



RTA BOARD AGENDA

Wednesday, January 6, 2016 at 8:30 AM
BOARD OF SUPERVISORS' CHAMBERS
COUNTY GOVERNMENT CENTER
1055 Monterey Street, San Luis Obispo, California 93401

The AGENDA is available/posted at: <http://www.slorta.org>

Addendum: Supplemental Information

RTA Board Agenda Item:

B. ACTION AGENDA

- B-2 Seek Board Direction on Bus Yard in Paso Robles (Action)
See attached amended staff report.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

January 6, 2016

STAFF REPORT (AMENDED)

AGENDA ITEM: B-2

TOPIC: Seek Board Direction on Bus Yard in Paso Robles

ACTION: Review and Approve

PRESENTED BY: Geoff Straw, RTA Executive Director

STAFF RECOMMENDATION: Approve

BACKGROUND/DISCUSSION:

Note: This report replaces the original document that was posted on RTA's website on December 18, 2015. Any deleted language from the original document is denoted using ~~strikethrough~~, and any new language is denoted using underline.

As mentioned in previous Board meetings, RTA's use of the City of Paso Robles-provided bus parking yard at 4th & Pine will cease when the new property owner takes over. The current lease with the City indicates a 30-day notice. In addition, we will lose use of the City-provided operations facility at 8th & Pine when the adjacent property owner develops their land.

At its September 2015 Board meeting, staff presented results from a request for qualifications to assist with development of a concept design for RTA partial use of County Corp Yard in Paso Robles (adjacent to northbound Spring Street onto US-101 on-ramp). The Wallace Group was selected to complete the study.

Staff met with stakeholders on September 9th to kick-off the study. The consultant followed-up with one-on-one interviews with each stakeholder, including representatives from the City (Planning and Engineering offices) and the County (Real Estate, Road, Shop, and Ag Commissioner offices). ~~Attached is the concept layout, and staff will post the preliminary cost estimates on the RTA website when those are provided to us by the consultant in late December or early January – but certainly within 48 hours of the January 6 Board meeting.~~

Attached is the *Draft Feasibility and Findings Report* for the project, which includes a concept layout and a Preliminary Engineer's Opinion of Probable Construction Costs (last page). As shown, the preliminary cost estimate is \$690,000 and does not include necessary soft costs for final design, environmental review, etc. – those costs typically amount to 20 to 40 percent of construction costs. The preliminary cost figure does include a 35% construction contingency, or approximately \$179,000. All told, this project

ADDENDUM

B-2-1

as presented will require on the order of \$828,000 to \$966,000 in capital revenues to implement.

In terms of on-going operating costs, RTA would need to negotiate lease payments to the County for use of their land. We would also need to develop site maintenance costs that would likely be higher than we currently expend to maintain our existing two sites in Paso Robles – particularly since the City of Paso Robles would require enhanced landscaping to “screen” the facility’s operations from US101. It should be noted that the City has graciously provided the 4th & Pine Streets bus parking area to RTA at no cost for many years, although RTA shares in the cost of the offices at 8th & Pine Streets. In short, moving to a long-term parking lot with necessary offices will obviously result in increased operating costs for RTA no matter where we end up.

Another “risk” element is that the City of Paso Robles has expressed a desire for the County Corp Yard site to ultimately be redeveloped as a “riverwalk” project, and wishes a maximum lease limit of ten years for RTA’s project. The County, however, plans to maintain use of their corporation yard facility indefinitely. If our project moves forward and we seek Federal Transit Administration or Proposition 1B funds to make necessary site and tenant improvements, it is likely that our funding partners would accept a minimum ten-year lease but they typically express support for a longer term.

Staff has programmed \$300,000 of Federal Transit Administration Section 5307 funds for tenant improvements necessary for a long-term facility. The FTA grant would require \$75,000 in local matching funds. If the Board directs staff to move forward with developing a portion of the County Corp Yard, staff will submit the FTA grant application and seek to budget the necessary local funds.

Staff Recommendation

Review the concept layout and preliminary cost estimate to improve a portion of the County Corp Yard in Paso Robles. Provide direction to the Executive Director on negotiations with the County of San Luis Obispo to determine on-going lease costs. Direct staff to submit a grant application to the FTA to fund the tenant improvements.

MEMORANDUM

Regional Transit Authority (RTA)

RTA Concept Plan for County Corporation Yard in Paso Robles – 1307-0001.



