEE PARKING LOT: TOTAL OF 84
 STANDARD EMPLOYEE / VISITOR: 69 (8' 3" X 18' 0")
 ACCESSIBLE PARKING: 1 VAN, 3 STD
 CLEAN AIR / ELEC VEH: 12 (INCLUDING 1 STD ACCESSIBLE EV)
 (2) 49' X 12' STALLS, (1) 39' X 12' STALLS, & (3) 20' X 10' & 18' X 9' STALLS
 (2) 4' CLR CANOPY AT FARE RETRIEVAL
 FIRE RISER ROOM
 COVERED SHIPPING & RECEIVING AREA
 ELEC TRANSFORMER
 14' CLR CANOPY, TYP
 SECURITY FENCING
 ADA ASSESSMENT AREA
 BYPASS LANE
 FUTURE ELEC EQUIP FOR ELEC BUS CHARGERS
 SECURE BUS MAINTENANCE & STORAGE YARD
 PATIO
 NON-RECYCLING VISITOR PARKING
 VISITOR ENTRY
 EMPLOYEE ENTRY
 OPERATIONS & MAINTENANCE FACILITY
 SLOPE AWAY
 TRASH ENCLOSURE
 SECURITY FENCING
 FUTURE WIDENED PRADO ROAD
 CALTRANS ROW
 PG&E EASEMENT
 FUTURE ONRAMP FROM PRADO ROAD TO US 101 NORTH BOUND
 US 101
 FUTURE 101 OVERPASS
 EXISTING DRIVE-IN MOVIE THEATER
 MONUMENT SIGN (TBD)
 VISITOR & EMPLOYEE ENTRY
 BUS EXIT ONLY
 SIBEWALK
 FUTURE ELKS LANE
 (5) MOTORCYCLE PARKING
 VISITOR PARKING
 (16) SHORT LONG TERM BIKE PARKING
 (2) SHORT TERM BIKE PARKING
 200V VEHICLE SWING GATE
 EXISTING HSC PARKING LOT
 EXISTING HSC PRIVACY FENCE TO REMAIN
 14' CLR CANOPY AT FARE RETRIEVAL
 FIRE RISER ROOM
 COVERED SHIPPING & RECEIVING AREA
 ELEC TRANSFORMER
 14' CLR CANOPY, TYP
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- NOTES:**
- APRIL 05-04T-01
 - EXISTING SITE IS MOSTLY UNDEVELOPED (SMALL UNITS, RENTAL FACILITY)
 - FUTURE ROAD MODIFICATIONS TO OVERPASS AND ELKS LANE REALIGNMENT SHOWN CONCEPTUALLY BASED ON DOCUMENTS PROVIDED BY THE CITY. SHOWN FOR REFERENCE TO FUTURE SITE CONSTRAINTS ONLY.
 - FINISHED FLOOR ELEVATION OF PROPOSED BUILDINGS TO BE SET ONE FOOT ABOVE BASE FLOOD ELEVATION AT 139' 0".



TRASH ENCLOSURE: 3 BIN ENCLOSURE (0) 3 CY GARBAGE + (0) 3 CY RECYCLE

TRASH ENCLOSURE STANDARDS:
 REQUIRED: NEW PROJECTS >25,000 - 50,000 TO HAVE MIN 3 BIN ENCLOSURE.
 3-CUBIC YARD GARBAGE & 3 CUBIC YARD RECYCLE

TRASH ENCLOSURE SIZES PER CITY OF SAN LUIS OBISPO DEVELOPMENT STANDARDS:

TRASH ENCLOSURE: 3 BIN ENCLOSURE (0) 3 CY GARBAGE + (0) 3 CY RECYCLE

FIRE DEPARTMENT NOTES:

- FIRE DEPARTMENT ACCESS WILL BE PROVIDED PER CHAPTER 5 & APP. D OF THE 2016 IFC. PROVIDED FIRE ACCESS LINES ARE 20' W X 11' CLEAR. ACCESS ROADS WILL BE 10' WIDE.
- SEE UTILITY PLAN DRAWING NO. 11 FOR DETAIL OF CONCRETE FIRE RISER ROOMS.
- SEE BUILDING PLAN DRAWING NO. 20 FOR LOCATION OF FIRE RISER ROOM.
- BUILDING WILL BE PROVIDED WITH AN APPROVED FIRE SPRINKLER SYSTEM PER MFA 13, FIRE SPRINKLER MONITORING ALARM SYSTEM PER MFA 17, AND FIRE MAN PER MFA 24 STANDARDS AND CITY ENGINEERING STANDARDS. INSTALLED IN ACCORDANCE WITH THE IFC AND CBC.
- ALL PARKING CANOPY PHOTOVOLTAIC SYSTEMS WILL BE DEFERRED SUBMITTALS AND ARE SHOWN FOR REFERENCE ONLY IN THIS SUBMITTAL.
- EXTERIOR BUILDING MATERIALS WILL COMPLY WITH CBC CHAPTER 7A AS REQUIRED.
- BUILDING ADDRESS SIGNAGE AND KNOX BOX LOCATIONS TO BE PROVIDED AS REQUIRED.

PLANNING COMMISSION SUBMITTAL **SITE PLAN**

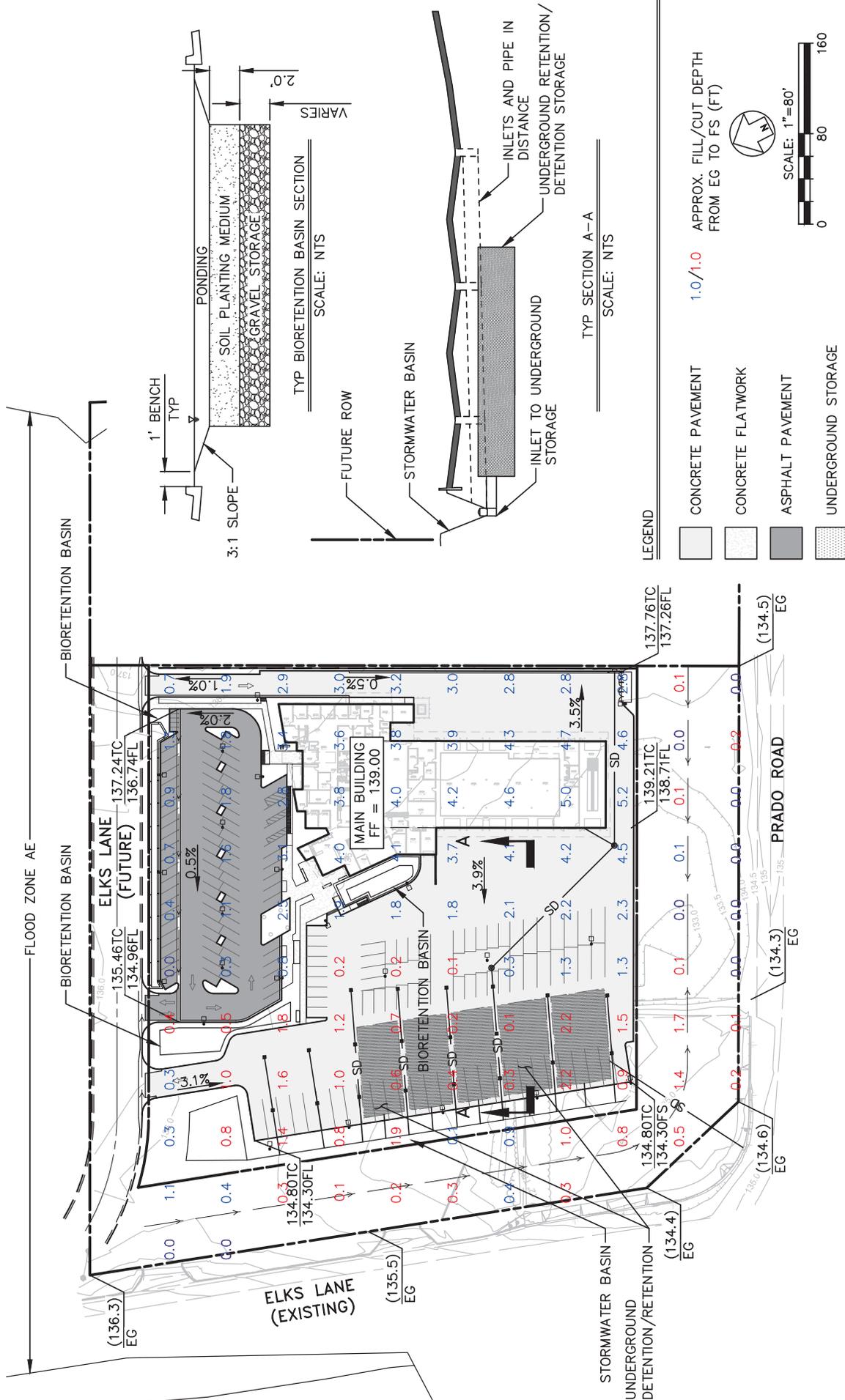
Bus Maintenance Facility
 179 Cross Street San Luis Obispo, CA 93401

Date: 07/10/2019

Drawing No. 01

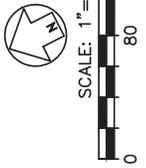
Stantec
 523 West 6th Street Suite 1200 /
 Los Angeles, CA 90014-1218
 Stantec Project # 2270449601

