EXECUTIVE SUMMARY

Project Introduction and Background

Downtown San Luis Obispo is a major hub for both local and regional transit services. Current transfer accommodations serve San Luis Obispo Transit (SLO Transit) which uses sawtooth bus bays (along Osos Street between Mill and Palm Streets), and San Luis Obispo Regional Transit Authority (RTA) which uses conventional curbside passenger boarding and alighting along Osos Street between Palm and Monterey Streets. The existing RTA transfer site, which is used by all RTA routes, is already over-capacity and has no room to accommodate current uses or future growth. RTA overflow buses load and unload around the corner on Palm. The SLO Transit transfer site is limited to five sawtooth bays on Osos Street. The current path of travel for riders transferring between the two systems requires a double street crossings, transfer times are less convenient than desired, and passenger amenities are minimal. Additionally, Osos Street has a grade of 2.5 to 4.5 percent at the existing RTA transfer site making wheelchair loading and unloading uncomfortable for the passenger and potentially hazardous. With 18 feet of elevation change between the southernmost RTA bus bay and the northernmost SLO Transit bus bay, passengers with mobility limitations that are transferring between buses can also find this grade to be a challenge.

Several previous efforts to study a new Downtown Transit Center have been conducted by the City of San Luis Obispo (City). The City explored several viable options to secure a safer, more efficient and better-designed downtown transit center over the past several decades. Past site and design concepts have included both on and off-street locations that were adequate in size and scope to accommodate up to 14 SLO Transit and RTA Transit buses. The previous studies have all generally identified the two block area between Santa Rosa Street, Toro Street, Monterey Street and Higuera Street as having the most potential for the location for a downtown transit transfer center. This two block area is commonly referred to as the North Area Regional Facility Report (NARF) Boundary in the previous studies.

In mid-2010, the San Luis Obispo Council of Governments (SLOCOG) approved programming FTA Section 5307 planning funds toward the reactivation of the transit component of the prior studies. The intent is to consider both near-term and long-term opportunities within the NARF boundaries and compare those to possible upgrades of the existing Osos Street site. The Study participants are SLOCOG as the lead agency, SLO Transit as the local transit system and RTA as the regional transit system.

The current study for developing a new transit center for San Luis Obispo was based initially on the work previously completed. The Study concentrates on two location options:

1. Either develop a new transit center in the area between Santa Rosa, Monterey, Toro, and Marsh Streets, which was recommended in the 2003 Study;
2. Or rebuild the current transfer sites at Osos and Palm Streets to provide safer and operationally more efficient transfers.

The Study develops multiple site concepts at each of the locations. The development and identification of a new Downtown Transit Center will be guided by a planning process consisting of:

- Preparing new long-range ridership forecasts to determine the number and size of buses that will be simultaneously present at the transit center;
- Identifying possible concepts at each location;
- Identifying criteria to evaluate the site and concepts; and,
- Evaluating and ranking possible site and concepts using the identified criteria.

The evaluation leads to the identification of a site and concept that can be environmentally assessed, approved, designed, and constructed.

Study Methodology and Deliverables

As part of the Coordinated Transit Center Study a methodology and scope of work was developed in order to fully develop and analyze a multitude of options for a new Downtown Transit Center. The methodology, results and deliverables are detailed in the attached Technical Memoranda. A brief description of each Technical Memorandum is provided below:

- *Technical Memorandum 1: Historical Review* - This memorandum summarizes the prior plans and studies, and their findings and recommendations in regards to a Downtown Transit Center in San Luis Obispo. It provides a historical look at the past, a current view of the present, and direction for planning options for the future.
- *Technical Memorandum 2*: *Transit Center Capacity Projections* - This Technical Memorandum summarizes existing and foreseeable future bus and passenger space needs for a future Downtown Transit Center. The existing downtown transit transfer facility is first reviewed. Next, existing bus and passenger movements are identified. Finally, transit needs at a facility are projected for a 25 year period. This information is used as design guidelines for potential facility concepts.
- *Technical Memorandum 3: Public Outreach* – This Technical Memorandum summarizes the Public Outreach efforts that were conducted throughout the study process. Public Workshops were held

during the scoping phase, the options development phase and the final evaluation phase. Presentations were also made to the San Luis Obispo City Council, the Regional Transit Advisory Committee, the City Mass Transportation Committee, the City Planning Commission and to the SLOCOG Board. All outreach efforts, public workshops and presentations are summarized in this memorandum.

- *Technical Memorandum 4: Evaluation Criteria* – This Technical Memorandum describes the criteria used to make a preliminary assessment of candidate sites and concepts which have been identified. The evaluation criteria are identified to assist the community, project stakeholders, and decision makers in the preliminary evaluation of potential concepts for the new Downtown Transit Center. The evaluation criteria are compiled from a comprehensive review of similar planning studies, input from stakeholders, and input obtained during the May 18, 2011 public workshop.

- *Technical Memorandum 5: Transit Center Options* – This Technical Memorandum presents 10 design concepts that were developed. Six design concepts were developed for the NARF Study area called the "Higuera Street Alternatives" and four design concepts were developed at the existing transit center site called the "Osos Street Alternatives". The majority of the concepts accommodate the future route demand for SLO Transit and RTA by providing space for 16 bus bays (7 for SLO Transit, 8 for RTA, and 1 for other services) as well as provide desired passenger amenities and up to 5,200 sf of space for a transit center building. It should be noted that Higuera Street Alternatives 1 and 4 were eventually dropped from the evaluation as further study showed they were not feasible.

- *Technical Memorandum 6*: *Environmental Criteria* - This Technical Memorandum discusses the general biological, cultural, hazardous waste, air quality, noise, aesthetics, water quality, and community resources as pertinent to each site and/or alternative. Drawn from the larger list of topics found in the California Environmental Quality Act (CEQA) Checklist, these topics, along with traffic and transportation, are the most likely to differentiate one site from the other.

- *Technical Memorandum 7: Potential Funding Sources* - This Technical Memorandum discusses potential and reasonably-foreseeable opportunities for funding design and construction of a new Downtown Transit Center in the City of San Luis Obispo. Although this memorandum in not intended to address maintenance and operation revenue sources a brief discussion of that topic is also included.

- *Technical Memorandum 8: Evaluation of Options* – This Technical Memorandum evaluates and ranks the project sites and conceptual design alternatives based upon the Evaluation Criteria developed in *Technical Memorandum 4*.

Conclusions and Recommendations

The evaluation shows that the alternative with the overall highest ranking is Higuera Street Alternative 6. This alternative had the highest score in the evaluation categories of Site Characteristics and Transportation Service, and tied for the highest score in the evaluation categories of Socio-Economic, Policy/Planning Integration, and Other. More specifically, the key factors that made the Higuera Street Alternative 6 the most highly ranked alternative include that it:

- Fully accommodates the existing and future transit program;
- Consolidates transit services;
- Has minimal change to traffic flow on Higuera Street;
- Provides flexibility in phasing;
- Is compatible with adjacent land uses;
- Better accommodates persons with disabilities; and
- Maximizes the convenience/safety of transfers.

It should also be noted that all of the Higuera Street alternatives ranked higher than any of the Osos Street Alternatives. In addition two of the Osos Street Alternatives had fatal flaws due to lack of compatibility with adjacent land uses.

Presentations were made by the Consultant Team to the San Luis Obispo City Council on April 17, 2012 and the San Luis Obispo Council of Governments Board on June 6, 2012 detailing the findings of the study. At the presentations, the Consultant team identified the Higuera Street Alternative 6 as the highest ranked alternative and recommended that Higuera Street Alternative 6 should be carried forward into formal environmental review. Both the City Council and SLOCOG Board unanimously expressed support for the project concept and moving Higuera Street Alternative 6 into formal environmental review pending funding availability.

The Higuera Street Alternative 6 Site plan is shown on page 5 (Figure 1). A streetview of the existing Higuera Street site is shown on Page 6 (Figure 2), and a rendering of the Higuera Street Alternative 6 plan is shown on Page 7 (Figure 3).

FIGURE 1: Higuera Street Alternative 6 Site Plan

FIGURE 2: Higuera Street Alternative 6 Existing Site

FIGURE 3: Higuera Street Alternative 6 Rendering

TECHNICAL MEMORANDUM 1: HISTORICAL REVIEW

This Technical Memorandum summarizes the prior plans and studies, and their findings and recommendations in regards to a downtown Transit Center in San Luis Obispo. It provides a historical look at the past, a current view of the present, and direction for planning options for the future. This paper includes a brief summary of past planning documentations and reports regarding a downtown Transit Center for San Luis Obispo's local and regional transit. Included in the review were:

- Regional Multi-Modal Transfer Center (MMTC) Preliminary Engineering Project (1993);
- City of San Luis Obispo NARF—North Area Regional (Transit) Facility Reports (2000, 2003);
- City of San Luis Obispo – Access and Parking Management Plan (July 2002);
- City of San Luis Obispo City Council Meeting Minutes (August 28, 2003);
- SLO Transit Short Range Transit Plan(2009);
- San Luis Obispo Regional Transit Authority (RTA) Short Range Transit Plan (2010);
- Regional Transportation Plan (2010).

Downtown San Luis Obispo is a major hub for both local and regional transit services. Current transfer accommodations serve San Luis Obispo Transit (SLO Transit), which use sawtooth bays (along Osos Street between Mill and Palm Streets), and San Luis Obispo Regional Transit Authority (RTA), which uses conventional curbside passenger boarding and alighting along Osos Street between Palm and Monterey. The existing RTA transfer site, which is used by all RTA routes, is already over-capacity and has no room to accommodate current or future growth. RTA overflow buses load and unload around the corner on Palm. The SLO Transit transfer site is limited to five sawtooth bays on Osos Street. The current path of travel for riders transferring between the two systems requires a double street crossing and transfer times are less convenient than desired.

Figure 1: Current Transfer configuration.
Source: San Luis Obispo Regional Transit Authority Short Range Transit Plan

Several previous efforts to implement a new transfer center have been conducted by the City of San Luis Obispo (City). The City explored several viable options to secure a safer, more efficient and better-designed

downtown transit center over the past decade. Past site and design concepts have included both on and off-street locations that are adequate in size and scope to accommodate up to 14 SLO Transit and RTA's transit buses as well as a City/County parking garage with up to 800-spaces.

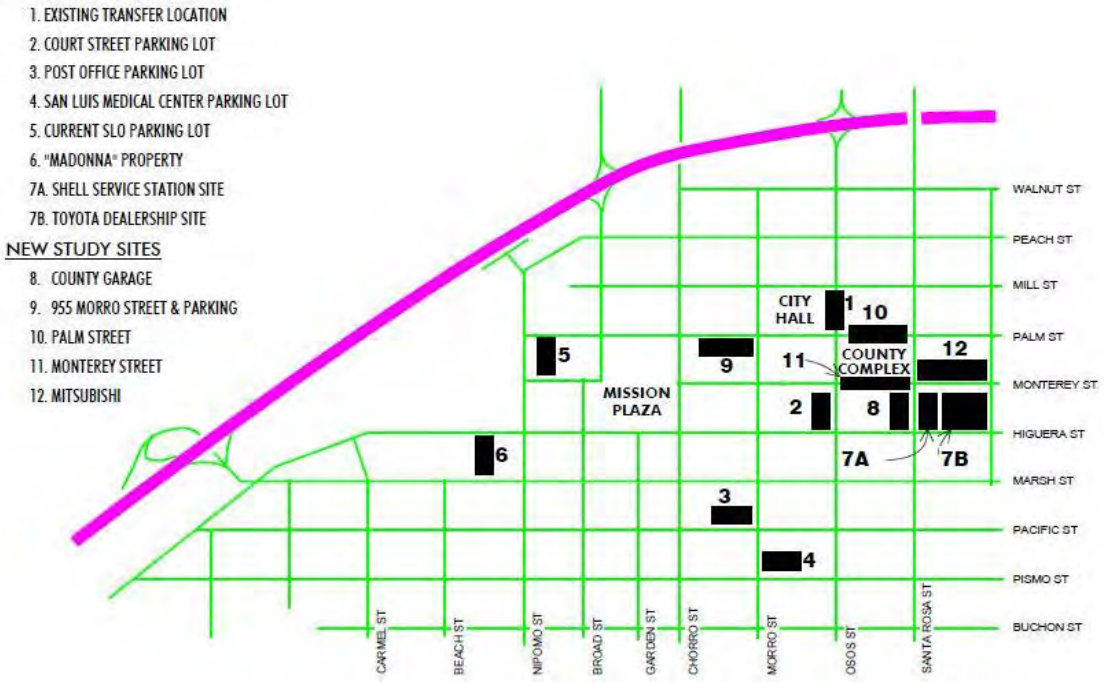
CITY OF SAN LUIS OBISPO DOWNTOWN TRANSIT CENTER STUDIES

Between 1993 and 2003, three studies were conducted by the City to identify the advantages and disadvantages of alternative approaches to supporting transit needs in Downtown SLO. These studies were also conducted to assess potential sites for a new regional transit facility within the downtown area. The City's approach was to identify a future site suitable for accommodating both a regional transit center and a new parking structure. An inclusive review of potential site locations identified both on-street and off-street locations that would effectively meet the bus transfer needs.

1993 REGIONAL MULTI-MODAL TRANSFER CENTER (MMTC) PRELIMINARY ENGINEERING PROJECT STUDY

The 1993 MMTC study reviewed 13 potential site locations and identified two on-street and two off-street locations that would best meet the City's criteria.

Figure 2: 1993 Proposed MMTC Study Sites



The 1993 MMTC Study developed a program estimate for 13 to 14 bus bays and a minimum site size of one to two acres. The program consisted of the following:

- SLO Transit, 6 bays;
- Central Coast Area Transit (now RTA), 6 bays;
- Downtown Trolley, 1 bay.

From this study, the City decided to move forward with the Spring Toyota site between Monterey and Higuera Streets. However, moving ahead with this site, the City ran into problems related to the presence of contaminated soil clean up and property value issues. After a great deal of negotiations, the pursuit of this property was dropped.

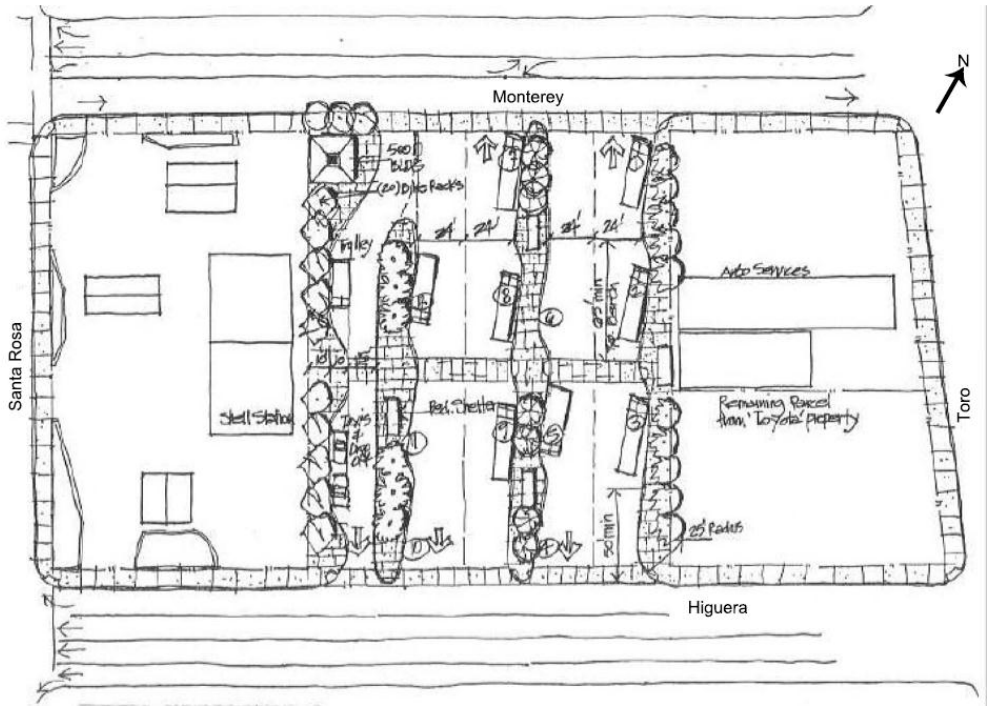


Figure 3: 1993 MMTC Study Recommended Concept

2000 NORTH AREA REGIONAL TRANSIT FACILITY (NARF) REPORT

The 2000 NARF Study concluded that the small size of downtown blocks and the difficulty in finding a large size lot suggested that the first priority be for active bus loading and unloading and to accommodate passenger needs. Though the Study suggested that current operations could be accommodated with nine, or even six bays, it recommended the transfer center have 11 bays, a bus bay for each route:

- SLO Transit, 6 bays;
- Central Coast Area Transit (now RTA), 4 bays;
- Downtown Trolley, 1 bay.

Buses having longer than ten minutes dwell times would then be accommodated at a nearby site or curb frontage if space was limited. A minimum footprint of 130 feet by 250 feet was recommended for the parking garage. Access driveways to the parking garage would need to be located so as to not interfere with the transit center driveways.

The Study focused on the two-block area bound by Santa Rosa Street, Toro Street, Monterey Street and Marsh Street. In the area, the Bank of America parcel and the French historic hospital site were eliminated by the City Council for use as a transit center.

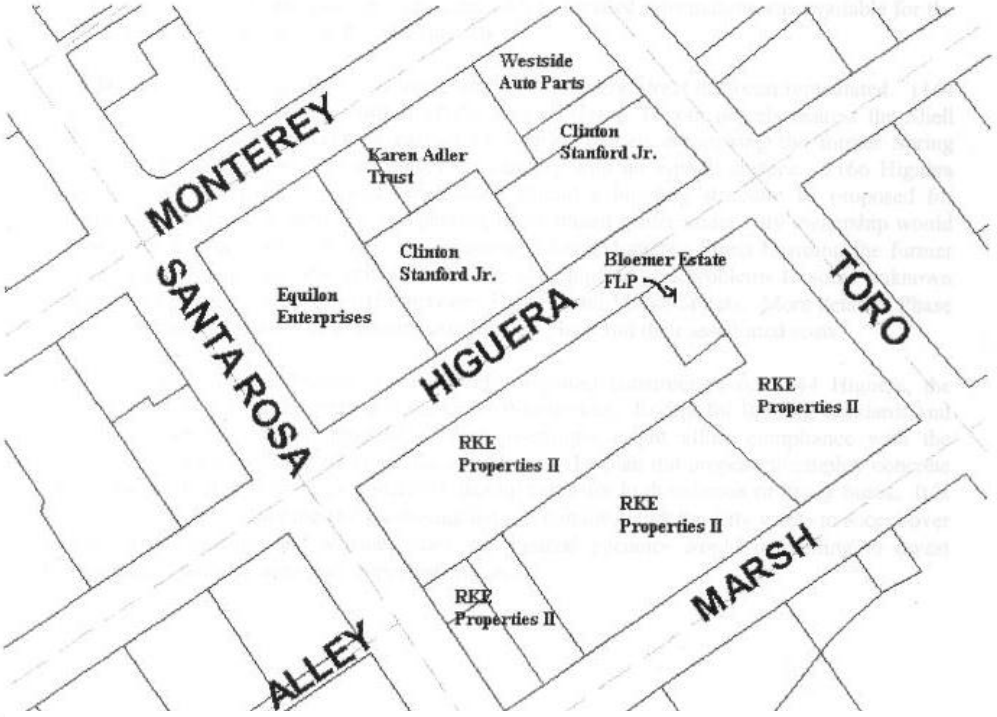


Figure 4: Study Area for the NARF 2000 Study (Parcel Ownership as of 2000)

The eight concept plans developed were:

- A – 1993 MMTC Site Plan (Spring Toyota Site)
- B – Compressed Site Plan
- C – Shell Station Site Plan
- D – Hybrid Plan
- E – Higuera Street Short Transit Mall
- F – Higuera Street Transit Mall
- G – Marsh/Higuera Transit Center
- H – Marsh/Higuera Three Aisle Transit Center

The criteria used to analyze the alternatives included the number of bus bays, circulation safety, development cost, transfer distance, proximity to Santa Rosa, visibility, and potential for parking and required property acquisition. The recommended alternative (Alternative C) was a two-directional bus aisle that would provide loading for three buses in each direction and a tenth bus accommodated along Higuera Streeet. The recommended concept was located at the site of the Shell gas station on Santa Rosa between Monterey and Higuera Streets. It was located closest to Downtown, was very visible, and worked well with the existing circulation system. It provided the greatest flexibility to redevelop the remaining portions of the block either for parking or for other uses. It also involved only one property owner. However, the proposed site and design were not pursued by the City.

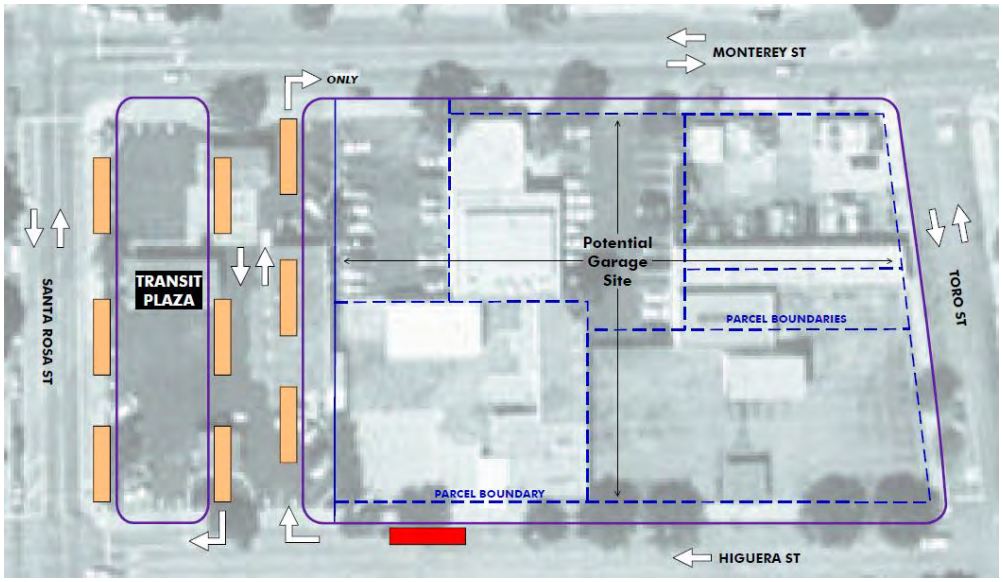


Figure 5: Alternative C - Preferred Option from the 2000 NARF Study, Adopted March 13, 2001

2003 NORTH AREA REGIONAL TRANSIT FACILITY (NARF) REPORT

The NARF study was reactivated in 2002 and completed in 2003. This conceptual design effort took place focusing on the same two-block area bound by Santa Rosa Street, Toro Street, Monterey Street and Marsh Street as the previous NARF study. The approach of this new study was to again consider design options for the future NARF as both a transit and parking project. Eleven site plan options were studied with eight design options (Options A- H). The study recommended the three most promising options (Option B, D and E) for further consideration. Supported by the Planning Commission, the City staff recommended Option B to the Council. The proposed option was designed to accommodate a total of fourteen (14) saw tooth bays and included a parking structure. A review of the August 28, 2003 City Council Meeting minutes discloses that the public, affected property owners and businesses, and the majority of the Council did not support the recommended project (transit center and parking structure combined). Due to a number of reasons, the

Council directed City staff to discontinue the work on the entire project at that time and leave the option to reactivate a study at a later date.

Design Options (A-H) developed on Higuera Street between Santa Rosa Street and Toro Street.

Figure 6: Design option A

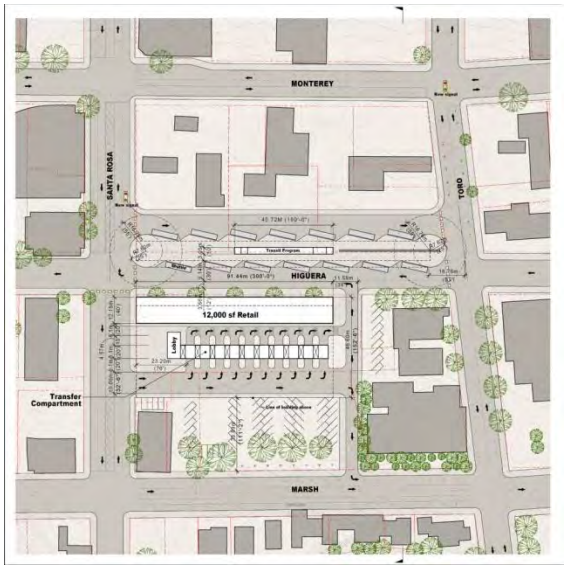


Figure 7: Design option B

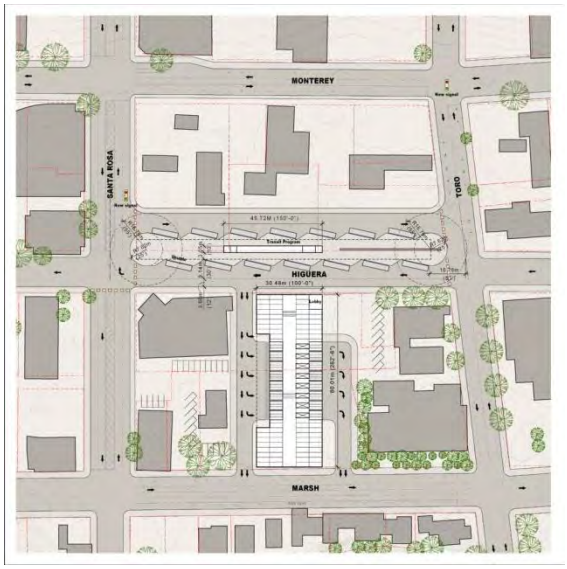


Figure 8: Design Option C

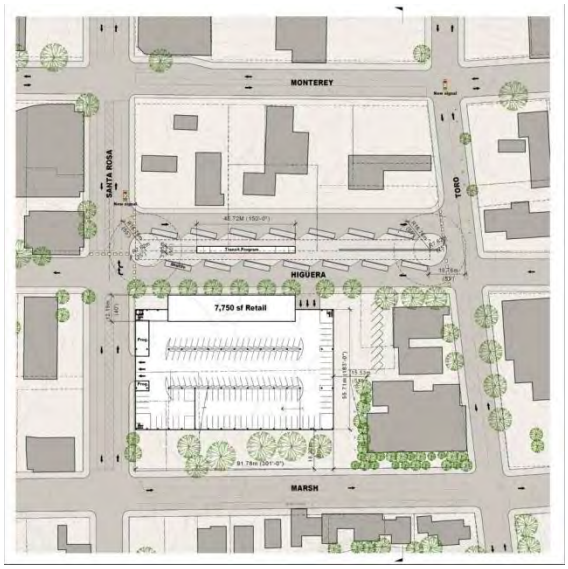


Figure 9: Design Option D

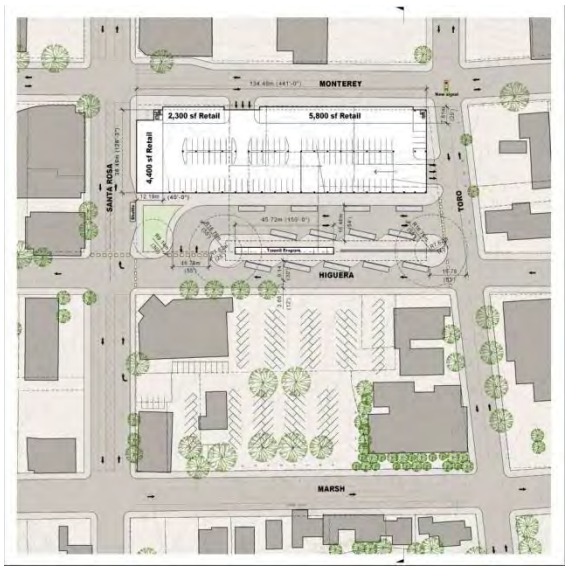


Figure 5: Design Option E

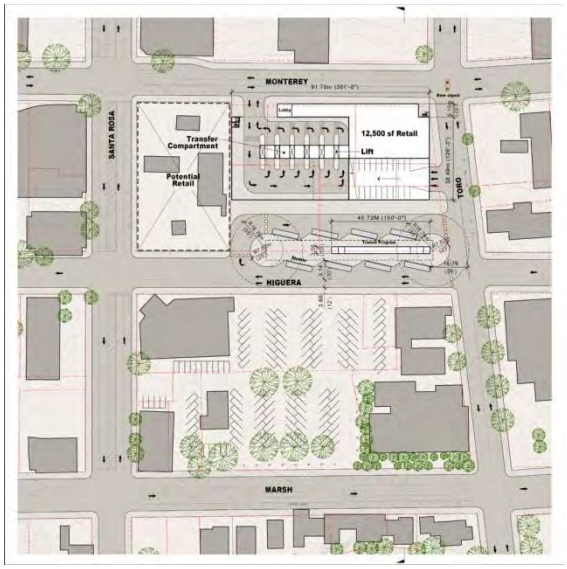


Figure 6: Design Option F

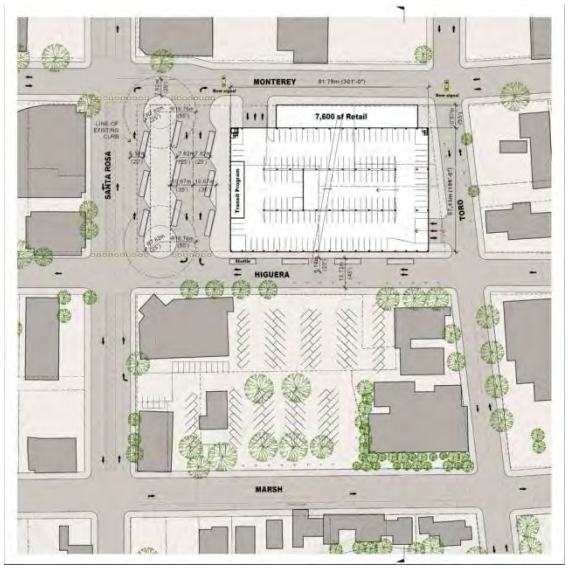


Figure 7: Design Option G

Figure 8: Design Option H

ADDITIONAL APPLICABLE STUDIES/REPORTS

CITY OF SAN LUIS OBISPO ACCESS AND PARKING MANAGEMENT PLAN

The Access and Parking Management Plan updated in July, 2002 discusses the importance of providing access to the downtown commercial core area. The plan also discusses the importance of various programs such as carpooling, vanpools, transit subsidies, and bicycle and pedestrian system developments to reduce the demand for parking downtown.

SLO TRANSIT SHORT RANGE TRANSIT PLAN

SLO Transit 2009 Short Range Transit Plan (SLO Transit SRTP) briefly touches on the benefits of developing a coordinated transit center. The stakeholder's input also briefly discusses the need to develop a coordinated transit center. Several stakeholders interviewed in the fall of 2007 had indicated that in the long term an off-street facility might be needed to better serve the interface between SLO Transit and RTA. Some stakeholders had stated that the RTA side of the current facility was "cramped" and undersized. Several stakeholders also mentioned that a major upgrade of the Osos Street/Palm Street intersection that limits vehicular traffic and transitions to a transit only facility with enhanced amenities would be beneficial. One stakeholder felt that the on-street facility should be seen as a "stopgap" measure until an off-street facility could be constructed. This stakeholder stated that having so many buses idle on the street at one time was detrimental and that better uses could be found for such on-street space. Finally, a frequent concern voiced by many stakeholders was the lack of lavatory facilities for passengers to utilize at the current facility.

SLOCOG 2010 REGIONAL TRANSPORTATION PLAN

The 2010 Regional Transportation Plan-Preliminary Sustainable Communities Strategy (2010 RTP-PSCS) is a comprehensive plan guiding transportation policy for the region and makes recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling. This RTP update incorporates some of the requirements of the Sustainable Communities and Climate Protection Act (SB 375, enacted in 2008), which requires each of the 18 Metropolitan Planning Organizations (MPOs) in California to develop a Sustainable Communities Strategy (SCS) as a fourth element of the Regional Transportation Plan (to go along with the existing Policy, Action, and Financial elements). Securing a location for and developing a Coordinated Transit Center in San Luis Obispo can be argued as fulfilling several of the strategies for satisfying several of the recommendations in the RTP:

- *Support the incorporation of design features and infrastructure in new projects that enable access by transit, bicycling, and walking.*

- *Support the implementation of programs and projects that enhance multimodal transportation choices, limit automobile oriented development and promote pedestrian scale communities.*
- *Advocate projects that include features that minimize the need for additional vehicle travel.*
- *Work with Caltrans, local jurisdictions, and transportation providers to develop transportation facilities and amenities that fit within the unique character of the community.*

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY SHORT RANGE TRANSIT PLAN

Although the RTA Short Range Transit Plan did not directly address the transfer center, it did address the difficulties with timing transfers in the current location due to inadequate space for current and future growth and the difficulty for passengers transferring from RTA to SLO transit. While the preferred scenario does not expand the current routes or operations, scenarios were presented that would require additional vehicles at the transfer center, including new and additional express routes and splitting Route 12 into two opposite direction routes.

The RTA SRTP outlined amenity requirements for stops based on passenger load. Stops with more than 40 boardings per day, such as the Transfer Center will require the following amenities in addition to a shelter:

- Bus Stop Sign;
- Information Kiosk;
- Bus Bench(s);
- Trash Receptacle(s);
- Lighting;
- Bike Rack/Locker(s).

SAN LUIS OBISPO COORDINATED TRANSIT CENTER STUDY 2011

In mid-2010, SLOCOG approved programming FTA Section 5307 planning funds toward the reactivation of the transit component of the prior NARF studies. The intent is to consider both near term and long term opportunities within the NARF boundaries and compare those to possible upgrades of the existing Osos Street site. Several changes took place since the 2003 study, including the updates to the City's and the RTA Short Range Transit Plans and the December 2010 adoption of the Regional Transportation Plan. The Study participants are SLOCOG as the lead agency, SLO Transit as the local transit system and RTA as the regional transit system. The award of the study contract to Dokken Engineering as the prime consultant, took place in the fall of 2010 with the technical work scheduled to be performed between April 2011 and January 2012.

The current study for developing a new transit center for San Luis Obispo will be based initially on the work previously completed. The Study will concentrate on two location alternatives:

1. Developing a new transit center in the area between Santa Rosa, Monterey, Toro, and Marsh Streets, which was recommended in the 2003 Study;
2. Rebuilding the current transfer sites at Osos and Palm Streets to provide safer and operationally more efficient transfers.

TECHNICAL MEMORANDUM 2:
TRANSIT CENTER CAPACITY PROJECTIONS

This Technical Memorandum summarizes existing and foreseeable future bus and passenger space needs for a future Downtown Transit Center in San Luis Obispo, California. The existing downtown transit transfer facility is first reviewed. Next, existing bus and passenger movements are identified. Finally, transit needs at a facility are projected for a 25 year period. This information will be used in future elements of the Coordinated Transit Center Study as design guidelines for potential facility concepts.

EXISTING TRANSIT TRANSFER FACILITY

The existing downtown transit transfer facility in downtown San Luis Obispo stretches over a two-block length of Osos Street (between Monterey Street on the south and Mill Street on the north), in the northwest portion of the downtown. The existing facility consists of the City of San Luis Obispo' Transit (SLO Transit) transfer site on the west side of Osos Street north of Palm Street and the San Luis Obispo Regional Transit Authority (RTA) transfer site along the east side of Osos Street south of Palm Street. The key elements of the current facility are as follows:

- The SLO Transit side of the facility has a total of five sawtooth bus bays along the west side of Osos Street between Mill Street and Palm Street. This design allows buses to enter and exit all bays independently (regardless of the presence of buses in adjacent bays). However, the bays will not accommodate a bus longer than 40' in length such as an articulated model. Four large shelters are located near these bays, each consisting of a roof and partial walls that provide shade and partial shelter from the elements. Seating is provided both within and outside the shelters. Bicycle racks are available, along with changeable stop designation signs.

- The RTA side of the facility consists of a straight curb, approximately 180 feet in length, along the northern end of the east side of Osos Street between Monterey Street and Palm Street, as well as a 75-foot-long section of straight curb on the south side of Palm Street just east of Osos Street. The remainder of these block faces are used for parallel auto parking. Considering space for buses to shift from the travel lane to the curb, and for passengers to load/unload bicycles, there is capacity for only three buses at a time along Osos Street and two along Palm Street. Once at the curb, buses not in the position furthest along the street typically cannot depart until buses in front depart. Two bus shelters are provided along Osos Street, approximately 20 feet by 5 feet in size. As they face southwest, they provide little shade in the afternoon or shelter when the wind is from the west.

- RTA has a pass sales outlet in the County Government Center, with hours from 8:00 AM – 4:30 PM on Mondays through Fridays.
- The public (and drivers) have access to restroom facilities in City Hall and the County offices, during standard business hours. SLO Transit drivers also have punch code access to the restrooms in the Little Theatre at all times.
- SLO Transit driver shift changes primarily occur at the SLO Transit transfer site, though some occur at other locations such as Kennedy Library and the bus shelter stop in front of the courtyard on Prado Road. The service contractor (First Transit) operates a shuttle vehicle as needed to accomplish the shift changes.
- No RTA driver shift changes are scheduled to occur at the RTA transfer site. RTA driver layover/recovery time occurs at the RTA transfer site. If there is a need to trade out a bus, the second bus waits near the Rail Transit Center until the arriving bus is departing the RTA transfer site.

An important factor in planning for a future facility is whether there is a Federal financial interest in the existing facility that would require "payback" of Federal funds used in the construction. No Federal funds were used in the minimal improvements to the RTA bus bay area. Some Federal Transit Administration (FTA) funds were used to create the SLO Transit sawtooth bus bays and shelters in 2002, and FTA American Recovery and Reinvestment Act (ARRA) funds have subsequently been used for relatively modest improvements such as kiosks and electronic signs. Given the modest level of Federal support, the fact that the existing facility is not classified as a transit center or station, and as a stop would remain at this location even if the future Downtown Transit Center were constructed elsewhere, no "payback" would be anticipated if the existing facility were to be relocated.

CURRENT TRANSIT TRANSFER FACILITY DEFICIENCIES

The following is the Consultant Team's findings regarding current facility deficiencies:

- The inability to accommodate more than five RTA buses at a time is a constraint on scheduling RTA buses. This also requires buses that are being "traded out" for maintenance or other operational reasons to wait off site, which can increase the staff time needed for the process.
- One additional bus bay for SLO Transit would benefit the operation by avoiding delays when buses operate off schedule, to allow designation of bus bays to specific routes, and to allow a bus to be on site for "trade outs" without impacting other routes.

- It is difficult to accommodate three buses at the RTA site on Osos Street when there are two bike racks deployed per bus, which is frequently the case. This typically results in the tail of the third bus hanging into Osos Street. Additionally, with the metered parking spots along Osos Street in front of the RTA site, it is challenging for operators to pull parallel to the curb for ADA passengers.
- The straight curb configuration of the RTA bus bays results in delays, as buses are sometimes blocked by the presence of other buses in front. This configuration also results in buses on specific routes stopping at different locations depending upon the order of arrival, reducing convenience to passengers and creating the potential for confusion (particularly among transferring passengers).
- There is no climate-controlled passenger waiting areas. Passengers waiting for RTA buses are particularly subject to wind and weather.
- Bicycle storage is limited to a few bike racks, and does not provide secure storage.
- Passengers transferring between SLO Transit and RTA buses must cross both Osos Street and Palm Street, and walk up to roughly 550 feet between buses. This can require up to 2 minutes 40 seconds to walk (at a conservative walk speed of 3.5 feet per second).
- Access to restroom facilities for the drivers before 8 AM and after 5 PM weekday and not at all on the weekends requires a walk to the Little Theater.
- City staff has reported that there have been security issues and frequent vandalism in the shared City Hall restroom facilities.
- Pass sales/transit information is also available only during standard business hours. The limited hours and the fact that personnel to provide sales and information are not available adjacent to the bus bays puts more burden on the bus drivers to provide passengers with schedule and route information, which can delay service.
- There is no driver break facility outside of weekday standard business hours.
- The RTA's portion of the existing facility is lacking in landscaping and overall attractiveness.
- No passenger shelter or seating is provided for the RTA bus positions along Palm Street.
- As Osos Street has a grade of 2.5 to 4.5 percent, wheelchair loading and unloading is more uncomfortable for the passenger and potentially hazardous. With 18 feet of elevation change between the southernmost RTA bus bay and the northernmost SLO Transit bus bay, passengers with mobility limitations that are transferring between buses can also find this grade to be a challenge.