Date: December 29, 2015
To: Mr. Geoff Straw, RTA Executive Director
From: Jorge Aguilar, PE 48704
Subject: **Draft Feasibility and Findings Report for
Bus Parking Area at County Corporation Yard in Paso Robles**

CIVIL AND
TRANSPORTATION
ENGINEERING

CONSTRUCTION
MANAGEMENT

LANDSCAPE
ARCHITECTURE

MECHANICAL
ENGINEERING

PLANNING

PUBLIC WORKS
ADMINISTRATION

SURVEYING /
GIS SOLUTIONS

WATER RESOURCES

I. Introduction

The Regional Transit Authority (RTA) is a joint powers authority that operates public transportation service in San Luis Obispo County and connecting into the northern part of Santa Barbara County. RTA not only operates fixed route bus services connecting cities throughout San Luis Obispo County but also includes Americans with Disabilities Act (ADA) complementary paratransit service (Runabout) to meet additional needs. In the north San Luis Obispo County area RTA has leased locations to base operations and park its fleet at and near the Paso Robles Train Station. The sites will no longer be available for lease and thus RTA is seeking a new site in which to base operations and park its fleet.

The desire for a new RTA North County Operations site is that it would accommodate its current and future planned fleet of buses and vans, as well as employee parking and office space for RTA drivers and staff. Specifically, the site would need to host the facilities currently located at the Train Station location, including a supervisor's office, an employee breakroom a kitchen, and storage space. The ideal site would be a long-term (10 years or more) facility that would accommodate RTA's fixed-route and demand-response bus service throughout SLO County, and be located sufficiently near the major bus routes to minimize what RTA refers to as "dead-head" costs of transporting vehicles to and from their routes. RTA has identified the County Corp Yard located in Paso Robles as a possible site, and has contracted Wallace Group to assess stakeholder needs, conduct a preliminary feasibility analysis, and prepare a conceptual site plan if appropriate.

Wallace Group staff attended a kickoff meeting hosted by RTA at the Paso Robles Train Station location, and subsequently conducted interviews with stakeholders identified by RTA, including: County of San Luis Obispo Public Works Roads Division, County of San Luis Obispo Fleet Services, and County of San Luis Obispo General Services Real Estate Division; the City of Paso Robles Planning and Public Works Departments; the UC Cooperative Extension Farm Advisors and the County Agricultural Commissioner;. These meetings informed the feasibility assessment and the conceptual planning process outlined in this report. It is important to qualify that this preliminary assessment did not include the benefit of site specific surveys including but not limited to topographic mapping, geotechnical and environmental

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analysis. Due to the preliminary nature of this effort the exhibits and recommendations are to be confirmed by subsequent more site specific and detailed analysis.



The relocation of the RTA operations site (the project) will require improvements at the County Corporation Yard. The project is to be funded by a combination of funds, currently consisting of \$75,000 in local funds and \$300,000 in federal funding. According to preliminary property information, the current County Corp Yard is a combination of parcels and remnant roadway right of way from the City roadway grid prior to the construction of US 101 by the state. The County owns the majority of the parcels at this site, and the City of Paso retains ownership of roadway right of way remnants at the site as well. City staff have indicated the City will likely support an approximate ten-year use by RTA of the site, but would like to see the site used for "Riverwalk" and other planned purposes beyond the ten-year timeline.

II. Process Overview

The preparation of this report involved the initial kickoff meeting, followed by a site visit at the current RTA bus parking lot as well as at the proposed County Corp Yard site. Individual stakeholder meetings were then conducted with each of the RTA-identified stakeholder groups. Based on stakeholder conversations and feedback, a preliminary site plan was developed (see Attachment 1) with the aim of determining if the site was feasible to hold the proposed RTA facilities while reasonably accommodating the needs of all users and being sensitive to their specific operations. Ongoing contact was maintained with RTA staff during these interviews to ensure that needs were being met with regards to the project planning process. Careful documentation of the findings of stakeholder meetings was completed to inform this report and ensure that known issues were addressed. Readily available information such as County wide aerial imagery, record topographic mapping and record right of way maps were used for this feasibility assessment and concept layout. It is important to note that initial layout information and engineers opinions of probable construction costs will require further refinement with more site specific information and review.