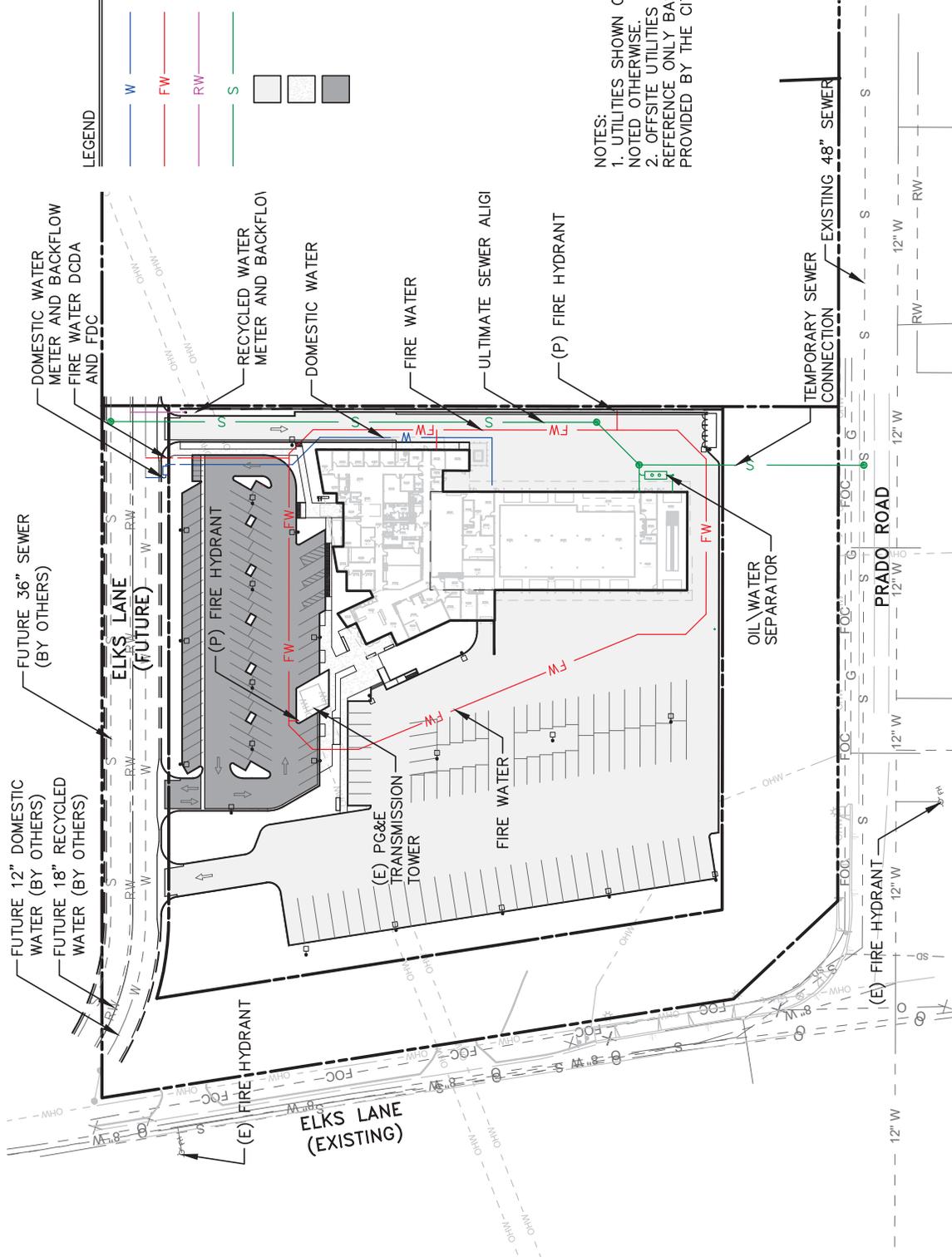
Packet Page 33



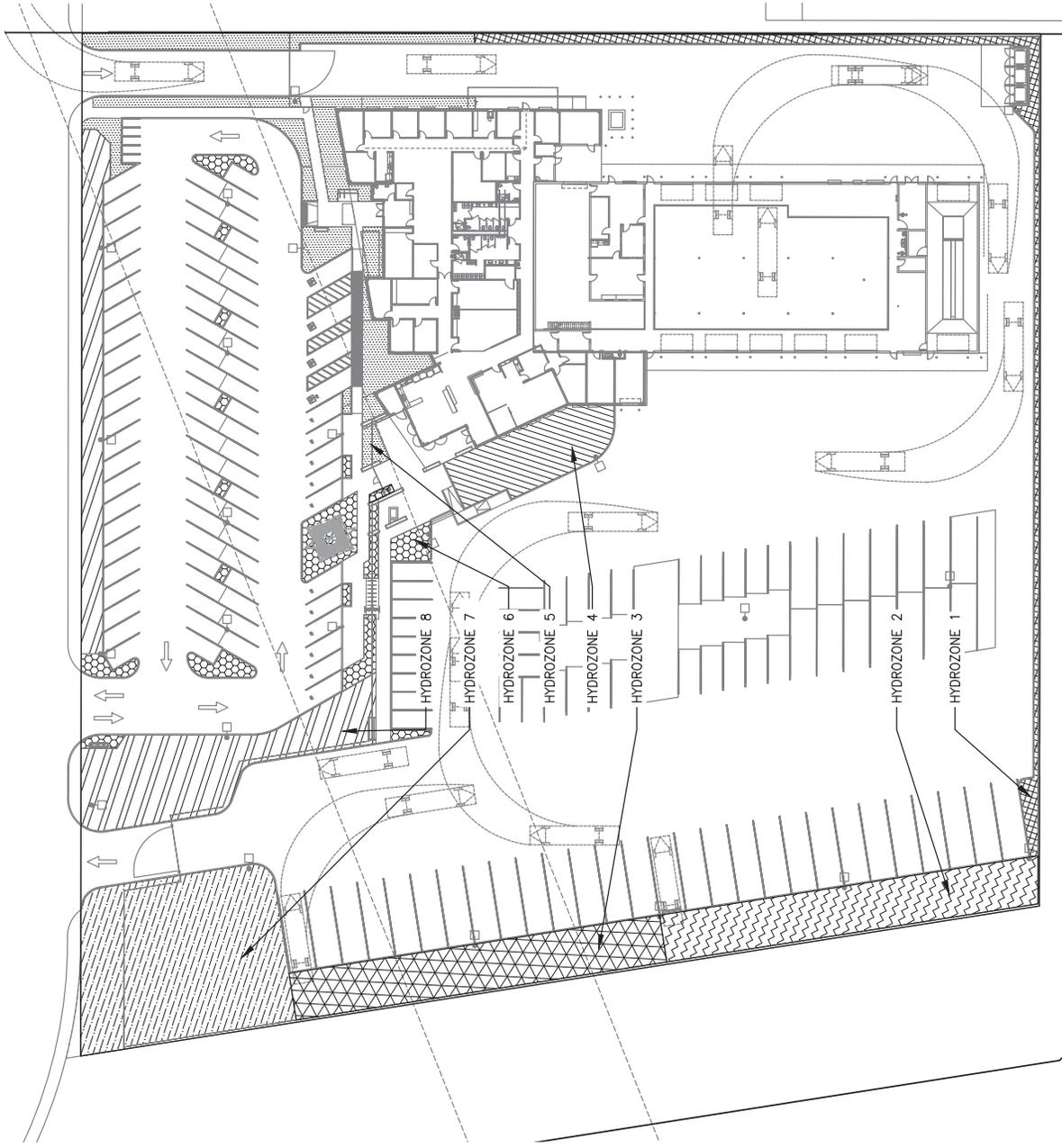
LEGEND

	CONCRETE PAVEMENT	1.0/1.0	APPROX. FILL/CUT DEPTH FROM EG TO FS (FT)
	CONCRETE FLATWORK		
	ASPHALT PAVEMENT		
	UNDERGROUND STORAGE		





<p>Stantec 523 West 6th Street Suite 1200 / Los Angeles, CA 90014-1218 Stantec Project #2270449601</p>	<p>PLANNING COMMISSION SUBMITAL San Luis Obispo Regional Transit Authority 179 Cross Street San Luis Obispo, CA 93401</p>	<p>UTILITIES SITE PLAN Bus Maintenance Facility Date 07/10/2019 Drawing No. 03</p>
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Stantec
523 West 6th Street Suite 1200 /
Los Angeles, CA 90014-1218
Stantec Project #22270449-601


San Luis Obispo Regional Transit Authority
179 Cross Street San Luis Obispo, CA 93401

PLANNING COMMISSION SUBMITTAL
Bus Maintenance Facility
Date 07/10/2019

HYDROZONE SITE PLAN
Drawing No. 04



Instructions

Cells with blue background are for entering data
Results show in cells with tan background
Errors will show in RED text.

- Select type of project from drop down menu
For mixed-use projects please select Non-residential.
- Enter drip irrigated landscape area in square feet
- Enter Special Landscape Area (SLA) in square feet
SLA means an area of the landscape dedicated solely to edible plants, areas for recreation, and/or other uses not dedicated to active play such as parks, sports fields, golf courses, and where turf provides a playing surface.
- MAWA results appear in the tan cells

Maximum Applied Water Allowance Calculations

Enter Value in Blue Cells
Tan Cells Show Results

San Luis Obispo

Non-residential

ET_a of City from MWELO data: **43.80** ET_a (inches/year)

Overhead Landscape Area (ft²): **0**

Drip Landscape Area (ft²): **34,435**

SLA (ft²): **34,435**

Total Landscape Area

34,435 ft²

Results:

$(ET_o) \times (0.62) \times ((ETAF \times LA) + (1.0 - ETAF) \times SLA)$

420,803 Gallons per year
563 HCF (Hundred Cubic Feet) per year
1.29 Acre-feet per year

Estimated Total Water Use

Enter Values in Blue Cells
Tan Cells Show Results

Hydrozone	Plant Water Use Type (low, moderate, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft ²) Without SLA	Enter Irrigation Efficiency (IE)	(PF x HA) (ft ²) IE
Zone 1	Low	0.30	2,265	0.81	538.89
Zone 2	Low	0.30	5,646	0.81	2,054.07
Zone 3	Low	0.30	6,436	0.81	2,014.07
Zone 4	Low	0.30	1,942	0.81	719.26
Zone 5	Low	0.30	4,365	0.81	1,616.67
Zone 6	Low	0.30	2,311	0.81	855.93
Zone 7	Low	0.30	7,108	0.81	2,632.59
Zone 8	Low	0.30	5,460	0.81	2,022.22
Zone 9					
Zone 10					
Zone 11					
Zone 12					
Zone 13					
Zone 14					
Zone 15					
Zone 16					
Zone 17					
Zone 18					
Zone 19					
Zone 20					
				HA Area	34,435
				SLA	0
				Total LA	34,435
				MAWA=	420,803
				ETWU=	346,340
				463	HCF (Hundred Cubic Feet) per year
				1.063	Acre-feet per year
				ETWU complies with MAWA	

Results:

$ET_o \times 0.62 \times ((PF \times HA) / IE) \times SLA$



523 West 6th Street Suite 1200 /
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Stantec Project #2270449601

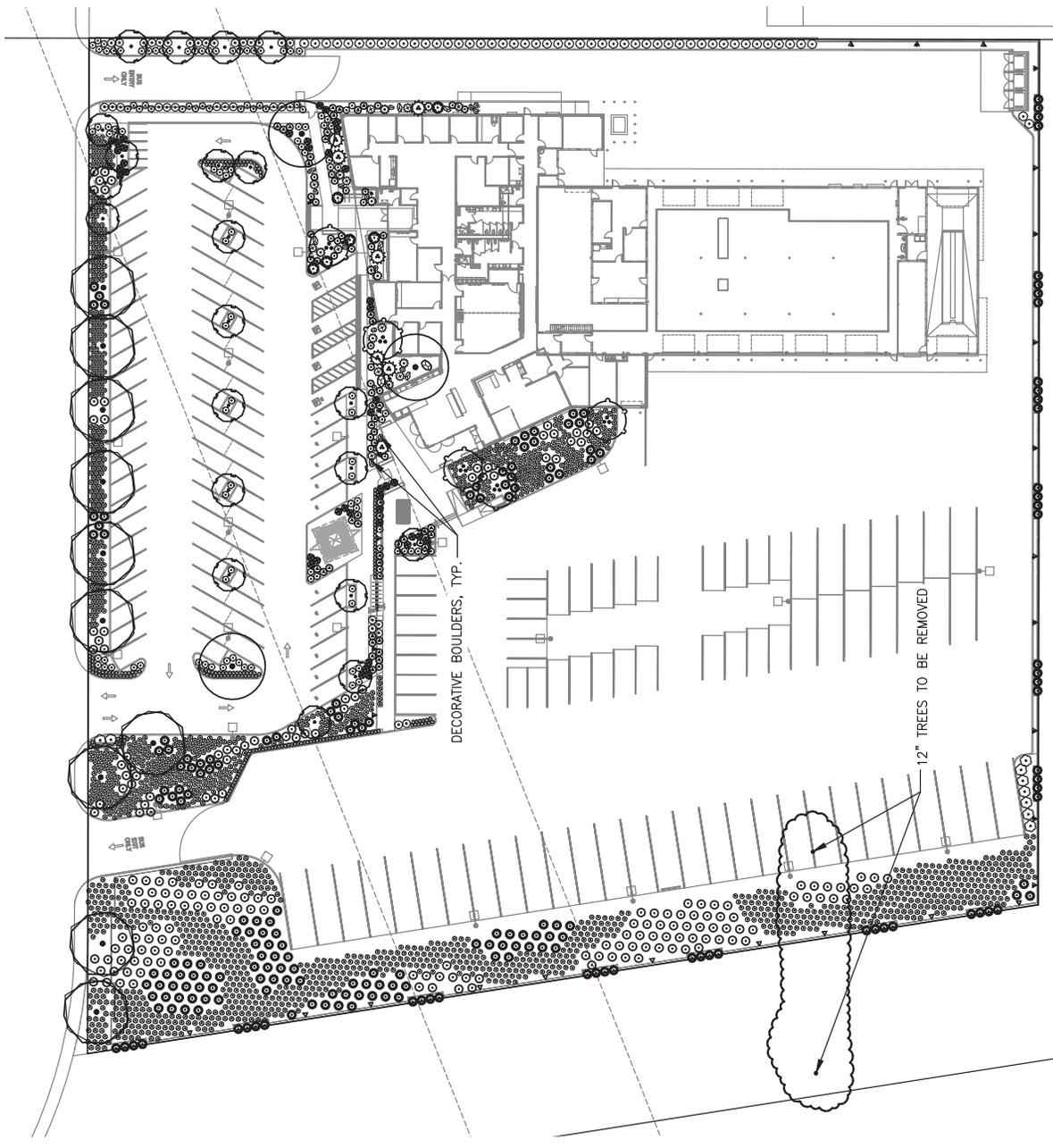
PLANNING COMMISSION SUBMITAL

San Luis Obispo Regional Transit Authority
Bus Maintenance Facility
179 Cross Street San Luis Obispo, CA 93401

Date: 07/10/2019

HYDROZONE CALCULATIONS

Drawing No.
05



Stantec
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 Los Angeles, CA 90014-1218
 Stantec Project #2270449-601

ra
 REGIONAL RAILROAD AUTHORITY
 San Luis Obispo Regional Transit Authority
 179 Cross Street San Luis Obispo, CA 93401

PLANNING COMMISSION SUBMITTAL
 Bus Maintenance Facility
 Date 07/10/2019

CONCEPTUAL LANDSCAPE PLAN
 Drawing No. 06

NOTES:

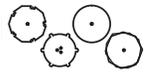
ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS SET FORTH BY THE CITY OF SAN LUIS OBISPO MUNICIPAL CODE.

THIS SITE WILL UTILIZE RECYCLED WATER FOR ALL IRRIGATION. ALL EQUIPMENT WILL BE SPECIFIED TO PROPERLY DENOTE THE TYPE OF WATER BEING USED, EITHER THROUGH PURPLE COLORATION OR WRITTEN NOTICE. ALL SIGNAGE, EQUIPMENT, ETC. REQUIRED BY LOCAL CODES FOR THE USE OF RECYCLED WATER WILL BE PROVIDED.

SITE IRRIGATION SHALL BE PROVIDED AS REQUIRED FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF ALL VEGETATION. ALL PLANTING AREAS WILL BE ADEQUATELY WATERED BY MEANS OF DRIP IRRIGATION AND/OR LOW-VOLUME SPRINKLER SYSTEMS. THE SYSTEM WILL BE CIRCUITED ACCORDING TO PLANT TYPE, WATER DEMANDS, EXPOSURE, SOIL TYPES, AND SLOPE GRADIENT. THE IRRIGATION SYSTEM, INCLUDING ALL BACKFLOW PREVENTION DEVICES, PIPING, AND INSTALLATION, SHALL CONFORM WITH ALL CITY WATER ALLOWANCE STANDARDS.