- Passengers loading and unloading bicycles on RTA buses must step into the parking lane, immediately adjacent to moving traffic.
- RTA bus stop areas consist of asphalt pavement, which is not as durable as concrete for this type of use. As a result, potholes form which can be a hazard to passengers.

EXISTING TRANSIT PROGRAM NEEDS

SAN LUIS OBISPO TRANSIT

Existing Fleet

SLO Transit currently operates a fleet of 16 transit buses:

- 14 coaches manufactured by Gillig, including 2 buses 30 feet in length, 5 buses 35 feet in length, and 7 buses 40 feet in length. 13 of these buses are low floor and wheelchair accessible. Seating capacity ranges from 23 to 38 passengers, plus 2 wheelchair positions.
- 1 trolley replica manufactured by Double K, which is 30 feet in length and accommodates 24 seated passengers plus up to 2 wheelchair users.
- 1 double deck 40-foot bus manufactured by Alexander Dennis, which can accommodate up to 81 seated passengers plus up to 2 wheelchair users. Due to height restrictions, this bus cannot be used on Routes 1, 3, or 6A. Instead, it is used on Routes 4 and 5 where its additional capacity is most needed.

All buses have bicycle racks accommodating up to three bicycles, on the front of the bus.

Existing Bus Activity

Bus activity at both the existing RTA and SLO Transit transfer sites under the current schedule for the busiest operating days (weekdays when college is in session) is summarized in Table 1 (page 5). As shown, SLO Transit buses pull into the transfer site 137 times per day. (In addition, the Downtown Trolley passes along Monterey Street by the site up to roughly 50 times per day, on the days that the service is operated.) During the busiest hours of service, 11 SLO Transit buses arrive and depart, along with 3 to 4 Trolley stops along Monterey Street in each direction.

Table 2 (page 6) presents additional detail of buses onsite during the AM peak hour of bus activity (7:00 AM to 8:00 AM), while Table 3 (page 7) presents a similar review during the PM peak hour (5:00 PM to 6:00 PM). As shown, up to four SLO Transit buses are onsite at one time, in both peak hours (not including the Trolley).

TABLE 1: Daily Bus Arrivals at Existing Downtown Transit Transfer Facility

Labor Day through June 11th
Excludes Downtown Trolley

Peak Hour of Activity
Does Not Operate Saturday or Sunday
Does Not Operate Sunday
Does Not Operate on Saturday

Number of Buses Arriving at Transfer Facility by Route

		SLO City Routes							SLO RTA Routes				
15-Minute Time Period		1	2	3	4	5	6b		9	10	12a		
Starting	Ending	Broad, Johnson/ Highland	South Higuera/ Suburban	Broad, Johnson/ Marigold	Madonna/ Laguna Lake/ Cal Poly	Cal Poly/ Laguna Lake/ Madonna	Cal Poly/ Downtown	Subtotal	North County	South County	Morro Bay	Subtotal	Total
6:15 AM	6:29 AM		1	1		1		3	1			1	4
6:30 AM	6:44 AM				1			1			1	1	2
6:45 AM	6:59 AM					1		1				0	1
7:00 AM	7:14 AM		1	1	1		1	4				0	4
7:15 AM	7:29 AM	1				1		2	2	1		3	5
7:30 AM	7:44 AM				1		1	2	1	1	2	4	6
7:45 AM	7:59 AM		1	1		1		3				0	3
8:00 AM	8:14 AM				1		1	2				0	2
8:15 AM	8:29 AM	1	1	1		1		4	1	1		2	6
8:30 AM	8:44 AM				1		1	2			1	1	3
8:45 AM	8:59 AM					1		1				0	1
9:00 AM	9:14 AM		1	1	1		1	4				0	4
9:15 AM	9:29 AM	1				1		2	1	1		2	4
9:30 AM	9:44 AM				1		1	2			1	1	3
9:45 AM	9:59 AM		1	1		1		3				0	3
10:00 AM	10:14 AM				1		1	2				0	2
10:15 AM	10:29 AM	1	1	1		1		4	1	1		2	6
10:30 AM	10:44 AM				1		1	2			1	1	3
10:45 AM	10:59 AM					1		1				0	1
11:00 AM	11:14 AM		1	1	1		1	4				0	4
11:15 AM	11:29 AM	1				1		2	1	1		2	4
11:30 AM	11:44 AM				1		1	2			1	1	3
11:45 AM	11:59 AM		1	1		1		3				0	3
12:00 PM	12:14 PM				1		1	2				0	2
12:15 PM	12:29 PM	1	1	1		1		4	1	1		2	6
12:30 PM	12:44 PM				1		1	2			1	1	3
12:45 PM	12:59 PM					1		1				0	1
1:00 PM	1:14 PM		1	1	1		1	4				0	4
1:15 PM	1:29 PM	1				1		2	1	1		2	4
1:30 PM	1:44 PM				1		1	2			1	1	3
1:45 PM	1:59 PM		1	1		1		3				0	3
2:00 PM	2:14 PM				1		1	2				0	2
2:15 PM	2:29 PM	1	1	1		1		4	1	1		2	6
2:30 PM	2:44 PM				1		1	2			1	1	3
2:45 PM	2:59 PM					1		1				0	1
3:00 PM	3:14 PM		1	1	1		1	4	1	1		2	6
3:15 PM	3:29 PM	1				1		2				0	2
3:30 PM	3:44 PM				1		1	2			1	1	3
3:45 PM	3:59 PM		1	1		1		3				0	3
4:00 PM	4:14 PM				1		1	2				0	2
4:15 PM	4:29 PM	1	1	1		1		4	1	1		2	6
4:30 PM	4:44 PM				1		1	2	1		1	2	4
4:45 PM	4:59 PM					1		1				0	1
5:00 PM	5:14 PM		1	1	1		1	4				0	4
5:15 PM	5:29 PM	1				1		2	1	1	1	3	5
5:30 PM	5:44 PM				1		1	2	1	1	1	3	5
5:45 PM	5:59 PM		1	1		1		3				0	3
6:00 PM	6:14 PM						1	1				0	1
6:15 PM	6:29 PM			1	1	1		3		1		1	4
6:30 PM	6:44 PM						1	1	1	1	1	3	4
6:45 PM	6:59 PM		1			1		2				0	2
7:00 PM	7:14 PM							0				0	0
7:15 PM	7:29 PM			1	1			2	1	1		2	4
7:30 PM	7:44 PM						1	1				0	1
7:45 PM	7:59 PM		1					1				0	1
8:00 PM	8:14 PM							0				0	0
8:15 PM	8:29 PM			1	1			2				0	2
8:30 PM	8:44 PM						1	1	1	1	1	3	4
8:45 PM	8:59 PM		1					1				0	1
9:00 PM	9:14 PM							0				0	0
9:15 PM	9:29 PM			1	1			2			1	1	3
9:30 PM	9:44 PM						1	1				0	1
9:45 PM	9:59 PM		1					1				0	1
10:00 PM	10:14 PM							0				0	0
10:15 PM	10:29 PM			1	1			2				0	2
10:30 PM	10:44 PM							0				0	0
Total Weekday Daily		11	22	23	28	26	27	137	19	17	17	53	190
Total in AM Peak Hour		1	2	2	2	2	2	11	3	2	2	7	18
Total in PM Peak Hour		1	2	2	2	2	2	11	2	2	2	6	17

TABLE 2: Existing AM Peak Hour Transit Buses at Existing Downtown Transit Transfer Facility

Weekday, Labor Day through June 11 Excludes Downtown Trolley

	SLO Transit Routes							RTA Transit Routes					
	1	2	3	4	5	6b		9	9 Ex	10	12a		
Time	Broad, Johnson/ Highland	South Higuera/ Suburban	Broad, Johnson/ Marigold	Madonna/ Laguna Lake/ Cal Poly	Cal Poly/ Laguna Lake/ Madonna	Cal Poly/ Down-town	# SLO Transit Buses Onsite	North County	North County	South County	Morro Bay	# RTA Transit Buses Onsite	Total Transit Buses Onsite
7:00 AM		Arr					2					0	2
7:01 AM							2					0	2
7:02 AM							2					0	2
7:03 AM							2					0	2
7:04 AM							2					0	2
7:05 AM		Dep	Dep	Arr			3					0	3
7:06 AM							1					0	1
7:07 AM							1					0	1
7:08 AM							1					0	1
7:09 AM	Arr					Arr	3					0	3
7:10 AM				Dep			3					0	3
7:11 AM							2					0	2
7:12 AM							2					0	2
7:13 AM							2			Arr		1	3
7:14 AM							2					1	3
7:15 AM	Dep					Dep	2			Dep		1	3
7:16 AM							1					0	1
7:17 AM					Arr		1					0	1
7:18 AM							1					0	1
7:19 AM							1				Arr	1	2
7:20 AM					Dep		1					1	2
7:21 AM							0					1	1
7:22 AM							0					1	1
7:23 AM							0					1	1
7:24 AM							0			Arr		2	2
7:25 AM							0					2	2
7:26 AM							0					2	2
7:27 AM							0	Arr	Arr			4	4
7:28 AM							0					4	4
7:29 AM							0		Dep			4	4
7:30 AM							0					3	3
7:31 AM							0					3	3
7:32 AM							0					3	3
7:33 AM							0			Dep	Dep	3	3
7:34 AM							0					1	1
7:35 AM				Arr			1					1	2
7:36 AM							1					1	2
7:37 AM			Arr				2					1	3
7:38 AM							2					1	3
7:39 AM						Arr	3					1	4
7:40 AM		Arr		Dep			4				Arr	2	6
7:41 AM							3					2	5
7:42 AM							3	Dep	Arr			3	6
7:43 AM							3				Dep	2	5
7:44 AM							3		Dep			1	4
7:45 AM		Dep	Dep			Dep	3					0	3
7:46 AM							0					0	0
7:47 AM					Arr		1					0	1
7:48 AM							1					0	1
7:49 AM							1					0	1
7:50 AM					Dep		1					0	1
7:51 AM							0					0	0
7:52 AM							0					0	0
7:53 AM							0					0	0
7:54 AM							0					0	0
7:55 AM							0					0	0
7:56 AM							0					0	0
7:57 AM							0					0	0
7:58 AM							0					0	0
7:59 AM							0					0	0

Source: SLO Transit and RTA Websites

TABLE 3: Existing PM Peak Hour Transit Buses at Existing Downtown Transit Transfer Facility

Weekday, Labor Day through June 11 Excludes Downtown Trolley

	SLO Transit Routes							RTA Transit Routes						
	1	2	3	4	5	6b		9	10	10 Ex	12a	12a Exp		
Time	Broad, Johnson/ Highland	South Higuera/ Suburban	Broad, Johnson/ Marigold	Madonna/ Laguna Lake/ Cal Poly	Cal Poly/ Laguna Lake/ Madonna	Cal Poly/ Down-town	# SLO Transit Buses Onsite	North County	South County	South County	Morro Bay	Morro Bay	# RTA Transit Buses Onsite	Total Transit Buses Onsite
5:00 PM		Arr					1						0	1
5:01 PM							1						0	1
5:02 PM							1						0	1
5:03 PM							1						0	1
5:04 PM							1						0	1
5:05 PM		Dep		Arr			2						0	2
5:06 PM							1						0	1
5:07 PM							1						0	1
5:08 PM							1						0	1
5:09 PM	Arr					Arr	3						0	3
5:10 PM				Dep			3						0	3
5:11 PM							2						0	2
5:12 PM							2	Arr					1	3
5:13 PM							2						1	3
5:14 PM							2						1	3
5:15 PM	Dep					Dep	2	Dep					1	3
5:16 PM							0					Arr	2	2
5:17 PM					Arr		1						1	2
5:18 PM							1						1	2
5:19 PM							1				Arr		2	3
5:20 PM					Dep		1					Dep	2	3
5:21 PM							0						1	1
5:22 PM							0						1	1
5:23 PM							0						1	1
5:24 PM							0		Arr				2	2
5:25 PM							0			Arr			3	3
5:26 PM							0						3	3
5:27 PM							0	Arr		Dep			4	4
5:28 PM							0						3	3
5:29 PM							0						3	3
5:30 PM							0						3	3
5:31 PM							0						3	3
5:32 PM							0						3	3
5:33 PM							0	Dep	Dep		Dep		3	3
5:34 PM							0						0	0
5:35 PM				Arr			1						0	1
5:36 PM							1						0	1
5:37 PM			Arr				2						0	2
5:38 PM							2						0	2
5:39 PM						Arr	3						0	3
5:40 PM		Arr		Dep			4						0	4
5:41 PM							3						0	3
5:42 PM							3						0	3
5:43 PM							3						0	3
5:44 PM							3						0	3
5:45 PM		Dep	Dep			Dep	3						0	3
5:46 PM							0						0	0
5:47 PM					Arr		1						0	1
5:48 PM							1						0	1
5:49 PM							1						0	1
5:50 PM					Dep		1						0	1
5:51 PM							0						0	0
5:52 PM							0						0	0
5:53 PM							0						0	0
5:54 PM							0						0	0
5:55 PM							0						0	0
5:56 PM							0						0	0
5:57 PM							0						0	0
5:58 PM							0						0	0
5:59 PM							0						0	0

Source: SLO Transit and RTA Websites

Existing Passenger Activity

Data collected by SLO Transit for the National Transit Database program provides a random selection of boarding and alighting activity by stop that can be used to estimate daily ridership activity at the existing SLO Transit transfer site (as well as other nearby stops in the study area). Specifically, the proportion of ridership activity by stop was factored by the ratio of total daily ridership to observed ridership on each route (not including the Downtown Trolley) to estimate total daily ridership. As shown in Table 4 (page 16), 897 estimated boardings plus 930 alightings occur at the existing SLO Transit transfer site over the course of an average weekday during the school year. This includes both transferring passengers as well as those bound to or from the downtown area. (The 2009 SLO Short Range Transit Plan indicates that boardings at the SLO Transit transfer site are second only to Mott Gym on the Cal Poly campus.)

TABLE 4: Existing Average Daily SLO Transit Ridership Activity by Stop

Route	Downtown Transfer Site		Marsh & Chorro		Marsh & Johnson		Marsh & Osos		Marsh & Santa Rosa		Santa Rosa & Higuera		Santa Rosa & Mill		Chorro & Monterey		Mill & Johnson	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
1	28	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	95	105	4	5	0	0	0	15	0	0	0	3	0	0	0	0	0	0
3	171	127	1	19	21	8	0	0	0	0	0	0	0	0	1	15	0	0
4	204	297	0	0	0	0	0	0	19	11	0	0	4	15	0	0	5	8
5	210	119	0	0	0	0	0	0	0	0	2	25	13	1	0	0	14	1
6B	189	213	0	0	0	0	0	0	0	0	0	0	12	11	0	0	38	46
Total	897	930	6	25	21	8	0	15	19	11	2	28	28	27	1	15	57	54
Total Boardings + Alightings	1827		30		29		16		30		29		55		16		111	

SLO Transit also operates a Downtown Trolley vehicle, on a limited schedule (year round on Thursdays from 3PM to 10 PM, with service also provided on Fridays from 3PM to 10PM and Saturdays from 1PM to 10PM April through October). Within the study area, the Trolley operates along Monterey Street, serving stops at Toro Street in both directions and westbound west of Santa Rosa Street and west of Morro Street. While ridership activity by stop is not available, the service as a whole carried 20,958 passengers in FY 2009-10, equal to 14 passenger per revenue vehicle hour. A reasonable estimate of ridership at the stops near the downtown transit transfer site is 20 to 30 boardings per day.

Table 4 also presents passenger activity at other nearby SLO Transit stops in the study area. As shown, the existing transfer site is by far the busiest stop in the downtown area, with the second-busiest stop being at Mill and Johnson, with 57 boardings.

This data can also be used to estimate the number of SLO Transit passengers passing through the transfer site in the peak hour, which is useful in defining space for passenger waiting areas. Factored by the proportion of daily ridership in each hour and summed over all routes, the busiest hour at the DTC is the 3 PM hour, when a total of 86 passengers board SLO Transit buses. Roughly an equal number of passengers alight from buses in the peak hour.

REGIONAL TRANSIT AUTHORITY (SLORTA)

Existing Transit Fleet

RTA's fleet currently consists of a total of 21 buses. Of these, 18 are Gillig Phantom 43-passenger buses, which are 40 feet in length. Ten of these are 102 inches in width, while eight are 96 inches in width. In addition, RTA operates two 35-foot El Dorado EZ Rider buses (102 inches in width, with a 34-passenger seating capacity), as well as one 40-foot CCW Hybrid (96 inches in width, with a 43 passenger capacity. All RTA buses are wheelchair accessible, with wheelchair access at the front passenger door. The Gillig and CCW buses are equipped with lifts, while the El Dorado buses are equipped with ramps. All buses are equipped with 3-position bicycle racks on both front and rear.

Existing Bus Activity

Tables 2 through 4 present current RTA bus activity at the RTA downtown transfer site. RTA buses arrive at the transfer site 53 times per weekday. Of these, 7 RTA buses arrive at the transfer site in the AM peak hour and 6 in the PM peak hour. While there are up to 4 RTA buses scheduled to be onsite at peak times, given the normal variation in actual run times 5 buses are onsite at peak times.

Existing Passenger Activity

Table 5 presents RTA passenger activity at the RTA transfer site. Based upon RTA total ridership by route data and SLOCOG survey data by stop collected in fall of 2010, 650 passengers board RTA buses at the transfer site over the course of a weekday during the busiest ridership month of the year (September). Factoring by the proportion of ridership by route by hour of the day, an estimated 79 passengers board during the PM peak-hour of passenger activity (5 PM to 6 PM). RTA ridership during the SLO Transit peak hour of boarding activity (3 PM to 4 PM) is substantially lower at approximately 43 passengers.

TABLE 5: RTA Downtown Transfer Site Boarding Activity

Route	Average Daily Weekday Boardings(1)	% Route Ridership at DTC	Daily Boardings at DTC	Boarding in Peak Hour (5 PM) %	Boarding in Peak Hour (5 PM) #
9	681	23%	154	16%	25
10	776	30%	234	15%	35
12A	805	32%	262	7%	19
Total			650		79

Note 1: In busiest month of the year (September)

Overall, approximately 1,520 passengers board either an RTA or SLO Transit bus over the course of a weekday, and 150 during the busiest hour. Considering the current pattern of bus arrivals and departures over the course of the peak hour, up to 100 passengers are on site at peak times on busy days.

INTERCITY BUS SERVICE

One option for a future Downtown Transit Center would be to accommodate intercity bus service, along with the local and regional services. However, in San Luis Obispo, it is more appropriate for Amtrak Thruway bus service to continue to serve a stop at the San Luis Obispo Train Station (as well as a stop on the Cal Poly campus).

Greyhound's current stop also recently relocated to the Train Station. The current Greyhound schedule serves San Luis Obispo with three northbound runs and three southbound runs along US 101 per day (with no more than one bus in the vicinity at a time). As intercity bus services are well accommodated at the Train Station (and connected to downtown via SLO Transit routes), use of a new transit center by intercity bus service is not expected to be warranted.

While there are several private and non-profit organizations providing door-to-door airport shuttle service in the San Luis Obispo area, there is currently no scheduled airport shuttle service that would potentially use the Transit Center on a regular basis.

GRIZZLY YOUTH ACADEMY

The Grizzly Youth Academy (including the Grizzly Challenge Charter School) is located in northern San Luis Obispo, and sometimes operates a bus to the existing downtown transfer site for students using public transit services.

SPECIALIZED TRANSPORTATION SERVICES

Paratransit services in the region are provided by Ride-On Transportation and Runabout. There are passengers that can use fixed route transit services for portions of their trip but who must rely on specialized services for local connections that could benefit from coordinated transfers at the downtown transfer site. It is therefore useful for the future Downtown Transit Center program to include one location for a specialized transportation service van.

SUMMARY OF EXISTING TRANSIT FACILITY PROGRAM NEEDS

Given the discussion above, Table 6 (page 11) presents a summary of the number of vehicles that are recommended to be accommodated on site at peak times. As shown, the total number of bus bays that would be optimal for current services is calculated to equal 13, consisting of 6 bays for SLO Transit, 6 bays for RTA, and 1 bay for other services. Capacity is also needed for one smaller paratransit vehicle. In addition, up to four auto parking spaces are needed for supervisors, crew shift vehicles, and center staff vehicles.

Table 6 also provides an initial estimate of required building floor area, assuming provision of a transit building. This building would have the following elements:

- Passenger waiting areas are needed. At present, the center would have up to 100 persons onsite at peak times. Of these waiting passengers, seating should be provided for half. The typical floor area required for waiting passengers is 15 square feet for every seated passenger and 10 square feet for every standing passenger. Applying these factors and including 100 square feet of space for a drinking fountain, pay phone, and trash bins, 1,350 square feet of indoor passenger waiting space is required.

TABLE 6: Summary of Optimal Downtown Transit Center

Program Element	Optimal Programs to Support: Existing Services	Optimal Programs to Support: Future Services (2035)
Bus Bays		
SLO Transit	6	7
RTA	6	8
Other	1	1
Total	13	16
Paratransit Vehicle Parking	1	1
Transit Operational Vehicle Parking	4	4
Daily Passengers Boarding at DTC	1,520	3,040
Peak-Hour Passengers Boarding at DTC	150	300
Passengers Onsite at Peak Time	100	200
Passenger Waiting Area (Sq. Feet)	1,350	2,800
Ticket Kiosk/Vending	160	160
Restrooms (4)	1,000	1,000
Transit Store/Information Counter	160	160
Driver Break / Operations Room	250	250
Building Support Uses		
Janitor Closet	60	60
Mechanical/Service Space	100	100
Circulation (15%)	460	680
Total Building Program	3,540	5,210

Note 1: At 12.5 square feet per person. Assumes half standing and half sitting.

- Two restrooms for passengers and two keyed restrooms for drivers should be provided.
- Ticket Kiosk/Vending Machine should be provided where passengers can purchase tickets.
- A driver break room should be provided to allow drivers an opportunity for undisturbed layover time. This space can also be used for operational storage.
- A Transit Store/Information counter should be provided.
- A janitorial closet is needed to house maintenance supplies.
- Space is required for heating, water heater, and other utilities, as well as storage
- Two pay phones are needed (even in the age of cell phones).
- A 15 percent allowance is provided for circulation.

As shown in Table 6, these uses total 3,540 square feet in floor area. While not included in this table, outdoor passenger waiting plaza/bench area at a minimum roughly equal to the passenger waiting area within the building should be provided on the site.

FUTURE TRANSIT PROGRAM NEEDS

Future transit program needs can be assessed by reviewing the various SLOCOG, RTA and City planning study documents prepared over recent years.

SAN LUIS OBISPO TRANSIT

The Short Range Transit Plan Update for the City of San Luis Obispo was completed in May of 2009. Key findings and recommendations of this plan that pertain to a new transit center are:

- Strong growth in ridership was observed, with annual ridership growing by 5.3 percent per year between 2002 and 2007
- The need for an off-street transfer center in the downtown area was mentioned by the public.
- The SRTP states that "*In the future, any planning efforts for a new off-street transfer center in downtown San Luis Obispo should consider the need to accommodate articulated buses at such a facility. In addition, a future facility might also need to accommodate intercity bus services as well as SLORTA services.*" (As discussed below, however, SLO Transit indicates a preference to provide additional bus capacity using double-deck buses rather than articulated buses. As mentioned above, intercity bus service is better accommodated at the train station.)
- As part of the SRTP, interviews were held with a total of 45 "stakeholders." Comments received regarding the existing downtown transit center were:
  - A negative image is currently provided due to the presence of homeless persons.
  - Several indicated that, while the SLO Transit facilities were adequate, the RTA side of the facility was "cramped" and undersized.
  - Several indicated a need for better wayfinding signage at the facility.
  - The need for bike racks at the facility was mentioned by several.
  - There was interest on the part of a few respondents in an off-street facility that could perhaps be built as part of a new parking facility and include facilities for intercity bus services as well. Others mentioned that private vehicular traffic could be prohibited from Osos Street between Monterey and Palm, creating a "transit only" facility, with greatly enhanced amenities for the passengers.
  - A frequently-mentioned shortcoming of the existing facility is that there are no lavatory facilities available for the passengers. Most passengers simply use the rest rooms in City Hall, but this is not seen as preferable by some stakeholders.

Under the SRTP plan, SLO Transit would remain largely a "pulse point" system focused on the transit center. One new "crosstown" route is recommended for implementation in 2014 and could potentially serve a future Downtown Transit Center. This new hourly route would not serve the existing downtown transit center, in order to avoid delays in the downtown core. However, at its closest point at Johnson Boulevard/Higuera Street it would only be one block from the potential Higuera Street facility location. One option with this site would be to route the Crosstown Route along Toro Street for a block or two, in order to serve a stop adjacent to the remainder of the transit center.

The SRTP also calls for revisions to routes, including modifications to Route 2 and parallel elimination of Route 6b. While this would eliminate one potential SLO Transit bus at the future Downtown Transit Center at peak times, it would be offset by the new Crosstown Route. As a result, the potential number of SLO Transit buses at a future Downtown Transit Center would be seven.

Another factor that could impact the appropriate design of a transit center is SLO Transit's need to expand bus capacity, particularly on Routes 4 and 5. The transit system currently is operating one double-decker bus on an experimental basis, which has been received largely positively by the community. The key advantage of double-decker buses over articulated buses is that they do not require expansion of bus stop size (and associated removal of onstreet parking) and they can be more easily accommodated on San Luis Obispo's constrained roadways without the need for intersection widening. SLO Transit is planning to add an additional double deck bus, as funding allows. Therefore, accommodating longer articulated buses in the design of the SLO Transit side of a future transit center might not be strongly warranted.

REGIONAL TRANSIT AUTHORITY (SLORTA)

The SLORTA Short Range Transit Plan Update (Majic Consulting Group, 2009), presents a five-year plan for overall RTA services. In the near term, RTA is considering modifications to Route 12 service, including a new service connecting southern San Luis Obispo with Morro Bay via Los Osos on an every-other-hour schedule (which would not serve the downtown area). On an ongoing basis, RTA reviews the need for additional express runs on all three of the routes serving San Luis Obispo. Particularly in light of increasing gas prices, additional express runs (and possible additional buses onsite at peak times) can be expected.

While the San Luis Obispo County Long Range Transit Plan was prepared in 2005, the most current vision for future RTA service enhancements is presented in the SLOCOG 2010 Regional Transportation Plan and Preliminary Sustainable Communities Strategy (RTP/PSCS, SLOCOG, December 2010). Several of the issues cited in this document pertain to a potential new Transit Center, including the following "*Forecasted population increases, especially in the Highway 101 corridor and near employment and activity centers, will generate more demand for fixed-route transit services, especially long distance, express and commute services.*" In addition, the document

states that *"Over the next twenty years there will be an increased focus on express systems, more comprehensive coverage that more readily meets the needs and desires of users and addresses the regional objective to reduce overall vehicle miles of travel."*

The RTP/PSCS also contains specific strategies that pertain to the Transit Center:

- *"Shorten regional service headways to 30 minutes or shorter at commute peaks subject to passenger load demand."*
- *"Work with local jurisdictions and the Regional Transit Authority to assure a timely convenient, safe, easily understood and efficient multi-modal interface between regional transit and local community systems, including the Regional Transit Transfer Center in San Luis Obispo, and community transfer centers in Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Pismo Beach, Nipomo, Paso Robles and Templeton."*
- *"Develop bus and bicycle linkages, including provision of bike racks on each regional and local bus and the installation of bike lockers at high volume bus stops, and PnR lots."*

The RTP/PSCS presents three scenarios for future transit services (in addition to a status quo scenario): Achievable-Moderate, Achievable-Aggressive, and Supplemental Funding. With regards to regional fixed route services, these scenarios range from a 45 percent increase through a 110 percent increase to a 140 percent increase. Of note with regards to the Downtown Transit Center, all three of these scenarios include new service via the Price Canyon route between San Luis Obispo and the Five Cities, which could well result in an additional bus at the Transit Center at peak times.

Neither the RTP/PSCS nor the San Luis Obispo County Long Range Transit Plan provides long-range forecasts of ridership that could be used as a basis for forecasting the passenger activity at the Downtown Transit Center in the future. The Short Range Transit Plan Update for the City of San Luis Obispo provides five-year forecasts for ridership on the SLO Transit program that reflect a 15 percent increase over 2009 ridership levels. In addition, the SLORTA Short Range Transit Plan Update provides a detailed discussion of various categories of transit demand (commuter, student, transit dependent, other) that reflect a range of planning assumptions resulting in demand forecasts that vary widely between the low and high estimates. This latter document, however, does indicate a high potential for additional ridership, if economic conditions (such as gas prices) and the ability to fund expansion of services allow. For purposes of this facility study, future passenger activity through the Downtown Transit Center is assumed to double over current levels.

Considering the future potential for additional RTA routes, as well as for additional services (particularly express runs) on existing routes, it is recommended that an additional two bus bays be provided for future RTA expansion.

At present, RTA has no plans for buses with larger passenger capacity, such as articulated buses. However, given the potential for future growth in ridership, larger buses may be a cost-effective means of expanding capacity on RTA routes in the future. Given this, the potential to accommodate at least one RTA articulated

bus will be evaluated as part of the site design process, as it would provide greater flexibility regarding future transit service strategies.

SUMMARY OF FUTURE (2035) TRANSIT FACILITY PROGRAM NEEDS

As shown in Table 6, above, future growth is expected to increase the number of bus bays required over the current need by a total of three (one for SLO Transit and two for RTA). In total, 16 bus bays (7 for SLO Transit, 8 for RTA, and 1 for other services) should be planned in a future Downtown Transit Center. In addition, space for one paratransit vehicle and four autos should be provided.

With the expected growth in passenger activity, the interior floor area needed for passenger waiting space will grow to approximately 3,040 square feet. Including space for restrooms, driver break room, information counter and utility uses, a transit center building of approximately 5,210 square feet is recommended.

If intercity bus service (such as Greyhound) were also to be incorporated into a future Downtown Transit Center, a minimum of one (and preferably two) bus bays would need to be added. These bays would need to be designed to allow side loading of luggage from both sides of the bus. Additional passenger waiting area as well as office/counter/luggage storage area would add approximately 800 square feet to the size of the building.

TECHNICAL MEMORANDUM 3:
PUBLIC OUTREACH

Public outreach for the San Luis Obispo Coordinated Transit Center Study has three (3) progressive phases:

1. **Scoping Phase:** During the scoping phase, the project team gathers input regarding the proposed transit center and determines what the interested parties would like to see in the proposed transit center, along with registering any issues or concerns about the proposed center.
2. **Options Development Phase:** The purpose of this phase is to collect input on the preferable options, problems, and opportunities that those alternatives would provide.
3. **Final Presentation Phase:** The final phase will determine if modifications or adjustments to the concepts are needed in order to make them more workable for potential users.

This memo includes the results of *Phase 1: Scoping Phase*, *Phase 2: Options Phase and Phase 3: Final Presentation Phase.*

PHASE 1: SCOPING PHASE

Public Outreach for *Phase 1: Scoping Phase* on the project included the following activities:

- **Public Workshop:** A public workshop to introduce the project and solicit comments was held at the downtown public library, adjacent to the existing transit transfer site.
- **Formal Notification:** A formal letter and workshop notice was sent to 350 property and business owners within a 650-feet radius from the proposed sites.
- **Transit Rider Outreach:** Flyers about the project and the upcoming public workshop were distributed to riders boarding and debarking both SLO Transit and RTA at the current downtown transfer centers on Osos Street.
- **Neighborhood Canvassing:** Businesses and residences immediately surrounding both the current and potential transit center sites were physically contacted to explain the project and then leave a flyer about the upcoming workshop.
- **Media Outreach:** Press releases and advisories were distributed to local media.
- **Outreach to Social Services Agencies:** A total of 10 local social service agencies were interviewed to explain the purpose of the project and to give notification of the May 18th public workshop.
- **Website:** A website was developed to explain the project and provide information on the progress of the study.

- **General Outreach:** A booth was set up at the SLO Farmer's Market to explain the project.
- **Survey:** Interested parties were offered surveys on their preferences regarding a new downtown transit center.

PUBLIC WORKSHOP

A critical part of the study's public outreach effort was the Public Workshop. This workshop took place May 18, 2011, in the City and County Library in downtown San Luis Obispo. The workshop began with introductions of the presenters with representatives from San Luis Obispo Council of Governments, San Luis Obispo Transit, RTA, Dokken Engineering, and Majic Consulting Group. Following introductions, the study team presented the study history and the future of the project (presentation included in Appendix A).

Two Exhibits were displayed:

Figure 1: Downtown area highlighting the existing downtown transfer centers for SLO Transit and RTA and the proposed site, as developed by prior studies, for a possible new Coordinated Transit Center.

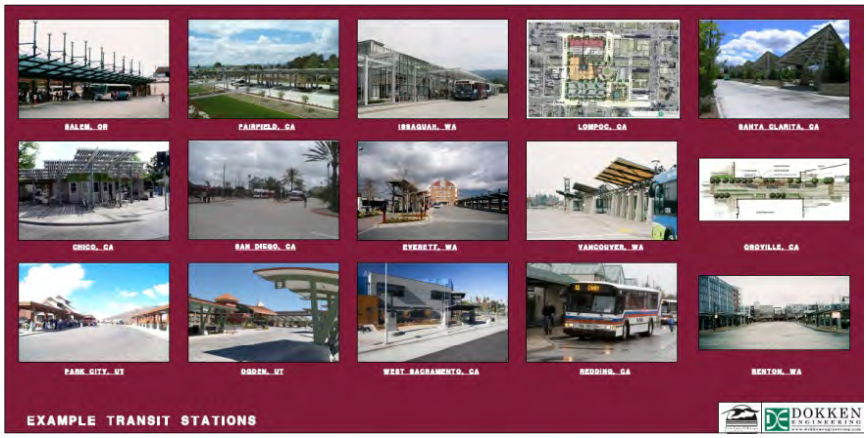


Figure 2: Examples of Transit Centers across the country.

The overview of the project was presented twice (3:15 p.m. and 4:15 p.m.)
Following the slide presentation, the workshop was opened up for discussion and comments from the attendees. Below is a summary of the comments:

- The first comments were in reference to the location of the potential site, stating that currently the potential site area is a 'no man's land' without any retail or other points of interest to draw people in. The point was made that it should be built up with more retail locations to develop a more cohesive concept, linking it to downtown.
- Eugene Jud of Cal Poly noted that maybe a change to the street system would help look to the future. He cited Downtown Santa Cruz as an example of a successful integration of transit with the downtown fabric. He believes it is a good example of a more pedestrian and bike friendly streets.
- Another attendee suggested that the site should be closer to the current Amtrak depot, behind the main fire station. The opinion was voiced that there is more space there, that the right of way would be less expensive and that it would make transfers to Amtrak more convenient.
- Other concerns from business owners in the area included noise of the buses, exhaust from buses running nearby and the potential impacts on the businesses. Another comment states that the Downtown Trolley's Santa Rosa location is in a central location and could be used more efficiently in place of developing a new transit center.
- Another attendee was concerned with the cost of building a new transit center. In reference to developing a transit center to house both RTA and SLO transit, the comment was made that there should be better coordination for transfers between the two operators.

- In reference to the suggested amenities for the transit center, the opinion was voiced that there is not a need to have Wi-Fi at the proposed transit center.
- An overarching comment stated that no matter where the transit center is built, the focus of what is needed for the future transit center needs to be based on the projected need and ridership for the next 20 years, not to be built using the current ridership numbers.

Attendees were asked to complete surveys and/or fill out comment cards. A list of attendees is in Appendix B.

FORMAL NOTIFICATION

The City of San Luis Obispo Public Works Department provided 350 labels for businesses and property owners within a 650-feet radius. A number of labels had obvious errors, such as no zip code or no address. These were corrected if the correct information could be reasonably determined. Several blank address labels were eliminated. Even with these corrections, 51 letters were returned to SLOCOG as not deliverable as addressed.

A formal letter signed by Ron DeCarli, Executive Director of SLOCOG was sent to each of the provided addresses. The letter explained the project and included a copy of the flyer with information about the public workshop. A copy of the letter and flyer are included in Appendices C and D.

TRANSIT RIDER OUTREACH

Two project representatives were stationed at the downtown transit centers. On Monday, May 16, 2011, the representatives were at the SLO Transit transfer area from 2:00 p.m. to 5:30 p.m. On Tuesday, May 17, 2011, the representatives were at the RTA transfer area from 2:20 p.m. to 5:45 p.m. The representatives passed out flyers and surveys to passengers. They discussed the Coordinated Downtown Transfer Center Study with interested passengers. Over 250 flyers were distributed to riders.

NEIGHBORHOOD CANVASSING

SLOCOG representatives canvassed downtown retail businesses and provided a flyer to post regarding the upcoming public workshop the week before the May 18 Workshop.

Project representatives went door-to-door to businesses and residences in the areas immediately surrounding both the existing downtown transit transfer areas on Osos Street and the possible new location on North Higuera as recommended by prior studies. The representatives gave a brief overview of the proposed Downtown Transit Center and the objectives of the study and left a copy of the flyer on the public

workshop. If no one was at the business or residence, the representatives left a flyer. Overall, local businesses appeared interested in the project.

Figure 3: Door-to-door canvassing area

MEDIA OUTREACH

In an effort to involve the local media, Majic Consulting Group worked with SLOCOG to develop both a Media Release and a Media Advisory to distribute to the local press, radio and television (Appendices E and F). The Media Release focused on announcing the project as a whole and explained the objectives of the Coordinated Transit Center Study and encouraged the general public to attend the public workshop. The Media Advisory announced the public workshop and acted as an invitation for the media to attend and participate in the event. The documents were sent out May 3, 2011, to ensure there was plenty of notice for the media outlets to attend or schedule running a story or clip.

The press media contacted include ***Mustang Daily Press, Plus Magazine,*** and **Tolosa Press**—which publishes the following publications, ***SLO City News , Bay News, Coast News,*** and ***New Times.*** The

initial contact with the media did not garner any interest; however, after following up with each of the publications, responses from ***Plus Magazine*** and ***Tolosa Press*** were received. ***Plus Magazine*** was not able to run a story at this time, but wishes to be informed of further events. ***Tolosa Press*** gave a positive response, attended the event and ran a story in the ***SLO City News***. ***SLO City News***' article describes the upcoming project and reports comments and concerns of the workshop attendees (Appendix G). Overall, the article sheds a positive light on the project.

The television media that were contacted include KSBY, KCOY, and KEYT. KCOY was the only station to respond and assured that they would be attending. They ran a short clip introducing the project by interviewing Mark Tarrall of Dokken Engineering and also included footage from the public workshop itself. The clip was informative and unbiased.

Thirteen radio stations were contacted and followed up; however most of this effort went unresponsive. Because of the unresponsiveness, several follow-up emails were sent. In response to the follow-up emails, KLF 89.3 FM and KCBX 90.1 FM replied. However, their responses were to inform that their station and many of the others in the area do not have a news department or field reporters to report on the event.