III. Summaries of Stakeholder Interviews and Key Interests

San Luis Obispo County Public Works Roads Division, Fleet Services, and General Services Real Estate Division

Tim Cate, Rocky Buoy, and Shauna Dragomir attended this stakeholder meeting with Wallace Group staff members Jorge Aguilar and Marisa Lee, held at County Offices in September. The main topics of interest discussed at the meeting are outlined below:

- Fleet Services would like to ensure the ease and comfort of customers (sometimes timid drivers) passing through the industrial RTA lot and into the shop area. The RTA area should be easy to navigate, contain minimal clutter, and offer a straight path through the site.
- A fence with a locked gate would be preferred separating the RTA area from the County area. The preference for the type of fence was provided (see Figure 1).



Figure 1: County Fleet Services preference for fence style between County Corp Yard and RTA parking lot.

- The Roads Division would like the route through the RTA site to be a paved, relatively straight 20' road path providing direct access. The preference is that the buses travel on a paved path and do not drag mud or dirt around the site.
- Concern was expressed regarding future maintenance of the site and pavement, with regards to who would be responsible for it as well as whether the Board of Supervisors would require a long term maintenance plan for approval of the project. RTA would need to be responsible for future pavement maintenance.
- RTA would need to provide its own SWPPP for its portion of the site, separately from those being prepared by County Roads and County Fleet Services.
- Neither Roads Division nor Fleet Services has need for additional lighting in their areas.
- The County plans to remain on this site indefinitely and would assume that those operations would be unaffected by RTA north of the existing concrete pad area in the center of the Corp Yard.
- The County Assessor's Map for this parcel was sent by the Real Estate Division after the meeting (see Figure 2), along with a recommendation for leasing procedure (see Concept Overview section).

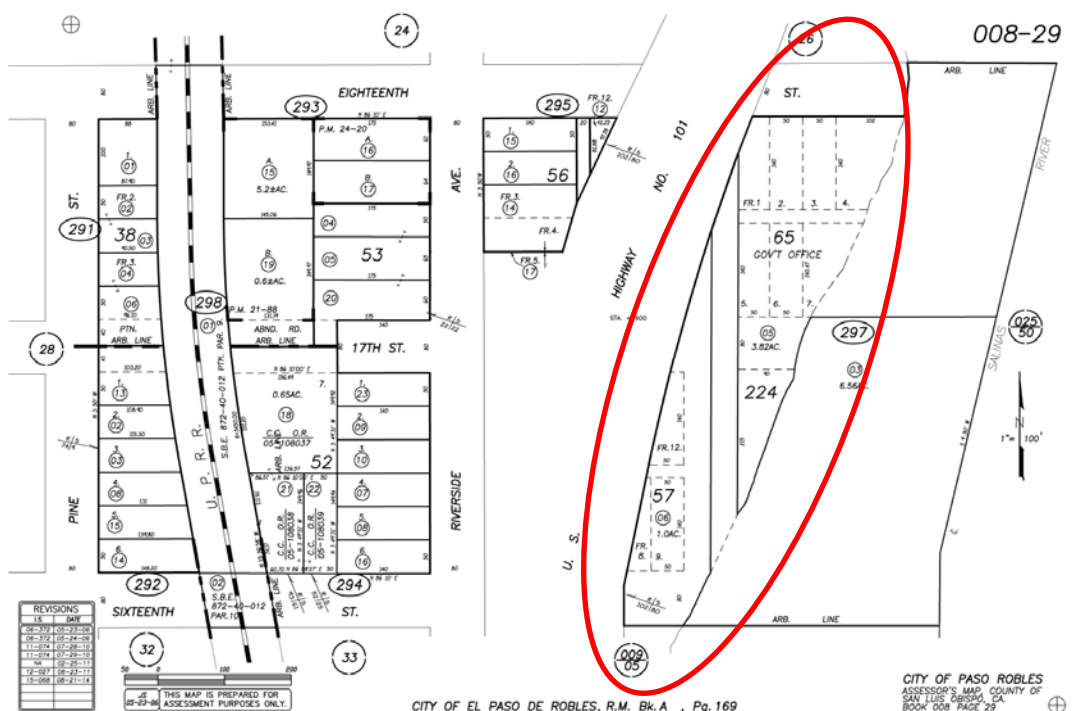


Figure 2: County Assessor's Map.