PLANT SCHEDULE

CODE	BOTANICAL NAME / COMMON NAME	ZONE	SPACE	SOIL	MAX. LITERS	QTY
ACE	ACER PALMATUM 'SANGO KAKU' / CORAL BARK MAPLE	MEDIUM	15'x15'	15 GAL		21
LAG	LASERSTROEMIA INDICA X FAUREI 'MATCHEZ' / MATCHEZ GRAPE MAPLE	LOW	20'x20'	15 GAL		5
PS	PISTACHIA CHINENSIS 'KEITH DAVEY' / KEITH DAVEY CHINESE PISTACHE	LOW	40'x30'	24"BOX		3
PLA	PLATANUS RACEMOSA / CALIFORNIA STOMORE	MEDIUM	40'x30'	24"BOX		10
AND	ANGONANTHOS X 'BLUSH TANGO' / ORANGE KANGAROO PAW	LOW	4'x4'	5 GAL		10
ANY	ANGONANTHOS X 'HARMONY' / YELLOW KANGAROO PAW	LOW	4'x4'	5 GAL		11
BOU	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	LOW	1.5' x 1.5'	1 GAL		215
CHO	CHONDROPETALUM TESTORUM / CAPE RUSH	LOW	3'x4'	5 GAL		191
COP	COPROSMA VIRGATA / CREEPING MIRROR PLANT	LOW	2'x5'	1 GAL		9
JUN	JUNCUS PATENS / CALIFORNIA GRAY RUSH	LOW	2'x2'	1 GAL		1,051
LAN	LANTANA MONTEBENDENSIS 'PURPLE' / TRAILING LANTANA	LOW	2'x5'	1 GAL		6
LAO	LAIANDOLA STECHENS 'OTTO QUAST' / SPANISH LAVENDER	LOW	2'x3'	1 GAL		121
LAV	LAIANDOLA X INTERMEDIA 'PROVENCE' / PROVENCE LAVENDER	LOW	2'x3'	1 GAL		31
LOM	LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH	LOW	2'x2'	1 GAL		594
MUH	MULLEBERGIA RIENSIS / DEER GRASS	LOW	4'x4'	5 GAL		198
NAN	NANDINA DOMESTICA / HEAVENLY BAMBOO	LOW	6'x4'	5 GAL		49
PHO	PHORMIUM TENAX 'ATROPURPUREUM' / PURPLE NEW ZEALAND FLAX	LOW	7'x7'	5 GAL		7
RHA	RHAPHIDOLEPS UMBELLATA 'MINOR' / YEDA HAMTHORN	LOW	3'x4'	5 GAL		34
SAN	SANTOLINA CHAMAECYPARISSUS / LAVENDER COTTON	LOW	2'x3'	5 GAL		42
ZAU	ZAUSSCHNERA CALIFORNICA / CALIFORNIA FUCHSIA	LOW	2'x3'	5 GAL		43
CODE	BOTANICAL NAME / COMMON NAME	ZONE	SPACE	SOIL	MAX. LITERS	QTY
CAI	CAMPISIS RADICANS 'MONBAL' / BALBOA SUNSET TRUMPET CREEPER	LOW	30' O.C.	1 GAL		9
IPD	IPOMOEA ACUMINATA 'BLUE DAWN' / BLUE DAWN MORNING GLORY	LOW	30' O.C.	1 GAL		10
MAC	MACRAEYENA UNICUS-CAT / YELLOW TRUMPET VINE	LOW	30' O.C.	1 GAL		9
GROUND COVERS	BOTANICAL NAME / COMMON NAME	ZONE	SPACE	SOIL	MAX. LITERS	QTY
DRM	DECORATIVE ROCK MULCH			MULCH		1,847 SF
NFM	NON-FLOAT BARK MULCH			MULCH		25,460 SF
MUL	WALK-ON BARK MULCH / CENTRAL COAST LANDSCAPE PRODUCTS INC.			MULCH		7,377 SF



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San Luis Obispo Regional Transit Authority
179 Cross Street San Luis Obispo, CA 93401

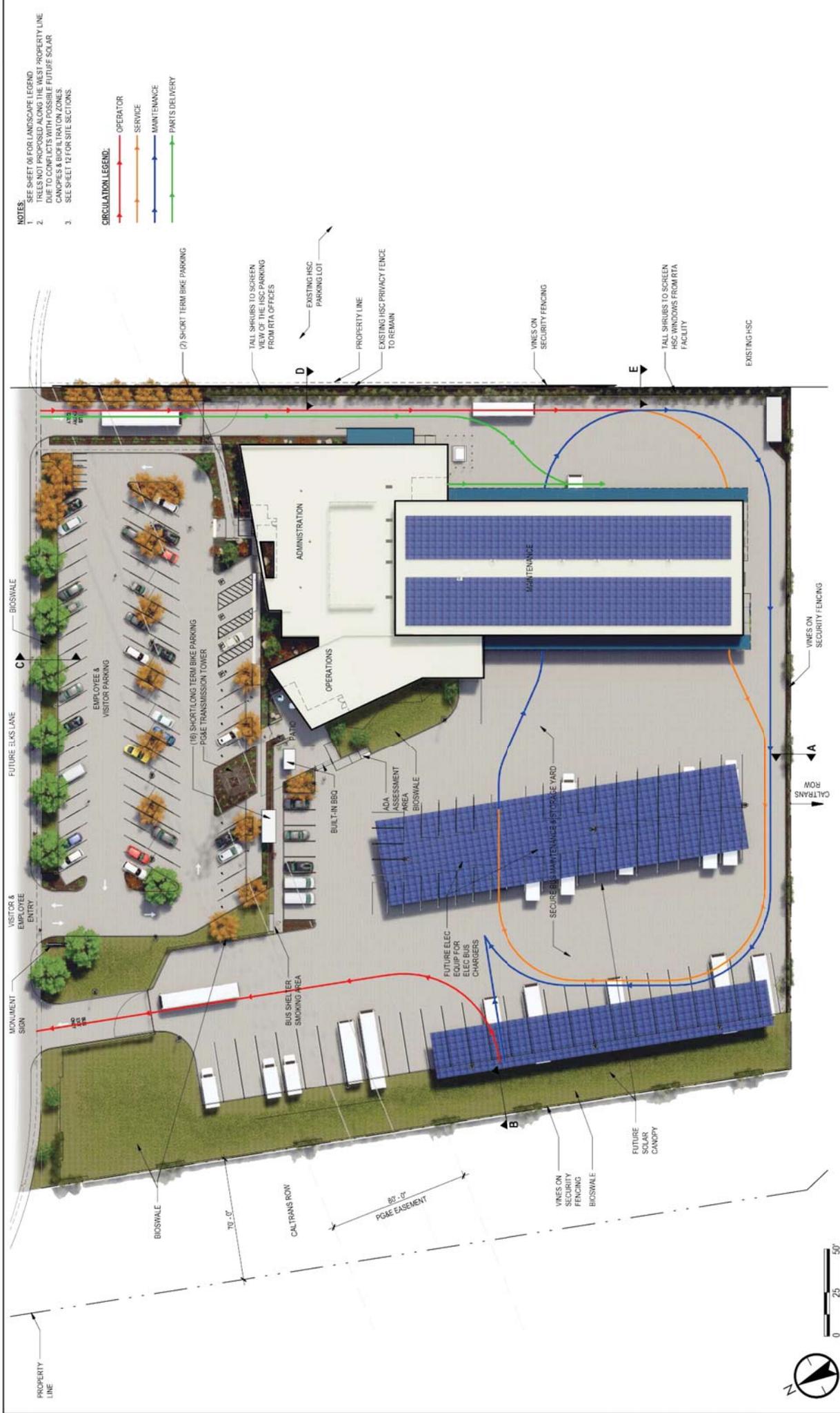
Bus Maintenance Facility
Date 07/10/2019

CONCEPTUAL LANDSCAPE LEGEND

Drawing No. 07

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Stantec Project #22270449-601



<p>Stantec 523 West 6th Street Suite 1200 / Los Angeles, CA 90014-1218 Stantec Project #2270449601</p>	<p>PLANNING COMMISSION SUBMITTAL Bus Maintenance Facility Date: 07/10/2019</p>	<p>ra REGIONAL TRANSIT AUTHORITY San Luis Obispo Regional Transit Authority 179 Cross Street San Luis Obispo, CA 95401</p>	<p>ENLARGED SITE PLAN Drawing No. 08</p>
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TREES



MATECHEZ CRAPE MYRTLE
20' x 20' x 20'



FRUITLESS CHINESE PISTACHE
20' x 20' x 20'



CALIFORNIA SYCAMORE
40' x 30' x 20'

VINES



YELLOW TRUMPET VINE
20' x 10' x 40'



TRUMPET CREEPER
20' x 10' x 40'

BIOFILTRATION SHRUBS AND GRASSES



CAPE RUSH
4' x 4'



CALIFORNIA GRAY RUSH
2' x 2'



DWARF MAT RUSH
2' x 4'

GENERAL SHRUBS AND GROUNDCOVERS



BANK CATCLAW
2' x 3' x 2'



KANGAROO PAW
4' x 4'



CREEPING MIRROR PLANT
2' x 3'



FORTNIGHT LILY
3' x 3'



RED YUCCA
3' x 4'



PROVENCE LAVENDER
2' x 3' x 2'



HEAVENLY BAMBOO
4' x 4'



PURPLE NEW ZEALAND FLAX
2' x 4'



DWARF YEDDA HAWTHORN
3' x 4'



COAST ROSEMARY
4' x 4'



PURPLE TRAILING LANTANA
2' x 3'



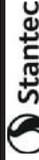
DECOMPOSED GRANITE - GRAY



DECOMPOSED GRANITE - EARTH TONE



DECORATIVE BOULDERS



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Stantec Project # 2270449601



San Luis Obispo Regional Transit Authority
179 Cross Street San Luis Obispo, CA 93401

PLANNING COMMISSION SUBMITTAL

Bus Maintenance Facility

Date 07/10/2019

PLANTING LEGEND

Drawing No.
09

D-Series Size 1 LED Area Luminaire



Specifications:

- Length: 18" (457mm)
- Width: 18" (457mm)
- Height: 18" (457mm)
- Weight: 18.5 lbs (8.4 kg)

Types: S2A, S2B, S2C

4000-Correlated Luminaire

This luminaire is an excellent luminaire, which has been designed to provide uniform lighting for parking areas and walkways. It is available in three different sizes and is designed to provide uniform lighting for parking areas and walkways. It is available in three different sizes and is designed to provide uniform lighting for parking areas and walkways.

D-Series Size 1 Mast Arm Mount LED Area Luminaire



Specifications:

- Length: 18" (457mm)
- Width: 18" (457mm)
- Height: 18" (457mm)
- Weight: 18.5 lbs (8.4 kg)

Types: S1

4000-Correlated Luminaire

This luminaire is an excellent luminaire, which has been designed to provide uniform lighting for parking areas and walkways. It is available in three different sizes and is designed to provide uniform lighting for parking areas and walkways.

D-Series Size 0 LED Area Luminaire



Specifications:

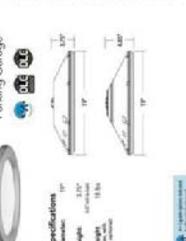
- Length: 18" (457mm)
- Width: 18" (457mm)
- Height: 18" (457mm)
- Weight: 18.5 lbs (8.4 kg)

Types: S3A, S3B, S3C

Introduction:

This luminaire is an excellent luminaire, which has been designed to provide uniform lighting for parking areas and walkways. It is available in three different sizes and is designed to provide uniform lighting for parking areas and walkways.

VCPG LED Parking Garage



Specifications:

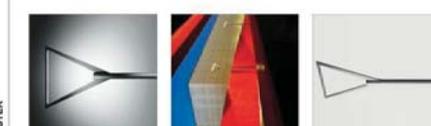
- Length: 18" (457mm)
- Width: 18" (457mm)
- Height: 18" (457mm)
- Weight: 18.5 lbs (8.4 kg)

Types: S5A, S5B, S5C

Introduction:

This luminaire is an excellent luminaire, which has been designed to provide uniform lighting for parking areas and walkways. It is available in three different sizes and is designed to provide uniform lighting for parking areas and walkways.

POSTER



TYPE 54

Post mounted luminaire for walkway lighting. Features recessed design luminaire with 18" x 18" x 18" LED array. Luminaire is available in three different sizes and is designed to provide uniform lighting for parking areas and walkways.