OUTREACH TO SOCIAL SERVICES AGENCIES

Outreach to social service agencies in the San Luis Obispo area was performed by AMMA Transit Planning. The outreach was meant to inform the various social service sectors about the first public workshop. Calls were made to agency representatives using contacts identified during the 2007 Coordinated Human Services – Public Transportation Plan. From this list, ten live numbers were identified. A total of four individuals were provided with the workshop information and asked if they would like email follow-up with various electronic documents. None of these individuals were interested in briefly discussing their client's transportation habits at this time.

A second approach to encouraging workshop participation was sending an email blast that included detailed workshop information and the flyer and media release. A list of up-to-date emails was developed through lists provided by United Way and other agencies. This list of 24 email addresses, most specific to individuals, included representatives of non-profit organizations, human and social services, transportation agencies, and local businesses.

WEBSITE

A website detailing the SLOCOG Coordinated Transit Center Study was created to provide information about the project to visitors. The website mirrors the look of the current San Luis Obispo Council of

Governments (SLOCOG) website and can be accessed from a link on the main page of SLOCOG's website. In addition to being able to access the Coordinated Transit Center Study via the SLOCOG website, it may also be reached directly through its website address www.slocogtransit.com.

The website provides an introduction of the project as well as the relevant background information about the Coordinated Transit Center Study. The website lists the various public workshops with detailed information about the focus of each workshop. All current documentation in relation to the Coordinated Transit Center Study is also available for download on the website, along with a brief overview of each of the available documents. The website also provides a page soliciting comments and feedback from visitors to the website. A link to an online survey, identical to the ones administered during the week of May 16, 2011, is also on the website, for those who have not filled out a survey in person.

At the bottom of the Coordinated Transit Center Study website, there are links to the partner organizations, such as the San Luis Obispo Council of Governments, San Luis Obispo Transit, San Luis Obispo Regional Transit Authority, and Dokken Engineering. These links are provided for those interested in seeking further information about the project's participants.

GENERAL OUTREACH

Project representatives secured a space at the San Luis Obispo Farmer's Market. The two exhibits from the Public Workshop were displayed and candy was passed out to individuals that stopped by. Surveys were solicited from attendees. Representatives were at the booth from 5:30 p.m. to 9:00 p.m.

At the Farmer's Market, only one person, with whom the team spoke, was aware of the project. Overall most individuals, to whom the project was explained, had a positive reaction. Current riders expressed a need for better coordination between SLO Transit and RTA and felt a coordinated transit center would be beneficial in achieving better connections. A majority of riders and non-riders appeared to favor a new transit center at the proposed new location.

A few negative comments were received. The negative comments centered on the expense of the project and if it was reasonable to expend funds on a new transit center in these economic times.

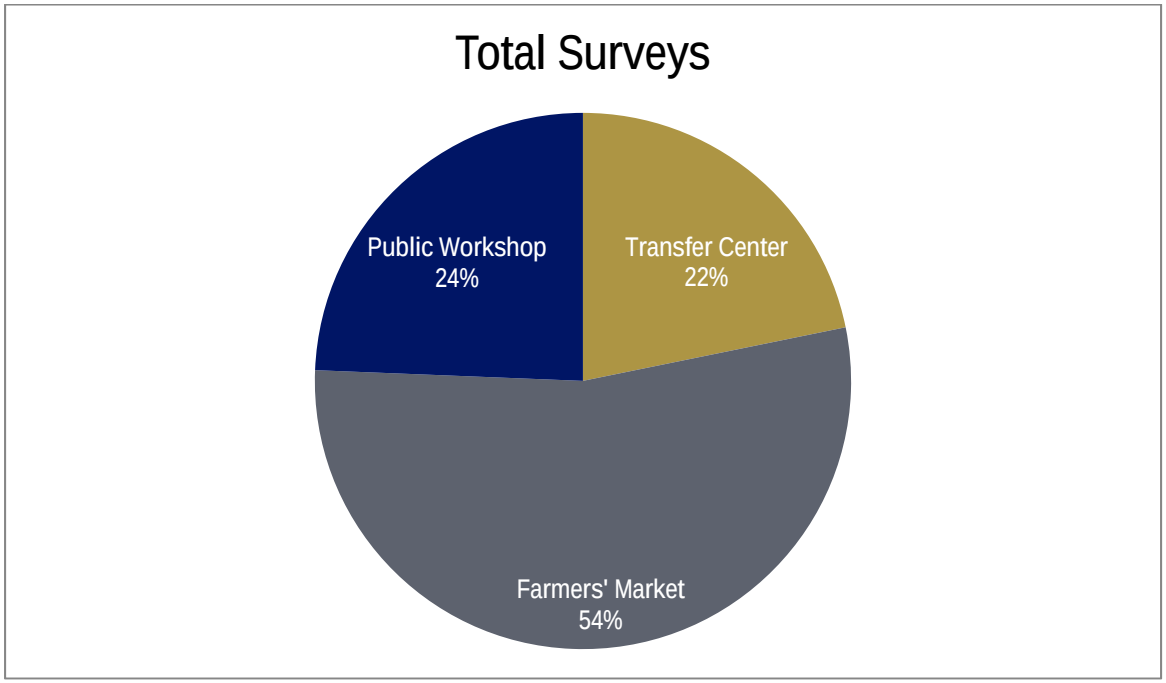
One comment card was received at the Farmers Market: *San Luis Obispo needs more frequent transit service on weekends/evenings. The system should run every 10 or 15 minutes. It ends to early. Although the city is small, lot of people cannot walk to where they need to go. You cannot walk to SLO from Los Osos. College students need late night service. Tourists could use better transportation options.*

Another comment received via email stated: *San Luis Obispo is acclaimed for its public art and cultural-creative vision. The new transit center should reflect this same character. The new center can be a showcase for the riders, residents and visitors of the county, not simply a cold institutional-looking facility that occupies a space. To achieve eclectic design aspects, artists should be brought in to this design process to provide thinking that otherwise might be absent. The facility should reflect its surroundings and be unobtrusive in the cityscape thus taking into consideration the future of the use and location. Things will change in the future, and this concept is always absent in the consideration of any project.*

SURVEY

Surveys designed to gauge the public's preferences for a new Coordinated Transit Center were conducted in conjunction with community outreach and the public workshop during the week of May 16, 2011. Surveys were administered to the public at three different venues in an effort to solicit feedback from diverse sections of the community. In total, 78 surveys were completed (see Appendix H for complete survey results).

Figure 4: Number of completed surveys at each venue



As the above graph shows, the majority of surveys (54%) were acquired from the Farmers' Market that is held every Thursday in Downtown SLO. These surveys were representative of the general population and their respective view on the issue of a new Transit Center. The second most surveys (24%) came from the Public

Workshop on the issue of the potential Transit Center; these surveys were representative of people who demonstrated that they were interested in the issue. The third set of surveys (22%) came from people at the current downtown Transfer Centers (SLO Transit and RTA). These surveys are representative of people who are currently using the SLO Transit system.

Questions

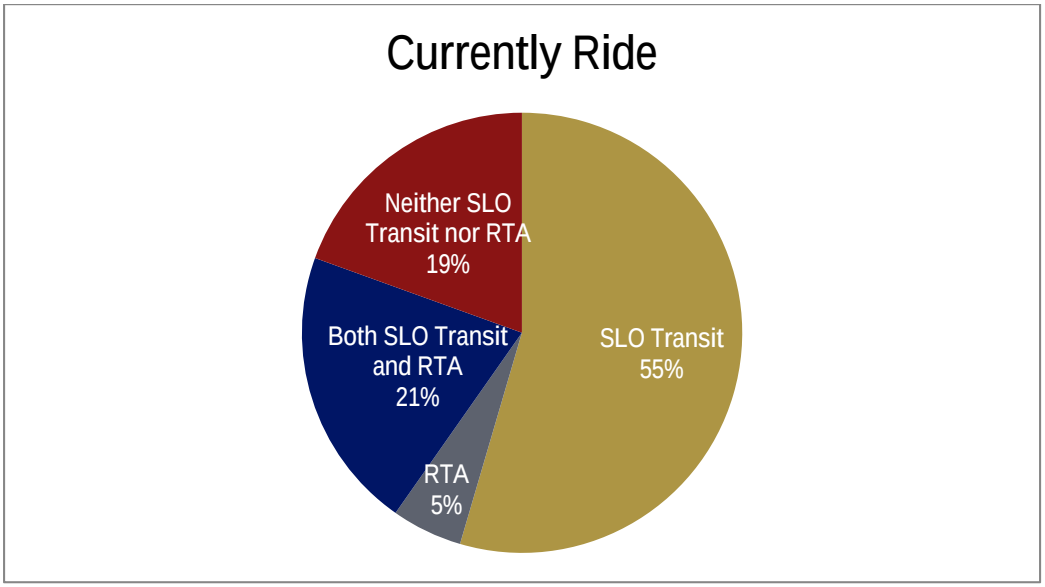
The first survey question sought to ascertain if the respondent currently made use of either the SLO Transit or RTA transit services; it read as follows:

Do you currently ride

1. *SLO Transit?*
2. *RTA?*
3. *Both SLO Transit and RTA?*
4. *Neither SLO Transit nor RTA?*

For this question, 77 of 78 people responded. More than half of all responses (55%) listed that the respondent rode SLO Transit. The next most common response (21%) was from people who responded that they rode both SLO Transit as well as RTA. Just over 5% of survey respondents listed that they rode RTA, but not SLO Transit. Of all responses, 19% indicated that the individual did not ride either the SLO Transit Bus or the RTA Bus.

Figure 5: Number of riders who currently use SLO & RTA



Of the surveyed respondents from the general public at the Farmers' Market in Downtown SLO, only 19% of respondents indicated that they currently do not ride SLO Transit or RTA. However, 37% of the respondents from those surveyed at the Public Workshop on the potential Transit Center had indicated that they currently do not ride either SLO Transit or RTA. As expected, all the survey responses from those administered at the current Transfer Center indicated that the responders rode SLO Transit, RTA, or both transit services.

The second survey question dealt with the respondent's use of the existing Transfer Center and between which services they transferred; the question read as follows:

Do you currently use the Downtown Transit Center?

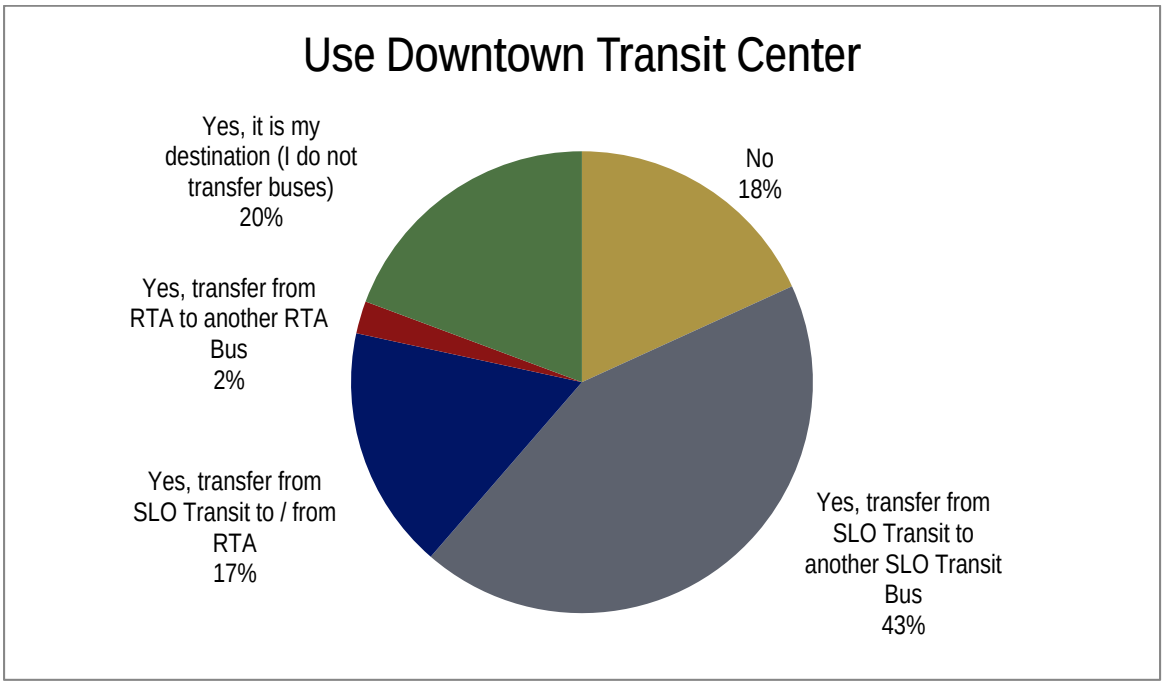
1. *No*
2. *Yes, transfer from SLO Transit to another SLO Transit Bus*
3. *Yes, transfer from SLO Transit to / from RTA*
4. *Yes, transfer from RTA to another RTA Bus*
5. *Yes, it is my destination (I do not transfer buses)*
6. *Yes, other, please specify* _____

Of the 78 total surveys, 75 people responded to this question. Twelve (12) of the respondents picked multiple choices to explain their travel and transfer habits. In total, there were 88 responses selected by the survey participants.

Forty-two (42) of the 75 people who responded to this survey question indicated that they use the current Transfer Center to transfer from SLO Transit to other SLO Transit buses, from SLO Transit to RTA (and vice-versa), and from RTA to other RTA buses. As 16 people indicated that they did not use the current Transfer Center, it means that approximately 70% of those surveyed who use the current Transfer Center, do so to make a bus transfer. The remaining 30% of those surveyed who use the current Transfer Center, do so as a terminus point for their travels via transit.

Of the approximate 70% of survey respondents who use the current Transfer Center for the purposes of transferring to another bus, 88% made use of the current Transfer Center at least once a week, with 67% using it four or more times per week to transfer buses. For the 30% of people for whom the current Transfer Center is their transit destination, 88% traveled to/from the current Transfer Center at least once a week, with 53% traveling to/from the current Transfer center four or more times per week.

Figure 6: Number of respondents that use the currently use the Transit Center



In regard to the Public Workshops, of the 25 people who responded and said they were aware of the Public Workshop (including all 19 people from the Public Workshop held on May 18th, 2011), 72% indicated that they were informed of the Public Workshop in part or in total by the "flyer."[1] The next most common way people were informed about the workshop was by "e-mail," with 12% of the respondents mentioning "e-mail." Four of the 25 people had been notified of the event by more than one means. Notification by both "letter" and "friend" were each noted by two people, or 8% of the survey respondents.

The questions regarding people's interest in attending a Public Workshop (or future Public Workshops for those surveyed during the first one) was responded to by 69 people. All of the 19 people surveyed during the first public workshop indicated that they planned to attend future workshops and 23 of the other 50 respondents (46%) from both the current Transfer Center and the Farmers' Market indicated that they planned to attend a Public Workshop in regards to the potential Transit Center. People's interest in visiting the website was slightly higher, with 72% of 67 respondents indicating their interest in visiting the Transit Center Study's Website. The highest percentage of people interested in visiting the website was found in

[1] This question was phrased "How did you learn about this workshop" on the surveys distributed at the Public Workshop.

those attending the first Public Workshop, with 89% indicating an interest in doing so. Of the survey respondents from the current Transfer Center, 60% indicated an interest in visiting the website, while 68% of survey respondents from the Farmers' Market indicated the same interest.

Thirty-three (33) out of 74 survey respondents indicated that they "own a business" and/or "work" in Downtown SLO. Thirty (30) of these respondents noted how they commuted to Downtown SLO, eight respondents selected two or more answers. SLO Transit was the most common method for respondents to commute to Downtown SLO, with 53% selecting this as part, or the entirety of their commute. The "walk/bike" option was incorporated into 30% of respondents commute, with 13% commuting exclusively by either walking or biking. Those using RTA to commute to downtown SLO represented 23% of respondents. One fifth of respondents used their car either partially or entirely as part of their commute to Downtown SLO. None of the survey respondents walked exclusively as part of their commute; however, one respondent (3%) did incorporate walking into their commute.

Importance of Amenities and Other Aspects of a Transit Center

Survey respondents were asked to rank 16 different amenities and aspects of a potential Transit Center on a scale of one (1) to four (4), where four (4) was considered "most important" and one (1) was considered "least important." The question and the following 16 categories are shown below:

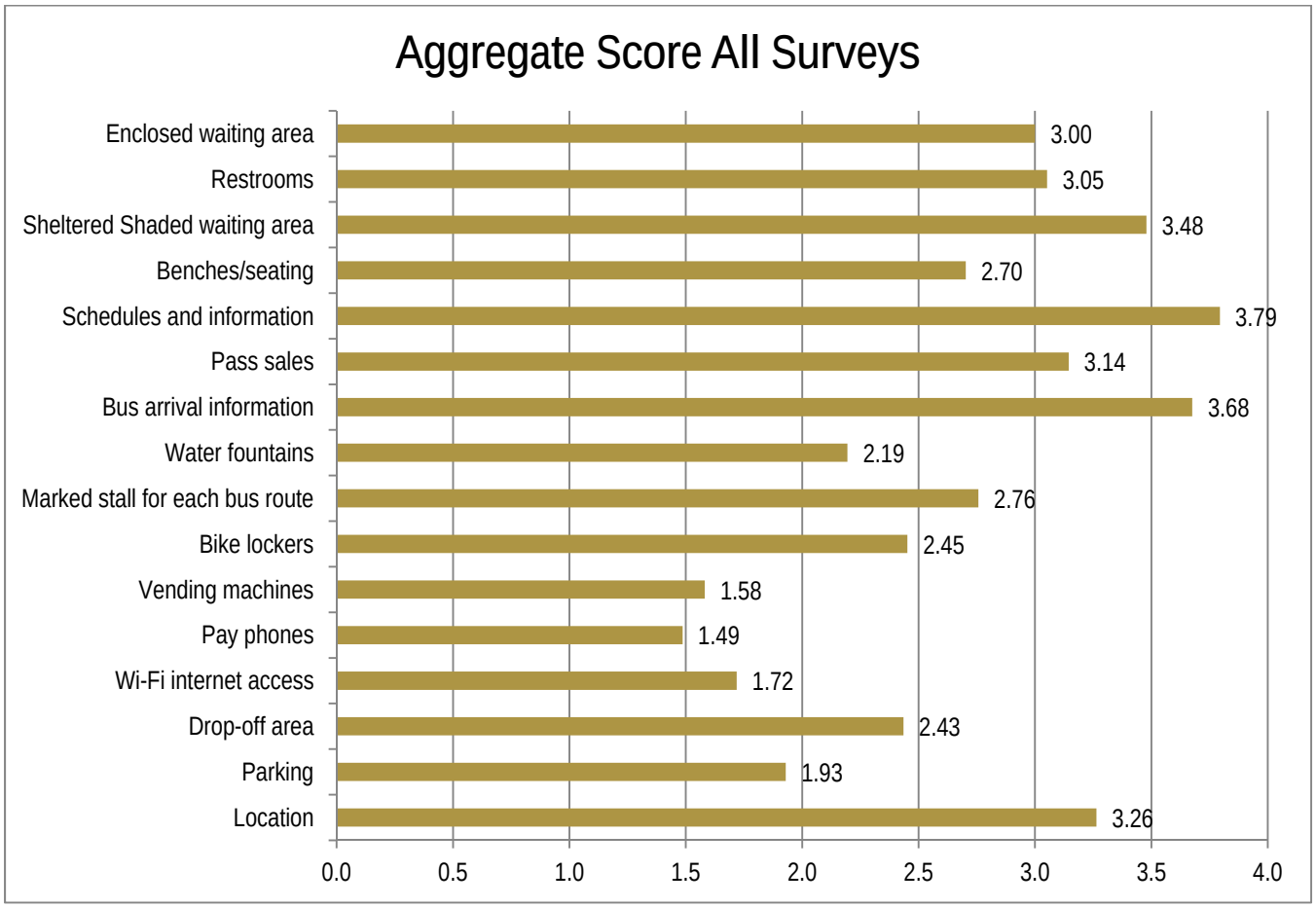
*What amenities are most important to you on a scale of 1 to 4, where **4 = most important and 1 = least important**?*

- *Enclosed waiting area*
- *Restrooms*
- *Sheltered/shaded waiting area (Not enclosed)*
- *Benches/seating*
- *Schedules and information*
- *Pass sales*
- *Bus arrival information (Time next bus for each route will arrive)*
- *Water fountains*
- *Marked stall for each bus route*
- *Bike lockers*
- *Vending machines*
- *Pay phones*
- *Wi-Fi internet access*
- *Drop-off area*

- *Parking*
- *Location*

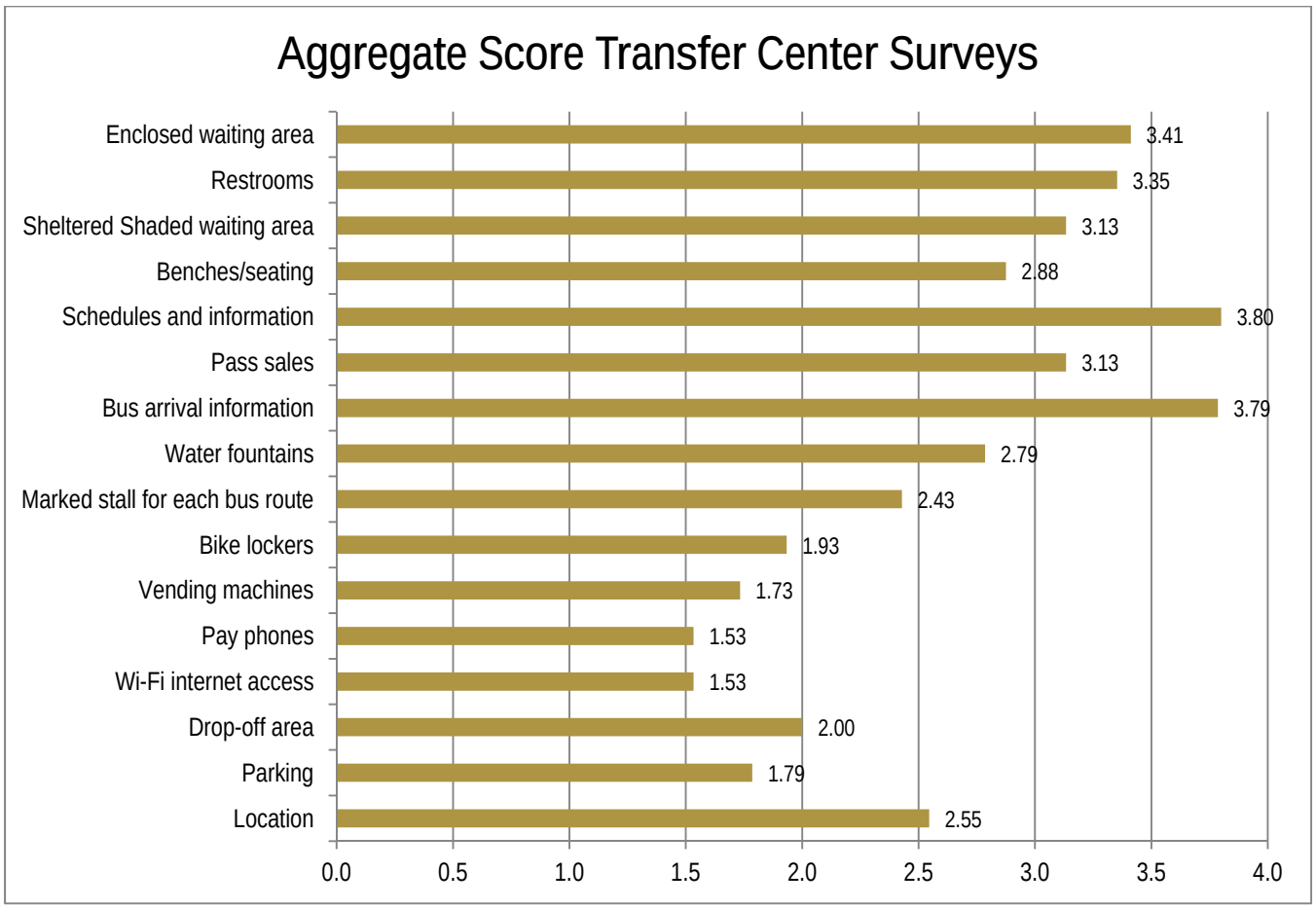
The following Figures 7 – 10 detail the amenity scores for the all surveys combined and the amenity scores for each individual survey location:

Figure 7: Aggregate score of all surveys



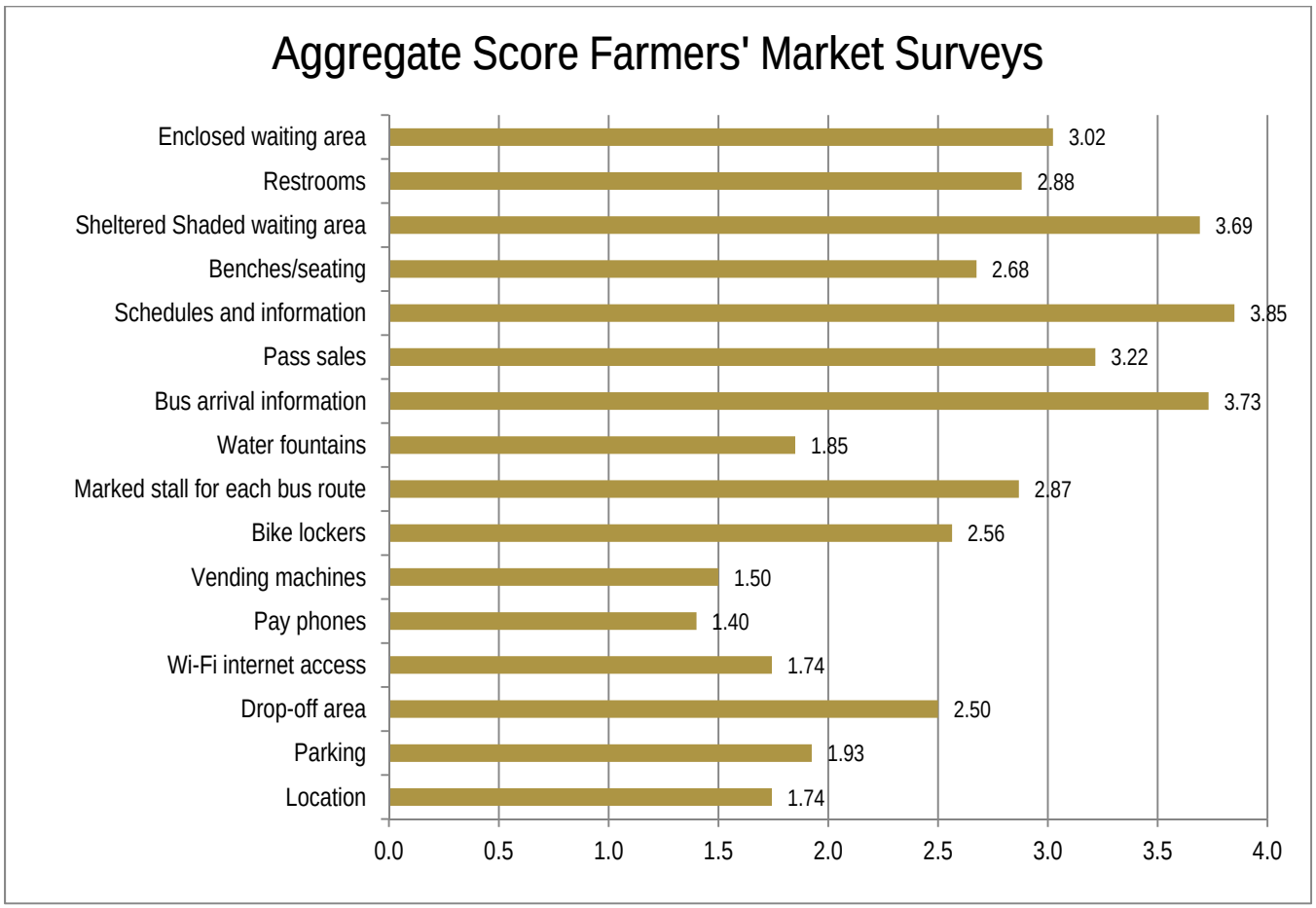
Schedules and information were considered to be the most important amenity, followed by bus arrival information, with scores of 3.79 and 3.68 respectively. Pay phones were the least desired amenity with a score of 1.49.

Figure 8: Aggregate score of surveys completed at the Transit Centers



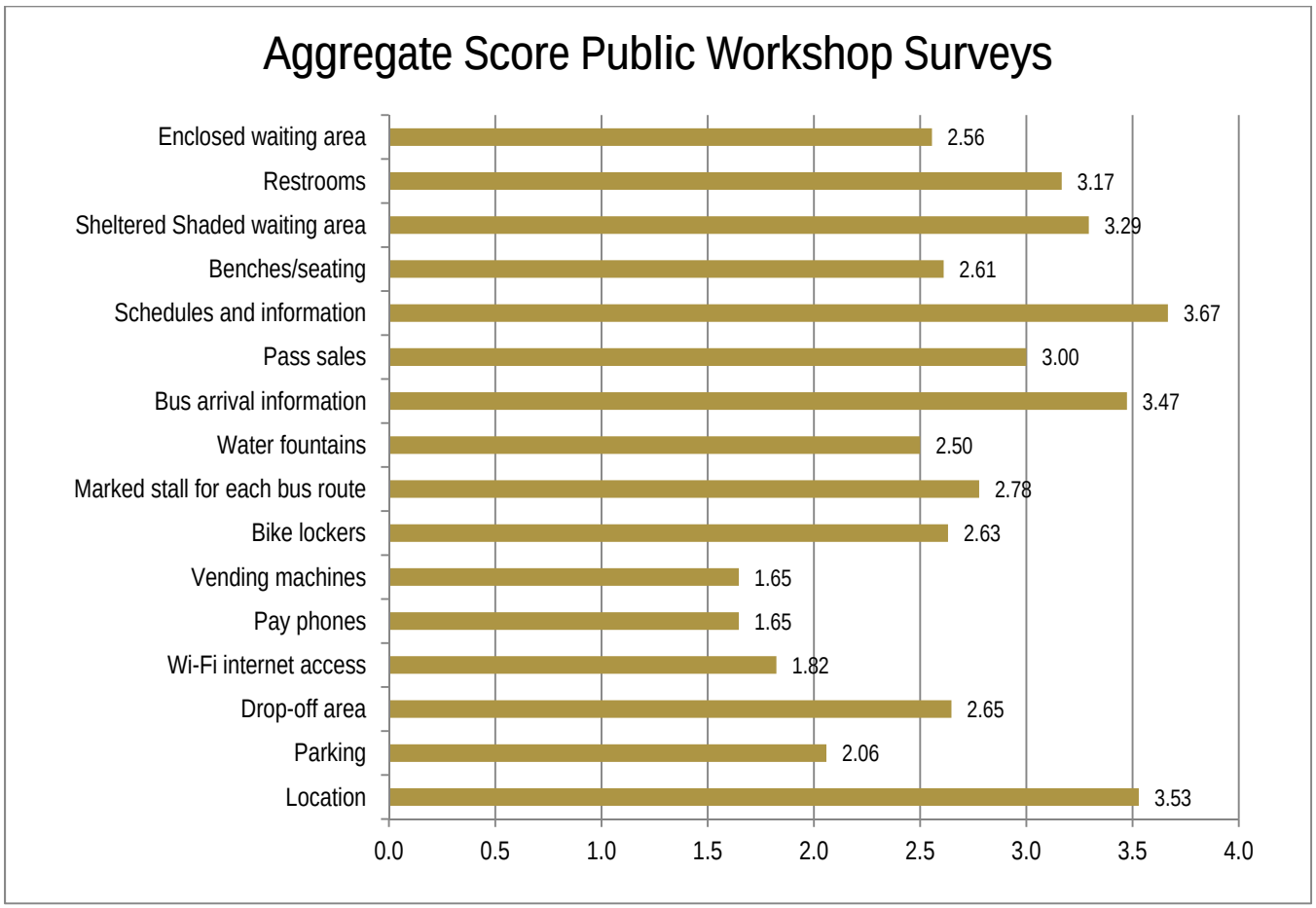
As with the overall survey responses, the Transfer Center survey respondents found schedules and information to be the most important amenity, again followed by bus arrival information, with scores of 3.80 and 3.79 respectively. Pay phones and Wi-Fi internet access were tied as the least desired amenities with a score of 1.53.

Figure 9: Aggregate score of surveys completed at the Farmers' Market



Again, schedules and information were found to be the most important amenity, followed by bus arrival information, with scores of 3.85 and 3.73 respectively. Farmers' Market survey respondents showed that pay phones were again the least desired amenity with a score of 1.40.

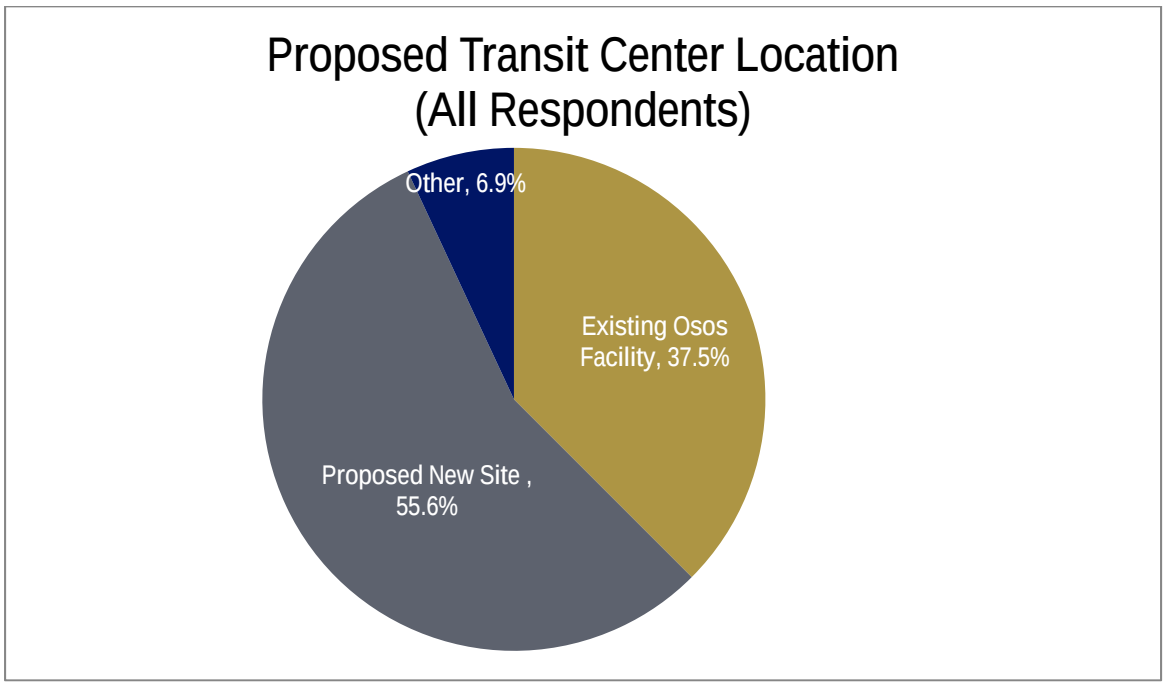
Figure 10: Aggregate score of surveys completed at the Public Workshop



Survey respondents from the Public Workshop felt similar to all other respondents in that schedules and information were believed to be the most important amenity, followed by bus arrival information, with scores of 3.67 and 3.47 respectively. Yet again, pay phones were ranked the least important amenity, this time tied with vending machines, both of which ranked last with a score of 1.65.

Seventy-two people answered the final survey question concerning where a potential transit center should be. While 38% of the respondents indicated that the potential Transit Center should be located at the site of the existing Transfer Center, 56% of survey respondents felt the proposed new site, between Santa Rosa, Monterey, Toro, and Marsh was the best location. Just 7% of survey respondents volunteered a third Transit Center location option.

Figure 11: Proposed Transit Center location (all respondents)



While 71% of survey respondents from the current Transfer Center wanted that current location to remain as the Transfer Center, 58% of survey respondents at the Farmer's Market and 68% of survey respondents from the Public Workshop were in favor of the new location.

PHASE 2: OPTIONS DEVELOPMENT PHASE

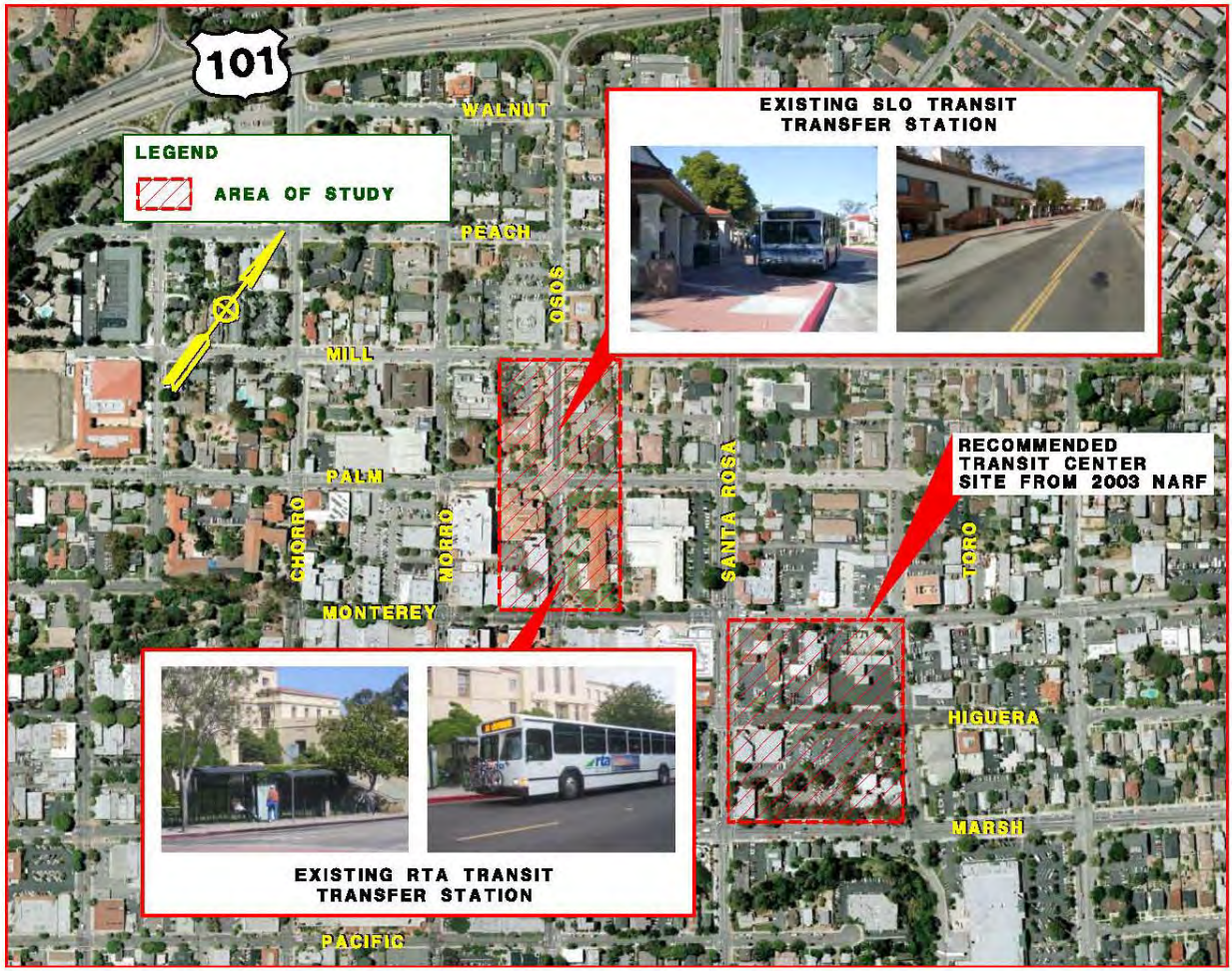
Public Outreach for *Phase 2: Options Development Phase* on the project included the following activities:

- **Public Workshop:** A public workshop to review proposed concepts and solicit feedback was held at the downtown public library, adjacent to the existing transit transfer site on Wednesday, October 12, 2011 from 3:00 to 6:00 p.m.
- **Formal Notification:** On Monday, September 26, 2011, a formal letter and workshop notice was sent to 888 property and business owners within a 650-feet radius from the proposed sites. On Wednesday, September 28, 2011, a formal email and workshop notice was sent to e-contacts gathered from the first public outreach.
- **Transit Rider Outreach:** Flyers about the project and the upcoming public workshop were placed on RTA and SLO Transit Buses, as well as at the following SLO Transit bus stops: Madonna, Promenade, Amtrak and the DTC.
- **Neighborhood Canvassing:** Neighborhood canvassing was discussed and determined not cost effective at the time.
- **Media Outreach:** Press releases and advisories were distributed to the local media on Thursday, October 6, 2011.
- **Outreach to Social Services Agencies:** A total of six local social service agencies were informed and invited to the October 12, 2011 public workshop. Calls were made to Achievement House, Life Steps Foundation, Inc., Meals on Wheels of SLO, Inc., Ride-On/UCP and Tri Counties Regional Center. An email follow-up, which included the workshop flyer and study area map, was sent to interested individuals following a phone conversation.
- **Website:** The SLOCOG Transit Center website was updated with information about the progress of the study.
- **General Outreach:** A booth was set up at the SLO Farmer's Market on Thursday, October 13, 2011 to explain the project and gather more input from the general public.
- **Comment Cards:** Public workshop attendees and Farmers' Market participants were offered a comment card to share their thoughts about the concepts for a new transit center.