City of Paso Robles Planning and Public Works Departments

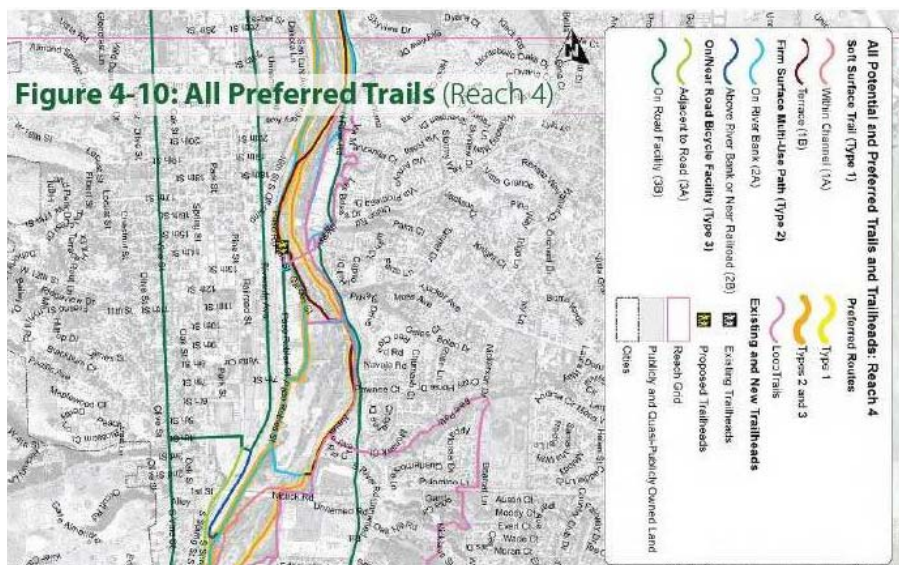
Dick McKinley, Warren Frace, and John Falkenstein attended this meeting with Wallace Group staff members Jorge Aguilar and Marisa Lee, held at City Offices in October. The main topics of interest discussed at the meeting are outlined below:

- The City would prefer to reserve this site for future visioning with a use that takes advantage of the natural beauty and its proximity to the river, such as a river walk or an outdoor dining and commercial area for community use. The City feels there is better potential use for this site than a Corporation Yard or agency fleet parking lot, and would like to see the riverfront parcel be taken advantage of for its natural beauty. The City is also concerned that locating the RTA bus parking lot at this site would secure the County Corp Yard in this site for the next ten years, which is also inconsistent with their future goals and visions.
- Much discussion and consideration was put into the possibility of relocating the proposed project to an open site adjacent to and part of the north campus of Cuesta College. It was later determined that Cuesta College is not able to host an RTA bus parking lot.
- Regarding safety, concern was expressed that security cameras would offer little protection against vandalism and theft amongst the largely anonymous and transient homeless population that may at times inhabit the river area and poses a threat to the security of that particular site.
- The City's General Plan contains guidelines for highway screening. In the case of this project, this would require a 10'-12' tall planted screening. This

would likely require an assumed 10' of horizontal planting space along the entire the freeway fence perimeter on the west side of the site. This planting area would need to occur on the local side of the state right of way fence as opposed to the highway side as the City believes that a Caltrans encroachment permit for planting and maintenance agreement would be difficult to obtain. Plantings would need to be dense (oleander was discussed as an example) and RTA would need to be responsible for maintenance of this landscaping.

- The City mentioned coordination and consistency with SLOCOG's county-wide Salinas River trail plan which envisions a route through this area in the future (see Figure 3).

*Figure 3:
Potential and Preferred
Trails Exhibit from
SLOCOG Salinas River
Trail Master Plan.*



UC Agriculture Advisor

Mary Bianchi and Royce Larsen attended this meeting at the UC Agriculture Office in early October with Wallace Group staff members Jorge Aguilar and Marisa Lee, held at County Offices in early October. The main topics of interest discussed at the meeting are outlined below:

- The UC Ag Advisor owns and uses the southernmost seatrain container and also stores items in the adjacent County Ag Commissioner seatrain. They have just acquired the white trailer, and are planning on moving their storage from the County Ag seatrain into the trailer (see Figure 4). They have halted this process upon receiving word that the trailers may be moved as a result of this project.

*Figure 4:
Looking to the northwest, seatrains
and trailer used by UC Agriculture
Advisor and County Ag Commissioner.*



- A significant concern of the UC Ag Advisor is access to their storage, sometimes as late in the evening as 10 p.m. Secure storage that is locked, and continued electricity to their trailer is key for their needs.
- In the event of a new building potentially being made available to them through this project, the UC Ag Advisor would require roughly 500-600 square feet of storage space, locked and secure, with an electrical hookup, and preferably separated by a wall, as occasionally items are stored that are odorous due to exposure to manure or chemicals.
- The UC Ag Advisor would like to be updated with progress reports regarding this project, as they would like to resume the move from the seatrain to their new trailer as soon as possible.
- The UC Ag Advisor anticipates that they will stay at this location until they have the opportunity to move to Templeton, where their office is. If they were to move, they would need a building or container that was compliant with the Templeton Community District Design Standards.