Item	Description	Quantity
1	Post mounted luminaire for walkway lighting	1
2	18" x 18" x 18" LED array	1
3	18" x 18" x 18" LED array	1
4	18" x 18" x 18" LED array	1

LUMINAIRE DESCRIPTION

S1 DXX1 LED P1 30K 15W MVOLT HS MA 20-FOOT OVERALL HEIGHT, TYPE 5 (WIDE) OPTIC WITH HOUSE SIDE SHIELD (SIZE 1) AND 8' MAST ARM

S2A DXX1 LED P1 30K 15W MVOLT HS MA 20-FOOT OVERALL HEIGHT, TYPE 5 (MEDIUM) OPTIC (SIZE 1)

S2B DXX1 LED P1 30K 15W MVOLT HS MA 20-FOOT OVERALL HEIGHT, TYPE 5 (MEDIUM) OPTIC WITH HOUSE SIDE SHIELD (SIZE 1)

S2C DXX1 LED P1 30K 15W MVOLT HS MA 16-FOOT OVERALL HEIGHT, TYPE 5 (MEDIUM) OPTIC (SIZE 1)

S3A DXX0 LED P1 15W MVOLT HS MA 16-FOOT OVERALL HEIGHT, TYPE 4 (MEDIUM) OPTIC WITH HOUSE SIDE SHIELD (SIZE 0)

S3B DXX0 LED P1 15W MVOLT HS MA 16-FOOT OVERALL HEIGHT, TYPE 4 (MEDIUM) OPTIC (SIZE 0)

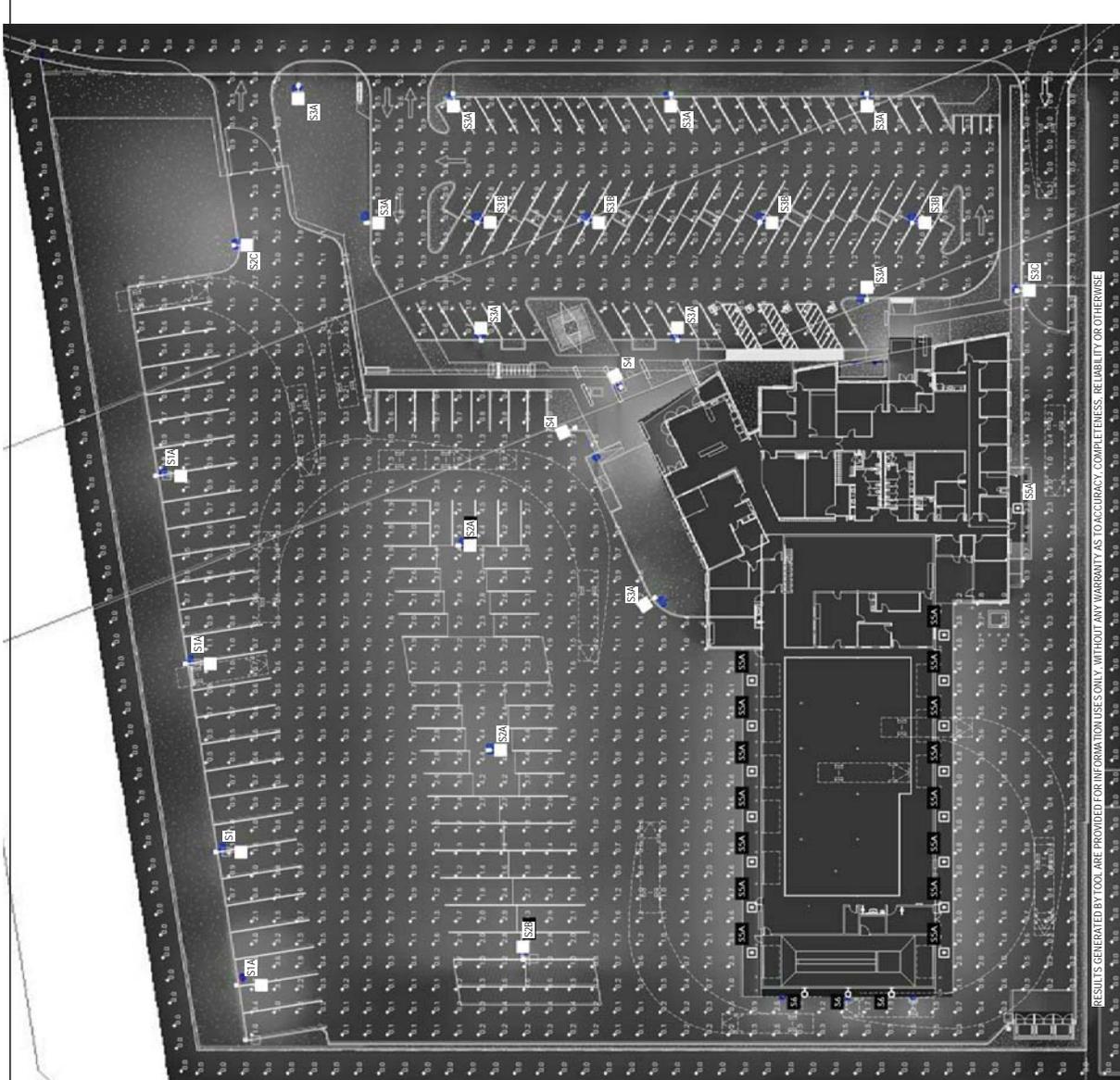
S3C DXX0 LED P1 15W MVOLT HS MA 16-FOOT OVERALL HEIGHT, TYPE 1 (SHORT) OPTIC WITH HOUSE SIDE SHIELD (SIZE 0)

S4 S-2500W 18V/14 16-FOOT OVERALL HEIGHT, TYPE 5 OPTIC

S5A VCPG LED V4 P1 30K 800R LANE MVOLT 14-FOOT ABOVE FINISHED GRADE, DRIVE LANE OPTIC

S5B VCPG LED V4 P1 30K 800R LANE MVOLT 11-FOOT ABOVE FINISHED GRADE, DRIVE LANE OPTIC

S5C VCPG LED V4 P1 30K 800R LANE MVOLT 11-FOOT ABOVE FINISHED GRADE, DRIVE LANE OPTIC



RESULTS GENERATED BY TOOL ARE PROVIDED FOR INFORMATION USE ONLY. WITHOUT ANY WARRANTY AS TO ACCURACY, COMPLETENESS, RELIABILITY OR OTHERWISE.



San Luis Obispo Regional Transit Authority
179 Cross Street San Luis Obispo, CA 93401

PLANNING COMMISSION SUBMITTAL

Bus Maintenance Facility

Date: 07/10/2019

SITE LIGHTING PLAN

Drawing No. 10

GABION BENCH



BUILT-IN BBO



BUILDING FINISHES:

CML-1
FULLY GROUTED CONCRETE MASONRY BLOCK,
SMOOTH FINISH, LIGHT COLOR



WELDED WIRE ANTI-CLIMB METAL FENCE



PV BUS CANOPY



CML-2
FULLY GROUTED CONCRETE MASONRY BLOCK,
ROUGH FINISH, DARK COLOR



**VINE SPECIES FOR
WELDED WIRE ANTI-CLIMB METAL FENCE:**



TRUMPET CREEPER

YELLOW TRUMPET VINE

VERTICAL BIKE RACKS WITH CANOPY



MP-1
CONCEALED-FASTENER METAL WALL PANEL SYSTEM,
VERTICAL, OFF-WHITE (BONE WHITE)



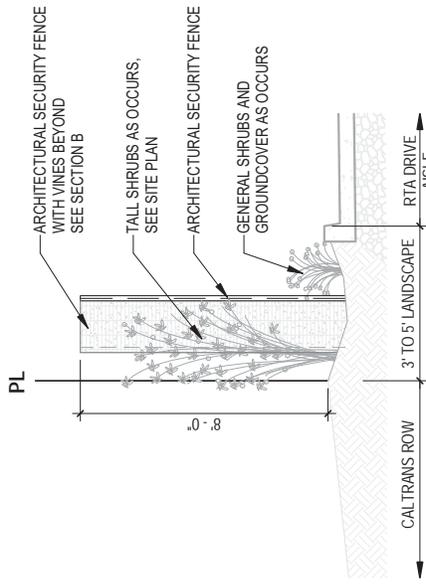
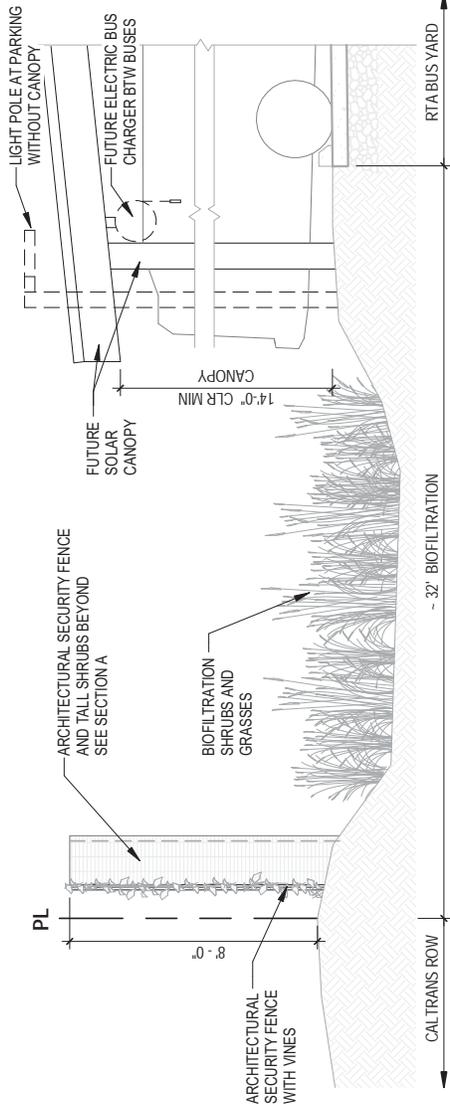
PANEL TYPE, IN VERTICAL ORIENTATION

MP-2
CONCEALED-FASTENER METAL WALL PANEL SYSTEM,
HORIZONTAL, MEDIUM GRAY

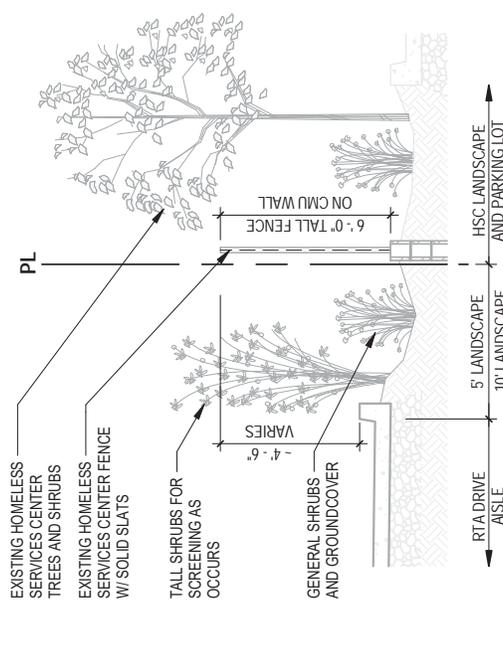
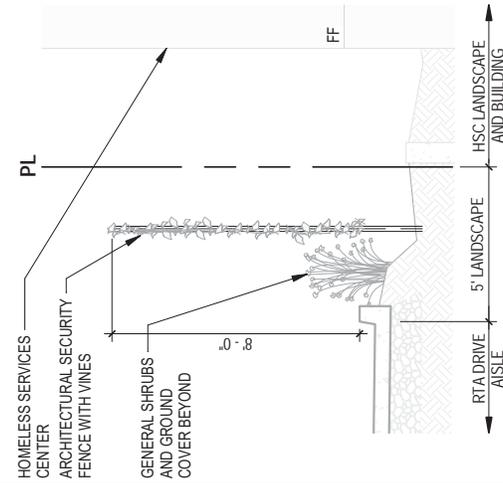


PANEL TYPE, IN HORIZONTAL ORIENTATION

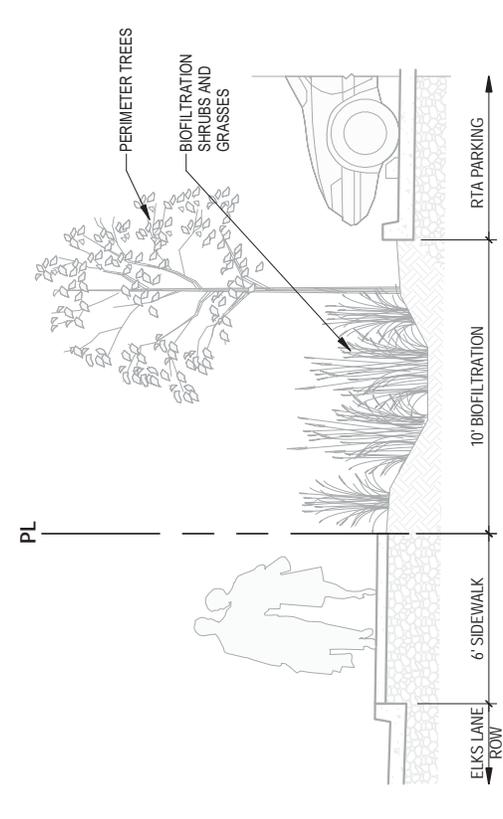
- NOTES:**
1. SECURITY FENCING TO BE TYPICALLY 8' TALL ANTI-CLIMB, BLACK COATED FENCING.
 2. SEE SHEETS 06 AND 07 FOR LANDSCAPE AREAS AND PLANTING DESIGNATIONS.
 3. SEE SHEET 08 FOR REFERENCE TO SECTION LOCATIONS.
 4. SEE SHEET 09 FOR PLANTING LEGEND.