- **Property Owner Outreach:** Contact has been made with the majority of property owners that may be impacted by the project to elicit input on the project.

PUBLIC WORKSHOP

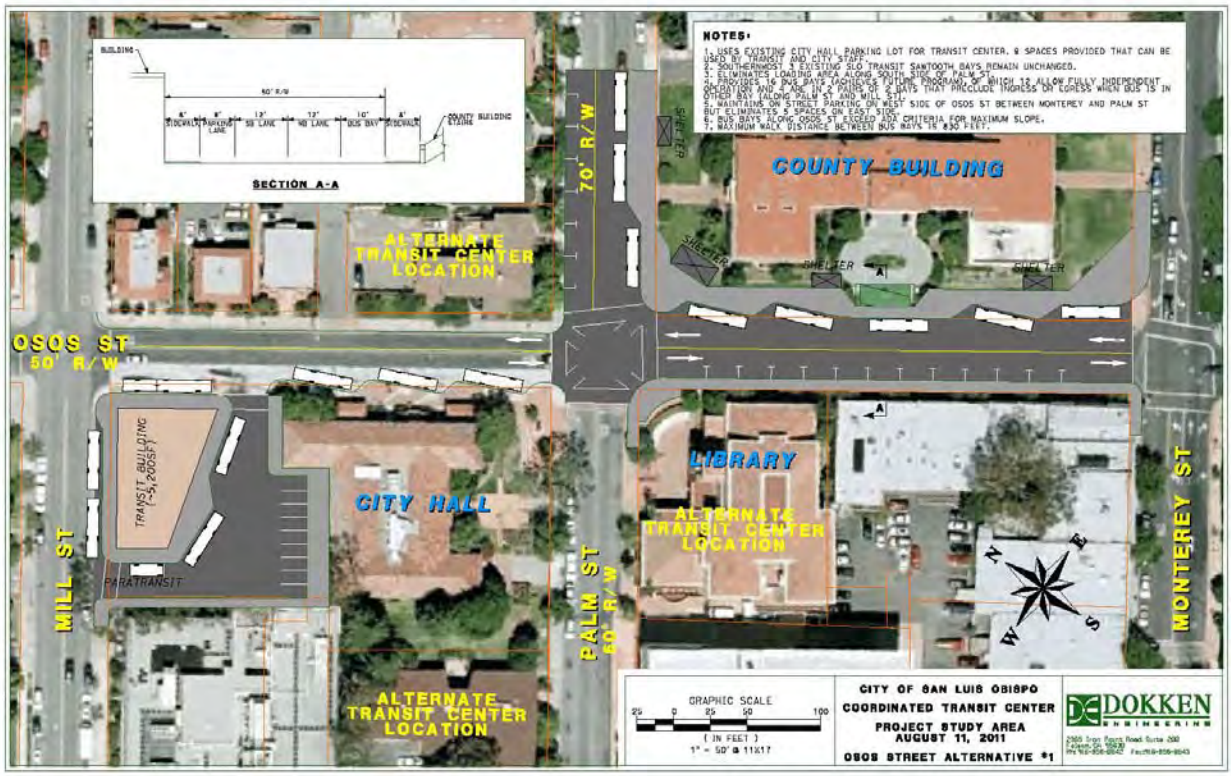
The public workshop continued to be a critical part of the study's public outreach. This second workshop took place on Wednesday, October 12, 2011, in the City and County Library in downtown San Luis Obispo. The workshop began with introductions of the presenters with representatives from San Luis Obispo Council of Governments, San Luis Obispo Transit, RTA and Dokken Engineering. Following introductions, the study team presented the study history and the Transit Center concepts on Osos Steet and Higuera Street that the project team had developed (presentation attached in Appendix I). The following exhibits were displayed at the presentation:



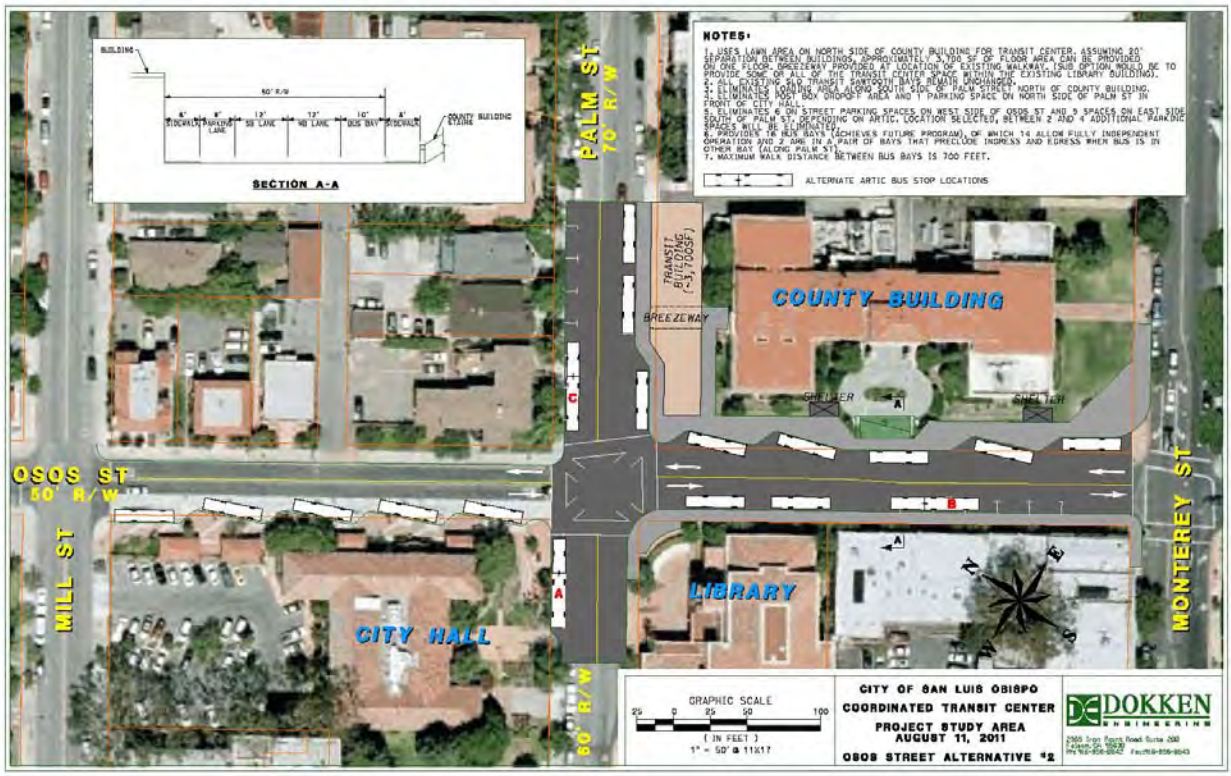

NOTES:
1. USES LOTS 5 & 9, APPROXIMATELY 10' X 20' PIECE OF SHELL STATION PARCEL ALSO NEEDED FOR SHELTER.
2. MAINTAINS 1 LANE WB GENERAL TRAFFIC ON HIGUERA ST. ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA WOULD BE ELIMINATED.
3. PROVIDES EB BUS ONLY ACCESS FROM SANTA ROSA TO THE TRANSIT CENTER DRIVEWAY.
4. ELIMINATES 5 SPACES OF ON STREET PARKING ALONG SOUTH SIDE AND 11 SPACES ALONG NORTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST. DIAGONAL PARKING ALONG HIGUERA EAST OF TORO ST ADDS ONE SPACE.
5. PROVIDES ON TORO ST. TWO BAYS FOR AN ADA-COMPLIANT BUS BAY.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM) AS FULLY INDEPENDENT AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL, BUT SPACE AVAILABLE TO PROVIDE THIS IN 2 BUILDINGS.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST, WITH MOST TO/FROM TRAVEL EXITING ONTO SANTA ROSA ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 535'.
9. HIGUERA ST./SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.
TRANSIT BUILDING (~2,800SF)
SHELTER
SHELL GAS STATION
JAFFA CAFE
COVERED WALKWAY
TRANSIT BUILDING (~2,400SF)
NEW SIDEWALK PATIO
HIGUERA ST 65' R/W
ARCH ENTRY ELEMENT
DO NOT ENTER
BUSES EXCEPTED
BANK OF AMERICA
SANTA ROSA ST 80' R/W
TORO ST 60' R/W
OLD FRENCH HOSPITAL
SECTION A-A
GRAPHIC SCALE
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #2
DOKKEN ENGINEERING


NOTES:
1. USES LOTS 5 & 9.
2. PROVIDES 2-WAY GENERAL TRAFFIC ON HIGUERA ST. ALONG WITH 1 ACCESS DRIVEWAY TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION AND PORSCHE DEALERSHIP COULD BE MAINTAINED.
3. ELIMINATES 28 SPACES OF ON STREET PARKING ALONG HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST.
4. SIDE ON TORO ST IS TOO STEEP FOR AN ADA-COMPLIANT BUS BAY.
5. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), BUT ONLY 8 ALLOW FULLY INDEPENDENT OPERATION.
6. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON THE TORO ST. SIDE.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 535'.
9. HIGUERA ST./SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.
PARATRANSIT
SHELL GAS STATION
TRANSIT CENTER BUILDING (~5,200SF)
JAFFA CAFE
HIGUERA ST 65' R/W
ARCH ENTRY ELEMENT
BANK OF AMERICA
SANTA ROSA ST 80' R/W
TORO ST 60' R/W
OLD FRENCH HOSPITAL
SECTION A-A
GRAPHIC SCALE
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #3
DOKKEN ENGINEERING


NOTES:
TRANSIT BUILDING (~3,200SF)
SHELTER
PARATRANSIT
SHELL GAS STATION
BANK ACCESS ONLY
ARCH ENTRY ELEMENT
JAFFA CAFE
COVERED WALKWAY
TRANSIT BUILDING (~1,700SF)
NEW SIDEWALK PATIO
HIGUERA ST
86' R/W
BANK OF AMERICA
DO NOT ENTER
RIGHT TURN ONLY
NO THRU STREET
TRANSIT ONLY
SANTA ROSA ST
80' R/W
TORO ST
60' R/W
OLD FRENCH HOSPITAL
SECTION A-A
GRAPHIC SCALE
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #5
DOKKEN ENGINEERING


NOTES:
SECTION A-A
ALTERNATE TRANSIT CENTER LOCATION
70' R/W
COUNTY BUILDING
OSOS ST
50' R/W
TRANSIT BUILDING (~3,200SF)
CITY HALL
PARATRANSIT
LIBRARY
ALTERNATE TRANSIT CENTER LOCATION
MILL ST
PALM ST
50' R/W
MONTEREY ST
ALTERNATE TRANSIT CENTER LOCATION
GRAPHIC SCALE
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #1
DOKKEN ENGINEERING


NOTES:
SECTION A-A
70' R/W
SHELTER
COUNTY BUILDING
TRANSIT BUILDING (~4,630SF)
OSOS ST
50' R/W
MILL ST
PALM ST
50' R/W
CITY HALL
LIBRARY
MONTEREY ST
GRAPHIC SCALE
(IN FEET)
1" = 50' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #3
DOKKEN ENGINEERING


NOTES:
SECTION A-A
PALM ST
70' R/W
ALTERNATE ARTIC BUS STOP LOCATIONS
TRANSIT BUILDING (~3,700SF)
BREEZEWAY
COUNTY BUILDING
SHELTER
OSOS ST
50' R/W
MILL ST
CITY HALL
LIBRARY
MONTEREY ST
60' R/W
GRAPHIC SCALE
(IN FEET)
1" = 50' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #2
DOKKEN ENGINEERING

The overview of the project was presented twice (3:30 p.m. and 4:45 p.m.)

Following the slide presentation, the workshop was opened up for discussion and comments from the attendees. Below is a summary of some of the comments:

- One attendee expressed concerns over the Osos Street options as they related to the impacts to the historic County building and surrounding streets and did not feel it was a long-term viable option
- One attendee felt that the circulation impacts related to the Higuera Street options should be studied in further detail. One attendee felt that changing Higuera to a two-way street would be beneficial for traffic in the area.
- Several attendees felt the Higuera Street option offered more room to meet current needs and future growth for transit riders.
- Another attendee suggested that the Osos Street options that showed impacts to the Teass House and the County building were fatally flawed.
- Councilman John Ashbaugh spoke up in favor of Osos Street Alternative 1 and suggested the study should also look into potential use of the AT&T building site.
- One attendee suggested that alternative uses should also be incorporated into the Transit Center development such as a "Bike Kitchen".
- A total of 21 students from Cal Poly State University Public Transportation class attended the workshop and provided feedback as a class project. Each student wrote a short 1-3 page paper with their independent opinions as to which option would best serve current and future needs. More than 70% of the students within the class indicated preference for relocating the transit center to the North Higuera Street site. Overall consensus among the class was that the new site provided more of a central multi-modal transit center still within walking distance to downtown core and offering more pedestrian safety than the Osos/Palm location.

The list of attendees and summary of written comments left on the comment cards are shown in Appendix .J

FORMAL NOTIFICATION

The City of San Luis Obispo Public Works Department provided 848 labels for businesses and property owners within a 650-feet radius. Forty additional contacts were compiled from the City Council, County Supervisors, City Planning Commission, Mass Transportation Committee and County staff.

A formal letter signed by Ron DeCarli, Executive Director of SLOCOG, was sent to each of the provided addresses. The letter explained the study's progress and workshop objective. A flyer with information about the public workshop and a study area exhibit was also included. A copy of the letter and flyer are included in Appendices C and D.

TRANSIT RIDER OUTREACH

Flyers about the project and the upcoming public workshop were placed on SLORTA and SLO Transit Buses, as well as at the following SLO Transit bus stops: Madonna, Promenade, Amtrak and the Downtown Transfer Center. The study area exhibit was also posted on the buses and at those bus stops. Both the flyer and exhibit were placed on the buses the week of October 3, 2011.

NEIGHBORHOOD CANVASSING

Neighborhood canvassing was discussed and determined not cost effective at the time.

MEDIA OUTREACH

In an effort to involve the local media, Majic Consulting Group worked with SLOCOG to develop both a Media Release and a Media Advisory to distribute to the local press, radio and television (Appendices E and F). The Media Release focused on describing the objectives of the workshop and encouraged the general public to attend the public workshop. It also extended an invitation for the public to visit the SLOCOG Farmers' Market booth on Thursday, October 13, 2011 if they were unable to attend the Wednesday workshop. The Media Advisory announced the public workshop and acted as an invitation for the media to attend and participate in the event. The Media Advisory invited riders, residents, downtown business owners, and other stakeholders, as well as all other community members to attend the workshop and Farmers' Market. The documents were sent out Thursday, October 6, 2011, to ensure the media outlets could plan to attend or schedule running a story or clip. Follow-ups were conducted Monday, October 10th and Tuesday October 11th.

The press media contacted include ***Mustang Daily Press, Plus Magazine Information Plus,*** and **Tolosa Press**—which publishes the following publications, ***SLO City News , Bay News, Coast News,*** and ***New***

Times. The initial contact with the media garnered interest from ***Tolosa Press,*** which published an article about the first public workshop, and ***Plus Magazine***. ***Tolosa Press*** gave a positive response, attended the event and ran a second story in ***SLO City News'*** October 20th edition. ***SLO City News***' article describes the study's progress and reports comments and concerns of the workshop attendees (Appendix G). Overall, the article sheds a positive light on the project. ***Plus Magazine*** was not able to run a story at this time, but wishes to be informed of further events. They are interested in publishing a story when the project reaches its final stages

The television media that were contacted include KSBY, KCOY, and KEYT. KCOY reported on the first public workshop and indicated they would be attending the October 12th public workshop to run a second story. They aired a short story clip the evening of October 12th, which described the progress of the study and objectives of the workshop. It included an interview with two City Mass Transportation Committee Members, Art Appruzzese and Stanley Yucikas, and footage from the public workshop itself. The clip was informative and unbiased.

Thirteen radio stations were contacted and followed up with. American General Media was interested in conducting a telephone interview, which would air as part of KZOZ's public affairs program. The interview would air on KIQO on a Saturday at 6:00 a.m. and on KKJG, KKAL and KZOZ on a Sunday at 6:00 a.m. SLOCOG opted not to pursue the radio interview.

OUTREACH TO SOCIAL SERVICES AGENCIES

Outreach to social service agencies in the San Luis Obispo area was performed by AMMA Transit Planning. The outreach informed the various social service sectors about the second public workshop and Farmers' Market booth. Using an agency contact roster developed by SLOCOG staff for the speciliated transit capital grant process, calls were made to six agencies that are directly relevant to the study's process. A connection was made with contacts from Achievement House, Life Steps Foundation, Inc., Meals on Wheels of SLO, Inc., Ride-On/UCP and Tri Counties Regional Center. Achievement House was the only agency that noted already participating in the study and designating a representative for this project. Encouragingly, a representative from Tri Counties Regional Center intended to promote this workshop among her consumers and colleagues. An email follow-up which included the workshop flyer and study area map was sent to interested individuals following a phone conversation.

WEBSITE

The website detailing the San Luis Obispo Coordinated Transit Center Study was updated to provide the most recent information about the project. Google Analytics tracking was installed on Friday, October 21, 2011 to track the number of site visitors. Between October 21st and November 17th, the website had 13 visitors. To access the site, seven visitors directly accessed the site, five used a search engine and one used a referring site.

GENERAL OUTREACH

Project representatives secured a space at the San Luis Obispo Farmer's Market. Representatives were at the booth from 5:30 p.m. to 9:00 p.m. and displayed the concepts developed and discussed the progress of the project with patrons.

- One employee from the County of San Luis Obispo voiced concern about enlarging the existing Osos Street site in such close proximity to the Old County Government Center; he voiced concerns about the use of the restrooms in the County building as well as air and noise pollution by the buses.
- Another participant expressed support for the proposed Higuera Alternative #5 due to its more compact lay out, which would facilitate the flow of transit patrons changing transit buses.

SLO DOWNTOWN BUSINESS OUTREACH

In an effort to inform local businesses, the second public workshop notice was included in San Luis Obispo Downtown Association's weekly e-newsletter. The e-newsletter was distributed to San Luis Obispo Downtown Association members on September 29, 2011 (Appendix K).

PROPERTY OWNER OUTREACH

Contact was made with the majority of property owners who have the potential to be impacted by the various project concepts. A summary of the contacts made is as follows:

- Rossi Enterprises – Owner of 1105 Higuera Street (Bank Of America) and Property Manager for 1131 Monterey Street. Preliminary concepts were sent to Rob Rossi and a meeting was held with SLOCOG, Dokken Engineering and Rob Rossi to discuss the project and concepts. Mr. Rossi was was concerned about impacts to the Bank of America property that could occur with the Higuera Street options. In an email he said that he prefers Osos Street Alternative 1 or 2 for three primary reasons: "First, it maintains the connectivity to downtown without having to cross Santa Rosa Street; second, it intensifies the use in the area of the public buildings which is an important center

of activity; thirdly, and most importantly I think in this case, it does not retire properties that could otherwise be developed into more intense urban commercial complexes which would both assist in the improvement of downtown and reinforce the strengthening business activity within that area."

- Michael Blum – Owner of 1144 Higuera Street (Porsche Dealership). Preliminary concepts were sent to Michael Blum and several meetings were held with him and SLOCOG. Mr. Blum was supportive of a project in the NARF area and was open to the idea of selling or leasing his parcel if needed for the project. He was not supportive of the Higuera Alternative #3 which leaves his property in place, but would severely constrain it.

- Stanford Clinton, JR – Owner of 1166 Higuera Street (Auto Detailing). Contacts were made with the estate of Stanford Clinton. Preliminary concepts and project descriptions were sent for review. Mr. Clinton indicated preliminary support for the Higuera Street options and that he was interested in the possibility of a public-private partnership together with Michael Blum.

- Sonia Arsene – Owner 1101 Monterey Street (Shell Gas Station). Ms. Arsene was presented the project concepts and seemed supportive of Higuera Street Alternative #2, however was less enthusiastic about Higuera Street Alternative #5 which closes Higuera Street to through traffic between Santa Rosa Street and Toro Street.

- Guy Ober – Tenant and Operator of Porsche Dealership on 1144 Higuera Street. Mr. Ober leases 1144 Higuera Street form Michael Blum. He was concerned about the impacts to his business for the Higuera Street options and asked to be kept up to date on the project developments. He referred SLOCOG to Michael Blum.

- Al McVay, Vintage Properties – Owner of 1008 Palm Street (Teass House) and 967 Osos Street (J.P. Andrews building across from the Old Courthouse County Building). Vintage Properties was concerned with the current impacts of bus transit operations on Osos Street which he indicated cause substantial levels of noise and air pollution. They would not be supportive of replacing on street parking with bus stops and increasing bus related activities adjacent to their properties. They also indicated that they had just renovated the Teass House and had no reasonable expectation to sell that property as shown on Osos Alternative #3.

- County of San Luis Obispo – Two meetings were held with staff of the County San Luis Obispo Linda Van Fleet, Caryn Maddalena & Mark Moore were at the 1st meeting held on August 23, 2011 at the County General Services Department and Mark Moore, Linda Van Fleet, Caryn Maddalena,

Vince Morici, and John Diodati were at the second meeting held at SLOCOG offices on September 30, 2011. They indicated that there is a MOU signed between the SLO Botanical Gardens for the development of a demonstration drought-resistant garden on the County's entire block of Osos Street. The group was supportive of moving the transit site to Higuera Street because of the impacts at the current site. They indicated that there would likely be resistance from County Management to the Osos Alternative # 2 option that shows expansion onto the County property. They were also concerned with impacts to the County's properties from current transit operations adjacent to the County property. Of chief concern were noise and air pollution as well as security related issues from transit patrons using the county restroom facilities and the presence of homeless individuals.

- George Sullivan, AT&T Building –Manager (corner of Mill and Morro Streets). This party expressed concern over the use of the City Parking Lot by the transit center building as outlined by Osos Alternative # 1. He explained that at times AT&T needed to gain access to its building roof with heavy equipment that could only be staged onto the City lot. He also stated that there is an AT&T parking lot on the north side of Mill Street reserved for on site AT& T employees and utility trucks. He added that there were plans to lease part of the AT&T building to new tenants; the current use of the facility as a central telecommunication center would not change as a result.

PHASE 3: FINAL PRESENTATION PHASE

Public Outreach for *Phase 3: Final Presentation Phase* on the project included the following activities:

- **Public Workshop:** A public workshop to review the evaluation of several conceptual designs and solicit feedback was held at the downtown public library, adjacent to the existing transit transfer site on Wednesday, February 22, 2012 from 3:00 to 6:00 p.m.
- **Formal Notification:** On Friday, February 10, 2012, a formal letter and workshop notice was sent to 520 property and business owners within a 650-feet radius from the proposed sites. A formal email and workshop notice was also sent to e-contacts gathered during the course of the first two public outreach phases. A reminder email was sent to e-contacts on Tuesday, February 21, 2012.
- **Transit Rider Outreach:** Flyers about the project and the upcoming public workshop were placed on SLORTA and SLO Transit Buses, as well as at the following SLO Transit bus stops: Madonna, Promenade, Amtrak and the DTC.
- **Neighborhood Canvassing:** Neighborhood canvassing was discussed and determined not cost effective at the time.

- **Media Outreach:** Press releases and advisories were distributed to the local media on Thursday, February 16, 2012.
- **Outreach to Social Services Agencies:** An email blast was sent to social service including the Achievement House, Life Steps Foundation, Inc., Meals on Wheels of SLO, Inc., Ride-On/UCP and Tri Counties Regional Center.
- **Website:** The SLOCOG Transit Center website was updated with information about the progress of the study.
- **Transit Center Outreach:** Public workshop flyers were handed out at both the SLO Transit Center and RTA Transit Center on Thursday, February 16, 2012 from 1:00 p.m. to 5:00 p.m. and on Tuesday, February 21, 2012 from 8:00 a.m. to 12:00 p.m.
- **Comment Cards:** Public workshop attendees were offered a comment card to share their thoughts about the evaluation of concepts for a new transit center.
- **Property Owner Outreach:** Contact has been made with the majority of property owners that may be impacted by the project to elicit input on the project.
- **San Luis Obispo City Council Presentation:** The Consultant Team presented the findings of the Study and City Staff presented a Staff Report at the April 17th, 2012 San Luis City Council Meeting.

PUBLIC WORKSHOP

This third workshop took place on Wednesday, February 22, 2012, in the City and County Library in downtown San Luis Obispo. The workshop began with introductions of the presenters with representatives from San Luis Obispo Council of Governments, San Luis Obispo Transit, RTA, LSC Transportation Consultants and Dokken Engineering. Following introductions, the study team presented the study history and the Transit Center concepts, the evaluation criteria used to rank alternatives and the results of the evaluation of the alternatives (presentation attached in Appendix L). The following exhibits were displayed at the presentation:


NOTES:
1. USES LOTS 5 & 9, APPROXIMATELY 10' X 20' PIECE OF SHELL STATION PARCEL ALSO NEEDED FOR SHELTER.
2. MAINTAINS 1 LANE WB GENERAL TRAFFIC ON HIGUERA ST ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA WOULD BE ELIMINATED.
3. PROVIDES EB BUS ONLY ACCESS FROM SANTA ROSA TO THE TRANSIT CENTER DRIVEWAY.
4. ELIMINATES 5 SPACES OF ON STREET PARKING ALONG SOUTH SIDE AND 11 SPACES ALONG NORTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST. DIAGONAL PARKING ALONG HIGUERA EAST OF TORO ST ADDS ONE SPACE.
5. PROVIDES ON TORO ST IS TOO STEEP FOR AN ADA-COMPLIANT BUS BAY.
6. PROVIDES 14 BUS BAYS TO ACHIEVE FUTURE PROGRAM AS FULLY INDEPENDENT AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL, BUT SPACE AVAILABLE TO PROVIDE THIS IN 2 BUILDINGS.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST, WITH MOST TO/FROM TRAVELING SOUTH ON SANTA ROSA ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 535'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.
TRANSIT BUILDING (~2,800SF)
SHELTER
SHELL GAS STATION
JAFFA CAFE
COVERED WALKWAY
TRANSIT BUILDING (~2,400SF)
NEW SIDEWALK PATIO
HIGUERA ST 85' R/W
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DO NOT ENTER
BUSES EXCEPTED
BANK OF AMERICA
SANTA ROSA ST 80' R/W
TORO ST 60' R/W
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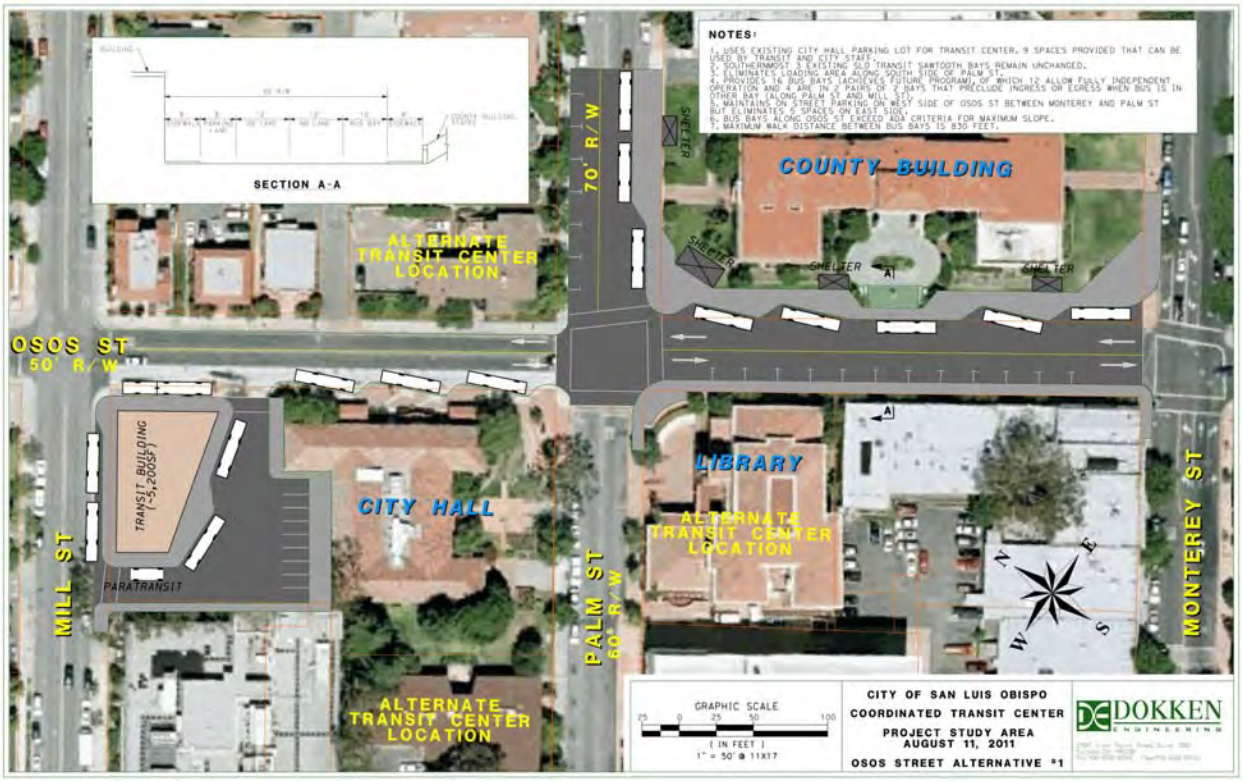
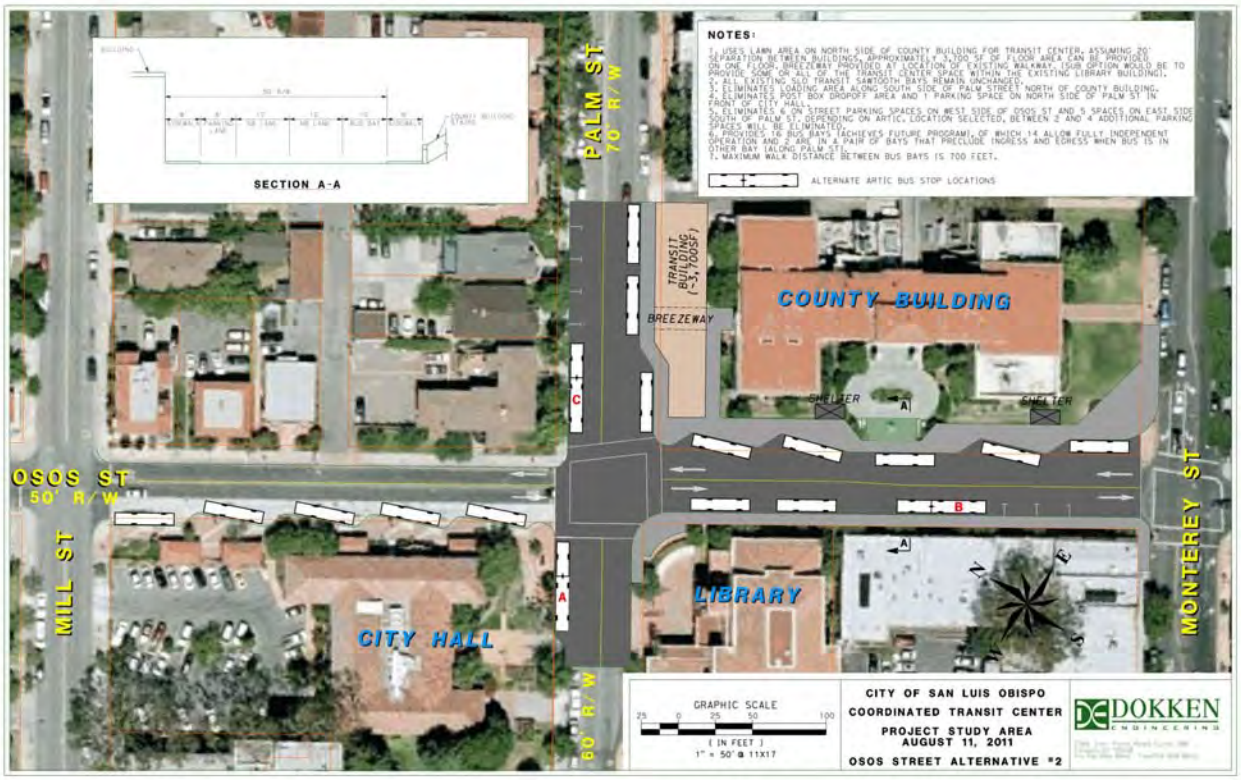
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #2
DOKKEN ENGINEERING


NOTES:
1. USES LOTS 5 & 9.
2. PROVIDES 1 LANE WB GENERAL TRAFFIC ON HIGUERA ST. ALONG WITH 1 ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION AND PORSCHE DEALERSHIP COULD BE MAINTAINED.
3. ELIMINATES 26 SPACES OF ON STREET PARKING ALONG HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST.
4. GRADE ON TORO ST IS TOO STEEP FOR AN ADA-COMPLIANT BUS BAY.
5. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), BUT ONLY 8 ALLOW FULLY INDEPENDENT OPERATION.
6. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 535'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.
PARATRANSIT
SHELL GAS STATION
TRANSIT CENTER BUILDING (~5,200SF)
JAFFA CAFE
HIGUERA ST 85' R/W
ARCH ENTRY ELEMENT
BANK OF AMERICA
SANTA ROSA ST 80' R/W
TORO ST 60' R/W
OLD FRENCH HOSPITAL
SECTION A-A
GRAPHIC SCALE
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #3
DOKKEN ENGINEERING


NOTES:
1. USES LOTS 5, 8 & 9. RIGHT TURN EXPRESS FROM SHELL STATION COULD BE MAINTAINED.
2. MAINTAINS 4 MOVE ST TO GENERAL TRAFFIC EXCEPT BANK OF AMERICA ACCESS.
3. ELIMINATES 26 SPACES OF ON STREET PARKING ALONG HIGUERA BETWEEN SANTA ROSA AND TORO ST. PROVIDES 4 SPACES ALONG WEST SIDE OF TORO ST. NORTH OF HIGUERA ST.
4. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN A SINGLE LEVEL BUILDING OR TWO LEVELS OR TORO ST. PROVIDES.
5. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
6. AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN A BUILDING ON A SINGLE LEVEL. TWO BUILDINGS COULD PROVIDE 4,800 SF. OPPORTUNITY FOR BUILDING SPACE IN NORTHEAST CORNER.
7. BUSES CAN EXITER OFF OF SANTA ROSA ST AS WELL AS TORO ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 480'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.
TRANSIT BUILDING (~3,200SF)
SHELTER
PARATRANSIT
SHELL GAS STATION
JAFFA CAFE
BANK ACCESS ONLY
ARCH ENTRY ELEMENT
COVERED WALKWAY
TRANSIT BUILDING (~1,700SF)
NEW SIDEWALK PATIO
HIGUERA ST
65' R/W
SHELTER
SHELTER
SHELTER
BANK OF AMERICA
DO NOT ENTER
RIGHT TURN ONLY
NO THRU STREET
BANK ACCESS ONLY
BANK ACCESS ONLY
DO NOT ENTER
TRANSIT ONLY
SANTA ROSA ST
80' R/W
TORO ST
60' R/W
OLD FRENCH HOSPITAL
N
W
E
S
65' R/W
10' SIDEWALK
12' WB LANE
13' EB LANE
10' BUS BAY
25' SIDEWALK
BANK OF AMERICA
SECTION A-A
GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #5
DOKKEN ENGINEERING


NOTES:
1. USES LOTS 5, 8 & 9 AND 1560 SF OF LOT 13 (ELIMINATING 3 PARKING SPACES).
2. MAINTAINS 2 LANES OF WB TRAFFIC ON HIGUERA ST. ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA ST WOULD BE ELIMINATED.
3. MAINTAINS ON STREET PARKING ON SOUTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST. BUT ELIMINATES 17 SPACES ON NORTH SIDE. PROVIDES 4 PARKING SPACES ALONG WEST SIDE OF TORO ST.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
5. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL.
6. ALL BUS BAYS ARE ON NORTH SIDE OF HIGUERA, ELIMINATING NEED FOR TRANSIT RIDERS TO CROSS STREET TO TRANSFER.
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 300'.
8. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.
SHELTER
SHELTER
SHELL GAS STATION
JAFFA CAFE
TRANSIT BUILDING (~5,200SF)
HIGUERA ST
65' R/W
BANK OF AMERICA
SANTA ROSA ST
80' R/W
TORO ST
60' R/W
OLD FRENCH HOSPITAL
N
W
E
S
10' SIDEWALK
10' BUS BAY
12' WB LANE
12' WB LANE
10' PARKING LANE
10' SIDEWALK
BANK OF AMERICA
BUS SHELTER
SECTION A-A
GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
NOVEMBER 15, 2011
HIGUERA ST ALT #8
DOKKEN ENGINEERING


NOTES:
SECTION A-A
ALTERNATE TRANSIT CENTER LOCATION
70' R/W
COUNTY BUILDING
SHELTER
OSOS ST
50' R/W
TRANSIT BUILDING (~5,200SF)
CITY HALL
PARATRANSIT
LIBRARY
ALTERNATE TRANSIT CENTER LOCATION
MILL ST
PALM ST
60' R/W
MONTEREY ST
ALTERNATE TRANSIT CENTER LOCATION
GRAPHIC SCALE
(IN FEET)
1" = 50' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #1
DOKKEN ENGINEERING


NOTES:
SECTION A-A
PALM ST
70' R/W
ALTERNATE ARTIC BUS STOP LOCATIONS
TRANSIT BUILDING (~3,700SF)
BREEZEWAY
COUNTY BUILDING
SHELTER
OSOS ST
50' R/W
MILL ST
CITY HALL
LIBRARY
60' R/W
MONTEREY ST
GRAPHIC SCALE
(IN FEET)
1" = 50' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #2
DOKKEN ENGINEERING


NOTES:
SECTION A-A
70' R/W
COUNTY BUILDING
SHELTER
OSOS ST
50' R/W
TRANSIT BUILDING
(~4,700SF)
CITY HALL
LIBRARY
MILL ST
60' R/W
PALM ST
60' R/W
MONTEREY ST
GRAPHIC SCALE
(IN FEET)
1" = 60' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
NOVEMBER 15, 2011
OSOS STREET ALTERNATIVE #4
DOKKEN


NOTES:
1. USES PARCEL AT NORTHEAST CORNER OF OSOS ST AND PALM ST.
2. ALL EXISTING BUS TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM STREET NORTH OF COUNTY BUILDING.
4. BUS BAYS ON OSOS ST EXCEED ADA CRITERIA FOR MAXIMUM SLOPE.
5. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 700 FEET.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 14 ALLOW FULLY INDEPENDENT OPERATION AND 2 ARE IN A PAIR OF BAYS THAT PRECLUDE INGRESS AND EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST).
7. ELIMINATES 5 ON STREET PARKING SPACES ON EAST SIDE OF OSOS ST AND 4 SPACES ON PALM ST EAST OF OSOS ST.
SECTION A-A
70' R/W
COUNTY BUILDING
SHELTER
TRANSIT BUILDING
(~4,630SF)
OSOS ST
50' R/W
MILL ST
CITY HALL
PALM ST
60' R/W
LIBRARY
MONTEREY ST
GRAPHIC SCALE
(IN FEET)
1" = 50' @ 11X17
CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #3
DOKKEN

The overview of the project and evaluation was presented twice (3:15 p.m. and 4:45 p.m.). The power point presentation displayed at the workshop is shown in Appendix L. The Consultant Team identified Higuera Street Alternative 6 as the highest ranked alternative based on the evaluation criteria used.