County Agriculture Commissioner

This meeting was held on the phone with Karen Lowerison in October with Wallace Group staff member Marisa Lee. The main topics of interest discussed in the teleconference are as follows:

- The Ag Commissioner has an approximate 8' x 20' seatrain, currently being used partially by the UC Ag Advisor as referenced above (see Figure 4). They would like to retain this storage facility or its equivalent.
- The Ag Commissioner would like to be able to do the mixing (of water and chemicals) for their "weeds program", a countywide program that sprays for invasive weeds, on this site. This would require a hookup to a heavy duty water hose and an adjacent flat space where they could pull up a 400 gallon water truck to do the mixing.
- Although they understand the City's interests, the Ag Commissioner foresees their continued presence on this site as indefinite, until another viable alternative becomes available. They are on the lookout for an alternative location and exploring other ideas, however the decision to move is out of their hands directly and depends on the county budget decision making. Ideally they would like to be colocated with their office space in Templeton.

IV. Concept Feasibility Assessment and Overview

Preliminary aerial photography and topographic survey for this area came from a past City project that overlapped this project site. The previous topographic mapping did not contain the fence layout of the current County Corp yard however, so a surveyor was sent to the site to determine the existing fence line locations and added that to the base drawing file to enhance the base map. Assumptions were made on limits of existing asphalt areas and durability of those areas that could require potentially significant revisions to the construction cost estimating. Further geotechnical review

and survey mapping is deemed a critical component need to refine preliminary assessments. While the proposed site information is preliminary due to these and other considerations it is assumed sufficient for feasibility and planning services.



The site is generally narrower on the south near the on-ramp area to northbound US 101 and wider on the north where existing County facilities and operations are located. At the entry area to the site pavement has been placed in the past that could be used as a base for an overlay (subject to geotechnical analysis). Further north the entry to the current County Corporation Yard is gated and the gate is expected to be relocated to allow for RTA operations (see Figures 5 and 6):



Figure 5: Current conditions photos. Looking south to northbound US 101 on-ramp and Paso Robles Street area at southern entryway to site (future employee parking spaces and modular building to be placed along right side of photo adjacent to US 101 right of way).

Figure 6: Current conditions photos. Looking north at existing gate to County Corporation Yard. Gate to be moved to the new entryway farther south.



North of the current gate location the available area widens which will allow for bus parking and turning area, see Figure 7.



Figure 7: Current conditions photos. Looking south towards existing gate area. Future Runabout van and RTA bus parking area proposed at right side of photo.



Stakeholder interviews and site visits were a key part of the process that informed the feasibility assessment and initial planning effort for the proposed project. With Stakeholder input during the initial on-site meeting, it was determined that the vehicular path of travel should be along the easterly side of the open southern area, and that the proposed bus and vehicle parking should be located along the westerly or highway side of the project site south of the existing County operations area. This configuration concept was discussed to minimize potential conflicts with ongoing County operations as well as any potential for untreated runoff into the river corridor by pushing the parking area away from the river area and towards the existing highway. Attention is directed to Attachment 1, RTA Conceptual Fleet Parking Lot Layout.



Figure 8: Current conditions photos. Looking north at the existing County Corp Yard (fence and gate proposed to be added south of the seatrains and trailer to separate RTA operations area from County Corporations Yard area).

The existing seatrain containers and trailer used by the Agriculture Departments of the UC Extension and the County were assumed to be left at or near their existing location, so as to minimize impact on these users. If possible, access to water and a flat site for mixing material would be desired by the County Agriculture Commissioner and that may be possible pending further analysis. Per City of Paso Robles request, a ten foot planted buffer area along the US 101 perimeter was assumed to be set aside along the highway fence line for the entire length of the project site. The existing entry gate to County facilities and services is assumed to be moved to the south to a new site entrance, and fencing is proposed to be added along the river side of the entry driveway area and on the south end of the site where it did not already exist. These modifications are intended to create a site that is completely enclosed by fences and gates for site security. An additional fence and gate is proposed to be added as the separation between RTA's site and the County Fleet Maintenance site, per the request of County Fleet Services. Locks would be provided by County site operators to allow RTA entry to those areas used by RTA operators while still allowing County staff to enter through those areas to the County facilities areas.