B - WEST PROPERTY LINE SECTION



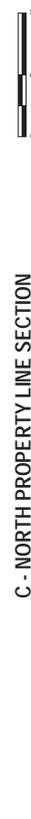
A - SOUTH PROPERTY LINE SECTION



E - EAST PROPERTY LINE SECTION

D - EAST PROPERTY LINE SECTION

C - NORTH PROPERTY LINE SECTION





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Bus Maintenance Facility

Date: 07/10/2019

NORTHEAST OVERALL

Drawing No.
13



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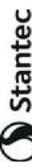

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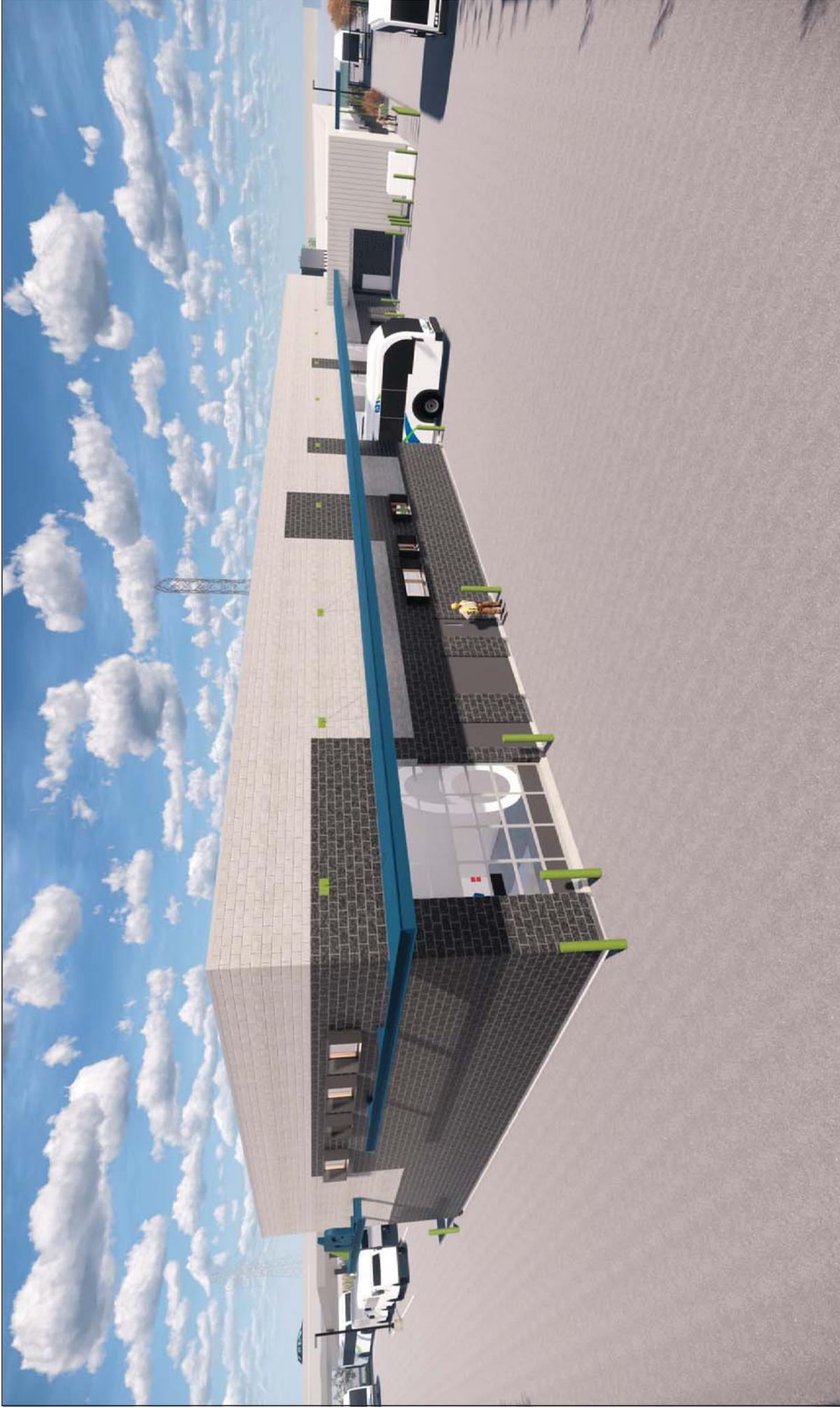
PLANNING COMMISSION SUBMITTAL
Bus Maintenance Facility
Date 07/10/2019

SOUTHWEST OVERALL

Drawing No.
14



 <p>523 West 6th Street Suite 1200 / Los Angeles, CA 90014-1218 Stantec Project # 2270449601</p>	 <p>San Luis Obispo Regional Transit Authority 179 Cross Street San Luis Obispo, CA 93401</p>	<p>PLANNING COMMISSION SUBMITTAL</p> <p>Bus Maintenance Facility</p> <p>Date 07/10/2019</p>	<p>NORTHEAST</p> <p>Drawing No. 15</p>
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7/9/2019 11:22:15 AM

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179 Cross Street San Luis Obispo, CA 93401

PLANNING COMMISSION SUBMITTAL

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Date 07/10/2019

SOUTHEAST

Drawing No.
16



7/9/2019 11:22:15 AM

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San Luis Obispo Regional Transit Authority
179 Cross Street San Luis Obispo, CA 93401

PLANNING COMMISSION SUBMITTAL
Bus Maintenance Facility
Date 07/10/2019

NORTHWEST
Drawing No.
17



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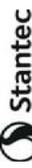

San Luis Obispo Regional Transit Authority
179 Cross Street San Luis Obispo, CA 93401

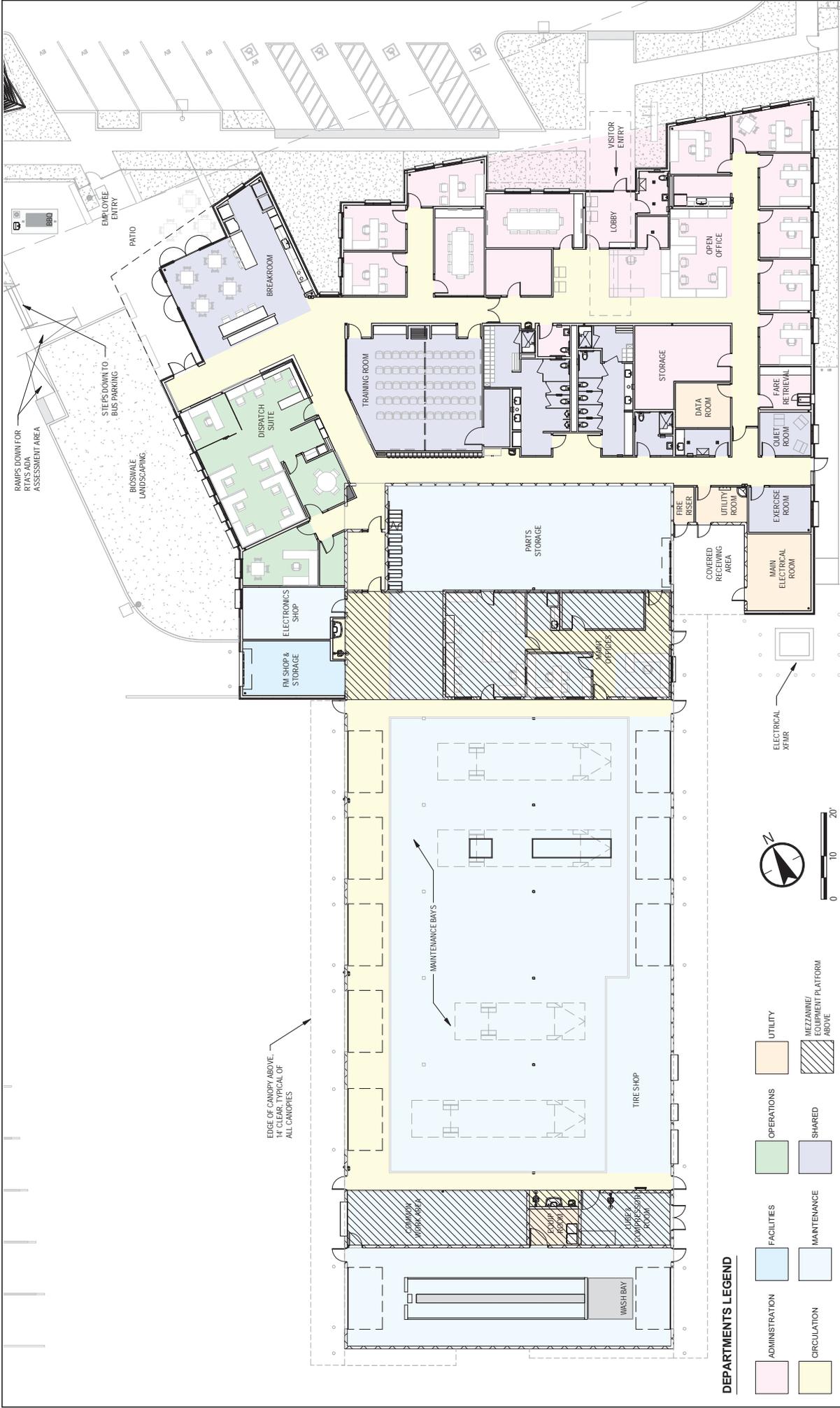
PLANNING COMMISSION SUBMITTAL
Bus Maintenance Facility
Date 07/10/2019

NORTH-VISITOR ENTRY
Drawing No.
18

7/9/2019 11:22:16 AM



 <p>523 West 6th Street Suite 1200 / Los Angeles, CA 90014-1218 Stantec Project # 2270449601</p>	 <p>MTRTA San Luis Obispo Regional Transit Authority 179 Cross Street San Luis Obispo, CA 93401</p>	<p>PLANNING COMMISSION SUBMITTAL</p> <p>Bus Maintenance Facility Date 07/10/2019</p>	<p>NORTHWEST-EMPLOYEE ENTRY</p> <p>Drawing No. 19</p>
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DEPARTMENTS LEGEND

- ADMINISTRATION
- CIRCULATION
- FACILITIES
- MAINTENANCE
- OPERATIONS
- SHARED
- UTILITY
- MEZZANINE/ EQUIPMENT PLATFORM ABOVE



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San Luis Obispo Regional Transit Authority
 179 Cross Street San Luis Obispo, CA 93401

PLANNING COMMISSION SUBMITTAL

Bus Maintenance Facility

Date 07/10/2019

CONCEPT BUILDING PLAN

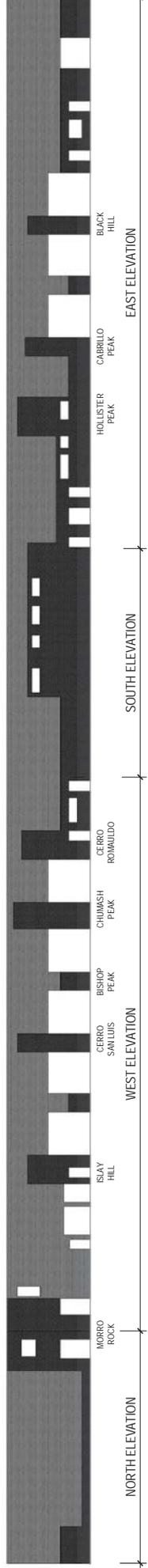
Drawing No. 20



EAST FACADE VIEW



WEST FACADE VIEW



FACADE CONCEPT

Note - Facade looking from outside

Photograph Above - "The Nine Sisters of San Luis Obispo County". Photograph from the Sierra Club San Luis Obispo. retrieved 2009-06-25

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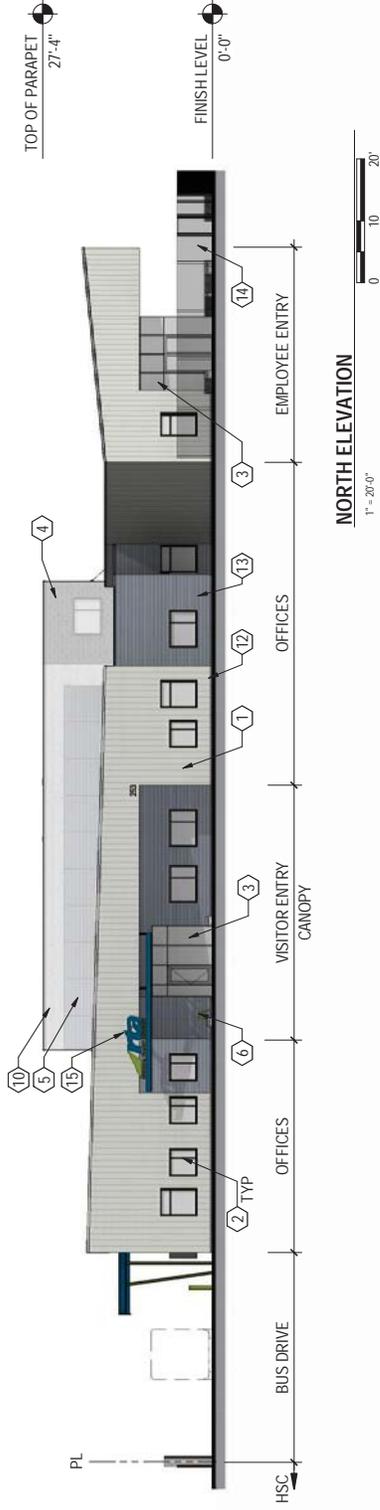
PLANNING COMMISSION SUBMITTAL
 Bus Maintenance Facility
 179 Cross Street San Luis Obispo, CA 93401