Following the slide presentation, the workshop was opened up for discussion and comments from the attendees. Below is a summary of some of the comments:

- Some attendees expressed concern over any change to traffic direction on Higuera Street and that any proposed changes need to be coordinated with the City Circulation Study.
- One attendee suggested that it was important that every boarding point should be on a sightline of a shelter.
- Several attendees supported Higuera Street Alternative 6 as the most favorable plan.
- One attendee suggested that Higuera Alternative 6 was the best option since it allows riders to be within a short walking distance of all routes on both systems. She also felt it was the safest option for pedestrian and vehicles since transferring riders are not required to cross the street.
- One attendee suggested the architecture should be done in a Mediterranean style and another stated that he liked the idea of an arched entry way over Higuera into the downtown area.
- One attendee stressed the importance of having public restrooms when the government buildings were closed.
- One attendee expressed concerned over the funding source for the project and how that would impact other programs.
- One attendee felt that the Transit Center should consider bicycle use in its design and provided a good opportunity for a "bike kitchen".

A list of attendees and a summary of written comments left on the comment cards are included in Appendix N.

FORMAL NOTIFICATION

The City of San Luis Obispo Public Works Department provided 476 labels for businesses and property owners within a 650-feet radius. Forty four additional contacts were compiled from the City Council, County

Supervisors, City Planning Commission, Mass Transportation Committee, County staff and other community members.

A formal letter signed by Ron DeCarli, Executive Director of SLOCOG, was sent to each of the provided addresses. The letter explained the study's progress and workshop objective. A flyer with information about the public workshop and a study area exhibit was also included. A copy of the letter and flyer are included in Appendices C and D.

TRANSIT RIDER OUTREACH

Flyers about the project and the upcoming public workshop were placed on RTA and SLO Transit buses, as well as at the following SLO Transit bus stops: Madonna, Promenade, Amtrak and the Downtown Transfer Center. The study area exhibit was also posted on the buses and the bus stops listed. Both the flyer and exhibit were placed on the buses the week of February 13, 2012.

NEIGHBORHOOD CANVASSING

Neighborhood canvassing was discussed and determined not cost effective at the time.

MEDIA OUTREACH

In an effort to involve the local media, Majic Consulting Group worked with SLOCOG to develop both a Media Release and a Media Advisory to distribute to the local press, radio and television (Appendices E and F). The Media Release focused on describing the objectives of the workshop and encouraged the general public to attend. The Media Advisory announced the public workshop and acted as an invitation for the media to attend and participate in the event. The Media Advisory invited riders, residents, downtown business owners, other stakeholders, as well as all other community members to attend the workshop. The documents were sent out Thursday, February 16, 2012, to ensure the media outlets could plan to attend or schedule running a story or clip. Follow-ups were conducted Tuesday, February 21, 2012 and Wednesday, February 22, 2012

The press media contacted include ***Mustang Daily Press***, ***Plus Magazine Information Plus***, and **Tolosa Press**—which publishes the following publications, ***SLO City News***, ***Bay News***, ***Coast News***, and ***New Times.*** The initial contact with the media garnered interest from ***Tolosa Press***, which published an article about the first and second public workshop. ***Tolosa Press*** gave a positive response, attended the event and ran a third story in ***SLO City News'*** March 1st edition. The article describes the study's progress and reports comments and concerns of the workshop attendees about the project alternatives.

The television media that were contacted include KSBY, KCOY, and KEYT. KCOY reported on the first and second public workshop and indicated they added the February 22nd public workshop to their schedule. They published a short article the evening of February 22nd which described the progress of the study and is shown in Appendix O.

Thirteen radio stations were contacted and followed up with. No radio stations showed interest at the time.

OUTREACH TO SOCIAL SERVICES AGENCIES

An email blast was sent to social services including the Achievement House, Life Steps Foundation, Inc., Ride Share, Meals on Wheels of SLO, Inc., Ride-On/UCP and Tri Counties Regional Center.

WEBSITE

The website detailing the San Luis Obispo Coordinated Transit Center Study was updated to provide the most recent information about the project. Between November 18th and March 8th, the website had 103 visitors, 75 of which were unique.

TRANSIT CENTER OUTREACH

Public workshop flyers were handed out at both the SLO Transit Center and RTA Transit Center on Thursday, February 16, 2012 from 1:00 p.m. to 5:00 p.m. and on Tuesday, February 21, 2012 from 8:00 a.m. to 12:00 p.m. Approximately 230 flyers were distributed.

SLO DOWNTOWN BUSINESS OUTREACH

In an effort to inform local businesses, the third public workshop notice was included in San Luis Obispo Downtown Association's weekly e-newsletter. The e-newsletter was distributed to San Luis Obispo Downtown Association members on Monday, February 13, 2012 (Appendix K).

PROPERTY OWNER OUTREACH

Contact was made with the majority of property owners who have the potential to be impacted by the various project concepts and they were notified via mail and email of the Public Workshop #3.

SAN LUIS OBISPO CITY COUNCIL PRESENTATION

On December 6, 2011 the consultant team presented an update on the Downtown Coordinated Transit Center Study to the San Luis City Council. As a part of that discussion, Council reviewed and commented on the draft work to date and asked for the item to return when the study was near completion for further

review and consideration. At the April 17, 2012 City Council meeting the San Luis Obispo City Council received an update on the project study from City staff and the consultant team. The slides displayed during the consultant team presentation are shown in Appendix P. The consultant team identified Higuera Street Alternative 6 as the highest ranked alternative and said that in general, the Higuera Street Alternatives were ranked with better scores than the Osos Street Alternatives. Recommendations for potential funding sources and next steps were also made during the presentation. Following the consultant presentation, City Staff updated the Councilon the project study and solicited comments from the Council (Staff Report is shown in Appendix Q). The comments that the City Council wishes to be conveyed forward are summarized in the letter from Jay D. Walter, Public Works Director to SLOCOG and are as follows:

- *The Council supports the project concept*
- *The Council supports Alternative #6 going forward into environmental review*
- *Move forward into the environmental phase*
- *The Osos Street alternatives as presented are unrealistic*
- *SLORTA should be the lead agency*
- *Agrees that City is a Responsible Agency for the project*
- *City not in a position to assign additional resources for operation of the facility*

Observations:

- *Concerns regarding high cost of project, needs grant funding that won't affect service levels*
- *The Public workshops were well attended*
- *The consultants needed to seek the opinion of the elected officials sooner*
- *Current Transit transfer sites have existing problems and are not sustainable*
- *The long term solution needs to attract more people to use Transit*
- *Need a phased lower cost solution if funding is unavailable*
- *Some concerns on Higuera sites and questions about willing property owners*
- *Project should consider opportunity for more infill or mixed use*
- *Counter space, community kiosks and rest rooms are important design features to include*
- *It should be studied as part of the Circulation Element update*

The April 17, 2012 City Council meeting minutes are attached in Appendix R and the letter from Jay D. Walter, Public Works Director are attached in Appendix S.

The day after the City Council meeting ***The Tribune*** ran a story covering the City Council meeting and stating that the Council expressed support for the Higuera Street site (Appendix T).

TECHNICAL MEMORANDUM 4:
EVALUATION CRITERIA

The existing downtown transit transfer facility in downtown San Luis Obispo stretches over a two-block length of Osos Street (between Monterey Street on the south and Mill Street on the north), in the northwest portion of the downtown. The existing facility consists of the City of San Luis Obispo' Transit (SLO Transit) transfer site on the west side of Osos Street north of Palm Street and the San Luis Obispo Regional Transit Authority (RTA) transfer site along the east side of Osos Street south of Palm Street. As outlined in *"Technical Memorandum 2: Transit Center Capacity Projections"*, the current facility has multiple operational deficiencies. Therefore, the San Luis Obispo Council of Governments is in the process of conducting a study analyzing the development of a new Downtown Transit Center in San Luis Obispo. The Study is concentrating on two location alternatives:

1. Developing a new transit center in the area between Santa Rosa, Monterey, Toro and Marsh Streets which was recommended in previous studies.
2. Rebuilding the current transfer sites at Osos and Palm Streets to provide safer and operationally more efficient transfers.

The Study will develop multiple site concepts at each of the location alternatives. The development and identification of a new Downtown Transit Center will be guided by a planning process consisting of :

- Preparing new long-range ridership forecasts to determine the number and size of buses that will be simultaneously present at the transit center;
- Identifying possible concepts at each location;
- Identifying criteria to evaluate the site and concepts; and,
- Evaluating and ranking possible site and concepts using the identified criteria.

The evaluation will lead to the identification of a site and concept that can be environmentally assessed, approved, designed, and constructed.

Each of the potential sites and concepts will have advantages and disadvantages. It is unlikely that one concept will be superior in every aspect. The range of potential concepts will require evaluation using a comprehensive set of criteria that can be considered as a whole to determine the preferred site and concept.

Unlike fixed-route transit services that can be modified and adjusted over time, transit centers cannot be moved to adapt to changing conditions. Rather, significant planning is needed to accurately project future

conditions and properly forecast the number and alignment of fixed transit routes, ridership and the frequency of service. Moreover, transfer facilities, like most transit stations, are significant land uses and can add to, or subtract from, the surrounding community.

Table 1 identifies a number of evaluation criteria that have been identified to assist the community, project stakeholders, and decision makers in the preliminary evaluation of potential concepts for the new Downtown Transit Center. The evaluation criteria are compiled from a comprehensive review of similar planning studies, input from stakeholders, and input obtained during the May 18, 2011 public workshop.

The criteria will be used to make a preliminary assessment of candidate sites and concepts which have been identified. The results will be summarized in a technical memorandum, including an evaluation matrix. The results and recommendations for the top ranked sites/concepts will be presented to the City Mass Transportation Committee, the City Planning Commission, the SLOCOG/RTA Board, the San Luis Obispo City Council as well as at Community Workshop #2.

Table 1
Evaluation Criteria

Type	Criteria	Measure
Site Characteristics	Size	Net acreage. Large enough to accommodate demand over 25-year period
	Compatibility	Consistent with General Plan land use designation and zoning designations
	Number of bus bays	# of bus bays that can safely operate on the site
	Number of bus bays that allow full independent operation	# of bus bays that can operate independently without another bus having to exit the site
	Maximum walk distance between buses	Feet
	Pedestrian/Vehicle conflict within center	% of transfers that require crossing traffic
	Walking distance to major transit trip generators	Feet
	Universal Access	Ability to meet universal design principles

Table 1 (continued)
Evaluation Criteria

Type	Criteria	Measure
Transportation Service	Central to existing SLO Transit service	Easily accessed from all directions through the City's collector and arterial road system
	Central to existing RTA Transit service	
	Central to future SLO Transit service	
	Central to future RTA Transit Service	
	Impact on SLO Transit operations	Changes to transit operations
	Impact on RTA Transit operations	
	Capacity to accommodate other services	Location is logical to support other transportation services
		Site is supported by sponsors of other transportation services
	Expandable	Site can be expanded over time to include additional transportation services, on the same parcel, or by acquiring additional land
	Impact on traffic flow	Change in traffic operations
		Provides/maintains multimodal connections to adjacent areas
		Maximizes non-auto use
	Impact on existing on-street public parking	Increases or decreases available on-street public parking
	Impact on existing off-street public parking	Increases or decreases available off-street public parking
	Impact on existing private parking	Increases or decreases available private parking
	Multimodal accommodation	Qualitative assessment of accommodation for bicyclists, pedestrians, passenger vehicles

Table 1 (continued)
Evaluation Criteria

Type	Criteria	Measure
Socio-Economic	Impacts to private property	Level of support from property owners
	Impact to existing, future businesses	Improves existing businesses
	Economic development catalyst or benefits areas of blight	Remedies an existing blighted area or acts as a catalyst for private investment in new developments
Cost	Total Right-of-Way acquisition cost	Dollars and ability to use federal funds
	Total construction cost	Dollars and ability to use federal funds
	Total maintenance and operations cost	Annual dollars
	Re-capture of existing investment	Re-use or sale of existing facilities
	Impact on sales/property tax	Increases value of surrounding properties while minimizing the amount of existing sales and property taxes that will be lost
Environmental	Aesthetics	Potential impact on scenic resources and visual character including new sources of light
	Air quality	Likelihood of localized air quality impacts and proximity to sensitive receptors
	Biological resources	Minimizes adverse impacts to species and habitats
		Provides opportunity for stewardship and environmental improvements
	Cultural resources/Historic structures	Adverse change to historic structures
	Hazards and hazardous materials	Known haz. materials or contamination on site
		Potential to emit hazardous emissions or waste, especially within one-quarter mile of an existing or proposed school
	Hydrology/Water quality	Potential to contribute additional runoff exceeding the capacity of the existing or planned drainage systems or provide additional sources of pollutants, and any existing drainage deficiencies
	Noise	Potential for exposure of persons to, or generation of, noise levels in excess of standards established
		Proximity to sensitive noise receptors

Table 1 (continued)
Evaluation Criteria

Type	Criteria	Measure
Policy/Planning Integration	Consistency with adopted plans	Supports/implement transit plans, general plan, regional transportation plan, etc.
	Impact on redevelopment	Has a positive or neutral impact on existing redevelopment plans
	Neighborhood compatibility/adjacent uses	Compatible with existing adjacent uses
Other	Phasing Potential	
	Inter-governmental coordination issues	

TECHNICAL MEMORANDUM 5:
TRANSIT CENTER OPTIONS

This Technical Memorandum introduces conceptual design alternatives for a future Downtown Transit Center in San Luis Obispo, CA. The new transit center is necessary to accommodate present and future needs for the local and regional transit services. Since downtown is the major hub for both services, the San Luis Obispo Council of Governments (SLOCOG) is conducting a study that focuses its search on two downtown site locations. The first site is a new location along Higuera Street, between Santa Rosa and Toro Streets. The second site is an upgrade of the current location on Osos Street where it can operate safely and with more efficient transfers. Property Ownership and overview of the two locations are shown in Appendix A. Multiple site concepts at each of the location alternatives were developed based on the existing and future programmed needs outlined in "*Technical Memo 2: Transit Center Capacity Projections*". The majority of the concepts accommodate the future route demand for San Luis Obispo Transit (SLO Transit) and San Luis Obispo Regional Transit Authority (RTA) by providing space for 16 bus bays (7 for SLO Transit, 8 for RTA, and 1 for other services) as well as provide desired passenger amenities and up to 5,200 sf of space for a transit center building. A total of 10 design concepts are described in this memo and will be evaluated as part of the study using the evaluation criteria outlined "*Technical Memo 4: Evaluation Criteria*". Recommendations are to be made for the top ranked sites/conceptual designs and presented to the SLOCOG/RTA Board and the San Luis Obispo City Council. The design concepts are shown in Appendix B.

Higuera Street Alternative #1

Higuera Street Alternative #1 reconfigures Higuera Street, east of Toro Street, from a three-lane one-way movement to a one-lane one-way movement open to general traffic. The parallel parking spaces east of Toro are replaced by diagonal parking along both sides of the street. Although vehicular access along Higuera has been removed to the Shell Gas Station, Bank of America access and on-street parking (15 spaces) along south side of Higuera continues to remain in place.

Higuera Street Alternative #1 accommodates 14 fully independent bus bays, which meets the current projected need but falls short of the future transit need of 16 bays. All buses must enter the site via Toro Street and 10 of the 14 buses exit onto Santa Rosa while the remaining 4 can exit via Toro. Transit users and staff must walk a maximum distance between bus bays of 525 feet to make a transfer.

The project takes Lots 5, 8, and 9 and requires the demolishing of the buildings on these properties (see the Property Ownership Map located in Appendix A). The site can accommodate approximately 5,200 square feet of floor space for the new facility in two buildings. Covered walkways and two bus shelters add to the protection for transit center users. Sidewalks are widened to at least 10' on either side of Higuera to protect

pedestrians. Curb bulbouts at a midblock location provide traffic calming and add protection for crossing pedestrians. In addition, a new sidewalk patio is shown at the café at the northwest corner of Higuera and Toro and an architectural entry element enhance the aesthetics of the site.

Higuera Street Alternative #2

The design for Higuera Street Alternative #2 is very similar to Higuera Street Alternative #1 with a few minor modifications.

Higuera Street Alternative #2 reconfigures Higuera Street, east of Toro Street, from a three-lane one-way movement to a one-lane one-way movement open to general traffic. The parallel parking spaces east of Toro are replaced by diagonal parking along both sides of the street. Although vehicular access along Higuera has been removed to the Shell Gas Station, Bank of America access and on-street parking (10 spaces) along the south side of Higuera continue to be in place.

Higuera Street Alternative #2 accommodates 16 fully independent bus bays, which meets the future transit needs. Buses can enter the site via either Santa Rosa or Toro. Bus only access is provided on eastbound Higuera Street from Santa Rosa to the western entrance of the transit center. A bus-only left turn lane is added on Santa Rosa to facilitate this movement. Signage is added to prohibit cars from entering the transit center. The eastbound buses are restricted to a left-turn movement into the transit center once they reach the Bank of America building access. Transit users and staff must walk a maximum distance between bus bays of 535 feet to make a transfer.

The project takes Lots 5, 8, and 9 and requires the demolishing of buildings (see the Property Ownership Map located in Appendix A). The site can accommodate approximately 5,200 square feet of floor space for the new facility in two buildings. Covered walkways and two bus shelters add to the protection for transit center users. Sidewalks are widened to at least 10' on either side of Higuera to protect pedestrians. Curb bulbouts at a midblock location provide traffic calming and add protection for crossing pedestrians. In addition, a new sidewalk patio is shown at the café on the northwest corner of Higuera and Toro and an architectural entry element enhance the aesthetics of the site.

Higuera Street Alternative #3

Higuera Street Alternative #3 transforms Higuera Street from a one-way movement to a two-way movement open to both buses and general traffic. On-street parking between Santa Rosa and Toro has been removed but access driveways to the Porsche dealership (Lot 9) and Shell Gas Station can be maintained. One of the Bank of America access locations on Higuera Street is removed.

Higuera Street Alternative #3 accommodates 16 bus bays, which meets the future transit requirements. However, 8 bus bays are dependent bays, precluding ingress or egress when another bus is in the adjacent bay. Buses can enter the site via either Santa Rosa or Toro. Transit users and staff must walk a maximum distance between bus bays of 530 feet to make a transfer.

The project takes the properties at Lots 5 and 8 but maintains Lot 9. A 5,200 square foot facility can be built as one single level building. Covered walkways and three bus shelters add to the protection for transit center users. An architectural entry element is proposed to enhance the aesthetics of the site.

Higuera Street Alternative #4

Alternative #4 has been eliminated from consideration. The design concept is a combination of Alternatives #2 and #3. The major design difference is Bank of America access has been eliminated along Higuera. A new driveway entrance along Toro, at the midblock of Higuera and Marsh, was proposed and later determined to be infeasible.

Higuera Street Alternative #5

Higuera Street Alternative #5 closes Higuera Street to buses only between Santa Rosa Street and Toro Street with the exception that the western entrance to the Bank of America building is maintained. Higuera Street, east of Toro Street, is reconfigured from a three-lane one-way movement to a one-lane one-way movement. The parallel parking spaces east of Toro are replaced by diagonal parking along both sides of the street. General traffic heading westbound along Higuera at the intersection of Toro must turn onto Toro as the through movement is restricted to transit only. General traffic is permitted to access Higuera Street in the eastbound direction from Santa Rosa to enter the Bank of America parking lot but will not be permitted to travel past the entrance. Vehicles must exit Bank of America via Santa Rosa Street. Signage will be added to the site to inform motorists of the circulation pattern. A right turn egress out of the Shell Gas Station could also be maintained if required.

Higuera Street Alternative #5 accommodates 16 fully independent bus bays, which meets the future transit requirements. Buses can enter the site via either Santa Rosa or Toro. Transit users and staff must walk a maximum distance between bus bays of 480 feet to make a transfer.

The project takes Lots 5, 8, and 9, and requires the demolishing of buildings. As currently configured, the site can accommodate approximately 4,900 square feet of building space separated in two locations. Covered walkways and four bus shelters add to the protection of transit center users. In addition, a new sidewalk patio is shown at the café at the northwest corner of Higuera and Toro and an architectural entry element improves the aesthetics of the site.

Higuera Street Alternative #6

Higuera Street Alternative #6 reduces Higuera Street, east of Toro Street, from three-lanes to two lanes of westbound travel. Although access to the Shell Gas Station via Higuera has been closed off, Bank of America access and on-street parking (15 spaces) along south side of Higuera is maintained.

Higuera Street Alternative #6 accommodates 16 fully independent bus bays, which meets the future transit requirements. Buses can enter the site via Toro. Although transit users and staff must walk a maximum distance between bus bays of 500 feet to make a transfer, their transfers are made safer since all bus bays are located along the north side of Higuera, eliminating all transfers from crossing any street.

The project takes Lots 5, 8, and 9, and 1580 square feet of Lot 13, eliminating 3 parking spaces in Lot 13. As currently configured, the site can accommodate approximately 5,200 square feet of building space in one building on a single level. Transit users are also protected by three additional bus shelters.

Osos Street Alternative #1

Osos Street Alternative #1 proposes to locate the transit center in the parking lot behind City Hall. As currently configured the site can accommodate a 5,200 square feet single level building with 9 parking spaces provided for transit and city staff. Four bus shelters add to the protection of transit center users.

The design maintains on-street parking on west side of Osos between Monterrey and Palm but removes 5 spaces on east side, in front of the County building. A loading area has also been removed along south side of Palm.

Osos Street Alternative #1 accommodates the required future need of 16 bus bays, of which 12 allow fully independent operation and 4 are in 2 pairs of 2 bays that preclude ingress or egress when a bus is in the adjacent bay. Three of the existing SLO Transit sawtooth bays remain unchanged. Transit users and staff must walk a maximum distance between bus bays of 830 feet to make a transfer.

Osos Street Alternative #2

Osos Street Alternative #2 proposes to locate the transit center in the lawn area along the north side of the County building. Assuming 20' of separation between buildings, approximately 3,700 square feet of floor area can be provided on one floor. A breezeway is added to connect the transit center to the County building. Two bus shelters add to the protection of transit center users.

The design removes 6 on-street parking spaces on west side of Osos between Monterrey and Palm and 5 spaces on east side, in front of the county building. A loading area has also been removed along south side of Palm. Depending on the selected location for the articulated bus stop, the plan also calls for either the

removal of 2 additional spaces on Palm Street, the removal of a post office box drop-off area or the removal of 3 parking spaces on north side of Palm Street in front of City Hall.

Osos Street Alternative #2 accommodates the required need of 16 bus bays, of which 14 allow fully independent operation and 2 are in a pair of bays that preclude either ingress or egress when bus is in the adjacent bay. All five existing SLO Transit bus sawtooth bays remain unchanged. Transit users and staff must walk a maximum distance between bus bays of 700 feet to make a transfer.

Osos Street Alternative #3

Osos Street Alternative #3 proposes to locate the transit center on a parcel at the northeast corner of Osos Street and Palm Street. As currently configured, the new transit center can provide approximately 4,630 square feet of floor area on one floor. Three bus shelters add to the protection of transit center users.

The design for Osos Street Alternative #3 requires the removal of 5 on-street parking spaces on east side of Osos between Monterrey and Palm in front of the county building and 4 spaces on Palm Street, east of Osos. The loading area along south side of Palm, north of County building, has also been eliminated.

Alternative #3 accommodates the required future need of 16 bus bays, of which 14 allow fully independent operation and 2 are in a pair of bays that preclude either ingress or egress when a bus is in the adjacent bay. All five existing SLO Transit bus sawtooth bays remain unchanged. Transit users and staff must walk a maximum distance between bus bays of 700 feet to make a transfer.

Osos Street Alternative #4

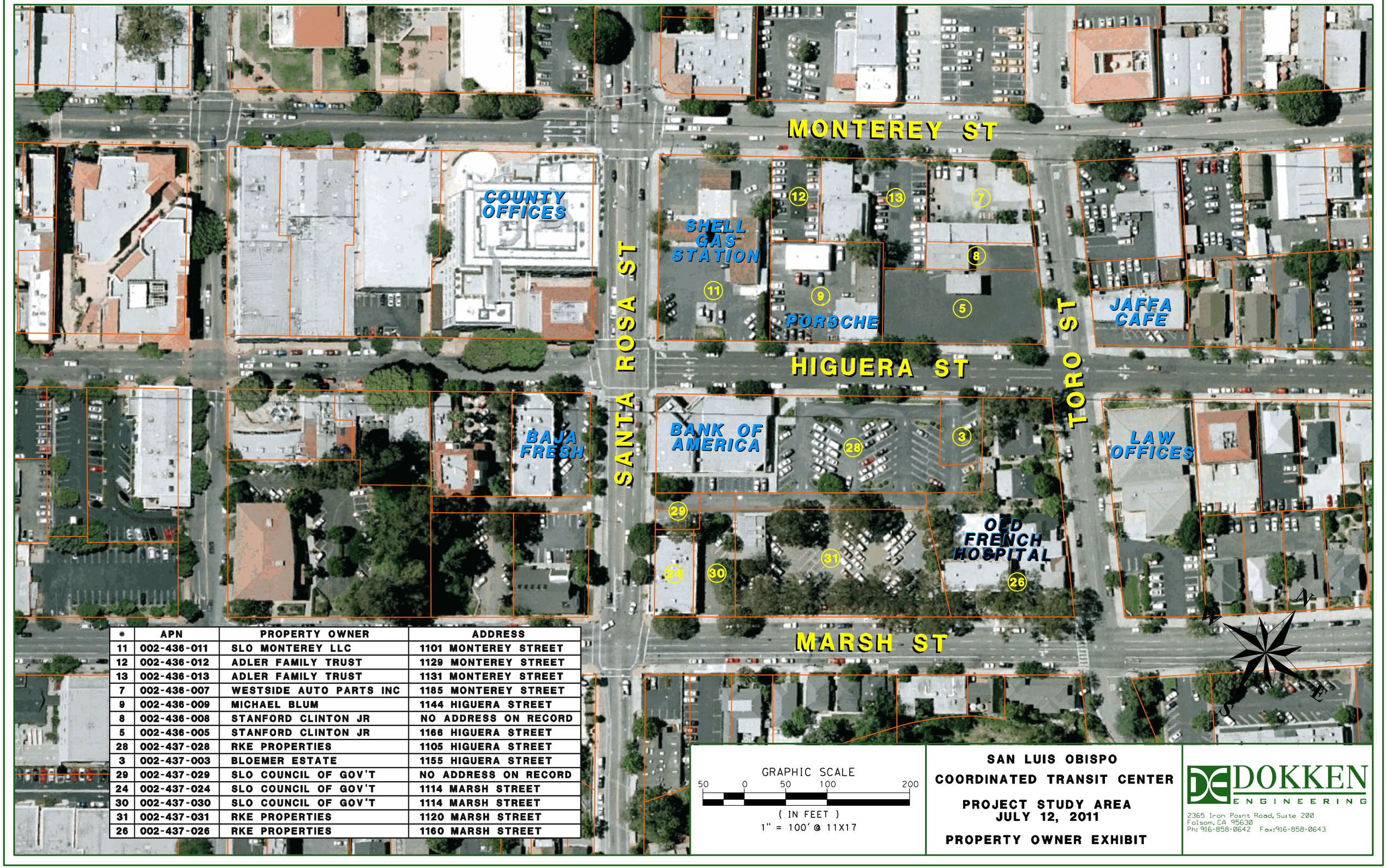
Osos Street Alternative #4 proposes to locate the transit center in the parking lot behind City Hall. As currently configured the site can accommodate a 4,700 square feet single level building and three bus shelters located near the County building protect transit center users. Although the new transit center building eliminates approximately 48 spaces from the existing City Hall parking lot, a new parking lot restores the site with 31 spaces for transit and city staff.

The design maintains on-street parking on west side of Osos between Monterrey and Palm but removes 5 spaces on east side, in front of the County building, and 4 spaces on south side of Mill. A loading area has also been removed along south side of Palm.

Osos Street Alternative #4 accommodates the required future need of 16 bus bays, of which 14 allow fully independent operation and 2 are paired in 2 bays that preclude ingress or egress when a bus is in the adjacent bay. The 5 existing SLO Transit sawtooth bays remain unchanged. Transit users and staff must walk a maximum distance between bus bays of 940 feet to make a transfer.

Appendix A

Property Ownership Exhibits



#	APN	PROPERTY OWNER	ADDRESS
11	002-436-011	SLO MONTEREY LLC	1101 MONTEREY STREET
12	002-436-012	ADLER FAMILY TRUST	1129 MONTEREY STREET
13	002-436-013	ADLER FAMILY TRUST	1131 MONTEREY STREET
7	002-436-007	WESTSIDE AUTO PARTS INC	1185 MONTEREY STREET
9	002-436-009	MICHAEL BLUM	1144 HIGUERA STREET
8	002-436-008	STANFORD CLINTON JR	NO ADDRESS ON RECORD
5	002-436-005	STANFORD CLINTON JR	1166 HIGUERA STREET
28	002-437-028	RKE PROPERTIES	1105 HIGUERA STREET
3	002-437-003	BLOEMER ESTATE	1155 HIGUERA STREET
29	002-437-029	SLO COUNCIL OF GOV'T	NO ADDRESS ON RECORD
24	002-437-024	SLO COUNCIL OF GOV'T	1114 MARSH STREET
30	002-437-030	SLO COUNCIL OF GOV'T	1114 MARSH STREET
31	002-437-031	RKE PROPERTIES	1120 MARSH STREET
26	002-437-026	RKE PROPERTIES	1160 MARSH STREET

GRAPHIC SCALE
50 0 50 100 200
(IN FEET)
1" = 100' @ 11X17

SAN LUIS OBISPO
COORDINATED TRANSIT CENTER

PROJECT STUDY AREA
JULY 12, 2011

PROPERTY OWNER EXHIBIT

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

#	APN	PROPERTY OWNER	ADDRESS
1	002-327-004	AT&T COMMUNICATIONS INC	NO ADDRESS ON RECORD
2	002-327-003	PACIFIC BELL TELEPHONE CO	872 MORRO STREET
3	002-321-003	CITY OF SAN LUIS OBISPO	888 MORRO STREET
4	002-323-021	DENNIS J AHERN	860 OSOS STREET
5	002-323-022	MICHAEL W BREEN	864 OSOS STREET
6	002-323-003	FIDUCIARY PROPERTIES INC	870 OSOS STREET
7	002-323-004	VILLA PROPERTIES	1023 MILL STREET
8	002-323-005	BEECHAM RENTALS LLC	1037 MILL STREET
9	002-323-023	SLO COUNCIL OF GOVERNMENT	1041 MILL STREET
10	002-323-007	MARK BOSWELL	1045 MILL STREET
11	002-323-008	COUNTY OF SAN LUIS OBISPO	1051 MILL STREET
12	002-323-024	SLO COUNTY PENSION TRUST	857 SANTA ROSA STREET
13	002-323-026	LLOLAINE ROSS	865 SANTA ROSA STREET
14	002-323-027	ROBERT & SALLIE WEATHERFORD	871 SANTA ROSA STREET
15	002-323-012	VINTAGE PROPERTIES	1008 PALM STREET
16	002-323-013	GEORGE B ONEILL	1014 PALM STREET
17	002-323-014	DON A ERNST	1020 PALM STREET
18	002-323-031	PALM STREET LAND CO	1026 PALM STREET
19	002-323-029	PALM STREET ENTERPRISE	1042 PALM STREET
20	002-323-018	GAY/LESBIAN ALLIANCE OF CC	1060 PALM STREET
21	002-323-019	JEAN B SEITZ	1066 PALM STREET
22	002-323-025	STATE OF CALIFORNIA	1070 PALM STREET
23	002-322-037	CITY OF SAN LUIS OBISPO	NO ADDRESS ON RECORD
24	002-322-025	COUNTY OF SAN LUIS OBISPO	995 PALM STREET
25	002-322-030	VINTAGE PROPERTIES II	NO ADDRESS ON RECORD
26	002-322-029	VINTAGE PROPERTIES II	NO ADDRESS ON RECORD
27	002-322-033	SAN LUIS OBISPO COURT ST	980 MORRO STREET
28	002-322-035	CP 962 MONTEREY LLC	962 MONTEREY STREET
29	002-322-031	ANN L TARTAGLIA	968 MONTEREY STREET
30	002-322-027	VINTAGE PROPERTIES II	967 OSOS STREET
31	002-324-010	COUNTY OF SAN LUIS OBISPO	1050 MONTEREY STREET
32	002-324-012	COUNTY OF SAN LUIS OBISPO	1066 MONTEREY STREET

GRAPHIC SCALE
50 0 50 100 200
(IN FEET)
1" = 100' @ 11X17

SAN LUIS OBISPO
COORDINATED TRANSIT CENTER

PROJECT STUDY AREA
JULY 12, 2011

PROPERTY OWNER EXHIBIT

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

Appendix B

Design Concepts

NOTES:

1. USES LOTS 5, 8 & 9
2. MAINTAINS 1 LANE WB TRAFFIC ON HIGUERA ST, ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA ST WOULD BE ELIMINATED.
3. MAINTAINS ON STREET PARKING ON SOUTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST BUT ELIMINATES 11 SPACES ON NORTH SIDE. ELIMINATES 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST. DIAGONAL PARKING ALONG HIGUERA EAST OF TORO ST ADDS 1 SPACE.
4. GRADE ON TORO ST IS TOO STEEP FOR AN ADA-COMPLIANT BUS BAY.
5. PROVIDES 14 BUS BAYS (ACHIEVES EXISTING PROGRAM, BUT NOT FUTURE PROGRAM), ALL FULLY INDEPENDENT.
6. AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL, BUT SPACE AVAILABLE TO PROVIDE THIS IN 2 BUILDINGS.
7. ALL BUSES MUST ENTER TORO ST, WITH MOST (10 OUT OF 14 BAYS) EXITING ONTO SANTA ROSA ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 525'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS

TRANSIT BUILDING (~2,800SF)

SHELTER

ARCH ENTRY ELEMENT

SHELL GAS STATION

A

SHELTER

COVERED WALKWAY

TRANSIT BUILDING (~2,400SF)

JAFFA CAFE

NEW SIDEWALK PATIO

HIGUERA ST
65' R/W

A

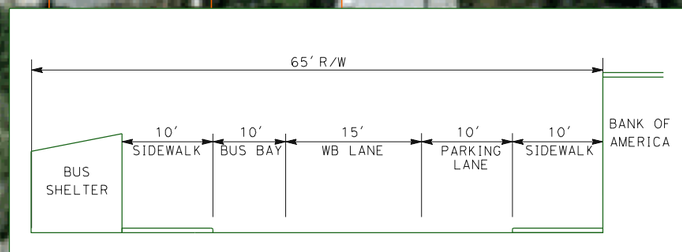
BANK OF AMERICA

SANTA ROSA ST
80' R/W

OLD FRENCH HOSPITAL

TORO ST
60' R/W

N
W
E
S



SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #1

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5, 8 & 9. APPROXIMATELY 10' X 20' PIECE OF SHELL STATION PARCEL ALSO NEEDED FOR SHELTER.
2. MAINTAINS 1 LANE WB GENERAL TRAFFIC ON HIGUERA ST, ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA WOULD BE ELIMINATED.
3. PROVIDES EB BUS ONLY ACCESS FROM SANTA ROSA TO THE TRANSIT CENTER DRIVEWAY.
4. ELIMINATES 5 SPACES OF ON STREET PARKING ALONG SOUTH SIDE AND 11 SPACES ALONG NORTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST. DIAGONAL PARKING ALONG HIGUERA EAST OF TORO ST ADDS ONE SPACE.
5. GRADE ON TORO ST IS TOO STEEP FOR AN ADA -COMPLIANT BUS BAY.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
7. AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL, BUT SPACE AVAILABLE TO PROVIDE THIS IN 2 BUILDINGS.
8. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST, WITH MOST (10 OF 16 BAYS) EXITING ONTO SANTA ROSA ST.
9. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 535'.
10. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.

TRANSIT BUILDING (~2,800SF)

SHELTER

SHELL GAS STATION

A

SHELTER

BUS ONLY

COVERED WALKWAY

TRANSIT BUILDING (~2,400SF)

JAFFA CAFE

NEW SIDEWALK PATIO

HIGUERA ST
65' R/W

BUS ONLY

ARCH ENTRY ELEMENT

A

DO NOT ENTER

SHELTER

BUSES EXCEPTED

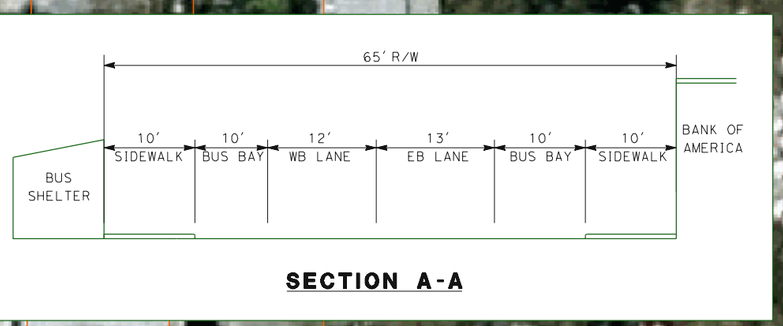
BANK OF AMERICA

SANTA ROSA ST
80' R/W

OLD FRENCH HOSPITAL

TORO ST
60' R/W

N
W
E
S



SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #2

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5 & 8.
2. PROVIDES 2-WAY GENERAL TRAFFIC ON HIGUERA ST, ALONG WITH 1 ACCESS DRIVEWAY TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION AND PORSCHE DEALERSHIP COULD BE MAINTAINED.
3. ELIMINATES 26 SPACES OF ON STREET PARKING ALONG HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST.
4. GRADE ON TORO ST IS TOO STEEP FOR AN ADA -COMPLIANT BUS BAY.
5. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), BUT ONLY 8 ALLOW FULLY INDEPENDENT OPERATION.
6. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 530'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.