In the proposed Concept Plan, the bus parking has been shown pushed to the northernmost and widest part of the available site area, south of but abutting the seatrains and trailers. Bus parking stalls are shown as 12.5' wide x 56' long spaces delineated at a 60 degree angle for ease of bus parking and to maximize the available space. The parking spaces for the cutaway vans are adjacent to the bus parking area, accommodating the site as it narrows. A 50' x 25' modular office space is planned just to the south of the diagonal van parking, and is planned to include the required storage space (12' x 14'), driver break area with kitchen (14' x 20'), and supervisor office (12' x 14'), accessible by an outdoor breezeway. The employee parking spaces (10' x 20'), increased in number from 20 to 26 after the initial kickoff meeting, will be at a 90 degree angle along the highway fence at the southernmost end of the site where the site is the narrowest.

Bus turn templates using Auto-Turn (an industry standard vehicle turning software package) were used on the site mapping to determine feasibility of the bus movement needs overlapped onto the parking and facility area set asides. Perimeter lighting for the parking areas should be considered for security purposes. Lighting should be pointed and shielded to illuminate downward and minimize "light pollution", start at the new entryway, continuing along the highway side of the site, and around the new building. Lighting is not recommended along the river side of the site, as to minimize disruption to the natural habitat corridor. The final design should take into account ADA compliance by providing the requisite ratio of ADA parking spaces with accessible paths to the proposed building.

A structural section should be considered that provides a class II base and a hot mix asphalt (HMA) overlay. The structural section should be calculated with the high volume and turning movement of heavy vehicles in mind. The existing site is partially paved with an unknown depth of HMA and base. For estimating purposes it is assumed that this area would suffice for future use with a minimal overlay while an HMA and base section would be needed in areas that are not currently paved.

Stormwater quality / SWPPP considerations – Based on preliminary information and the conceptual site plan shown in Attachment 1 the proposed site will require post construction water quality site design features to treat water quality and provide runoff retention (see Attachment 2 Post Construction Stormwater Requirements – RTA Paso Robles Bus Parking). This initial assessment includes the assumption that existing

asphalt areas will not be removed but rather remain in place with an overlay and not substantial change to line and grade.

Right of Way and Lease considerations - The proposed project site is comprised of four County-owned parcels and one City owned roadway right of way remnant (as represented on the original 1886 Plat Map of Paso Robles) strip of land. The County Real Estate Division has identified the following as a likely process for leasing in an email correspondence on October 6, 2015:



“Ultimately, when terms are fully quantified and agreed in theory, and at such time as the underlying issue with the City's ownership of APN 008-297-003 is better understood, the County would draft a lease with SLORTA for the use of the property. The lease would need to be approved by the County Board of Supervisors. The lease would include certain requirements, one of which would be that SLORTA obtain any and all applicable permits from the City of Paso Robles for its use of the property, SWPPP, site layout, etc.”

Preliminary Opinion of Probable Construction Cost and Project Development Support Costs – The preliminary nature of this feasibility assessment does allow the detailed analysis possible with project specific topographic and right of way mapping, utility investigation, geotechnical and environmental studies used for final design packages. However, the initial planning level assumptions do allow for higher contingencies in the cost estimating process. Typical planning level estimates reflect preliminary assumptions for pavement sections, grading and other significant cost items then include higher level of contingencies to account for the unknown factors. For this study prior aerial mapping for the area was augmented by site specific visits and stakeholder interviews to make assumptions on potential utility connection available at the site as well as the potential feasibility to minimize costs for new pavement by using the existing pavement where possible. Attachment 3, Preliminary Engineers Opinion of Probable Construction Costs shows a rounded construction cost estimate of six hundred and ninety thousand dollars (\$690,000) that includes a contingency of 35%. It is important to note that the construction cost estimate does not include the project delivery support costs for technical support such as topographic mapping, geotechnical analysis and recommendations, environmental clearance, design and permits, construction management and agency administrative support costs. Those costs have not been estimated but may typically range from 20% to 40% of the construction costs dependent on a variety of factors.