DESIGN CONCEPT
 Date 07/10/2019

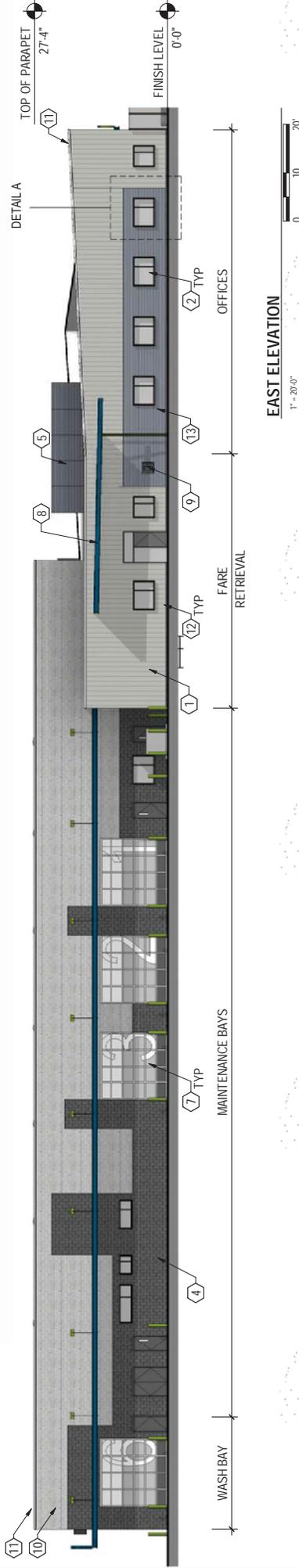
Drawing No.
21



DETAIL A



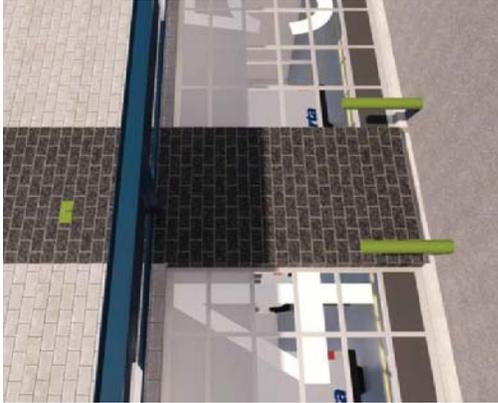
NORTH ELEVATION
1" = 20'-0"



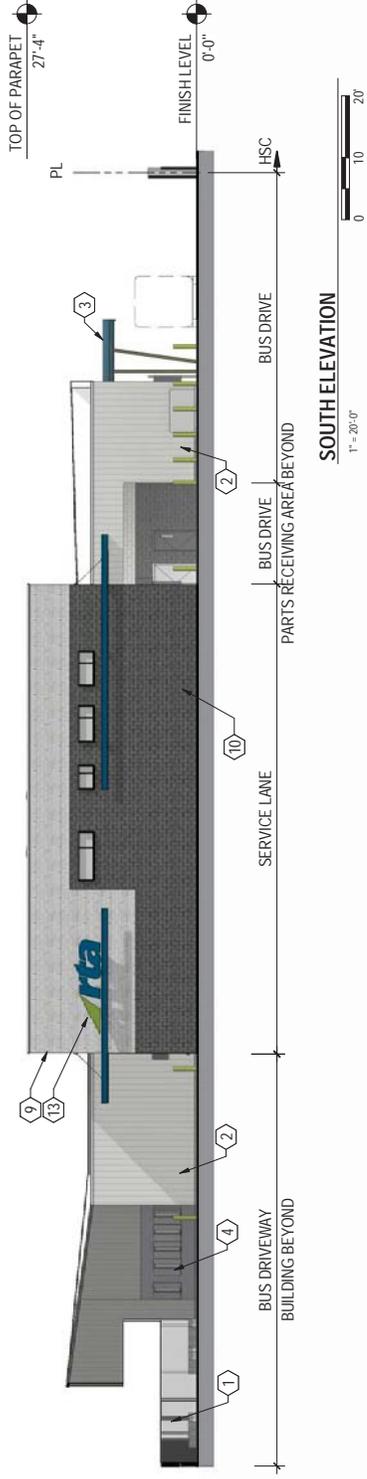
EAST ELEVATION
1" = 20'-0"

- | KEYNOTES | KEYNOTES |
|-------------------------------------|----------------------------------|
| 1 METAL WALL PANEL SYSTEM, MP-1 | 9 FARE RETRIEVAL WINDOW |
| 2 PREFINISHED WINDOW | 10 CONCRETE MASONRY, CMU-1 |
| 3 ALUMINUM STOREFRONT GLAZING | 11 PREFINISHED COPING |
| 4 CONCRETE MASONRY, CMU-2 | 12 CONCRETE CURB |
| 5 METAL ROOF SCREEN | 13 METAL WALL PANEL SYSTEM, MP-2 |
| 6 SHORT TERM BIKE PARKING | 14 6'-0" ARCHITECTURAL FENCE |
| 7 OVERHEAD GARAGE DOOR WITH GLAZING | 15 BUILDING SIGNAGE |
| 8 PAINTED METAL CANOPY | |

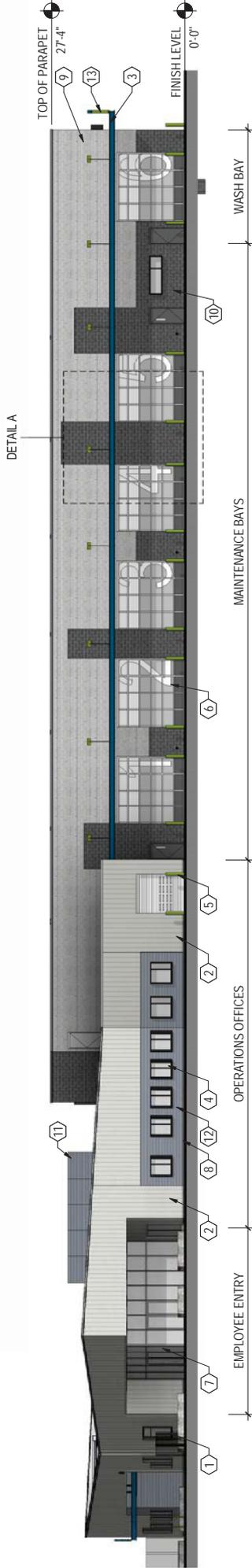
<p>523 West 6th Street Suite 1200 / Los Angeles, CA 90014-1218 Stantec Project # 2270449601</p>	<p>San Luis Obispo Regional Transit Authority 179 Cross Street San Luis Obispo, CA 93401</p>	<p>PLANNING COMMISSION SUBMITTAL</p>	<p>BUILDING ELEVATIONS</p>
		<p>Bus Maintenance Facility</p>	<p>Date 07/10/2019</p>



DETAIL A



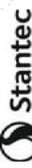
SOUTHELEVATION
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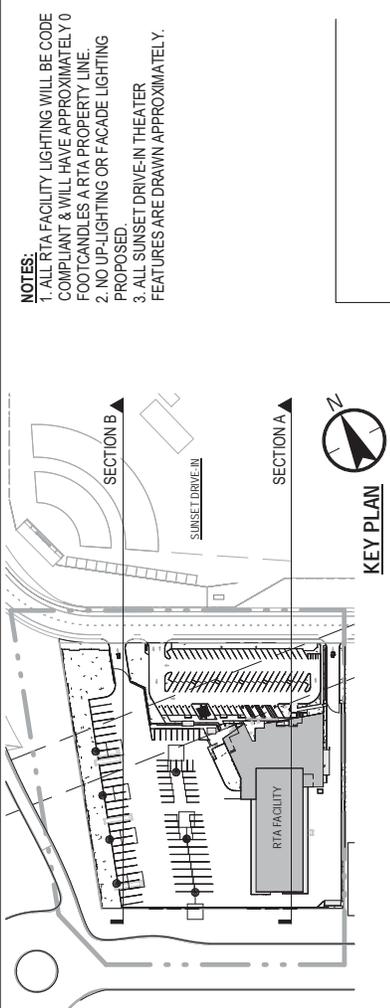
WEST ELEVATION
1" = 20'-0"

- KEYNOTES**
- 1 6'-0" ARCHITECTURAL FENCE
 - 2 METAL WALL PANEL SYSTEM, MP-1
 - 3 PAINTED METAL CANOPY
 - 4 PREFINISHED WINDOW
 - 5 BOLLARD
 - 6 OVERHEAD GARAGE DOOR WITH GLAZING
 - 7 ALUMINUM STOREFRONT GLAZING
 - 8 CONCRETE CURB
- KEYNOTES**
- 9 CONCRETE MASONRY, CMU-1
 - 10 CONCRETE MASONRY, CMU-2
 - 11 METAL ROOF SCREEN
 - 12 METAL WALL PANEL SYSTEM, MP-2
 - 13 BUILDING SIGNAGE

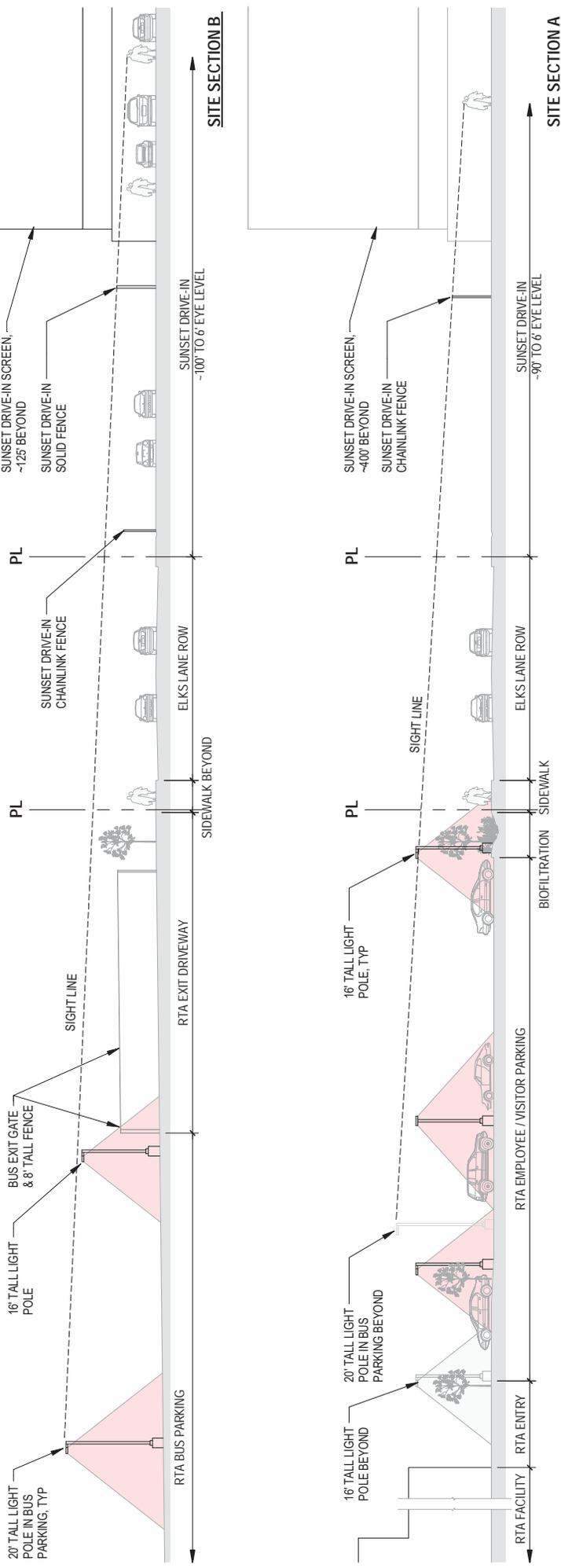
NOTES:
1 SEE SHEET 11 FOR BUILDING FINISHES.

 523 West 6th Street Suite 1200 / Los Angeles, CA 90014-1218 Stantec Project # 227049601	 San Luis Obispo Regional Transit Authority 179 Cross Street San Luis Obispo, CA 93401	PLANNING COMMISSION SUBMITTAL Bus Maintenance Facility Date 07/10/2019	BUILDING ELEVATIONS Drawing No. 23
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ATTACHMENT 2



NOTES:
 1. ALL RTA FACILITY LIGHTING WILL BE CODE COMPLIANT & WILL HAVE APPROXIMATELY 0 FOOTCANDLES A RTA PROPERTY LINE.
 2. NO UP-LIGHTING OR FACADE LIGHTING PROPOSED.
 3. ALL SUNSET DRIVE-IN THEATER FEATURES ARE DRAWN APPROXIMATELY.



<p>523 West 6th Street Suite 1200 / Los Angeles, CA 90014-1218 Stantec Project # 2270449601</p>	<p>San Luis Obispo Regional Transit Authority 179 Cross Street San Luis Obispo, CA 93401</p>	<p>PLANNING COMMISSION SUBMITTAL</p> <p>Bus Maintenance Facility Date: 07/10/2019</p>	<p>SITE LIGHTING SECTION</p> <p>Drawing No. 24</p>
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7/19/2019 11:26:37 AM



Minutes - DRAFT

ARCHITECTURAL REVIEW COMMISSION

Monday, June 17, 2019 Regular Meeting of the Architectural Review Commission

CALL TO ORDER

A Regular Meeting of the Architectural Review Commission was called to order on Monday, June 17, 2019 at 5:00 p.m. in the Council Hearing Room, located at 990 Palm Street, San Luis Obispo, California, by Chair Root.