SHELL GAS STATION

PARATRANSIT

TRANSIT CENTER BUILDING (~5,200SF)

JAFFA CAFE

BUS ONLY

HIGUERA ST
65' R/W

ARCH ENTRY ELEMENT

BANK OF AMERICA

SANTA ROSA ST
80' R/W

TORO ST
60' R/W

OLD FRENCH HOSPITAL

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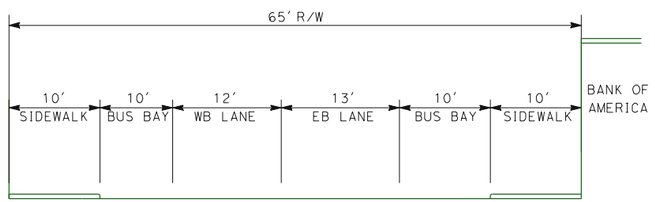

SECTION A-A

GRAPHIC SCALE
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(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #3

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5, 8 & 9. BUS TRAFFIC ONLY ON HIGUERA ST (BOTH DIRECTIONS), RIGHT TURN EGRESS FROM SHELL STATION COULD BE MAINTAINED. ACCESS TO BANK OF AMERICA LOT RELOCATED TO TORO ST.
2. ELIMINATES 11 SPACES ON SOUTH SIDE AND 11 SPACES ON NORTH SIDE ALONG HIGUERA, BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA.
3. GRADE ON TORO ST IS TOO STEEP FOR AN ADA-COMPLIANT BUS BAY.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
5. AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,400 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL. TWO BUILDINGS COULD PROVIDE 4,900 SF. OPPORTUNITY FOR BUILDING SPACE IN NORTHEAST CORNER.
6. BUSES CAN ENTER OFF OF SANTA ROSA AS WELL AS TORO. ABILITY TO TURN AROUND TRANSIT ISLAND COULD MINIMIZE BUS TRAFFIC ON TORO.
7. 4 PARKING SPACES PROVIDED FOR TRANSIT USE ONLY ON SOUTH SIDE OF HIGUERA ST.
8. PROVIDES SHORTEST MAXIMUM WALK DISTANCE BETWEEN BUS BAYS (440 FEET).
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.

TRANSIT BUILDING (~3,200SF)

SHELTER

PARATRANSIT

TORO ST 60' R/W

SHELL GAS STATION

A

COVERED WALKWAY

TRANSIT BUILDING (~1,700SF)

JAFFA CAFE

HIGUERA ST 65' R/W

SHELTER

SHELTER

A

BANK OF AMERICA

SANTA ROSA ST 80' R/W

RELOCATED BANK OF AMERICA ACCESS

OLD FRENCH HOSPITAL

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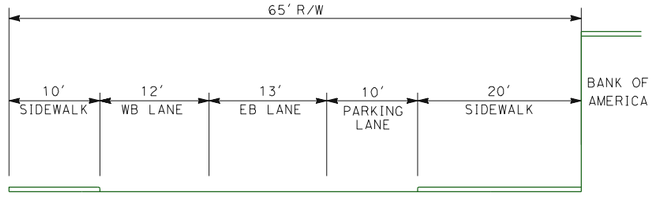

SECTION A-A

GRAPHIC SCALE

25 0 25 50 100

(IN FEET)

1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO

COORDINATED TRANSIT CENTER

PROJECT STUDY AREA

JULY 12, 2011

HIGUERA ST ALT #4

DOKKEN ENGINEERING

2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5, 8 & 9. RIGHT TURN EGRESS FROM SHELL STATION COULD BE MAINTAINED.
2. CLOSES HIGUERA ST TO GENERAL TRAFFIC EXCEPT BANK OF AMERICA ACCESS.
3. ELIMINATES 26 SPACES OF ON STREET PARKING ALONG HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST. DIAGONAL PARKING ALONG HIGUERA EAST OF TORO ST ADDS ONE SPACE.
4. GRADE ON TORO ST IS TOO STEEP FOR AN ADA-COMPLIANT BUS BAY.
5. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
6. AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL. TWO BUILDINGS COULD PROVIDE 4,900 SF. OPPORTUNITY FOR BUILDING SPACE IN NORTHEAST CORNER.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 480'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.

TRANSIT BUILDING (~3,200SF)

SHELTER

PARATRANSIT

BANK ACCESS ONLY

ARCH ENTRY ELEMENT

SHELL GAS STATION

A

COVERED WALKWAY

TRANSIT BUILDING (~1,700SF)

JAFFA CAFE

NEW SIDEWALK PATIO

HIGUERA ST
65' R/W

SHELTER

SHELTER

SHELTER

A

BANK OF AMERICA

DO NOT ENTER

RIGHT TURN ONLY

DO NOT ENTER

TRANSIT ONLY

BANK ACCESS ONLY

NO THRU STREET

BANK ACCESS ONLY

SANTA ROSA ST
80' R/W

TORO ST
60' R/W

OLD FRENCH HOSPITAL

N

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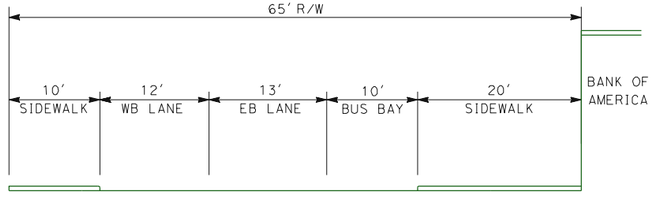

SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #5

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5, 8 & 9 AND 1580 SF OF LOT 13 (ELIMINATING 3 PARKING SPACES).
2. MAINTAINS 2 LANES OF WB TRAFFIC ON HIGUERA ST, ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA ST WOULD BE ELIMINATED.
3. MAINTAINS ON STREET PARKING ON SOUTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST BUT ELIMINATES 11 SPACES ON NORTH SIDE. ELIMINATES 4 SPACES ALONG WEST SIDE OF TORO.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
5. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL.
6. ALL BUS BAYS ARE ON NORTH SIDE OF HIGUERA, ELIMINATING NEED FOR TRANSIT RIDERS TO CROSS STREET TO TRANSFER.
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 500'.
8. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS

SHELTER

SHELTER

SHELL GAS STATION

A

SHELTER

TRANSIT BUILDING (~5,200SF)

JAFFA CAFE

HIGUERA ST
65' R/W

A

BANK OF AMERICA

SANTA ROSA ST
80' R/W

OLD FRENCH HOSPITAL

TORO ST
60' R/W

N
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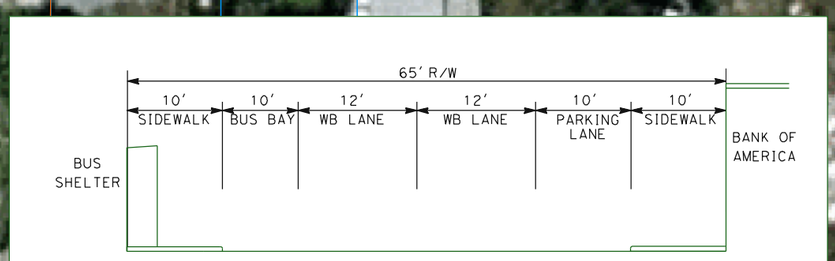
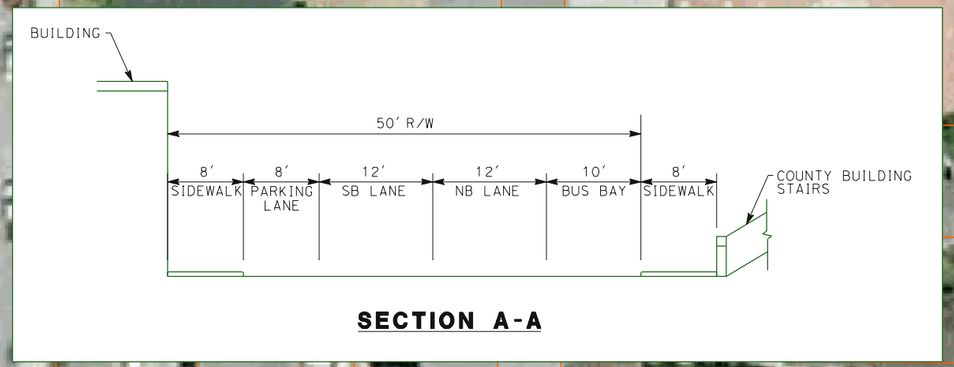


SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
NOVEMBER 15, 2011
HIGUERA ST ALT #6

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643



SECTION A-A

NOTES:

1. USES EXISTING CITY HALL PARKING LOT FOR TRANSIT CENTER. 9 SPACES PROVIDED THAT CAN BE USED BY TRANSIT AND CITY STAFF.
2. SOUTHERNMOST 3 EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM ST.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 12 ALLOW FULLY INDEPENDENT OPERATION AND 4 ARE IN 2 PAIRS OF 2 BAYS THAT PRECLUDE INGRESS OR EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST AND MILL ST).
5. MAINTAINS ON STREET PARKING ON WEST SIDE OF OSOS ST BETWEEN MONTEREY AND PALM ST BUT ELIMINATES 5 SPACES ON EAST SIDE.
6. BUS BAYS ALONG OSOS ST EXCEED ADA CRITERIA FOR MAXIMUM SLOPE.
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 830 FEET.

ALTERNATE TRANSIT CENTER LOCATION

70' R/W

SHELTER

COUNTY BUILDING

SHELTER

SHELTER

A

SHELTER

OSOS ST
50' R/W

TRANSIT BUILDING (~5,200SF)

CITY HALL

PARATRANSIT

MILL ST

PALM ST
60' R/W

LIBRARY

ALTERNATE TRANSIT CENTER LOCATION

A

N E W S

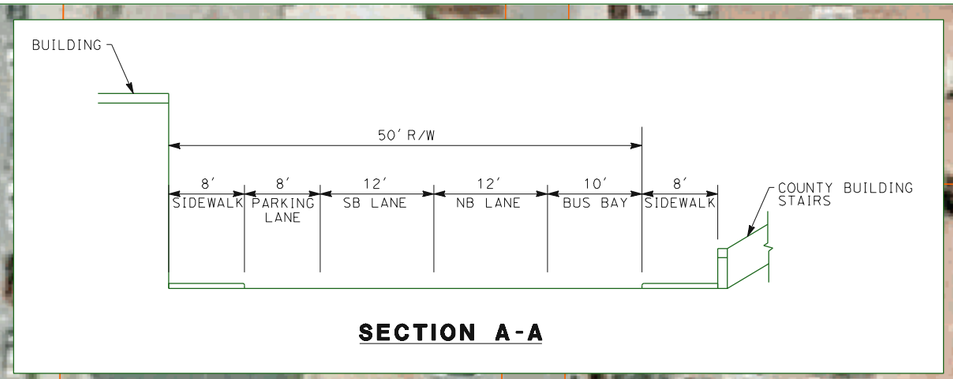
MONTEREY ST

ALTERNATE TRANSIT CENTER LOCATION

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #1

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643



SECTION A-A

NOTES:

1. USES LAWN AREA ON NORTH SIDE OF COUNTY BUILDING FOR TRANSIT CENTER. ASSUMING 20' SEPARATION BETWEEN BUILDINGS, APPROXIMATELY 3,700 SF OF FLOOR AREA CAN BE PROVIDED ON ONE FLOOR. BREEZEWAY PROVIDED AT LOCATION OF EXISTING WALKWAY. (SUB OPTION WOULD BE TO PROVIDE SOME OR ALL OF THE TRANSIT CENTER SPACE WITHIN THE EXISTING LIBRARY BUILDING).
2. ALL EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM STREET NORTH OF COUNTY BUILDING.
4. ELIMINATES POST BOX DROPOFF AREA AND 1 PARKING SPACE ON NORTH SIDE OF PALM ST IN FRONT OF CITY HALL.
5. ELIMINATES 6 ON STREET PARKING SPACES ON WEST SIDE OF OSOS ST AND 5 SPACES ON EAST SIDE SOUTH OF PALM ST. DEPENDING ON ARTIC. LOCATION SELECTED, BETWEEN 2 AND 4 ADDITIONAL PARKING SPACES WILL BE ELIMINATED.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 14 ALLOW FULLY INDEPENDENT OPERATION AND 2 ARE IN A PAIR OF BAYS THAT PRECLUDE INGRESS AND EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST).
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 700 FEET.

ALTERNATE ARTIC BUS STOP LOCATIONS

PALM ST
70' R/W

TRANSIT BUILDING (~3,700SF)

BREEZEWAY

COUNTY BUILDING

SHELTER

SHELTER

A

C

B

A

OSOS ST
50' R/W

MILL ST

CITY HALL

LIBRARY

MONTEREY ST

60' R/W

N
E
W
S

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #2

DOKKEN ENGINEERING
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Folsom, CA 95630
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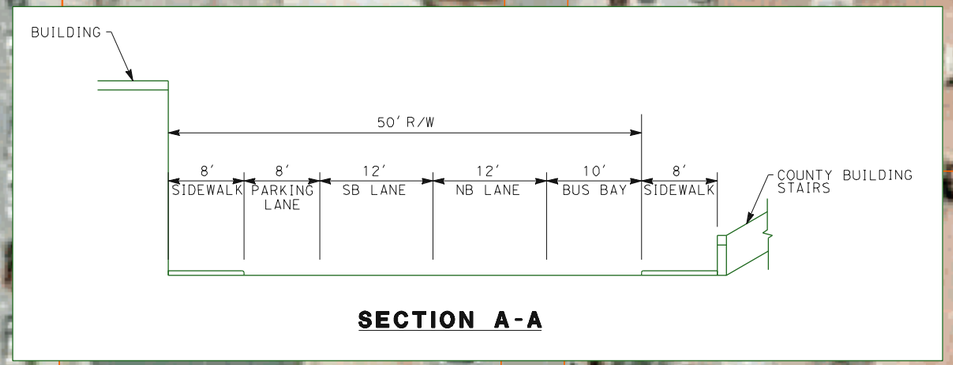

SECTION A-A

NOTES:

1. USES PARCEL AT NORTHEAST CORNER OF OSOS ST AND PALM ST.
2. ALL EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM STREET NORTH OF COUNTY BUILDING.
4. BUS BAYS ON OSOS ST EXCEED ADA CRITERIA FOR MAXIMUM SLOPE.
5. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 700 FEET.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 14 ALLOW FULLY INDEPENDENT OPERATION AND 2 ARE IN A PAIR OF BAYS THAT PRECLUDE INGRESS AND EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST).
7. ELIMINATES 5 ON STREET PARKING SPACES ON EAST SIDE OF OSOS ST AND 4 SPACES ON PALM ST EAST OF OSOS ST.

70' R/W

SHELTER

COUNTY BUILDING

TRANSIT BUILDING (~4,630SF)

SHELTER

A

SHELTER

OSOS ST
50' R/W

MILL ST

CITY HALL

PALM ST
60' R/W

A

LIBRARY

N
E
W
S

MONTEREY ST

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #3

DOKKEN ENGINEERING
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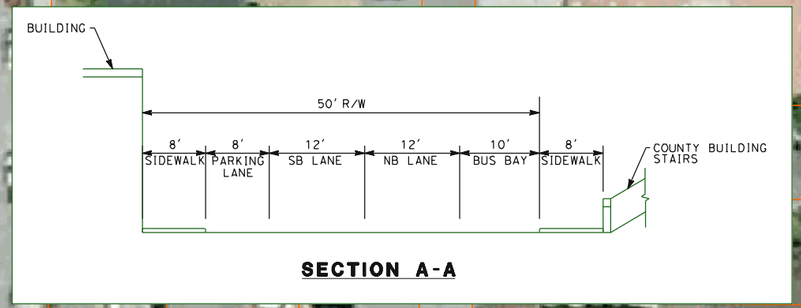


SECTION A-A

NOTES:

1. USES EXISTING CITY HALL PARKING LOT FOR TRANSIT CENTER. 31 SPACES PROVIDED THAT CAN BE USED BY TRANSIT AND CITY STAFF.
2. THE 5 EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM AND MILL ST.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 14 ALLOW FULLY INDEPENDENT OPERATION AND 2 ARE IN A PAIR OF 2 BAYS THAT PRECLUDE INGRESS OR EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST).
5. MAINTAINS ON STREET PARKING ON WEST SIDE OF OSOS ST BETWEEN MONTEREY AND PALM ST BUT ELIMINATES 5 SPACES ON EAST SIDE. ELIMINATES 4 SPACES ON SOUTH SIDE OF MILL ST.
6. BUS BAYS ALONG OSOS ST EXCEED ADA CRITERIA FOR MAXIMUM SLOPE.
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 940 FEET.

OSOS ST
50' R/W

70' R/W

SHELTER

COUNTY BUILDING

SHELTER

A

SHELTER

TRANSIT BUILDING
(~4,700SF)

CITY HALL

LIBRARY

MILL ST
60' R/W

PALM ST
60' R/W

MONTEREY ST

N E S W

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 60' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
NOVEMBER 15, 2011
OSOS STREET ALTERNATIVE #4

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

TECHNICAL MEMORANDUM 6: ENVIRONMENTAL CRITERIA

This Technical Memorandum discusses the environmental considerations for a future Downtown Transit Center in San Luis Obispo, CA at either the Higuera Street or Osos Street sites. Following the environmental evaluation criteria from Technical Memorandum #4, this memorandum discusses the general biological, cultural, hazardous waste, air quality, noise, aesthetics, water quality, and community resources as pertinent to each site and/or alternative. Drawn from the larger list of topics found in the California Environmental Quality Act (CEQA) Checklist, these topics, along with traffic and transportation, are the most likely to differentiate one site from the other. Potential impacts on traffic and transportation will be analyzed in detail with a traffic study to be completed in the next phase of the project and are not expected to be significant.

The project implementing agency (either the City of San Luis Obispo, or the Regional Transit Authority) would be the lead agency under CEQA. Should federal funding be included, the Federal Transit Administration (FTA) would be the lead agency under the National Environmental Policy Act (NEPA).

The first site is a new location along Higuera Street, between Santa Rosa and Toro Streets. The second site is an upgrade of the current location on Osos Street where it can operate safely and with more efficient transfers. As shown in Table 1, Summary of Optimal Downtown Transit Center, the existing optimal transit program would include 13 bus bays and the future needs will increase this number to 16.

TABLE 1: Summary of Optimal Downtown Transit Center

Program Element	Optimal Programs to Support: Existing Services	Optimal Programs to Support: Future Services (2035)
Bus Bays		
SLO Transit	6	7
RTA	6	8
Other	1	1
Total	13	16
Paratransit Vehicle Parking	1	1
Transit Operational Vehicle Parking	4	4
Daily Passengers Boarding at DTC	1,520	3,040
Peak-Hour Passengers Boarding at DTC	150	300
Passengers Onsite at Peak Time	100	200
Passenger Waiting Area (Sq. Feet)	1,350	2,800
Ticket Kiosk/Vending	160	160
Restrooms (4)	1,000	1,000
Transit Store/Information Counter	160	160
Driver Break / Operations Room	250	250
Building Support Uses		
Janitor Closet	60	60
Mechanical/Service Space	100	100
Circulation (15%)	460	680
Total Building Program	3,540	5,210

Note 1: At 12.5 square feet per person. Assumes half standing and half sitting.

Biological Resources

A search of the California Natural Diversity Database (CNDDB) (see Appendix A) was conducted to obtain a list of Federal and State-listed species in the USGS quadrangle. Within the San Luis Obispo 7.5 minute USGS Quadrangle, there are eight Federally or State-listed species. Listed plants include: Morro manzanita (*Arctostaphylos morroensis*), Chorro Creek bog thistle (*Cirsium fontinale* var. *obispoense*), adobe sanicle (*Sanicula*

maritime), and Cuesta Pass checkerbloom (*Sidalcea hickmanii* ssp. a*nomala*). Listed animals include: vernal pool fairy shrimp (*Branchinecta lynchi*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), steelhead-south/central California (*Oncorhynchus mykiss irideus*), California red-legged frog (*Rana draytonii*). Habitats for all these species consist of chaparral, grassland, riparian forest, aquatic habitats, or closed-cone coniferous forest.

Both Higuera Street and Osos Street sites are highly urbanized areas consisting of pavement and some man-made landscaping. Fifteen trees are currently planted along Higuera Street within the project site. More than twenty trees are currently planted along Osos Street within the project site. Should trees be removed or planted, the City's Tree Ordinance (Ordinance No. 1544 (2010 Series)) requires coordination with the City Arborist and consistency with the Street Tree Master List. No other biological issues are anticipated for both sites.

Conclusion: For Biological Resources, there is no difference between the alternatives.

Figure 1: Higuera Street site facing north

Figure 2: Osos Street site, facing south

Cultural Resources

A records search was conducted at the Central Coast Information Center on August 26, 2011 to identify potential archaeological and architectural resources at both project sites. If historic buildings are found at either of the sites with further evaluation, additional coordination with an architectural historian and the State Historic Preservation Officer is anticipated for viewshed impacts, determining appropriate mitigation, and consistency with rehabilitation guidelines.

Higuera Street

While the records search did not identify known historic resources at or near the Higuera Street site, further research through the San Luis Obispo County Assessor's Office indicate that two of the potentially affected buildings at the Higuera Site are 50 years old or older. Specifically, the car showroom at APN: 002-436-009 (Porsche dealership) was built in 1958 and the building at APN 002-436-005 (corner of Higuera Street at Toro Street) was built in 1952. Due to this, evaluation by an architectural historian would be necessary to determine their eligibility for the California Register of Historical Resources (for CEQA compliance) and National Register of Historic Places (for NEPA compliance).

Osos Street

Potential historic resources exist at the Osos Street site, consisting of the Teass House, Carpenter Building, 1301 Osos Street; and the County Government Courthouse Building. Further information on these properties has been requested from the Central Coast Information Center as of September 13, 2011. Should the Teass House or Carpenter Building be affected or incorporated as part of the Transit Center Facility, an evaluation by an architectural historian would be necessary to determine their eligibility for the California Register of Historical Resources (for CEQA compliance) and National Register of Historic Places (for NEPA compliance). The project footprint does not include the AT&T building at 872 Morro Street, or the City of San Luis Obispo City Administration Building at 990 Palm Street.

Conclusion: If historic buildings are found at either Higuera or Osos Street sites, further coordination is anticipated with an architectural historian and the State Historic Preservation Officer.

Figure 3: Teass House, 890 Osos Street

Hazardous Wastes

Higuera Street

A search of the Geotracker database (State Water Resources Control Board, 2011) (see Appendix B) identified the following hazardous waste cases at the Higuera Street site and their cleanup status:

- Spring Toyota, 1144 Higuera Street—LUST Cleanup Completed, Case Closed as of 11/19/1999 (this is now the Porsche dealer)
- 1166 Higuera Street—The City of San Luis Obispo Fire Department issued a conditional "No Further Action" letter and stated that if the building and/or property is modified, expanded or redeveloped, the contaminated soils will have to be remediated.
- Phil Burton (Former Station) 1185 Monterey Street—LUST Cleanup Completed, Case Closed as of 4/14/1992
- John's Shell, 1101 Monterey Street—Leak discovered 8/18/1989; Cleanup completed, case closed 11/2/1989.
- Downtown Shell, 1101 Monterey Street (formerly John's Shell)—Groundwater samples have met cleanup goals. On September 1, 2011, water board recommended the case be closed.

Within the Higuera Street project footprint, one (1) Leaking Underground Storage Tank (LUST) case (Spring Toyota [now the Porsche dealership] 1144 Higuera Street) has been cleaned to required levels and is a closed case as of November 19, 1999.

The property at 1166 Higuera Street contains hydrocarbon and lead impacted soil generated and/or placed at the property at least 55 years ago. The City of San Luis Obispo Fire Department issued a conditional "No Further Action" letter and stated that if the building and/or property is modified, expanded or redeveloped, the contaminated soils will have to be remediated (see letter dated October 13, 1998 in Appendix B). As a result, consultation with the City of San Luis Obispo Fire Department is recommended to determine the steps needed for re-developing the property into a Transit Center. Potential actions may include testing with geoprobes to perform confirmatory soil sampling, the preparation of a Health and Safety Plan for worker safety, and/or a Work Plan to address potential contaminated soil if encountered. Early coordination with the Fire Department is recommended.

Adjacent to the project site are three LUST cases. One LUST at the Phil Burton (Former Station), 1185 Monterey Street, was cleaned to required levels and was a closed case as of April 14, 1992. A LUST at John's Shell, 1101 Monterey Street was a closed case as of November 2, 1989. Another LUST at the Downtown Shell (formerly John's Shell), 1101 Monterey Street, is currently an open case and is undergoing verification monitoring. Groundwater samples at the Shell Station LUST site have met cleanup goals and on September 1, 2011, the SWRCB recommended the case be closed (see "Staff Report for Regular Meeting of September 1, 2011" in Appendix B). Based on the SWRCB GeoTracker website (as of December 12, 2011), the "Central Coast Water Board, San Luis Obispo County EHS [Environmental Health Services], City of San Luis Obispo Fire Department (City Fire), and the appropriate local planning and building departments must be notified prior to any changes in land use, grading activities, excavation, or dewatering."

Osos Street

The search of the Geotracker database identified one hazardous waste case at the Osos Street site and its cleanup status:

- County Government Center—LUST Cleanup Completed, Case closed as of 1989

Conclusion: Regarding Hazardous Wastes, the Higuera Street site would require coordination with the City of San Luis Obispo Fire Department to determine the steps needed for re-developing the 1166 Higuera Street property as part of the Transit Center. Additional coordination with the Regional Water Quality Control Board, San Luis Obispo County Environmental Health Services, and City of San Luis Obispo Fire Department is also needed to ensure cleanup at the Shell Gas Station, 1101 Monterey Street, has been finalized and appropriate measures for re-developing the

adjacent property are taken . As of September 1, 2011, the case closure for 1101 Monterey Street was recommended.

Confirmatory soil sampling, a Health and Safety Plan for worker safety, a Work Plan for encountering contaminated soils, and remediation actions may be necessary for the Higuera Street project site.

Air Quality

The project sites are within the jurisdiction of the San Luis Obispo County Air Pollution Control District (APCD). The district currently exceeds the State standards of ozone and fine particulate matter (PM10). The district does not currently exceed any of the Federal standards for criteria pollutants. The APCD's Clean Air Plan (2009) identifies emission control measures addressing the attainment and maintenance of state and federal ambient air quality standards. This project is consistent with the Transportation Control Measures T-2A Local Transit System Improvements and T-2B Regional Public Transit Improvements found within the Clean Air Plan. Specifically, such local and regional transit improvements are anticipated to reduce emissions, vehicle miles traveled, and average daily trips.

The environmental analysis would need to address the APCD's thresholds of significance for operational emissions and thresholds of significance for construction operations, as shown in Tables 2 and 3. A discussion of sensitive receptors including schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units would also be needed. Both Higuera Street and Osos Street sites have sensitive receptors within 500 ft of the project footprint (also see Appendix C for locations of air and [noise] receptors):

Higuera Street

A multi-level residential building at the corner of Marsh Street/Toro Street is currently being constructed approximately 200 ft south of the project site. The nearest existing residence is located along Higuera Street, approximately 200 ft east of the project site.

Osos Street

Residences are adjacent to the project site, at the southeast corner of the Osos/Mill Street intersection. Residences are also across the project site at the northwest and southwest corners of the Morro/Mill Street intersection. The Home Instead Senior Care, at the corner of the Moro/Monterey Street intersection, is also approximately 250 ft southwest of project site.

Conclusion: Regarding Air Quality, both project sites have residences within 500 ft. Both sites would require similar analysis of local operational emissions. The Osos Street site would likely experience less of a change from the existing because it currently operates as a bus transfer area.

Table 2: San Luis Obispo County APCD Thresholds of Significance for Construction Operations

	Threshold[1]		
Pollutant	**Daily**	**Quarterly Tier I**	**Quarterly Tier 2**
ROG+ NO_2 (combined)	137 lbs	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM_{10}) Dust (2)		2.5 tons	
Greenhouse Gases (CO_2, CH_4)	**Not Yet Established**		

1. Daily and quarterly emission thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines.
2. Any project with a grading area greater and 4.0 acres of worked area can exceed the 2.5 ton PM10 quarterly threshold.

Source: Table 2-1 of the *Clean Air Plan*, San Luis Obispo County APCD (2009)

Table 3: Thresholds of Significance for Operational Emissions Impacts

	Threshold(1)	
Pollutant	**Daily**	**Annual**
Ozone Precursors (ROG + NO_2)(2)	25 lbs/day	25 tons/year
Diesel Particulate Matter (DPM)(2)	1.25 lbs/day	
Fugitive Particulate Matter (PM_{10}), Dust	25 lbs/day	25 tons/year
CO	550 lbs/day	
Greenhouse Gases (CO_2, CH_4)	Not Yet Established	

1. Daily and annual emission thresholds are based on the California Health & Safety Code Division 26, Part 3, Chapter 10, Section 40918 and the CARB Carl Moyer Guidelines for DPM.
2. URBEMIS – use winter operations emission data to compare to operational thresholds

Source: Table 3-2 of the *Clean Air Plan,* San Luis Obispo County APCD (2009)

Noise

Significance noise thresholds to be considered under CEQA are the following from the City of San Luis Obispo General Plan Noise Element:

Table 4: Maximum Allowable Noise Exposure-Transportation Noise Sources

MAXIMUM ALLOWABLE NOISE EXPOSURE-TRANSPORTATION NOISE SOURCES

Land Use	Outdoor Activity Areas[1] L_{DN}/CNEL, dB	Interior Spaces L_{DN}/CNEL, dB	Interior Spaces L_{eq} dB[2]
Residential (except temporary dwellings and res accessory uses)	60[3]	45	--
Bed and Breakfast Facilities, Hotels and Motels	60[3]	45	--
Hospitals, Nursing and Personal Care	60[3]	45	--
Public Assembly and Entertainment (except Meeting Halls)	--	--	35
Offices	60[3]	--	45
Churches, Meeting Halls	--	--	45
Schools-Preschool to Secondary, College and University, Specialized Education and Training Libraries and Museums	--	--	45
Outdoor Sports and Recreation	70	--	--

1 Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

2 As determined for a typical worst-case hour during periods of use.

3 For other than residential uses, where an outdoor activity area is not proposed, the standard shall not apply. Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{DN}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: *General Plan ,* City of San Luis Obispo (2010); Table 3-1

Significance noise thresholds to be considered under NEPA are the following from FTA's *Transit Noise and Vibration Impact Assessment* (2006):

Table 4: FHWA/FTA Noise Abatement Criteria

Activity Category	Hourly A-weighted Sound Level (dBA)		Description of Activity Category
	$L_{eq}(h)$	$L_{10}(h)$	
A	57 Exterior	60 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	70 Exterior	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	75 Exterior	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 Interior	55 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
Note: Noise mitigation must be studied where predicted traffic noise levels approach or exceed the values in this table. Individual state highway agencies define "approach or exceed" within their states. As a result, the actual criteria that trigger mitigation studies are all 1 to 3 decibels lower than the values in this table. Contact specific state highway agencies to learn their definition of "approach or exceed."			

Source: *Transit Noise and Vibration Impact Assessment* (2006), Federal Transit Administration

Additionally, a significant change in existing noise levels is considered to be a change of at least 12 dB, in which noise abatement would be considered.

Higuera Street

The Higuera Street site is adjacent to commercial office buildings, restaurants, and is within 500 ft of residential land uses. Potential receptors nearby include outdoor eating areas at the northeast corner of the Higuera Street/Toro Street intersection, 90 ft away from the proposed transit center; and at the southwest corner of the Higuera/Santa Rosa Street intersection, approximately 100 ft away. The General Plan states that noise levels exceeding the threshold may be allowed with City approval. Residences are also located approximately 350 ft east-northeast and 200 ft southeast of the project site. See Appendix C for locations of noise (and air) receptors.

Osos Street

The Osos Street site is adjacent to offices and commercial/retail land uses. Sensitive receptors near the Osos Street project site include a mixed-use/residential building at the southeast corner of Osos Street/Mill Street intersection and residences at the northwest and southwest corners of the Morro/Mill Street intersection. See Appendix C for locations of noise (and air) receptors.

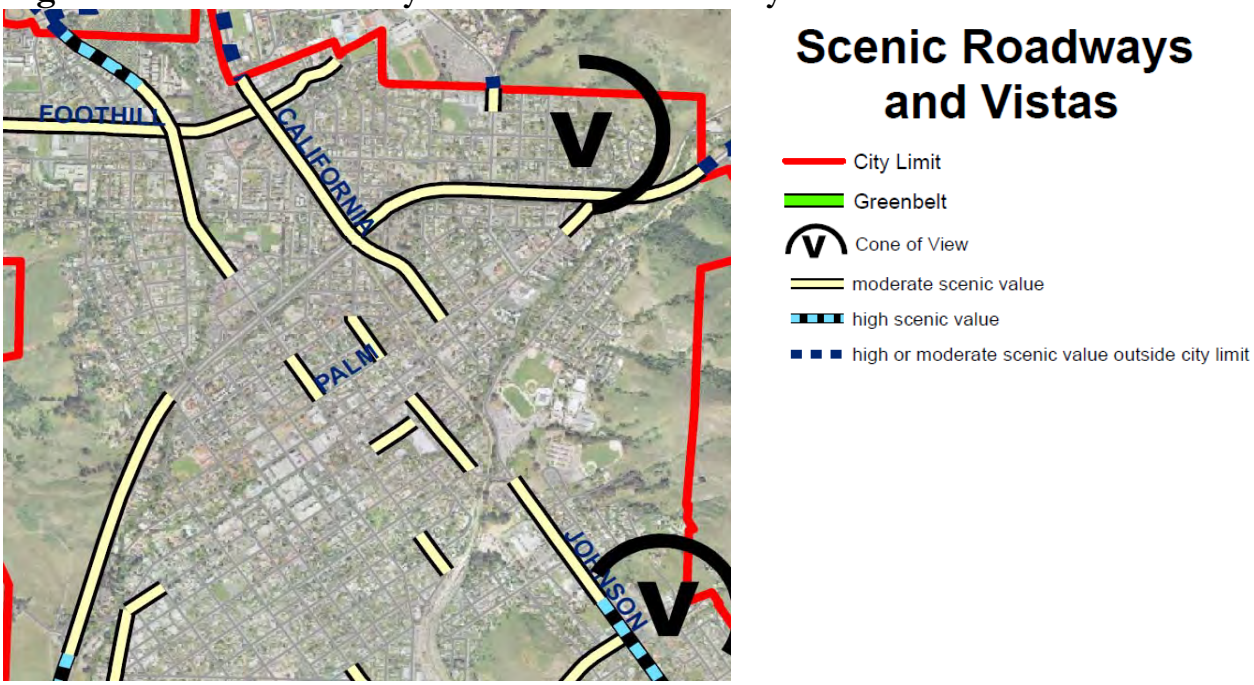
Conclusion: Both project sites have noise receptors at or near the footprint. The Osos Street site would likely experience less of a change from the existing because it currently operates as a bus transfer area.

Aesthetics

No State or Federally-designated scenic highways or byways are at the Higuera Street or Osos Street sites. The City of San Luis Obispo's General Plan indicates several corridors in and near the city that are of "moderate" or "high" scenic value. None of these roadways or corridors are at the Higuera Street or Osos Street sites. While portions of Marsh Street and Santa Rosa Street, which have "moderate scenic value" are nearby, these would not be impacted and are not in the project site footprints.

Aesthetics and viewshed impacts would also require consideration, particularly if historic buildings are involved at either of the Higuera Street or Osos Street sites.

Figure 4: Scenic Roadways and Vistas in the City's *General Plan*



Source: *General Plan* (2010), City of San Luis Obispo

Conclusion: Regarding Aesthetics, coordination with the City would need to take place to ensure aesthetics are consistent with the City's goals and standards for either Higuera Street or Osos Street sites. If historic buildings are at either of the project sites, additional coordination with an architectural historian and the State Historic Preservation Officer is anticipated to ensure aesthetic treatments are consistent with rehabilitation guidelines and are sensitive to the viewshed.

Water Quality

No jurisdictional waters are located at either project site, so Section 404 or Section 401 permits are not required from the U.S. Army Corps of Engineers or Regional Water Quality Control Board.

An NPDES Construction General Permit from the State Water Resources Control Board is required for construction disturbances of 1 acre or more. Based on preliminary footprints, the Higuera Street site would result in roughly 2 acres of disturbance. The Osos Street site alternatives range from approximately 0.75 acre to roughly 2.4 acres of disturbance.

Conclusion: Regarding Water Quality, the Higuera Street site alternatives would require an NPDES Construction General Permit. Depending on the alternative chosen at the Osos Street site, the permit may not be needed.

Community

For either Higuera and Osos Street sites, right-of-way acquisitions are limited to commercial properties. Due to the largely commercial surroundings of each site, community disruption is not anticipated.

Conclusion: Regarding Community issues, it is anticipated that there is no difference between the sites or alternatives.

Appendix A

Biological Resources-CNDDB Query

CA.GOV DEPARTMENT OF FISH AND GAME

Quad is (San Luis Obispo (3512036)) and Is Listed is True

CNDDB Element Query Results

ScientificName	CommonName	GlobalRank	StateRank	FederalListingStatus	StateListingStatus	CNPSList	OtherStatus	Habitat
Arctostaphylos morroensis	Morro manzanita	G2	S2.2	Threatened	None	1B.1		Chaparral | Cismontane woodland | Coastal dunes | Coastal scrub
Branchinecta lynchi	vernal pool fairy shrimp	G3	S2S3	Threatened	None		IUCN_VU-Vulnerable	Valley and foothill grassland | Vernal pool | Wetland
Cirsium fontinale var. obispoense	Chorro Creek bog thistle	G2T1	S1.2	Endangered	Endangered	1B.2		Chaparral | Cismontane woodland | Meadow and seep | Ultramafic
Coccyzus americanus occidentalis	western yellow-billed cuckoo	G5T3Q	S1	Candidate	Endangered		BLM_S-Sensitive | USFS_S-Sensitive | USFWS_BCC-Birds of Conservation Concern	Riparian forest
Oncorhynchus mykiss irideus	steelhead - south/central California coast DPS	G5T2Q	S2	Threatened	None		AFS_TH-Threatened | DFG_SSC-Species of Special Concern	Aquatic | Sacramento/San Joaquin flowing waters | South coast flowing waters
Rana draytonii	California red-legged frog	G4T2T3	S2S3	Threatened	None		DFG_SSC-Species of Special Concern | IUCN_VU-Vulnerable	Aquatic | Artificial flowing waters | Artificial standing waters | Freshwater marsh | Marsh and swamp | Riparian forest | Riparian scrub | Riparian woodland | Sacramento/San Joaquin flowing waters | Sacramento/San Joaquin standing waters | South coast flowing waters | South coast standing waters | Wetland
Sanicula maritima	adobe sanicle	G2	S2.2	None	Rare	1B.1	USFS_S-Sensitive	Chaparral | Coastal prairie | Meadow and seep | Ultramafic | Valley and foothill grassland
Sidalcea hickmanii ssp. anomala	Cuesta Pass checkerbloom	G3T1	S1	None	Rare	1B.2	BLM_S-Sensitive | USFS_S-Sensitive	Closed-cone coniferous forest | Ultramafic

Appendix B

Hazardous Waste

LINK TO THIS MAP

GEOTRACKER

LAYERS

- ☒ SIGNIFIES A CLOSED SITE
- ☑ Leaking Underground Tank (LUST) Cleanup Sites
- ☑ Other Cleanup Sites
- ☑ Land Disposal Sites
- ☑ Military Sites
- ☑ WDR Sites
- ☐ Permitted Underground Storage Tank (UST) Facilities
- ☑ Monitoring Wells*
- ☐ DTSC Cleanup Sites
- ☐ DTSC Haz Waste Permit

MAP SIZE

640x480

OPTIONS

☑ Site List - EXPORT TO EXCEL

12 Sites

☐ SHOW SITES WITHIN 1000 FEET OF THE FOLLOWING ADDRESS: Higuera Street, san luis obispo, ca Go

SITE LIST

SITE NAME	GLOBAL ID	CLEANUP STATUS	ADDRESS	CITY
7-ELEVEN STORE #18816	T0607900030	OPEN - VERIFICATION MONITORING	1108 MONTEREY ST	SAN LUIS OBISPO
BURTON, PHIL (FORMER STATION)	T0607900083	COMPLETED - CASE CLOSED	1185 MONTEREY ST	SAN LUIS OBISPO
CHEVRON #9-4077	T0607955009	OPEN - REMEDIATION	1066 MONTEREY ST	SAN LUIS OBISPO
DOWNTOWN SHELL	T0607968199	OPEN - VERIFICATION MONITORING	1101 MONTEREY ST	SAN LUIS OBISPO
JOHN'S SHELL	T0607900144	COMPLETED - CASE CLOSED	1101 MONTEREY ST	SAN LUIS OBISPO
KIMBALL MOTORS	T0607900067	COMPLETED - CASE CLOSED	1144 MONTEREY ST	SAN LUIS OBISPO
KIMBALL MOTORS	T10000001025	OPEN - VERIFICATION MONITORING	1144 MONTEREY STREET	SAN LUIS OBISPO
MONTEREY MOTORS	T0607900021	COMPLETED - CASE CLOSED	1144 MONTEREY ST	SAN LUIS OBISPO
ROSSI PROPERTY	T0607900053	COMPLETED - CASE CLOSED	1200 MONTEREY ST	SAN LUIS OBISPO
SLO COUNTY GOVERNMENT CENTER/DONUT SHOP	T0607940080	COMPLETED - CASE CLOSED	1051 MONTEREY ST	SAN LUIS OBISPO
SMITH VOLVO	T0607999973	COMPLETED - CASE CLOSED	1219 MONTEREY ST	SAN LUIS OBISPO
SPRING TOYOTA	T0607900072	COMPLETED - CASE CLOSED	1144 HIGUERA ST	SAN LUIS OBISPO

MAP AN ADDRESS: Go!