V. Summary and Recommendation

RTA needs to relocate operations in the northern San Luis Obispo County area. RTA has identified a potential site at the existing County Corporation Yard in Paso Robles at which it might base its North County operations to park a fleet of vehicles, provide office space and RTA employee parking. County representatives and other interested City and agency stakeholders have been interviewed and the use of a portion of the existing County Corporation Yard appears to be acceptable to all contacted representatives for at least a ten year term.

A preliminary Concept Plan has been produced that indicates the site is a feasible location for the purposes RTA requires while maintaining compatibility with existing agency operations as described by the stakeholder representatives. However, currently identified available funding is below the estimated needs for construction and support costs. It is recommended that RTA determine if additional funding can be

obtained and if so pursue site specific design and environmental clearance activities including but not limited to: topographic and right of way delineation mapping, geotechnical investigation of the site and recommendations for design, determining lease agreement terms with County of San Luis Obispo representatives, design refinement and environmental clearance, permitting and final design, construction support and inspection.



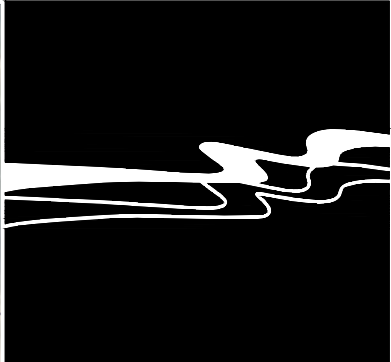
Attachments:

Attachment 1 – Conceptual Fleet Parking Lot Layout Plan

Attachment 2 – Post Construction Stormwater Requirements – RTA Paso Robles Bus Parking

Attachment 3 – RTA Bus Parking at County Corp Yard Preliminary Engineers Opinion of Probable Construction Cost

Attachment 1



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SIGNATURE

DATE SIGNED

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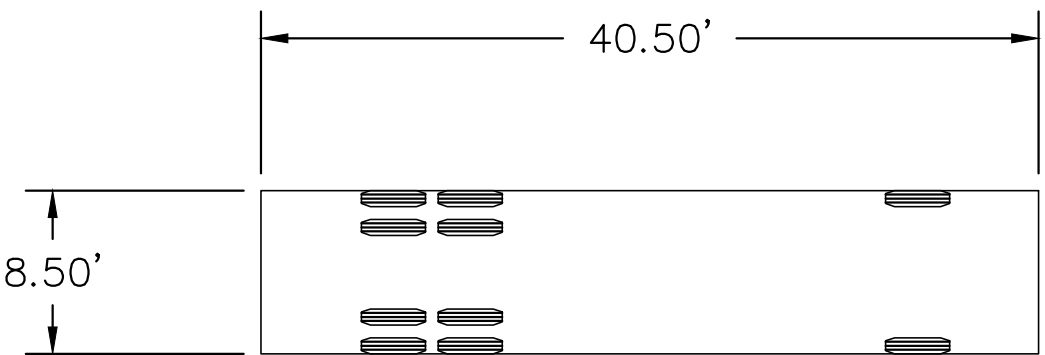
REGIONAL TRANSIT AUTHORITY
CONCEPTUAL FLEET PARKING LOT LAYOUT
AT COUNTY CORP YARD IN PASO ROBLES

JOB #: 1307-0001
DESIGNERS: MRL / JA
DRAWN BY: MRL
DATE: 11/09/15
DRAWING NO.
1
1 OF 1 SHEETS



SITE REQUIREMENTS

- 1) 14 - 40' BUSES
- 2) 5 - 25' CUTAWAY VANS
- 3) 26 EMPLOYEE PARKING SPACES
- 4) MODULAR OFFICE:
12X12 STORAGE
DRIVER BREAK ROOM/KITCHEN
SUPERVISOR OFFICE



DESIGN VEHICLE: AASHTO BUS-40

Post Construction Stormwater Requirements – RTA Paso Robles Bus Parking

Within MS ₄ Permit Boundary	Yes, City of Paso Robles
Watershed Management Zone	Zone 4
Groundwater Basin	Salinas Valley
85 th Percentile Rainfall	0.9"
95 th Percentile Rainfall	1.5"
Proposed Project Type	Bus Parking Lot
Anticipated Net Impervious Area	22,341 sf