ROLL CALL

Present: Commissioners Richard Beller, Michael DeMartini (5:01), Micah Smith, Vice-Chair Amy Nemicik, and Chair Allen Root

Absent: Commissioners Mandi Pickens and Christie Withers

Staff: Senior Planner Shawna Scott and Deputy City Clerk Kevin Christian. Other staff members presented reports or responded to questions as indicated in the minutes.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

--End of Public Comment--

PUBLIC HEARINGS

1. **Project Address: 253 Elks Ln. Case #: ARCH-0200-2019, O-PD-SF Zone; Architectural review of a new 31,250-square foot SLO Regional Transit Authority (RTA) Operation, Administration and Maintenance Facility, including a request for a fence height exception to allow a fence of a maximum of 8 feet where 3 and 6 feet is normally required, with an addendum to a previously-adopted Mitigated Negative Declaration; San Luis Obispo Regional Transit Authority, applicant.**

Associate Planner Rachel Cohen presented the staff report with the use of a PowerPoint presentation and responded to Commissioner inquiries.

Geoff Straw, SLO Regional Transit Authority Executive Director, reviewed the use for the facility, partnership with the City, project phasing, security issues, concerns related to the future Prado Rd. overpass and noted changes made to accommodate zero emission transit vehicle requirements. Stantec Design representative, Will Todd, provided clarification on security fencing type, stressed landscaping to be used for a visual screen, provided detail on lighting design and various architectural elements, and responded to Commissioner inquiries.

Public Comments:

Charles Pasquini

--End of Public Comment--

ACTION: MOTION BY VICE CHAIR NEMCIK, SECOND BY COMMISSIONER DEMARTINI, CARRIED 5-0-2 to forward a recommendation of consistency with the Community Design Guidelines and applicable City Standards to the Planning Commissions with the following items to be addressed:

- Review fencing details design to ensure adequate security and address visual impacts per Community Design Guidelines 3.3 F-3 and 3.3 F-5.
- Revise Colors: Metal siding colors should be more muted and more closely match the corresponding block color.

**ADDENDUM TO THE
CERTIFIED FINAL INITIAL STUDY – MITIGATED NEGATIVE DECLARATION
FOR THE
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
MAINTENANCE FACILITY PROJECT**

JUNE 2019

A. INTROUCTION

This document is an Addendum to the Final Initial Study – Mitigated Negative Declaration (IS-MND) prepared for the San Luis Obispo Regional Transit Authority (RTA) Maintenance Facility Project (SCH# 2017071040). The IS-MND was certified by the RTA Board of Directors on September 6, 2017. The Addendum is intended to bring the existing California Environmental Quality Act (CEQA) documentation as up to date as appropriate. Because there are no new significant impacts or mitigation measures as a result of this updated analysis, an Addendum is the appropriate CEQA document.

B. ADDENDUM REQUIREMENTS

The Addendum has been prepared in accordance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by RTA and the City of San Luis Obispo. According to Section 15164(b) of the State CEQA Guidelines, an Addendum to negative declaration is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration have occurred.” Section 15162(a) of the State CEQA Guidelines states that no subsequent negative declaration shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- 2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- 3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or Negative Declaration was adopted, shows any of the following:*
 - A. *The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;*

- B. Significant effects previously examined will be substantially more severe than shown in the previous EIR or Negative Declaration;*
- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or Negative Declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

This Addendum does not require circulation because it does not provide significant new information that changes the certified IS-MND in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect.

This Addendum includes this introduction and a description of the proposed actions addressed in the Addendum as they relate to the original project. The technical reports cited in support of this Addendum are included as Appendices 1 and 2 of this document.

The City shall consider this Addendum with the certified Final IS-MND as part of the approval of the amended project.

The CEQA documentation for this project, including this Addendum and certified Final IS-MND, is available for review at City Hall, located at 990 Palm Street, San Luis Obispo, California. It is also available on the City's website at www.slocity.org.

C. PREVIOUS CEQA DOCUMENTATION

An IS-MND was prepared for the original RTA Maintenance Facility Project and circulated for public and agency review in 2017. The Final IS-MND was adopted with a decision to proceed with the project by the RTA Board of Directors on September 6, 2017. A Notice of Determination (NOD) was prepared, and there were no legal challenges to the adequacy of the Final IS-MND during the 30-day statute of limitations associated with the NOD, pursuant to CEQA (Public Resources Code Section 21167 and CEQA Guidelines Section 15094).

D. REASONS WHY AN ADDENDUM IS APPROPRIATE

Since adoption of the IS-MND and the decision to proceed with the project by the RTA Board of Directors on September 6, 2017, several minor changes to the project design have occurred, and additional information regarding existing materials remaining at the site of the existing U-Haul building and other previous onsite operations has been identified. This document is an Addendum to the Final IS-MND to document the updated project description and information in response to a request from the City of San Luis Obispo, so that the Final IS-MND, with the most recent project information, may be used by the City for purposes of its environmental review. This Addendum incorporates the additional

analysis for inclusion in the environmental record. The updated analysis does not materially change the findings and conclusions of the Final IS-MND, making a Subsequent IS-MND unnecessary pursuant to Section 15162 of the State CEQA Guidelines.

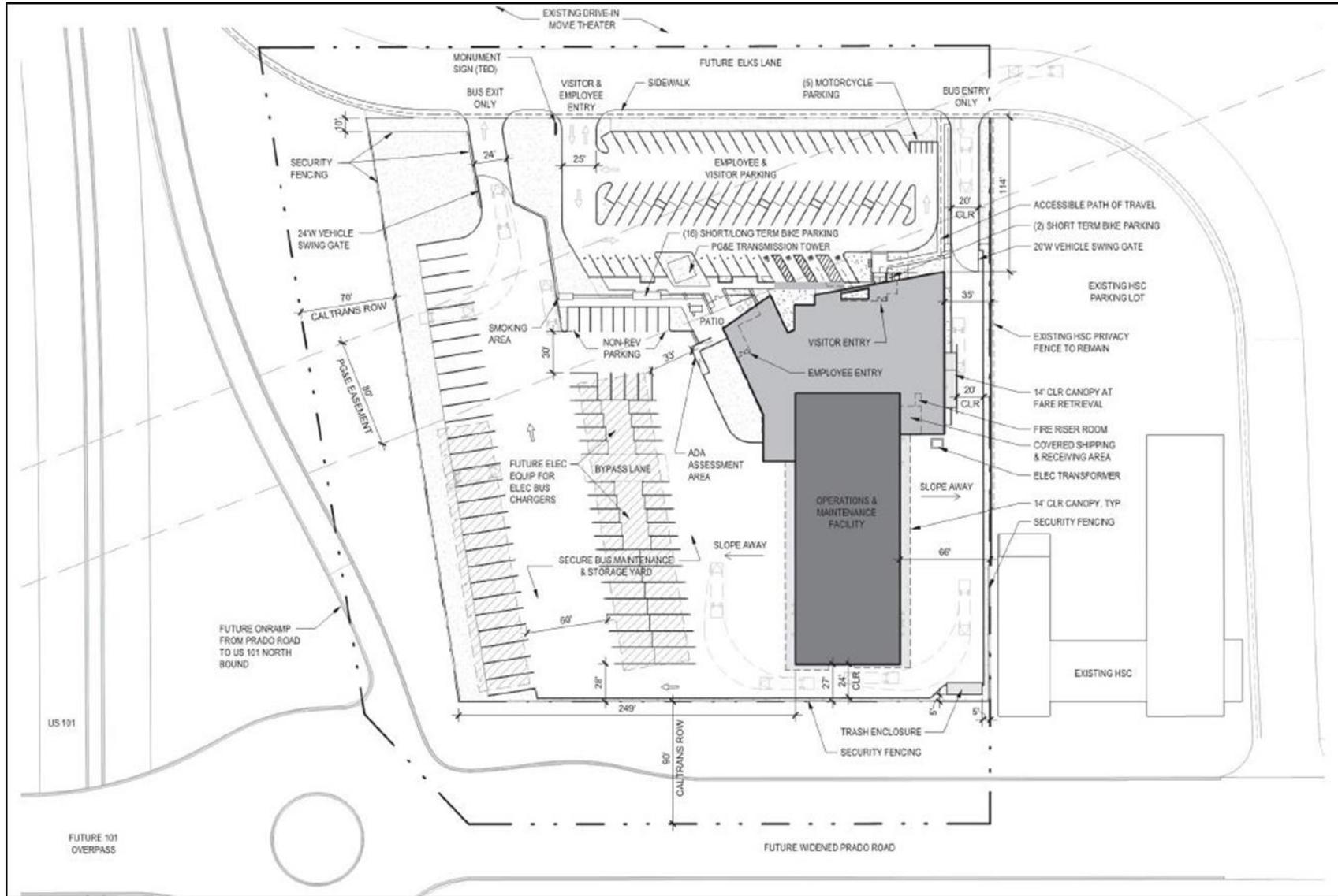
E. UPDATED PROJECT ELEMENTS

As amended, the maintenance facility building would be developed approximately in the same location on the project site as the original project as described in the IS-MND, but would have a modified floorplan and would be reduced in size and height. The amended maintenance facility building would be approximately 28,650 square feet and single-story with an interior, 2,600 square-foot mezzanine/equipment platform. All bus operations, maintenance activities, and administrative activities would occur on the ground-floor of the building. The remainder of the project site would be developed for outdoor circulation, storage, servicing, and inspection. The on-site parking would accommodate approximately 73 public transit buses and vans as well as 84 employee and visitor vehicles, respectively, for a total of 157 on-site parking spaces. A system of underground detention/retention basins and surface bioretention basins would be developed to manage stormwater consistent with City requirements.

Ingress and egress to the project site has also been redesigned such that the project site would be accessed along the northern project site boundary by a temporary driveway in place of the future Elks Lane that would connect over to the existing Elks Lane. The project would not include liquid-fueling equipment or activities, or automated bus washing systems onsite.

Construction of the amended project is anticipated to take approximately 12 to 18 months. Construction bidding is currently projected to begin in March 2020, with anticipated completion of construction in November 2021 and operations beginning in January 2022.

Figure 1 Amended Site Plan



F. UPDATED ENVIRONMENTAL IMPACT ANALYSIS

This section addresses the updates to the impact analysis in the IS-MND as a result of the project changes described above. Checklist topic 8, *Hazards and Hazardous Materials*, is updated to incorporate the results from the Phase I Environmental Site Assessment and related information to identify the specific features that relate to potential hazards or hazardous materials, and more specifically identify the code requirements and regulations that address each of the identified features. Checklist topic 9, *Hydrology and Water Quality*, and topic 18, *Utilities and Service Systems*, are updated to identify the proposed sewer connections and current City water supply information. Checklist topic 12, *Noise*, is updated to address the updated design and associated operation effects on noise sensitive receptors, including the adjacent CAPSLO Homeless Services Center.

Hazards and Hazardous Materials

As described in the IS-MND, the proposed RTA Maintenance Facility Project would result in less than significant impacts to the public and environment through transport, use, disposal, or release of hazardous materials, to surrounding schools due to hazardous emissions and/or hazardous materials handling, associated with implementation of an adopted emergency response plan or emergency evacuation plan, and associated with wildland fire hazards. The proposed RTA Maintenance Facility Project would not result in any impacts to safety associated with nearby airport operations.

Since the certification of the Final IS-MND, review of a Phase I Environmental Site Assessment (ESA) and related regulatory information for the project site was conducted to identify and evaluate impacts associated with the potential hazards and hazardous materials identified in the report. This information was not described in the Final IS-MND and is described and evaluated further below. The reports reviewed are included as Appendices 1 and 2.

Setting

The property was the site of a Mobil service station. A Phase I ESA was prepared for the project by Partner Engineering and Science, Inc. in August 2013 (Appendix 1). This report categorized features and conditions on the property using the following terms:

- REC – A Recognized Environmental Condition (REC) refers to the presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.
- HREC – A Historical Recognized Environmental Condition (HREC) refers to an environmental condition which would have been considered a REC in the past, but which is no longer considered a REC based on subsequent assessment or regulatory closure. Environmental issues refer to environmental concerns identified by Partner Engineering and Science, Inc., which do not qualify as RECs but require discussion.
- Environmental Issue – This term includes those features or environmental concerns that did not qualify as RECs, but otherwise warrant discussion.

Using these terms, the Phase I report identified five features on the project site that are summarized as follows:

- *Three underground fuel storage tanks and one underground waste oil tank.* These are identified as “HRECs” in the Phase I report, since they had been removed in 1987 and 1991, and no further action was required by the San Luis Obispo Fire Department.
- *Hydraulic Lifts and associated fluid tanks and lines that may remain beneath the existing concrete foundation on the property.* This feature is identified as an “REC” in the Phase I report.
- *Potential asbestos containing material (ACM) in the one building remaining on the site.* This is identified as an “environmental issue” to be addressed prior to any demolition activities.
- *A groundwater production well in the northwest corner of the property.* This well represents an “environmental issue,” and should be properly abandoned prior to site development to remove a potential conduit for pollution to reach groundwater.
- *A possible septic tank located in the parking area behind the existing structure.* This is another “environmental issue” that could lead to soil or groundwater pollution, and should also be properly abandoned prior to site development.