LINK TO THIS MAP

GEOTRACKER

LAYERS

- ☒ SIGNIFIES A CLOSED SITE
- ☑ Leaking Underground Tank (LUST) Cleanup Sites
- ☑ Other Cleanup Sites
- ☑ Land Disposal Sites
- ☑ Military Sites
- ☑ WDR Sites
- ☐ Permitted Underground Storage Tank (UST) Facilities
- ☑ Monitoring Wells*
- ☐ DTSC Cleanup Sites
- ☐ DTSC Haz Waste Permit

MAP SIZE

640x480

OPTIONS

☑ Site List - EXPORT TO EXCEL

5 Sites

☐ SHOW SITES WITHIN 1000 FEET OF THE FOLLOWING ADDRESS: Higuera Street, san luis obispo, ca Go

SITE LIST

	SITE NAME	GLOBAL ID	CLEANUP STATUS	ADDRESS	CITY
■	7-ELEVEN STORE #18816	T0607900030	OPEN - VERIFICATION MONITORING	1108 MONTEREY ST	SAN LUIS OBISPO
■	CHEVRON #9-4077	T0607955009	OPEN - REMEDIATION	1066 MONTEREY ST	SAN LUIS OBISPO
☒	COUNTY GOVERNMENT CENTER	T0607900018	COMPLETED - CASE CLOSED	1050 MONTEREY ST	SAN LUIS OBISPO
☒	SIDE WALK (SLO CO. GOV. CENTER	T0607944265	COMPLETED - CASE CLOSED	1055 MONTEREY	SAN LUIS OBISP
☒	SLO COUNTY GOVERNMENT CENTER/DONUT SHOP	T0607940080	COMPLETED - CASE CLOSED	1051 MONTEREY ST	SAN LUIS OBISPO

MAP AN ADDRESS: Go!

City of San Luis Obispo

FIRE DEPARTMENT
2160 Santa Barbara Avenue • San Luis Obispo, CA 93401-5240 • 805/781-7380
"Courtesy & Service"

October 13, 1998

Steve Little, R.G., C. HG.
SECOR International, Inc.
3437 Empresa Drive, Suite A
San Luis Obispo, CA 93401

Re: 1166 Higuera Street, San Luis Obispo, CA

Dear Mr. Little:

We have reviewed your request to have the Fire Department issue a conditional "No Further Action" letter regarding this site. Assuming that the documentation and information provided by SECOR was accurate and representative of existing site conditions, your request has been granted.

Please note that the proposed groundwater monitoring regiment through October of 1999 must be strictly adhered too and, that if the building and/or property is modified, expanded, or redeveloped, the contaminated soils will have to be remediated. It should be noted that this letter does not relieve the property owner of any responsibilities mandated under the California Health & Safety Code if existing, additional, or previously-unidentified contamination is discovered.

Should you or the Clintons have any questions pertaining to this project, please do not hesitate to call me at 781-7383.

Sincerely,

Spencer Meyer
Hazardous Materials Coordinator

C: Stanford Clinton Jr., Property Owner
Ken Katen, RWQCB
Hal Halnnula, SLO Building Dept.

STATE OF CALIFORNIA
REGIONAL WATER QUALITY CONTROL BOARD
CENTRAL COAST REGION

STAFF REPORT FOR REGULAR MEETING OF SEPTEMBER 1, 2011
Prepared August 10, 2011

ITEM NUMBER: 9

SUBJECT: Recommended Case Closures

Background:

This staff report provides summaries of recommended case closures for two Underground Storage Tank (UST) sites. For these sites, soil and/or groundwater beneath these site has not attained water quality or soil cleanup goals for one or more constituents. Staff's closure recommendation is premised on the knowledge that: 1) the remaining constituent concentrations are sufficiently low so as to not pose a threat to surrounding existing beneficial uses of the water (e.g., supply wells, surface waters, etc.); 2) the constituent sources have been removed; 3) monitoring has indicated that the groundwater plumes are contracting in size and concentration; and 4) continued monitoring at these sites would not provide additional benefits relative to the additional cost to the responsible party and the additional expenditure of Water Board staff resources necessary to oversee this now low-priority site. These sites are appropriate for closure, based on the site-specific information provided below for each of these cases.

UNDERGROUND STORAGE TANK CASE CLOSURE

Downtown Shell, 1101 Monterey Street, San Luis Obispo, San Luis Obispo County (Corey Walsh 805-542-4781)

Central Coast Water Board staff recommends closure of this UST case where recent groundwater sample results indicate benzene, MTBE, TBA, and di-isopropyl ether (DIPE) remain at concentrations greater than Central Coast Water Board cleanup goals. Sample results from one on-site monitoring well (MW-4) show groundwater contaminant levels of benzene, MTBE, TBA, and DIPE of 18.4 micrograms per liter (µg/L), 24.4 µg/L, 65.1 µg/L, and 58.6 µg/L, respectively. Central Coast Water Board cleanup goals for benzene, MTBE, TBA and DIPE are 1 µg/L, 5 µg/L, 12 µg/L, and 0.8 µg/L, respectively. Other common groundwater contaminants associated with gasoline and fuel oxygenates are below cleanup goals.

Contaminant concentrations have been decreasing since monitoring began in October 2002. Figure 2, *Groundwater Hydrocarbon Distribution Map,* presents groundwater flow direction, analytical data, and well locations. The depth to groundwater is between approximately 7 feet and 23 feet below ground surface (bgs) and generally flows toward the south-southeast. The *Water Quality Control Plan, Central Coast Region* (Basin Plan) designates groundwater beneficial uses beneath this site as domestic and municipal supply, agricultural supply, and industrial supply.

The subject site is an open retail fuel service station located on the southeastern corner of the intersection of Monterey Street and Santa Rosa Street in San Luis Obispo. The property is currently proposed for redevelopment to include a carwash with remodeling of the existing service station and convenience store. The surrounding land is mixed use retail commercial and residential. San Luis Obispo Creek is located approximately 700 ft southeast of the site. Mr.

and Mrs. Raffy Arsene, and SLO Monterey, LLC are the current property owners. Shell Oil Products US (Shell) is the party responsible for cleanup of the site.

During facility upgrade activities in February 2002, soil sample results showed petroleum hydrocarbon contamination beneath five of the six fuel dispensers. The identified constituents of concern were gasoline and associated constituents including: benzene, toluene, ethylbenzene, and xylenes (collectively BTEX), MTBE, TBA, and DIPE. Contractors conducted a limited excavation to remove impacted soil below fuel dispensers and disposed of approximately 115 tons of contaminated pea gravel and soil. Soil analytical results from samples collected between four and six feet bgs indicated the vertical and lateral extent of impacted soils was not fully removed or delineated. Contaminated soils were excavated to the extent practicable; however soil contamination was left in place at levels greater than typical cleanup goals.

In February 2003, contractors installed two groundwater monitoring wells, one upgradient and one downgradient of the discharge. In February 2005, two additional groundwater monitoring wells were installed downgradient of the discharge. In May 2005, contractors drilled six soil borings to further delineate the extent of soil and groundwater impacts. In August 2008, four soil vapor extraction wells and four air sparging wells were installed. Remedial actions taken at the site include soil excavation and disposal, groundwater pump-out events, and soil vapor/air sparging extraction. Soil sample analytical results showed contamination above cleanup goals at various locations across the site. Central Coast Water Board staff expects these residual levels of soil and groundwater contamination to degrade naturally over time.

The closest water supply well is an inactive San Luis Obispo City Water Department municipal water supply well (Mitchell Park Well) located approximately 1,500 ft southeast of the site. Three irrigation (Tiger Water Supply) wells are located approximately 2,100 ft northeast of the site which provide irrigation water to the San Luis Obispo High School. Residual petroleum hydrocarbons are very unlikely to impact these wells considering the area geology, groundwater flow direction, well distances, and low remaining contaminant concentration.

Our recommendation for case closure is based on the following:

1. The extent of the release has been adequately characterized,
2. The soil contaminant source was removed from the site, to the extent practical,
3. The remaining soil pollution above the cleanup goal is limited in extent,
4. The remaining groundwater constituents of concern are limited to benzene, MTBE, TBA, and DIPE, and are declining in size and concentration,
5. Benzene concentrations in MW-4 groundwater have been reduced from a maximum of 440 µg/L to 18 µg/L, MTBE from 11,000 µg/L to 24 µg/L, TBA from 220,000 µg/L to 65 µg/L, and DIPE from 400 µg/L to 58 µg/L,
6. The remaining groundwater constituents of concern are limited to one on-site monitoring well (MW-4) located down and cross-gradient of the fuel dispensers,
7. Monitoring data indicate favorable conditions for natural attenuation of petroleum hydrocarbons and concentrations are expected to continue to decrease with time,
8. The nearest water supply well is located approximately 1,500 ft southeast of the site, and remaining contamination is unlikely to reach any water supply wells, and
9. Closure is consistent with Section III.G. State Board Resolution No. 92-49, allowing consideration of cost effective abatement measures for a site where attainment of reasonable objectives less stringent than background water quality does not unreasonably affect present or anticipated beneficial uses of groundwater.

Localized residual soil and groundwater contamination still underlies the site and could pose an unacceptable risk under certain site redevelopment activities such as site grading, excavation, or de-watering. The Central Coast Water Board, San Luis Obispo County EHS, City of San Luis Obispo Fire Department (City Fire), and the appropriate local planning and building departments must be notified prior to any changes in land use, grading activities, excavation, or dewatering. This notification should include a statement that residual soil and groundwater contamination underlie the property and may underlie nearby properties, and a description of the mitigation actions necessary (if any) to ensure that any possibly contaminated soils or groundwater brought to the surface by these activities are managed appropriately. Future site disturbance could require worker health and safety protection, and restrictions on the disposal of soil and groundwater. City Fire may require additional assessment if the property is proposed to be redeveloped. Additional actions required by City Fire may include, but are not limited to, a case review, further remedial action, soil gas analysis, and a human health risk assessment.

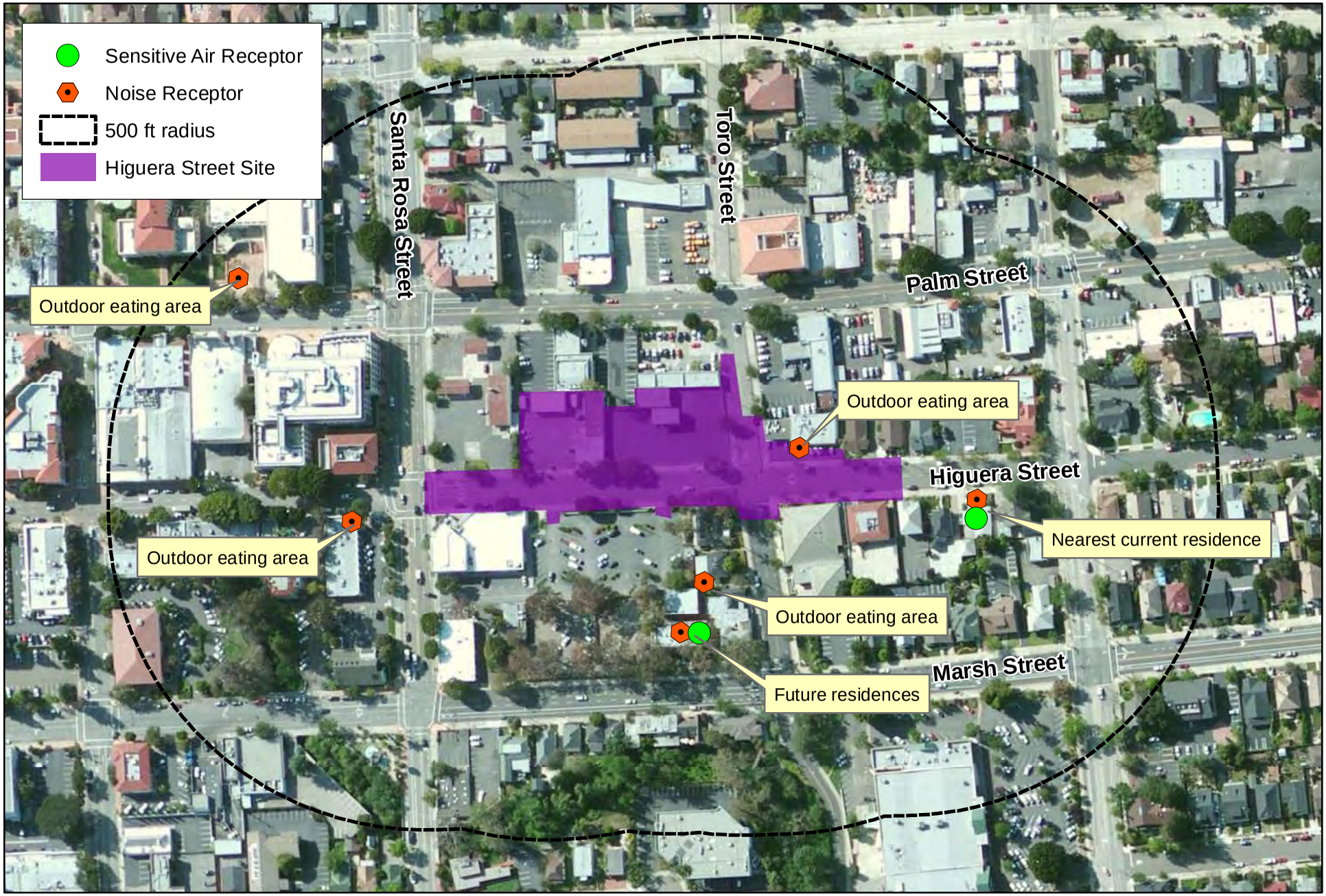
Central Coast Water Board staff notified the property owner, adjacent owners and other interested parties of the proposed case closure. City Fire agrees with the proposed case closure. The site property owners (Mr. and Mrs. Raffy Arsene, and partners of SLO Monterey, LLC) submitted objections to case closure, indicating commenting on the contaminants remaining on-site. Central Coast Water Board staff responded to the property owners comments and participated in efforts to resolve their concerns. The site property owners negotiated a settlement with Shell, and withdrew their objections to case closure. We have also received one letter in support of case closure from an adjacent property owner, whose property is also an ongoing investigation and cleanup case. Unless the Water Board directs staff otherwise and pending proper monitoring well destruction, the Executive Officer will issue a case closure letter pursuant to California Underground Storage Tank Regulations.

Attachment 2: Groundwater Hydrocarbon Distribution Map

S:\UST\Regulated Sites\San Luis Obispo Co\San Luis Obispo\MontereySt\SRC-1101 Monterey\Recommended Closures 090111.doc

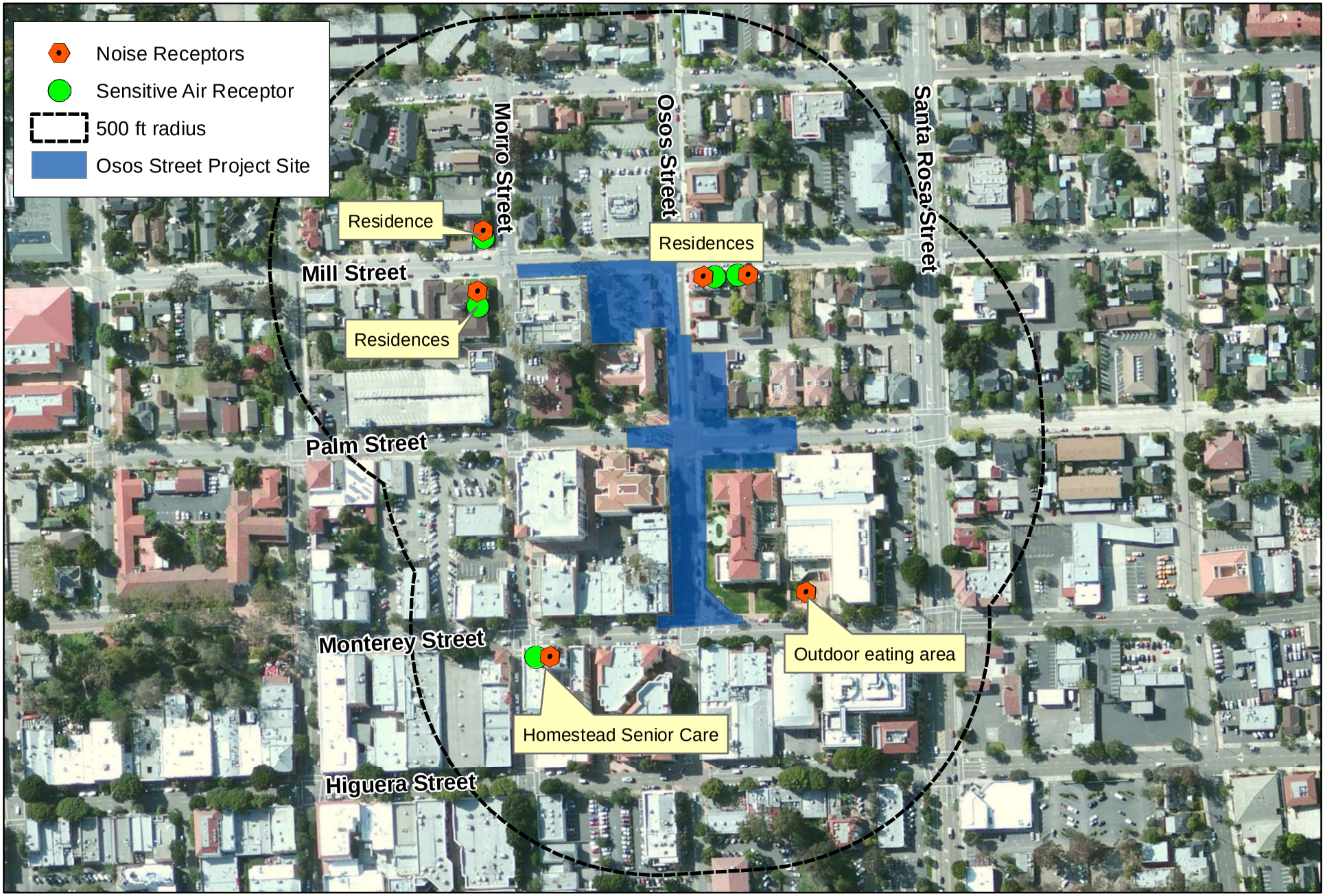
Appendix C

Air and Noise Receptors



Noise and Air Receptors

Higuera Street Alternatives
SLOCOG Coordinated Transit Center Study



Noise and Air Receptors

Osos Street Alternatives
SLOCOG Coordinated Transit Center Study

TECHNICAL MEMORANDUM 7:
POTENTIAL FUNDING SOURCES

Overview

This Technical Memorandum discusses potential and reasonably-foreseeable opportunities for funding design and construction of a new downtown transit center in the City of San Luis Obispo. Although this memorandum in not intended to address maintenance and operation revenue sources a brief discussion of that topic is also included.

For preliminary planning purposes it is assumed that the total cost of a new facility, including environmental approvals, preliminary engineering, right-of-way acquisition, and construction will be $5 - $7 million.

Right-of-way acquisition is the most-significant variable and could be as much as 50% of the total cost.

It is anticipated that prior to the Draft Report, the Project Study Team and stakeholders will identify the top 1-2 alternatives. The criteria that will be used to evaluate and rank the identified alternatives will include a number of financial-related items, including right-of-way cost, construction cost, maintenance cost, and impact on local revenues (such as loss or gain in tax bases).

Discussion

Funding for transportation projects in California is challenging.

Existing Funding

A) The San Luis Obispo Council of Governments (SLOCOG) received a $100,000 Federal Transit Administration Section 5307 grant for the Coordinated Transit Center study. This grant funding cannot be used for future project development work as it will have been spent in full by the end of the study SLOCOG programs over $3 Million a year in Section 5307 formula funds region wide; much of this funding is used toward operating assistance in the Central San Luis Obispo area and in North County.

B) SLOCOG has programmed $300,000 from the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA). This funding source is also called Proposition 1-B. These funds have been approved and are available to the project. However, Caltrans guidelines for use of the PTMISEA funds have evolved over the last few years and currently restrict the use to construction with the prerequisite of environmental clearance. Also somewhat in flux are requirements for the timely use of these funds, in part because of the State's limited capacity to sell remaining bonds. At this time SLOCOG has a remaining $2 to 4 Million to program region wide on transit capital projects from Proposition 1-B.

C) SLOCOG programs $1.5 to $2 Million per year in discretionary State Transit Assistance (STA) funds allocated among all operators; most of those funds are used either for operating support or as local matching funds to capital or planning grants.

It is not expected that the Coordinated Transit Center project can move forward with the sole use of the above existing sources of formula-based funding. New capital grants will have to be secured for the project to move forward.

Potential Sources of Additional Funding

Table 1 identifies the local, State, and Federal revenues that could be used to fund development and construction of the Coordinated San Luis Obispo transit center in the downtown.

However, a combination of shortfalls in funding transit service operations and maintenance, shortfalls in funding transit vehicle replacements, the lack of non-Federal funds for any transportation purpose, and the uncertainty about any future State discretionary funds means that only one type of funding source is practical to assume will be available – at least for the large capital costs (i.e., right-of-way and construction). That source is Federal discretionary transit grants.

Local funding sources that could be used for the transit center are overcommitted to operating and maintaining existing transportation systems and facilities.

The main State funding source that could realistically be used for the Coordinated Transit Center project is the Proposition 1B PTMISEA program. As noted above, the status of the PTMISEA program is uncertain, most significantly because of the uncertainty of the State's capacity to sell additional general obligation bonds. SLOCOG does have remaining $2 to $4 Million un-programmed PTMISEA funds once they become available.

Although in recent years there have been a number of distinct Federal grant programs that could fund the Coordinated Transit Center, only the Federal Transit Administration (FTA) Section 5309 Bus and Bus Facilities Discretionary Program is the most likely candidate. Recent competitive awards to the Regional Transit Authority (fleet procurements in September 2011) have been made under this program, also called "State of Good Repair".

In the past, projects funded from the Federal Bus and Bus Facilities program have been selected in two ways.

- One, Congress has directly appropriated specific amounts of funding to specific projects. This practice was commonly-referred to as 'earmarking' and has been widely debated. It is uncertain whether any form of direct Congressional appropriation will exist in the future.
- Two, FTA has selected projects on a competitive basis.

Looking forward, the FTA Section 5309 program may be replaced as the current Federal transportation legislation [the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)] has expired. Non-Federal matching funds of 11.5% - 20.0% have been required.

The Federal government has periodically enacted temporary extensions of SAFETEA-LU which has created new rounds of funding for existing programs. Congress is currently working on a new transportation bill although the timing of any new legislation is uncertain.

Table 1
POTENTIAL FUNDING SOURCES

FUNDING SOURCE	CAN BE USED FOR	NOTES
LOCAL		
Tranportation Development Act	In accordance with specific legislative priorities, planning, bicycle/pedestrian improvements, transit, and streets/roads	Limited by annual formula. Complex State/local process to allocate. Not typically allowed to accumulate. Could be used to match Federal funds or in small amounts for preliminary work.
STATE		
State Transit Assistance	Capital projects and operating	Limited by annual formula. No matching funds required.
Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA)		Total amount limited by formula established in voter-approved Proposition 1B. State limitations on bonding capacity makes future of program uncertain.
FEDERAL		
Federal Transit Administration Section 5307 ***Urbanized Area Formula***	Planning, capital and operating	Improvements must remain in transit service over their useful life. Allocated by formula. 20% non-Federal match.
Federal Transit Administration Section 5309 ***Urbanized Bus and Bus Facilities Discretionary***	Rolling stock and capital	Improvements must remain in transit service over their useful life.

Notes:

(1) The funding sources above represent the most-likely, eligible funding programs.

(2) The San Luis Obispo urbanized area is in attainment of applicable criteria pollutants and therefore not generally eligible for Congestion Mitigation/Air Quality funds.

(3) Other funding programs that are sometimes discussed in similar memorandums but not reasonable alternatives for the Coordinated Transit Center include: property-secured financing such as tax-increment financing districts, redevelopment mechanisms, and lease-leaseback financing; certificates of participation; revenue bonds; and other public-private partnerships.

(4) Three funding programs that could be used to fund aspects of the project that go beyond basic requirements are: Federal Transportation Enhancements (for supplemental aethetic and landscaping elements); Federal Transportation Administration Section 5317 New Freedom Program (for supplemental costs of meeting needs of persons with disabilities); and, Environmental Enhancement and Mitigation program (typically for landscaping and stormwater treatment).

(5) State Transportation Improvement Program and Regional Surface Transportation Program funds are not excluded from use on transit projects but are not considered reasonably available.

Asset-Driven Potential Funding

There is always the possibility that a new transit facility will create opportunities for one-time or on-going revenues. ***It is not recommended at this early stage that any revenues be assumed.*** These items are identified for future consideration.

Potential sources of asset-driven revenue include:

- Sale of the existing transit facility rights-of-way.
- Sale or re-use of existing materials and amenities at the existing facilities.
- Tenants or partners in the new facility. Traditionally, public facilities built with State or Federal funds had significant restrictions on opportunities for revenue-generating activities. Those limitations have softened in recognition of the trend towards mixed-use developments.

  Tenants or partners could include other public agencies, non-profit organizations, or private ventures.

Tenants offer the opportunity for lease payments that could offset maintenance and operation costs although there are a number of challenges associated with tenants.

Partners could bring funding, staffing, or other resources for project development, construction, operations, and/or maintenance. A creative example was the partnership between the El Dorado Irrigation District (EID) and the City of Placerville under which EID acquired private property for two adjacent projects – the new EID Administrative facility, and the Placerville Station Transit Center/Park-and-Ride facility. EID led the right-of-way acquisition and later sold to the City the portion necessary for the transit center.

Under any partnering scenario it is strongly recommended that one of the transit operators be the sole owner/operator of the facility.

Key to Financing Success

Successfully obtaining discretionary transportation project funding extends beyond applying to eligible funding programs. Two extremely important factors are usually essential.

1. ***Breadth/Depth of Support***. Traditionally, agencies give primary emphasis to developing consensus on a preferred alternative for a priority project in order to best-ensure funding.

   While consensus is critical, projects that have been carefully and systematically studied over a long period of time, like the downtown transit center, typically need something more: ***energy, enthusiasm, urgency, and belief***.

   - Are stakeholders and constituents willing to put time and energy in advocating for the project?
   - Is there a sense or eagerness or pride?
   - Is "doing nothing" no longer a feasible alternative?
   - Is there an institutional sense that the project can actually happen?

   Priority projects that have consensus, and these other dynamics, always attract discretionary funding, regardless of the overall challenges facing transportation. Recent examples include the TransBay Transit Center in downtown San Francisco, the Spencer Avenue Transit Center in the City of Oroville, and the Articulated Fleet Transit Vehicle Replacement by the Orange County Transit Authority.

2. ***Shelf-Ready Status***. The other factor that cannot be understated is 'shelf-ready' status. Once a project has identified a specific location and/or alternative, it will still take 1-5 years to be ready for construction, depending upon factors such as site-specific environmental studies, right-of-way acquisition, partnerships, and design.

   Individuals and agencies that control discretionary funds are under significant pressure to demonstrate tangible results – ***It is a rare circumstance where a worthy project that is ready for construction does not attract discretionary funds***.

   One recent example of the value of a 'shelf ready' project was the American Recovery and Reinvestment Act (ARRA). Jurisdictions with ready-to-construct projects were able to use unexpected one-time Federal funds for construction.

Taken cumulatively, these success factors demonstrate the typical reason a project succeeds in obtaining funds: there is sufficient consensus or enough urgency for individuals and agencies to put their time, energy and resources into developing the funding.

Maintenance and Operations

Although this memorandum is not intended to address maintenance and operations it is important to note the following.

- The winter 2012 evaluation of the transit center alternatives considers relative costs of maintenance and operations.
- Many design decisions about phased-construction, and which amenities to include will impact the maintenance and operation costs. Examples of 'optional' features include occupiable space, restrooms, electronic equipment, and trash collection.
- There is the potential for some reduction in transit-related costs related to the existing transfer facilities that would be used in some other manner.
- Although partnerships, tenants, vending, and other possibilities provide potential revenue sources to off-set some portion of maintenance and operation costs it should be assumed that these costs will need to be absorbed by the transit operators.

Other

Because right-of-way is the most significant variable it is important to state an important consideration. "Re-use" of existing public right-of-way, public land, and existing facilities has no direct cost and has the potential for significant savings.

For a number of economic, energy and environmental reasons the trend has been – and may continue to be – towards a higher-density, multimodal pattern for urban and suburban development. Cities like Oroville, CA are constructing new transit facilities where most or all of the right-of-way was obtained by re-using existing public right-of-way and facilities.

Finally, since it appears likely that Federal funds will be needed to complete the project all further planning and project development work should comply with applicable Federal requirements.

- Acquisition of right-of-way – permanent rights, and temporary rights – will be subject to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act. Even if non-Federal funds happen to become available for right-of-way acquisition, unless the ultimate facility is constructed without Federal dollars the project would be precluded from using Federal funds in the future if the acquisition was not done in accordance with applicable Federal requirements.
- Environmental study and approval under the National Environmental Policy Act (NEPA).
- Air quality conformity.
- Utility relocations.

Next Steps

Once the top-ranked alternatives are identified preliminary cost estimates, including contingencies, will be developed. A final funding plan will be prepared based upon the top-ranked alternative(s). The final funding plan should consider strategies as well as sources, such as ways to leverage or exchange the existing State bond funds for funding that could be used to complete the environmental document.

TECHNICAL MEMORANDUM 8:
EVALUATION OF OPTIONS

This Technical Memorandum evaluates the conceptual design alternatives for a future Downtown Transit Center in San Luis Obispo, California, as introduced in *"Technical Memorandum 5: Transit Center Options"*. The new transit center is necessary to accommodate present and future needs for the local and regional transit services. Since downtown is the major hub for both services, the San Luis Obispo Council of Governments (SLOCOG) is conducting a study that focuses its search on two downtown site locations. The first site is a new location along Higuera Street, between Santa Rosa and Toro Streets. The second site is an upgrade of the current location on Osos Street, to enhance safety, efficiency and the convenience of transfers. Multiple site concepts at each of the locations were developed based on the existing and future programmed needs outlined in "*Technical Memo 2: Transit Center Capacity Projections"*, focusing on four alternatives at each location that are evaluated as part of the study. The majority of the concepts accommodate the future route demand for San Luis Obispo Transit (SLO Transit) and San Luis Obispo Regional Transit Authority (RTA) by providing space for 16 bus bays (7 for SLO Transit, 8 for RTA, and 1 for other services), as well as provide desired passenger amenities and up to 5,200 sf of space for a transit center building. The alternatives are shown in Appendix A.

With input from the Project Study Team and participants in the first community meeting, *"Technical Memorandum 4: Evaluation Criteria"* presents the evaluation standards for the design concepts and candidate sites. The range of potential alternatives requires an assessment that uses a comprehensive set of criteria that can be considered as a whole to determine the recommended site and concept. Each site and concept is assessed in seven categories:

- Site Characteristics
- Transportation Service
- Socio-Economic
- Cost
- Environmental
- Policy/Planning Integration
- Other

The results are summarized in the following technical memorandum, including an evaluation matrix shown in **Table A**. The results and recommendations for the top ranked sites/concepts have been presented to the City Mass Transportation Committee, a Community Workshop, and the San Luis Obispo Planning

Commission. Upcoming presentations will be made to the SLOCOG Board, the RTA Board and the San Luis Obispo City Council.

EVALUATION OF OPTIONS

Site Characteristics

- Size – The options are being evaluated to determine whether they can accommodate the transit demand over a 25-year period -- which requires the provision of 16 bus bays and up to 5,200 square feet (sf) of space for a transit center building. The eight options being analyzed range in size from 1.0 acres to 1.6 acres. Higuera Alternatives 3 and 6 and Osos Alternative 1 are the only concepts that provide the entire square footage building program in a single building (Alternative 2 provides this in two buildings). Most of the other concepts are within approximately 600 sf of meeting the standard.

- Compatibility – The alternatives should be consistent with General Plan land use and zoning designations. The Osos Street site is bordered mostly by government facilities. Osos Street Alternatives 1, 2, and 4 use government properties to build the transit building currently zoned as Government-Office. The parcel used for the transit building in Osos Street Alternative 3 is designated as Office for 1-5 units. Although the current transit transfer site is located at Osos Street, significant concerns have been raised by adjacent property owners, tenants and County staff regarding the expansion of transit operations at this location. The Higuera Street site uses parcels designated for Auto Dealer and Services, except for the small remainder piece of Lot 13 which is zoned as Office for 1-5 Units. The Higuera Street parcels are currently underutilized and the transit center at this location appears that it would be a beneficial and compatible use with the surrounding properties.

- Number of bus bays – All eight design alternatives meet the existing and future route demand for SLO Transit and RTA by providing 16 bus bays at the downtown transit center facility.

- Number of fully independent bus bays – A fully independent bus bay allows the bus to make ingress or egress movement regardless of the presence of buses in the neighboring bus bay to be empty, thereby minimizing unnecessary delays. A total of three alternatives (Higuera Street Alternatives 2, 5, and 6) have 16 fully independent bus bays. Osos Street Alternatives 2-4 have 14 and Osos Street Alternative 1 has 12 fully independent bus bays. Higuera Street Alternative 3 has the least fully independent bus bays with 8.

- Maximum walk distance between buses – A key measure of the convenience provided to transferring passengers is the maximum walking distance between bus bays within the center. The design concepts for the Higuera Street site centralize the bus bay locations to avoid extended walking

distances for transfers. Higuera Street Alternative 5 has the shortest maximum walking distance between bus bays of 480 feet (ft). Higuera Street Alternative 2 has the longest of the Higuera Street design concepts of 535 ft. The bus bay locations at Osos Street are spaced much further apart, ranging from 700 feet (Osos Street Alternatives 2 and 3) to 940 feet (Osos Street Alternative 4).

- Pedestrian/Vehicle conflicts with center – All of the Osos Street alternatives require that transit riders cross both Osos and Palm Street to transfer between SLO Transit and RTA buses. Higuera Street Alternative 2 requires transit riders to cross Higuera Street to connect to 2 of the 16 bus bays. Higuera Street Alternative 3 converts Higuera Street to a two-way general traffic road and requires transit riders to cross Higuera Street to reach 7 of the 16 bus bays. Higuera Street Alternative 5 closes Higuera Street to general traffic, thereby minimizing potential conflicts with vehicles. Higuera Street Alternative 6 allows for all transfers to occur within the transit center without crossing general traffic.

- Walking distance to major transit trip generators – The existing transit center facility is bordered by City Hall, the County offices, and the Library. The Osos Street location is considered inside the downtown region and allows for easy connections to downtown businesses and government facilities. The Higuera Street site is located east of Santa Rosa Street, just outside of the downtown region and provides easy connections to downtown businesses. Higuera Street transit users must walk approximately 1,500 ft to connect to City Hall, the Library, and County buildings.

- Universal Access - Osos Street has a north-south grade of 2.5 to 4.5 percent, which could make wheelchair loading and unloading uncomfortable for the passenger and potentially hazardous. Additionally, there is approximately 18 feet of elevation change between the southernmost bus bay to the northernmost bus bay on Osos Street which could add to the challenges faced by passengers with mobility limitations making transfers. The Higuera Street site is essentially flat, and would allow for safer and more comfortable access for those with mobility limitations.

Transportation Service

- Central to existing and future transit services – Both sites are located roughly one block from Santa Rosa Street, one of the city's arterial roads, which provides good connections to the north and south. Osos Street and Toro Street (immediately adjacent to the Higuera Street site) both have directional access onto/off of US Highway 101 All alternatives were considered equal in this criteria.

- Impact on transit operations – Although the Higuera Street location would require adjustments to existing transit routes, officials from SLO Transit and RTA have stated that impacts due to rerouting will be minimal. Higuera Street Alternative 6 provides the best site plan for transit operations as it

centralizes the buses, minimizes conflicts with general traffic and provides 16 fully independent bus bays. The Osos Street Alternatives spread transit services over a greater distance. Several alternatives do not provide independent bus bays for all stops, which would result in greater delays to transit operations

- Capacity to accommodate other services – The locations should be logical to support other transportation services and be supported by sponsors of other transportation services. Other transportation services should support the two site locations since downtown is a major hub for the region.Intercity bus services (such as Amtrak Thruway) are well accommodated at the San Luis Obispo Train Station (and connected to downtown via SLO Transit routes). However, Greyhound services are not adequately served at the train station; so future use of a new transit center by Greyhound should be considered as one opportunity for the new facility.

- Expandable –The Higuera Street location offers more opportunity for expansion due to its lower density surroundings.

- Impact on traffic flow – The traffic flow at the Osos Street transit center site would remain relatively unchanged. The impact of the Higuera Street location varies between alternatives. Higuera Street Alternative 2 would reduce the number of westbound general traffic lanes to one. This would continue to provide adequate capacity for westbound traffic (given the low existing volumes) but would reduce the number of westbound approach lanes at the Higuera/Santa Rosa intersection, which in turn would reduce level of service at this intersection. Alternative 3 would convert Higuera Street to two-way general traffic operation, again reducing the number of approach lanes at the Higuera/Santa Rosa intersection. It would also require additional phases at this signal, which could further impact level of service. Alternative 5 would close the block of Higuera Street between Santa Rosa and Toro Streets to general traffic except for ingress from Santa Rosa Street to the Bank of America parking lot. This would cause traffic to shift (largely to Monterey Street), and could also create confusion for drivers mistakenly turning onto Higuera that are not bound for the bank. Alternative 6 would allow two westbound lanes of general traffic on Higuera, and would have the least impact on the operation of the Higuera/Santa Rosa intersection.

- Impact on existing on-street public parking – The alternatives were ranked by the number of on-street parking spaces that were eliminated. Higuera Street Alternative 3 eliminates the most on-street parking spaces by eliminating parking on both sides of Higuera Street (26 spaces) and 4 spaces along Toro Street. Osos Street Alternative 1 eliminates the least number of on-street parking spaces (5 spaces).

- Impact on existing off-street public parking – Osos Street Alternative 1 and Osos Street Alternative eliminates 39 and 17 spaces respectively in the City Hall parking. None of the other alternatives eliminate off-street public parking.

- Impact on existing private parking – All Higuera Street alternatives and Osos Street Alternative 3 take private property and the associated parking to complete the transit facility. Higuera Street Alternative 6 eliminates three parking spaces from the 1131 Monterey Street property. All other alternatives will have minimal impacts since the existing uses will no longer be present.