POST-CONSTRUCTION REQUIREMENTS MATRIX						
Based on the "Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region"						
Central Coast RWQCB Resolution R3-2012-0032						
Regulated Project Size						
	One Single Family Home	All Others	WMZs	Storm Event	Storm Water Control Plan Required?	Caveats Reference Section listed in ()
Tier 1 Site Design	≥ 2,500 SF Impervious	≥ 2,500 SF Impervious	All	N/A	No	None
Tier 2 Water Quality Treatment	≥ 15,000 SF NET Impervious	≥ 5,000 SF NET Impervious	All	85th Percentile	Yes	Treatment for Existing Impervious (B.3.b) Technical Infeasibility (C.1) Watershed or Regional Plan (C.2.b) Urban Sustainability Area (C.3.b)
Tier 3 Retention	≥ 15,000 SF NET Impervious	≥ 15,000 SF Impervious	Some	85th or 95th Percentile, depends on WMZ	Yes	Redevelopment (B.4.b) Undisturbed and Natural Landscape Areas (B.4.d.iv) 10% Adjustment for Technical Infeasibility (B.4.e) Special Circumstances: Wetlands (B.6) Watershed or Regional Plan (C.2) Urban Sustainability Area (C.3)
Tier 4 Peak Flow Management	≥ 22,500 SF Impervious	≥ 22,500 SF Impervious	Some	2-year through 10-year	Yes	Special Circumstances: Altered Channels (B.6.a.i) Technical Infeasibility (C.1.) Watershed or Regional Plan (C.2) Urban Sustainability Area (C.3)
NOTES						
Refer to Section B.1 for definition of "Regulated Project". Regulated Projects do not include maintenance or listed specific project types.						
WMZ = Watershed Management Zone, as delineated by the RWQCB. Refer to maps attached to Post Construction Requirements.						

Applicable Performance Requirements

No. 1: Site Design & Runoff Retention **Yes**

No. 2: Water Quality Treatment **Yes**

No. 3: Runoff Retention **Yes, retain the 95th Percentile Storm**

$$C = 0.858i^3 - 0.78i^2 + 0.774i + 0.04 = 0.89, i = 1$$

$$\text{Retention Volume} = .89 * 1.5/12 * 22,341 = 2,500 \text{ cf}$$

No. 4: Peak Management **No**

No. 5: Special Circumstances **No**

Assumptions:

All existing asphalt will not be removed but will remain with an overlay (routine road maintenance, no change in line or grade).

Attachment 3

PRELIMINARY ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

ITEM NO.	ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	ITEM TOTAL
1	150608	REMOVE CHAIN LINK FENCE	70	LF	\$30.00	\$2,100
2	150772	REMOVE CURB	50	LF	\$22.00	\$1,100
3	151540	RESET CHAIN LINK FENCE	70	LF	\$30.00	\$2,100
4	152381	RELOCATE 20' GATE	1	EA	\$2,000.00	\$2,000
5	190101	ROADWAY EXCAVATION	690	CY	\$55.00	\$37,950
6	260203	CLASS 2 AGGREGATE BASE	560	CY	\$80.00	\$44,800
7	390132	HOT MIX ASPHALT (TYPE A)	1760	TON	\$100.00	\$176,000
8	394073	PLACE HMA DIKE (TYPE A)	580	LF	\$9.00	\$5,220
9	800360	CHAIN LINK FENCE (NEW)	530	LF	\$20.00	\$10,600
10	802540	20' CHAIN LINK GATE	1	EA	\$3,000.00	\$3,000
11	840504	4" PAINTED TRAFFIC STRIPE (PARKING STALLS ONLY)	1560	LF	\$0.20	\$312
12		EROSION CONTROL MEASURES	1	LS	\$5,000.00	\$5,000
13		MODULAR BUILDING	1250	SF	\$50.00	\$62,500
14		LIGHTING	8	EA	\$2,000.00	\$16,000
15		ELECTRICITY METER	1	EA	\$5,000.00	\$5,000
16		WATER SYSTEM TO MODULAR BUILDING	1	LS	\$6,000.00	\$6,000
17		SEWER SYSTEM TO MODULAR BUILDING	1	LS	\$3,000.00	\$3,000
18		STORMWATER CONTROL (INLETS, PIPING, BIORETENTION ETC)	1	LS	\$15,000.00	\$15,000
19		PLANTED BUFFER (PLANTING AND IRRIGATION)	6600	SF	\$10.00	\$66,000
20		Mobilization	1	LS	\$47,000.00	\$47,000
					SUBTOTAL	\$510,682
					PLANNING LEVEL CONTINGENCY (35%)	\$178,739
					TOTAL ESTIMATE	\$689,421
ROUNDED TOTAL PRELIMINARY ESTIMATE-						\$690,000