The Phase I report also includes recommendations that are drawn from requirements of existing federal, state, and local codes and regulations, briefly reviewed in the following paragraphs.

Federal

Many agencies regulate hazardous substances. These include federal agencies such as the U.S. Environmental Protection Agency (U.S. EPA), the Occupational Safety and Health Administration (OSHA), the Department of Transportation, and the National Institute of Health. The following are federal laws and guidelines governing hazardous substances:

- Federal Water Pollution Control Act
- Clean Air Act
- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response Compensation and Liability Act
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act
- Safe Drinking Water Act
- Toxic Substances Control Act

At the federal level, the principal agency regulating the generation, transportation and disposal of hazardous substances is the U.S. EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). The U.S. EPA regulates hazardous substance sites under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). Applicable federal regulations are contained primarily in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR).

State

The California Environmental Protection Agency (CalEPA) and the Governor's Office of Emergency Services (OES) establish rules governing the use of hazardous substances. The State Water Resources Control Board (SWRCB) has primary responsibility to protect water quality and supply.

Applicable State laws include the following:

- Porter Cologne Water Quality Act
- Public Safety/Fire Regulations/Building Codes
- Hazardous Substance Control Law
- Hazardous Substances Information and Training Act
- Hazardous Substances Release Response Plans and Inventory Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act

Within CalEPA, the Department of Toxic Substances Control (DTSC; formerly the Department of Health Services) has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the generation, transportation and disposal of hazardous substances under the authority of the Hazardous Waste Control Law. State regulations applicable to hazardous substances are indexed in Title 26 of the CCR.

The State of California has also adopted its Building Code, which addresses many detailed review and permit requirements that are designed to protect public health and safety and to protect the environment. The state Building Code is contained in Title 24 of the California Code of Regulations, which is implemented primarily by local Cities and agencies, in coordination with the state and federal agencies noted above.

Local

The City of San Luis Obispo Municipal Code (Chapter 15.02) incorporates the California Building Code and other construction related codes by reference. Chapter 15.04 of the Municipal Code sets forth the City's local amendments to those uniform codes. Section 15.04.010 identifies the City building official as the building official and code official for the City, and the City Fire Chief as the fire code official. This means that the City actions to implement the State Building and Fire Codes are shared between the Community Development Department (Building and Safety Division) and the City Fire Department. With some limited exceptions, the California Building Code (Part 1, Section 105.1) requires that a written construction permit be obtained prior to the erection or construction of any building or structure, and this requirement also applies in the City by its incorporation of the State requirements. Thus, in order to understand how building permits serve to implement applicable standards one must reference both the City and State Building Codes, as well as the other state and federal regulations summarized above.

Analysis

None of the five conditions or features identified in the Phase I Environmental Assessment, and listed above, would create a new significant effect on the environment or a substantial increase in any

previously identified significant effects. Each of these conditions is routine in an urban or suburban context, and existing codes and regulations require that each condition be considered and properly addressed, through permit review procedures for demolition of existing structures, and through permits for grading, and building of new structures.

- *Three underground fuel storage tanks and one underground waste oil tank.* These tanks were all removed, along with adjacent contaminated soil. The Phase I report includes results from soil sampling and analyses from 25 soil borings across the property, at depths varying from 14 to 34 feet below the ground surface. All of these sample points indicated no contamination, and no groundwater was encountered in these or subsequent borings. The Phase I report also presents copies of permits and correspondence, including the January 8, 1992 letter from the Fire Department indicating that “...no additional sampling or cleanup of this site is required.” A similar letter was issued by the Fire Department for the site on March 21, 1994 with the same conclusion but it was not clear that this second letter addressed the waste oil tank site. The specific location of the waste oil tank site was evaluated later in a report by Earth Systems Pacific (April 17, 2014, Results of Soil Sampling and Analysis – see Appendix 2). That later report found no hydrocarbon or metal contamination at the waste oil tank location (other than natural occurring arsenic in soils). Therefore, no additional work is anticipated relative to these closed tanks.
- *Hydraulic lifts and associated fluid tanks and lines.* These components are part of the existing structure on the property, which cannot be removed without a demolition permit from the City (Municipal Code Section 15.04.040.F, A203.1). Such a permit will require that “All building rubble and debris, [and ...] All foundations, concrete slabs, and building substructures shall be removed to the satisfaction of the building official.” (Municipal Code Sections 15.04.040.F, A205.1 and 2). The City can require soil sampling and analysis to demonstrate that soil remaining on the site is consistent with the SRWCB Low-Threat Underground Storage Tank Case Closure Policy (23 CCR 2923), which may be reviewed by the City Fire Department who may determine that no further action is necessary. This was the procedure followed when the previous underground storage tanks were removed (discussed above), and remains applicable to any remaining equipment.
- *Potential ACM.* The San Luis Obispo Air Pollution Control District (SLOAPCD) Implements the National Emission Standard for Hazardous Air Pollutants (NESHAP) for asbestos (40 CFR 61 Subpart M). This regulation requires written notification to SLOAPCD of any demolition operations, including a complete accredited asbestos survey. If ACM is present, the notification also requires identification of the licensed contractor who will be removing the ACM, and other details including the engineering controls and work practices to be used to control emissions of asbestos, the waste transporter and the disposal site. These required procedures will minimize any potential hazard to the public or the environment related to ACM at the project site.
- *Groundwater production well in the northwest corner of the property.* Permits related to water well construction and abandonment are handled by the City of San Luis Obispo (Municipal Code Section 15.04.090 A, B, and C). These provisions incorporate by reference Department of Water Resources Bulletin No. 74-81 (*Water Well Standards: California*) and help ensure that unused wells do not become a public nuisance and do not represent a hazard to individuals or to the environment.
- *Septic tank located in the parking area behind the existing structure.* Like the groundwater well noted above, the City of San Luis Obispo also has review and permit authority over the abandonment of septic tanks and systems, but the specific requirements are found in the

Plumbing Code portion of the California Building Codes. Specifically, Part 5 Section 722.0 addresses abandoned sewers and sewage disposal facilities and describes how they are to be removed or filled in place. These provisions must be implemented upon notice from the City, or if done in conjunction with connection to the public sewer, within 30 days of the time of connection. Proper abandonment of the septic system will avoid potential hazards to people or to groundwater beneath the site.

In summary, the RTA maintenance facility construction will be subject to existing applicable codes, regulations, and standards that are intended to minimize the potential for public hazards and for the release of hazardous materials into the environment. These regulations are implemented primarily through the City Community Development Department (Building and Safety Division) and the City Fire Department. For specific issues, the Regional Water Quality Control Board (groundwater) and SLOAPCD (control of ACM) may also be involved in reviewing notifications and permit compliance. Thus, the implementation of these existing requirements will ensure that the potential hazards to the public or the environment related to the presence or release of hazardous materials from construction on the site would be less than significant.

Hydrology and Water Quality, and Utilities and Service Systems

As described in the IS-MND, the proposed RTA Maintenance Facility Project would result in less than significant impacts related to water supply, and to utilities and service systems that would serve the project.

Since the certification of the Final IS-MND, the City of San Luis Obispo released an updated Water Resources Status Report, detailing the available water supply in the city. This information, and an updated description of the proposed sewer connection, is described below. This new/updated information does not change the analysis or conclusions pertaining to water supply or sewer service/connections available to the project. There are no new significant effects on the environment or a substantial increase in any previously identified significant effects based on this information.

Hydrology and Water Quality Setting

Groundwater and Water Supply

The City Utilities Department annually prepares a Water Resources Status Report to provide the City Council and interested members of the community with an annual update of the status of existing water resources, as well as water supply projects being pursued to meet the community's needs. According to the most recent, 2018 Water Resources Status Report, the City currently has four sources of water: the Salinas Reservoir, Whale Rock Reservoir, Nacimiento Reservoir and recycled water. Groundwater serves as a fifth, supplemental source, but has not been used in recent years. The City's water supply is primarily obtained through reservoirs, with only five percent of the total supply obtained by recycled water. Water conservation programs are also an effective "source" of water supply and are a major focus of the City's Utilities Department. Additionally, the design phase for the City's Resource Recovery Facility (WRRF) Project continued through the year 2018. Construction of the project is expected to begin in 2019 and take approximately three years. Upon completion, the new technology used at the

WRRF is expected to reduce the overall water treatment time from approximately 28 hours to eight hours.

The City defines “safe annual yield” as the amount of water which can be reliably withdrawn annually from coordinated operation of Salinas and Whale Rock Reservoirs. The 2018 update to the safe annual yield model accounted for data from the most recent drought and analyzed three climate change scenarios. Based on the updated modeling and analysis, the safe annual yield from Salinas and Whale Rock Reservoirs was reduced from previous estimates to 4,910 acre-feet (AF). The Nacimiento Reservoir can provide up to 5,842 AF annually. Recycled water provides an additional supply of about 238 AF, while 500 AF is subtracted from the annual availability to account for reservoir siltation. Thus, the safe annual yield of the City’s combined water supply for 2018 is estimated at 10,130 AF. The safe annual yield is used to determine whether the City has sufficient water supplies to meet the demands of existing development and development allowed under the General Plan.

Utilities and Service Systems Setting

Wastewater

The City’s wastewater collection system and WRRF is managed by the Utilities Department. The wastewater collection system consists of approximately 138 miles of gravity sewer lines, and nine sewer lift stations.

The project site is adjacent to Prado Road, which contains an existing 48-inch diameter sewer main. As amended, the RTA Bus Maintenance Facility would include a temporary connection to this sewer line in Prado Road. The project also includes a permanent line to connect with the future 36-inch diameter sewer in the Elks Lane realignment along the northern side of the project when the realignment occurs along with the Prado Road Overcrossing project.

Wastewater is conveyed to the WRRF, located on Prado Road near U.S. 101. The WRRF removes larger material, treats the waste stream to reduce the amount of nutrients and bacteria, separates sludge, and discharges treated effluent into San Luis Obispo Creek near Los Osos Valley Road and is distributed as recycled water for irrigation. The sludge is separated from the wastewater, dried in open ponds at the WRRF, and hauled away for disposal (City of San Luis Obispo 2019).

The WRRF treats about 4.5 million gallons per day (mgd) during dry weather conditions. The current treatment capacity of the WRRF during dry weather conditions is 5.2 mgd. Therefore, the WRRF currently has excess capacity of 0.6 mgd. Average dry weather treatment flows have been stable over the past several years due to a balance between increased population and improved water conservation (City of San Luis Obispo 2014; 2016, 2019).

Water

The City Utilities Department provides water service throughout the city and provides potable water to approximately 14,500 metered water customers. The City obtains its water supplies from the four sources of water discussed above, which are capable of supplying 10,130 AF. In 2018, the total City

water demand from these sources was 5,225 acre feet. The City does not rely on groundwater as a water supply source.

Analysis

The new setting information described above would not result in changes to the analysis or conclusions pertaining to water supply and sewer connections/services. Therefore, this information would not result in new or substantially more severe impacts than those identified for the project in the certified Final IS-MND.

Noise

As described in the IS-MND, the proposed RTA Maintenance Facility Project would result in less than significant noise impacts with incorporation of mitigation for potential temporary or periodic increases in noise levels as a result of project implementation.

The updates to the RTA Maintenance Facility Project include a bus entrance and internal access route to the proposed bus maintenance bays along the east side of the project site, adjacent to the CAPSLO Homeless Services Center property boundary. This information is updated from the Final IS-MND and is described and evaluated further below.

Analysis

The proposed maintenance facility would be enclosed, but stall doors would be rolled up during operation. Parking would be provided for up to 73 buses operated by the RTA. During the day, buses would be serviced generally on a schedule consistent with the existing operations. This includes daily inspection and light cleaning by the drivers. In addition, mechanical servicing occurs as needed and scheduled, and results in several additional buses within the facility each day. As is the case with the existing facility, buses would typically access the parking spaces from 4:30 a.m. to 10:30 p.m. on weekdays, 6:00 a.m. to 10:00 p.m. on Saturdays, and 7:00 a.m. to 8:30 a.m. on Sundays. Maintenance activities would occur between 4:30 a.m. and 10:00 p.m. on weekdays, between 6:00 a.m. and 8:00 a.m. on Saturdays, and between 6:00 a.m. and 7:30 p.m. on Sundays. Except for moving vehicles in and out, the insulated overhead doors on the east side and the building, nearest to the CAPSLO Homeless Services Center, would be kept closed and would contain the majority of maintenance operations noise. The main vehicle entry/exit from the building would be from the west side and the east side doors would serve as secondary access. For these reasons, the amended project effects on ambient noise levels, particularly with respect to sensitive uses in the vicinity, would not result in new or substantially more severe operational noise impacts than the project evaluated in the certified, Final IS-MND.

G. DETERMINATION

In accordance with Section 15164 of the State CEQA Guidelines, the City of San Luis Obispo has determined that this Addendum to the certified Final IS-MND is necessary to document changes or additions that have occurred in the project description and information about the project site since the

Final IS-MND was originally certified. The City has reviewed and considered the information contained in this Addendum and finds that the preparation of subsequent CEQA analysis that would require public circulation is not necessary.