- Multimodal accommodation – All alternatives can provide accommodations for bicyclists and pedestrians at the new transit center facilities. Higuera Street Alternatives 2, 3 and 6 and Osos Street Alternative 1 allow for potentially more accommodations such as a "bike kitchen" due to their larger building space. Osos Street Alternative 2 allocates the least amount of space size and, therefore, may not accommodate all the amenities the other sites could. There are no passenger vehicle or park and ride accommodations available for any of the alternatives.

Socio-Economic

- Impacts to private property – All of the Higuera Street alternatives require acquisition of private property. To date the owners of the subject properties have been receptive to considering the acquisition or lease of their property. All Higuera Street alternatives would impact access to the Shell Station from Higuera Street. Higuera Street Alternatives 3 and 5 would impact access to the Bank of America from Higuera Street. The owner 1144 Higuera Street (Porsche Dealership) was not supportive of Higuera Street Alternative 3, which keeps their property in place but would constrain the use.

  Osos Street Alternative 3 requires acquisition of 1008 Palm Street (Teass House) for the transit center location. The owners of the Teass House have recently completed renovations and have indicated that they would not be willing participants in the project if this alternative were pursued. They also would not support replacing on-street parking with bus stops and increasing bus related activities adjacent to their property.

  Osos Street Alternative 2 places the transit center building on County property at the corner of Palm Street and Osos Street. County representatives have stated that they would not support this use of County property as it would restrict future use and impact the future botanical gardens project. County representatives have also indicated that they are in favor of moving the transit center site to Higuera Street due to the noise, air and loitering impacts that they currently experience due to

existing transit operations. City staff has expressed concern that Osos Street Alternatives 1 and 4 would have negative impacts on access to City hall by eliminating parking spaces in the lot.

- Impacts to existing, future businesses – In general, businesses around the Higuera Street location have been supportive of that location for the transit center. By bringing riders to this location a positive impact on those adjacent businesses would likely be seen. The businesses required to be acquired for the Higuera Street alternatives would obviously be impacted. Additionally, all Higuera Street Alternatives would impact access to the Shell Station from Higuera Street and Higuera Street Alternatives 3 and 5 would impact access to the Bank of America from Higuera Street. Vintage Properties, which owns the Teass House and the commercial building at 967 Osos Street, has echoed the County's concerns over air, noise and loitering and indicated that they are negative impacts on their businesses.

- Economic development catalyst or benefits areas of blight - As noted in the *"Technical Memorandum 3: Historical Review"*, the first comment made during the first public workshop referenced the Higuera Transit Center location being in "no man's land'. The response was that there is opportunity to build up the site with more retail locations to develop a more cohesive concept, linking it to downtown. This underutilized area would benefit from the redevelopment and could help encourage other adjacent property owners to redevelop. The Osos Street site is already built out and established with City, County and commercial properties, and would provide little economic opportunities.

Cost

- Total Right-of-Way acquisition cost – Due to the size of the project, a new transit center will require additional property. The Osos Street Alternatives 1, 2 & 4 would require the use of City and County property and for the purposes of this analysis it is assumed that this could be accomplished through a cooperative agreement. However, depending on the arrangement made between the agencies, additional acquisition costs may be required. All Higuera Street alternatives require the acquisitions of Lots 5 and 8. In addition, Alternatives 2, 5, and 6 require Lot 9 and Alternative 6 requires a portion of Lot 13. (See **Appendix B** for property owner exhibits). Below is the estimated cost of property at an assumed rate of $50/sf for the Higuera Street parcels and $75/sf for the Teass House parcel.

Higuera Street				Osos Street			
Alt #2	**Alt #3**	**Alt #5**	**Alt #6**	**Alt #1**	**Alt #2**	**Alt #3**	**Alt #4**
$1.9 million	$1.1 million	$1.9 million	$2.0 million	$0	$0	$0.75 million	$0

- Total construction cost – A preliminary construction cost estimate of each alternative, excluding property acquisition, is listed below.

Higuera Street				Osos Street			
Alt #2	Alt #3	Alt #5	Alt #6	Alt #1	Alt #2	Alt #3	Alt #4
$5.0 million	$4.1 million	$4.9 million	$4.6 million	$3.8 million	$3.3 million	$3.8 million	$3.9 million

The estimate includes soft costs such as environmental approval, design, right-of way support and construction management.

- Total maintenance and operations cost – With roughly equivalent sizes of the transit center building and overall site "footprint", ongoing costs for building/grounds maintenance and utilities is estimated to be $100,000 per year for all sites. This excludes any costs associated with staffing a public information/ticket sales desk within the transit center, which could potentially be addressed by stationing existing staff in the facility.

- Re-capture of existing investment – Approximately ten years ago, the City installed sawtooth bus bays to the downtown facility on Osos Street. These existing facilities are incorporated in all four Osos Street Alternatives. Each Osos Street concept reuses all five existing sawtooth bus bays, except for Alternative 1 which salvages three. If the transit center moves to Higuera, the existing facilities may continue to be utilized as bus stops, but would not need to fully utilize all five bus bays.

- Impact on sales/property tax – Although the development of a transit center at the Higuera Street location could provide an economic catalyst and increased sales tax as a result of that, removing the commercial uses from acquired property would likely result in a reduction in sales and property taxes. Osos Street Alternative 3 would result in a reduction in property tax resulting from the acquisition of the Teass House. Osos Street Alternatives 1, 2 & 4 would have minimal impact on sales or property taxes.

Environmental

- Aesthetics – Coordination with the City would need to take place to ensure aesthetics are consistent with the City's goals and standards for either the Higuera Street or Osos Street alternatives. At the Osos Street site, additional coordination with an architectural historian and the State Historic Preservation Officer is anticipated to ensure aesthetic treatments are consistent with rehabilitation guidelines and are sensitive to the viewshed. Architectural and site design of the project presents the opportunity to enhance the aesthetics for most alternatives. Osos Alternative 2 would likely be the

most challenging to improve aesthetics due to the transit center building's close proximity to the County building.

- Air quality – Both project sites have residences within 500 ft. Both sites would require similar analysis of local operational emissions. The Osos Street Alternatives would likely experience less of a change from the existing condition because it currently operates as a bus transfer area.

- Biological resources – As both sites are currently developed, the project would have minimal biological impacts and all alternatives are considered equal.

- Cultural resources/Historic structures – While the records search did not identify known historic resources at or near the Higuera Street site, further research through the San Luis Obispo County Assessor's Office indicate that two of the potentially affected buildings at the Higuera Site are 50 years old or older. Specifically, the car showroom at 1144 Higuera Street (Porsche dealership) was built in 1958 and the building at 1166 Higuera Street (corner of Higuera Street at Toro Street) was built in 1952. Due to this, evaluation by an architectural historian would be necessary to determine their eligibility for the California Register of Historical Resources (for CEQA compliance) and National Register of Historic Places (for NEPA compliance). However, there is limited potential that these buildings would be deemed historic.

  Potential historic resources exist at the Osos Street site, consisting of the Teass House and the County Government Courthouse Building. Further information on these properties has been requested from the Central Coast Information Center as of September 13, 2011. Osos Street Alternatives 2 and 3 have potential to impact historic structures and an evaluation by an architectural historian would be necessary to determine their eligibility for the California Register of Historical Resources (for CEQA compliance) and National Register of Historic Places (for NEPA compliance).

- Hazards and hazardous materials – Due to previous contamination, as outlined in "*Technical Memorandum #6: Environmental Criteria"* the Higuera Street alternatives would require coordination with the City of San Luis Obispo Fire Department to determine the steps needed for re-developing the 1166 Higuera Street property as part of the Transit Center. A Corrective Action Plan, dated August 23, 1995, was completed for 1144 and 1166 Higuera Street and shows that there is an estimated 500 cubic yards of contaminated material remaining on 1166 Higuera Street that will require remediation.

  Confirmatory soil sampling, a Health and Safety Plan for worker safety, a Work Plan for encountering contaminated soils, and remediation actions will be necessary for the Higuera Street

project site. It is estimated that the remediation efforts of the contaminated soil for the Higuera Street site would cost between $25,000 and $50,000 to complete.

- Hydrology/water quality – A new facility must avoid adding runoff that may exceed the capacity of the existing drainage systems or provide additional sources of pollutants. A transit center requires a high amount of impervious pavement. However, the existing conditions may be similar to the proposed conditions for all options since existing infrastructure being removed is paved areas and buildings, with the exception of Osos Alternative 2 which utilizes the County building lawn for the transit structure. Water quality treatment Best Management Practices (BMP's) will need to be incorporated into the design for all alternatives.

- Noise – Both project sites have nearby noise receptors. The Osos Street site would likely experience less of a change from the existing because it currently operates as a bus transfer area.

Policy/Planning Integration

- Consistency with adopted plans – The City of San Luis Obispo Access and Parking Management Plan updated in July, 2002 discusses the importance of providing access to the downtown commercial core area. The plan also discusses the importance of various programs such as carpooling, vanpools, transit subsidies, and bicycle and pedestrian system developments to reduce the demand for parking downtown. The SLO Transit 2009 Short Range Transit Plan (SLO Transit SRTP) briefly touches on the benefits of developing a coordinated transit center.

  The 2010 Regional Transportation Plan-Preliminary Sustainable Communities Strategy (2010 RTP-PSCS) is a comprehensive plan guiding transportation policy for the region and makes recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling. This document incorporates some of the requirements of the Sustainable Communities and Climate Protection Act (SB 375, enacted in 2008), which requires each of the 18 Metropolitan Planning Organizations (MPOs) in California to develop a Sustainable Communities Strategy (SCS) as a fourth element of the Regional Transportation Plan (to go along with the existing Policy, Action, and Financial elements). Securing a location for and developing a Coordinated Transit Center in San Luis Obispo would fulfill several of the strategies for satisfying several of the recommendations in the RTP.

  While the San Luis Obispo RTA Short Range Transit Plan did not directly address the transfer center, it did address the difficulties with timing transfers in the current location due to inadequate space for current and future growth and the difficulty for passengers transferring from RTA to SLO transit. While the preferred scenario does not expand the current routes or operations, scenarios

were presented that would require additional vehicles at the transfer center, including new and additional express routes and splitting Route 12 into two bi-directional routes.

All alternatives are considered equal in their consistency with adopted plans.

- Impact on redevelopment – Due to the existing uses adjacent to the Osos Street site, all Osos Street alternatives will have limited impact on redevelopment. All of the Higuera Street alternatives have potential to spur redevelopment in the area due to the underutilized nature of surrounding parcels.

- Neighborhood compatibility/adjacent uses –The current location at Osos Street is the center of a major activity hub that includes the Library, City Hall and County facility. These facilities bring a heavy demand of people who use these facilities on a daily basis. It is desirable to place a transit center in the middle of a major hub. However, the location of the transit center proposed in Osos Street Alternative 3 would not blend in with the neighboring properties on the same block. The buildings on this block are originally detached single family homes used currently as professional offices with a few upstairs apartments. Additionally, County staff has indicated that they are not supportive of Osos Street Alternative 2 as they feel a transit center building adjacent to the County building would increase the negative impacts they currently experience from the existing transfer point.

  Although the Higuera Street alternatives would introduce a new type of use at this site, it would be compatible with most of the surrounding properties with the exception of the block east of Toro which consists of professional offices that may have been originally designed as single family residences.

Other

- Phasing Potential – All Osos Street alternatives offer the opportunity to construct the street improvements prior to the transit center building. The Higuera Street alternatives would likely need to build the transit center structure in the first phase due to the lack of existing amenities at the site. For both sites, the number of bus bays could be phased, starting with 13 at initial construction and only expanding up to 16 as additional routes and services warrant. As an example, under Higuera Alternative 6 there would be no need to designate the two westernmost bus bays, which avoids the need to limit access to the Shell station and provides an additional approach lane to the Higuera/Santa Rosa intersection in the near term. Similarly, under any of the Osos Street alternatives, several on street parking spaces could be maintained on the east side of Osos just north of Monterey Street in the near term. The potential benefits of phasing the number of bus bays is

relatively high for Higuera Alternatives 2, 3 and 6, modest for the Osos Street alternatives, and low for Higuera Alternative 5.

- Inter-governmental coordination issues – Osos Street Alternatives1, 2 and 4 present the most intergovernmental coordination issues, as the transit center building would be constructed either on County or City property and be used by multiple agencies, and staff members have expressed concerns over these alternatives. All alternatives would require coordination between SLO Transit and RTA regarding funding and operational responsibilities at a new center.

SUMMARY OF EVALUATION

The evaluation matrix detailing rankings in every category is presented in Table A. As summarized below and in Figure A, the alternative with the overall best score is Higuera Street Alternative 6. This alternative had the highest scores in the categories of Site Characteristics and Transportation Service, and tied for the highest score in the categories of Socio-Economic, Policy/Planning Integration, and Other. All of the Higuera Street alternatives scored higher than all of the Osos Street alternatives.

Table A

Evaluation Matrix

CRITERIA	HIGUERA STREET				OSOS STREET			
	ALT 2	ALT 3	ALT 5	ALT 6	ALT 1	ALT 2	ALT 3	ALT 4
Site Characteristics								
Size	●	◔	◔	●	●	◗	◔	◔
Compatibility	◔	◔	◔	◔	◗	◣	◣	◗
Number of Bus Bays	●	●	●	●	●	●	●	●
Number of Independent Bus Bays	●	◣	●	●	◗	◗	◔	◔
Maximum Walk Distance	◔	◔	●	●	◣	◗	◗	○
Pedestrian/Vehicle Conflict w/n Center	◔	◗	◗	●	◗	◗	◗	◗
Walking Distance to Major Trip Generators	◗	◗	◗	◗	●	●	●	●
Universal Access	◔	◔	◔	●	◣	◣	◣	◣
SUBTOTAL	26	21	25	29	20	18	20	19
Transportation Service								
Central to Existing SLO Transit Service	●	●	●	●	●	●	●	●
Central to Existing RTA Transit Service	●	●	●	●	●	●	●	●
Central to Future SLO Transit Service	●	●	●	●	●	●	●	●
Central to Future RTA Transit Service	●	●	●	●	●	●	●	●
Impact on SLO Transit Operations	◔	◗	●	●	◗	◗	◗	◗
Impact on RTA Transit Operations	◔	◗	●	●	◗	◗	◗	◗
Capacity to Accommodate Other Services	◔	◗	◔	◔	◔	◔	◔	◔
Expandable	◔	◔	◔	◔	◣	◣	◣	◣
Impact on Traffic Flow	◗	◗	◣	◔	◔	◔	◔	◔
Impact on Existing On-street Public Parking	◣	○	○	◗	◔	◗	◗	◗
Impact on Existing Off-street Public Parking	●	●	●	●	○	●	●	◗
Impact on Existing Private Parking	●	●	●	◔	●	●	●	●
Multimodal Accommodation	◔	◔	◗	●	◔	◗	◔	◔
SUBTOTAL	42	38	41	46	37	39	40	38
Socio-Economic								
Impacts to private property	◗	◣	◗	◗	●	◗	◣	●
Impacts to existing, future businesses	◔	◔	◗	◔	◔	◗	◗	◔
Economic development catalyst or benefits areas of "blight"	●	●	●	●	◗	◗	◗	◗
SUBTOTAL	9	8	8	9	9	6	5	9
Cost								
Total Right-of-Way Acquisition Cost	◗	◔	◗	◗	●	●	◔	●
Total Construction Cost	◗	◔	◗	◔	◔	◔	◔	◔
Total Maintenance and Operations Cost	◗	◗	◗	◗	◗	◗	◗	◗
Re-capture of Existing Investment	◔	◔	◔	◔	●	●	●	●
Impact on sales/property tax	◔	◔	◔	◔	●	●	◔	●
SUBTOTAL	12	14	12	13	17	17	15	17

Table A

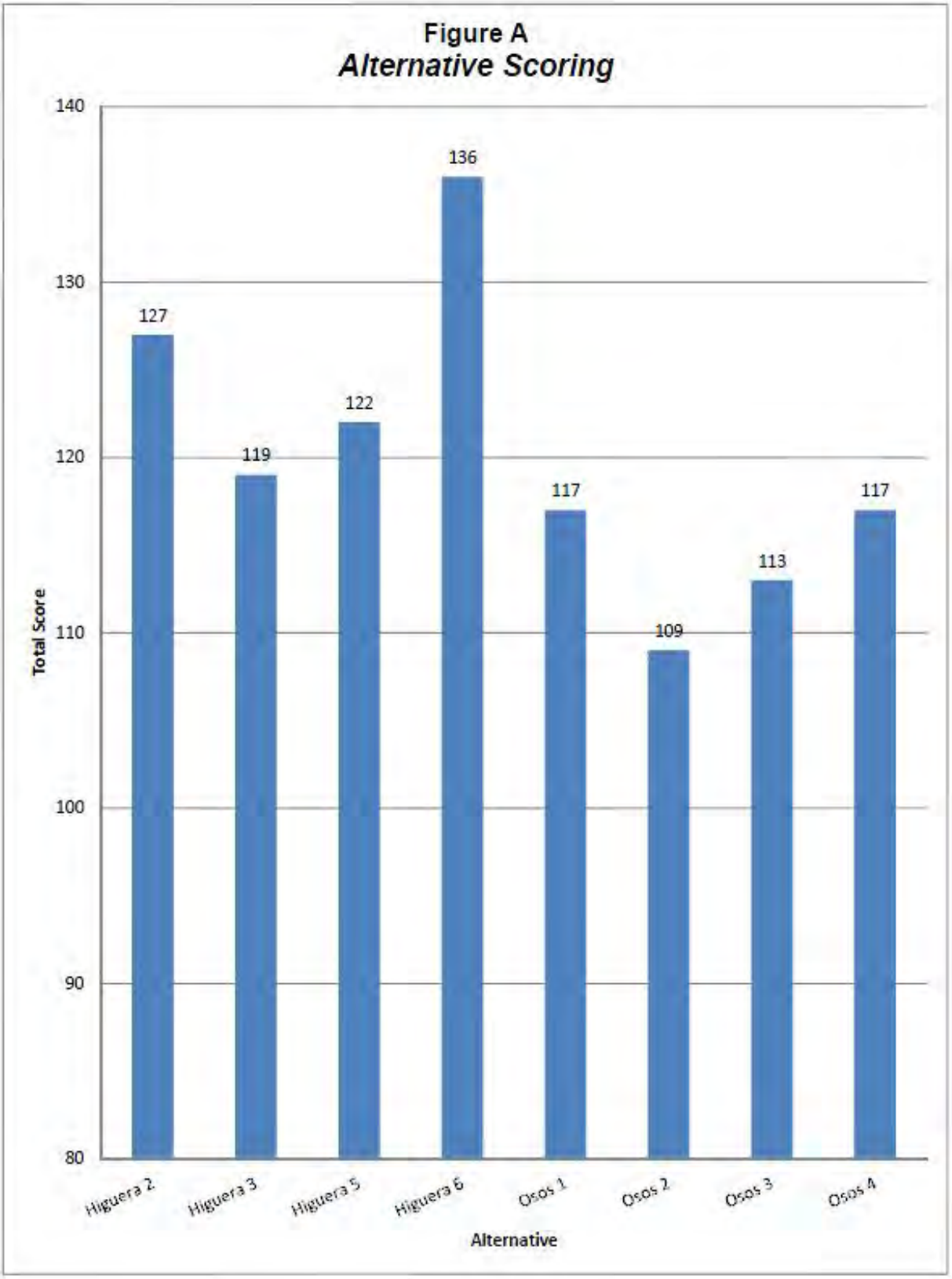
Evaluation Matrix

CRITERIA	HIGUERA STREET				OSOS STREET			
	ALT 2	ALT 3	ALT 5	ALT 6	ALT 1	ALT 2	ALT 3	ALT 4
Environmental								
Aesthetics	3	3	3	4	2	1	2	2
Air Quality	3	3	3	3	4	4	4	4
Biological Resources	4	4	4	4	4	4	4	4
Cultural Resources	3	3	3	3	2	1	1	2
Hazards and Hazardous Materials	2	2	2	2	4	4	4	4
Hydrology / Water Quality	4	4	4	4	4	3	4	4
Noise	2	2	2	2	3	2	2	3
SUBTOTAL	21	21	21	22	23	19	21	23
Policy / Planning Integration								
Consistency with Adopted Plans	3	3	3	3	3	3	3	3
Impact on Redevelopment	4	4	4	4	2	2	2	2
Neighborhood Compatibility	3	3	3	3	3	2	2	3
SUBTOTAL	10	10	10	10	8	7	7	8
Other								
Ease of phasing	3	3	1	3	2	2	2	2
Inter-governmental coordination issues	4	4	4	4	1	1	3	1
SUBTOTAL	7	7	5	7	3	3	5	3
TOTAL	127	119	122	136	117	109	113	117
RANK	2	4	3	1	5	8	7	5

LEGEND

SYMBOL	POINT SCALE	DESCRIPTION
●	4	Highest / Best
◕	3	High
◑	2	Moderate / Average
◔	1	Low
○	0	Lowest / Poor

Figure A
Alternative Scoring



Appendix A

Evaluated Alternatives

NOTES:

1. USES LOTS 5, 8 & 9. APPROXIMATELY 10' X 20' PIECE OF SHELL STATION PARCEL ALSO NEEDED FOR SHELTER.
2. MAINTAINS 1 LANE WB GENERAL TRAFFIC ON HIGUERA ST, ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA WOULD BE ELIMINATED.
3. PROVIDES EB BUS ONLY ACCESS FROM SANTA ROSA TO THE TRANSIT CENTER DRIVEWAY.
4. ELIMINATES 5 SPACES OF ON STREET PARKING ALONG SOUTH SIDE AND 11 SPACES ALONG NORTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST. DIAGONAL PARKING ALONG HIGUERA EAST OF TORO ST ADDS ONE SPACE.
5. GRADE ON TORO ST IS TOO STEEP FOR AN ADA -COMPLIANT BUS BAY.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
7. AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL, BUT SPACE AVAILABLE TO PROVIDE THIS IN 2 BUILDINGS.
8. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST, WITH MOST (10 OF 16 BAYS) EXITING ONTO SANTA ROSA ST.
9. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 535'.
10. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.

TRANSIT BUILDING (~2,800SF)

SHELTER

SHELL GAS STATION

A

SHELTER

BUS ONLY

COVERED WALKWAY

TRANSIT BUILDING (~2,400SF)

JAFFA CAFE

NEW SIDEWALK PATIO

HIGUERA ST
65' R/W

BUS ONLY

ARCH ENTRY ELEMENT

A

DO NOT ENTER

SHELTER

BUSES EXCEPTED

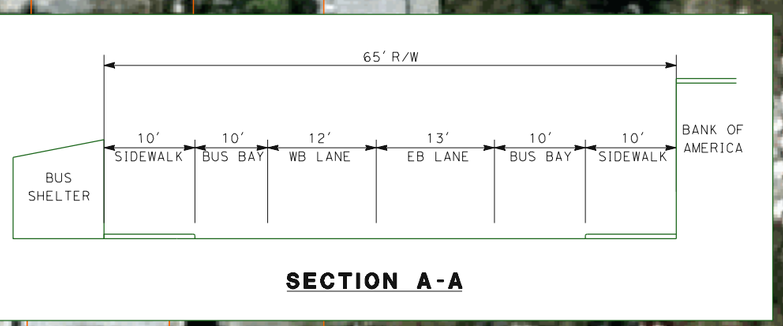
BANK OF AMERICA

SANTA ROSA ST
80' R/W

OLD FRENCH HOSPITAL

TORO ST
60' R/W

N
W
E
S



SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #2

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5 & 8.
2. PROVIDES 2-WAY GENERAL TRAFFIC ON HIGUERA ST, ALONG WITH 1 ACCESS DRIVEWAY TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION AND PORSCHE DEALERSHIP COULD BE MAINTAINED.
3. ELIMINATES 26 SPACES OF ON STREET PARKING ALONG HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST.
4. GRADE ON TORO ST IS TOO STEEP FOR AN ADA -COMPLIANT BUS BAY.
5. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), BUT ONLY 8 ALLOW FULLY INDEPENDENT OPERATION.
6. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 530'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.

SHELL GAS STATION

PARATRANSIT

TRANSIT CENTER BUILDING (~5,200SF)

JAFFA CAFE

HIGUERA ST
65' R/W

ARCH ENTRY ELEMENT

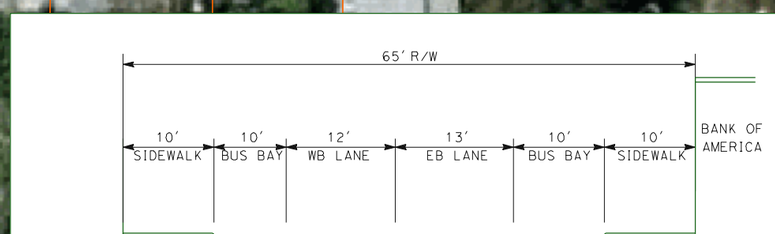
BANK OF AMERICA

SANTA ROSA ST
80' R/W

TORO ST
60' R/W

OLD FRENCH HOSPITAL

N
W
E
S



SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #3

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5, 8 & 9. RIGHT TURN EGRESS FROM SHELL STATION COULD BE MAINTAINED.
2. CLOSES HIGUERA ST TO GENERAL TRAFFIC EXCEPT BANK OF AMERICA ACCESS.
3. ELIMINATES 26 SPACES OF ON STREET PARKING ALONG HIGUERA BETWEEN SANTA ROSA AND TORO ST AND 4 SPACES ALONG WEST SIDE OF TORO, NORTH OF HIGUERA ST. DIAGONAL PARKING ALONG HIGUERA EAST OF TORO ST ADDS ONE SPACE.
4. GRADE ON TORO ST IS TOO STEEP FOR AN ADA-COMPLIANT BUS BAY.
5. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
6. AREAS ARE TOO SMALL TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL. TWO BUILDINGS COULD PROVIDE 4,900 SF. OPPORTUNITY FOR BUILDING SPACE IN NORTHEAST CORNER.
7. BUSES CAN ENTER OFF OF SANTA ROSA ST AS WELL AS TORO ST.
8. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 480'.
9. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS.

TRANSIT BUILDING (~3,200SF)

PARATRANSIT

SHELTER

SHELL GAS STATION

BANK ACCESS ONLY

ARCH ENTRY ELEMENT

A

COVERED WALKWAY

TRANSIT BUILDING (~1,700SF)

JAFFA CAFE

NEW SIDEWALK PATIO

HIGUERA ST
65' R/W

SHELTER

SHELTER

SHELTER

A

BANK OF AMERICA

DO NOT ENTER

RIGHT TURN ONLY

DO NOT ENTER

TRANSIT ONLY

BANK ACCESS ONLY

NO THRU STREET

BANK ACCESS ONLY

SANTA ROSA ST
80' R/W

TORO ST
60' R/W

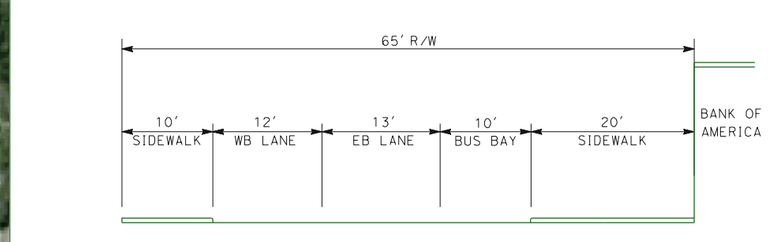
OLD FRENCH HOSPITAL

N

W

E

S



SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
HIGUERA ST ALT #5

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

NOTES:

1. USES LOTS 5, 8 & 9 AND 1580 SF OF LOT 13 (ELIMINATING 3 PARKING SPACES).
2. MAINTAINS 2 LANES OF WB TRAFFIC ON HIGUERA ST, ALONG WITH ACCESS TO BANK OF AMERICA LOT. ACCESS TO SHELL STATION FROM HIGUERA ST WOULD BE ELIMINATED.
3. MAINTAINS ON STREET PARKING ON SOUTH SIDE OF HIGUERA BETWEEN SANTA ROSA AND TORO ST BUT ELIMINATES 11 SPACES ON NORTH SIDE. ELIMINATES 4 SPACES ALONG WEST SIDE OF TORO.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), ALL FULLY INDEPENDENT.
5. AREA AVAILABLE TO PROVIDE THE ENTIRE 5,200 SF BUILDING PROGRAM IN ONE BUILDING ON A SINGLE LEVEL.
6. ALL BUS BAYS ARE ON NORTH SIDE OF HIGUERA, ELIMINATING NEED FOR TRANSIT RIDERS TO CROSS STREET TO TRANSFER.
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 500'.
8. HIGUERA ST/SANTA ROSA ST INTERSECTION GEOMETRICS AND LANE REQUIREMENTS TO BE DETERMINED AFTER TRAFFIC ANALYSIS

SHELTER

SHELTER

SHELL GAS STATION

A

SHELTER

TRANSIT BUILDING (~5,200SF)

JAFFA CAFE

HIGUERA ST
65' R/W

A

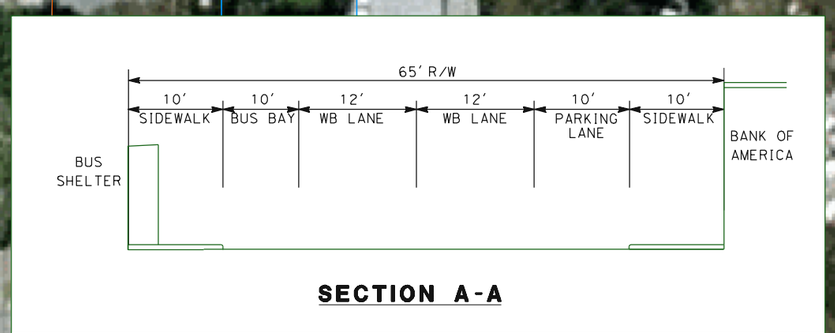
BANK OF AMERICA

SANTA ROSA ST
80' R/W

OLD FRENCH HOSPITAL

TORO ST
60' R/W

N
W
E
S

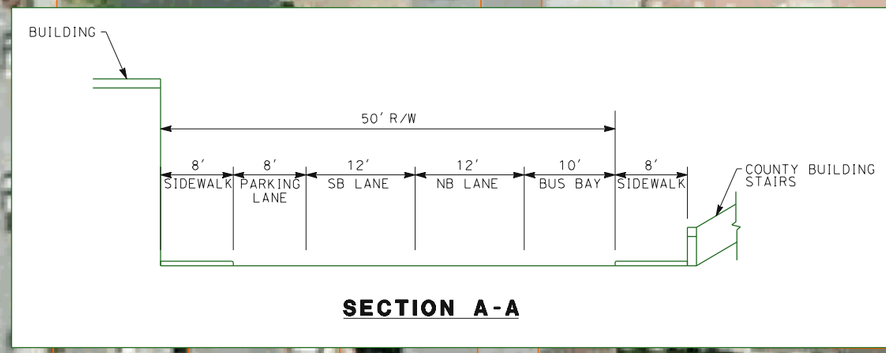


SECTION A-A

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
NOVEMBER 15, 2011
HIGUERA ST ALT #6

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643



SECTION A-A

NOTES:

1. USES EXISTING CITY HALL PARKING LOT FOR TRANSIT CENTER. 9 SPACES PROVIDED THAT CAN BE USED BY TRANSIT AND CITY STAFF.
2. SOUTHERNMOST 3 EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM ST.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 12 ALLOW FULLY INDEPENDENT OPERATION AND 4 ARE IN 2 PAIRS OF 2 BAYS THAT PRECLUDE INGRESS OR EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST AND MILL ST).
5. MAINTAINS ON STREET PARKING ON WEST SIDE OF OSOS ST BETWEEN MONTEREY AND PALM ST BUT ELIMINATES 5 SPACES ON EAST SIDE.
6. BUS BAYS ALONG OSOS ST EXCEED ADA CRITERIA FOR MAXIMUM SLOPE.
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 830 FEET.

ALTERNATE TRANSIT CENTER LOCATION

70' R/W

SHELTER

COUNTY BUILDING

SHELTER

SHELTER

A

SHELTER

OSOS ST
50' R/W

TRANSIT BUILDING (~5,200SF)

CITY HALL

PARATRANSIT

MILL ST

PALM ST
60' R/W

ALTERNATE TRANSIT CENTER LOCATION

A

LIBRARY

ALTERNATE TRANSIT CENTER LOCATION

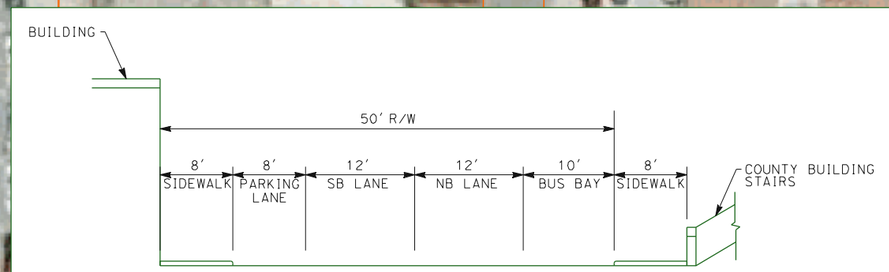
MONTEREY ST

N E W S

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #1

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643



SECTION A-A

NOTES:

1. USES LAWN AREA ON NORTH SIDE OF COUNTY BUILDING FOR TRANSIT CENTER. ASSUMING 20' SEPARATION BETWEEN BUILDINGS, APPROXIMATELY 3,700 SF OF FLOOR AREA CAN BE PROVIDED ON ONE FLOOR. BREEZEWAY PROVIDED AT LOCATION OF EXISTING WALKWAY. (SUB OPTION WOULD BE TO PROVIDE SOME OR ALL OF THE TRANSIT CENTER SPACE WITHIN THE EXISTING LIBRARY BUILDING).
2. ALL EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM STREET NORTH OF COUNTY BUILDING.
4. ELIMINATES POST BOX DROPOFF AREA AND 1 PARKING SPACE ON NORTH SIDE OF PALM ST IN FRONT OF CITY HALL.
5. ELIMINATES 6 ON STREET PARKING SPACES ON WEST SIDE OF OSOS ST AND 5 SPACES ON EAST SIDE SOUTH OF PALM ST. DEPENDING ON ARTIC. LOCATION SELECTED, BETWEEN 2 AND 4 ADDITIONAL PARKING SPACES WILL BE ELIMINATED.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 14 ALLOW FULLY INDEPENDENT OPERATION AND 2 ARE IN A PAIR OF BAYS THAT PRECLUDE INGRESS AND EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST).
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 700 FEET.

ALTERNATE ARTIC BUS STOP LOCATIONS

PALM ST
70' R/W

TRANSIT BUILDING (~3,700SF)

BREEZEWAY

COUNTY BUILDING

SHELTER

SHELTER

OSOS ST
50' R/W

MILL ST

CITY HALL

LIBRARY

MONTEREY ST

60' R/W

A

B

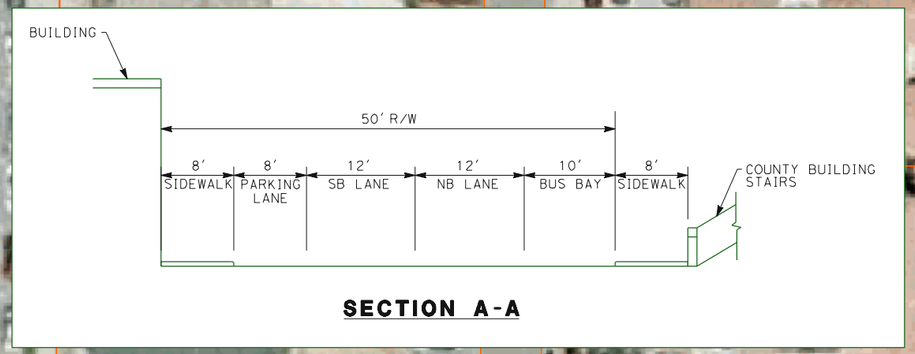
C

N E S W

GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 50' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
AUGUST 11, 2011
OSOS STREET ALTERNATIVE #2

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643



SECTION A-A

NOTES:

1. USES PARCEL AT NORTHEAST CORNER OF OSOS ST AND PALM ST.
2. ALL EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM STREET NORTH OF COUNTY BUILDING.
4. BUS BAYS ON OSOS ST EXCEED ADA CRITERIA FOR MAXIMUM SLOPE.
5. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 700 FEET.
6. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 14 ALLOW FULLY INDEPENDENT OPERATION AND 2 ARE IN A PAIR OF BAYS THAT PRECLUDE INGRESS AND EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST).
7. ELIMINATES 5 ON STREET PARKING SPACES ON EAST SIDE OF OSOS ST AND 4 SPACES ON PALM ST EAST OF OSOS ST.

70' R/W

SHELTER

COUNTY BUILDING

TRANSIT BUILDING (~4,630SF)

SHELTER

A

SHELTER

OSOS ST 50' R/W

MILL ST

CITY HALL

PALM ST 60' R/W

LIBRARY

A

N E W S

MONTEREY ST

GRAPHIC SCALE

25 0 25 50 100

(IN FEET)

1" = 50' @ 11X17

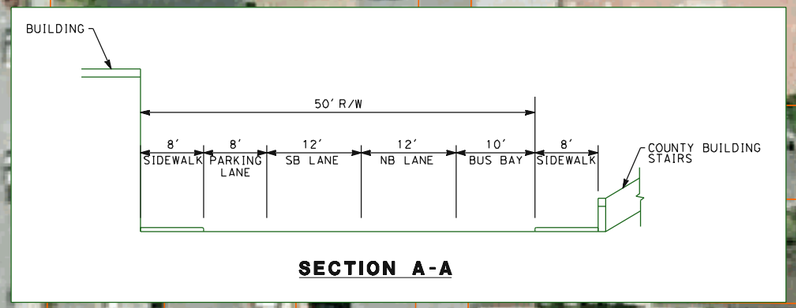
CITY OF SAN LUIS OBISPO

COORDINATED TRANSIT CENTER

PROJECT STUDY AREA
AUGUST 11, 2011

OSOS STREET ALTERNATIVE #3

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643



SECTION A-A

NOTES:

1. USES EXISTING CITY HALL PARKING LOT FOR TRANSIT CENTER. 31 SPACES PROVIDED THAT CAN BE USED BY TRANSIT AND CITY STAFF.
2. THE 5 EXISTING SLO TRANSIT SAWTOOTH BAYS REMAIN UNCHANGED.
3. ELIMINATES LOADING AREA ALONG SOUTH SIDE OF PALM AND MILL ST.
4. PROVIDES 16 BUS BAYS (ACHIEVES FUTURE PROGRAM), OF WHICH 14 ALLOW FULLY INDEPENDENT OPERATION AND 2 ARE IN A PAIR OF 2 BAYS THAT PRECLUDE INGRESS OR EGRESS WHEN BUS IS IN OTHER BAY (ALONG PALM ST).
5. MAINTAINS ON STREET PARKING ON WEST SIDE OF OSOS ST BETWEEN MONTEREY AND PALM ST BUT ELIMINATES 5 SPACES ON EAST SIDE. ELIMINATES 4 SPACES ON SOUTH SIDE OF MILL ST.
6. BUS BAYS ALONG OSOS ST EXCEED ADA CRITERIA FOR MAXIMUM SLOPE.
7. MAXIMUM WALK DISTANCE BETWEEN BUS BAYS IS 940 FEET.

OSOS ST
50' R/W

70' R/W

SHELTER

COUNTY BUILDING

SHELTER

A

SHELTER

A

TRANSIT BUILDING
(~4,700SF)

CITY HALL

LIBRARY

MILL ST
60' R/W

PALM ST
60' R/W

MONTEREY ST

N E W S

Image © 20
© 20

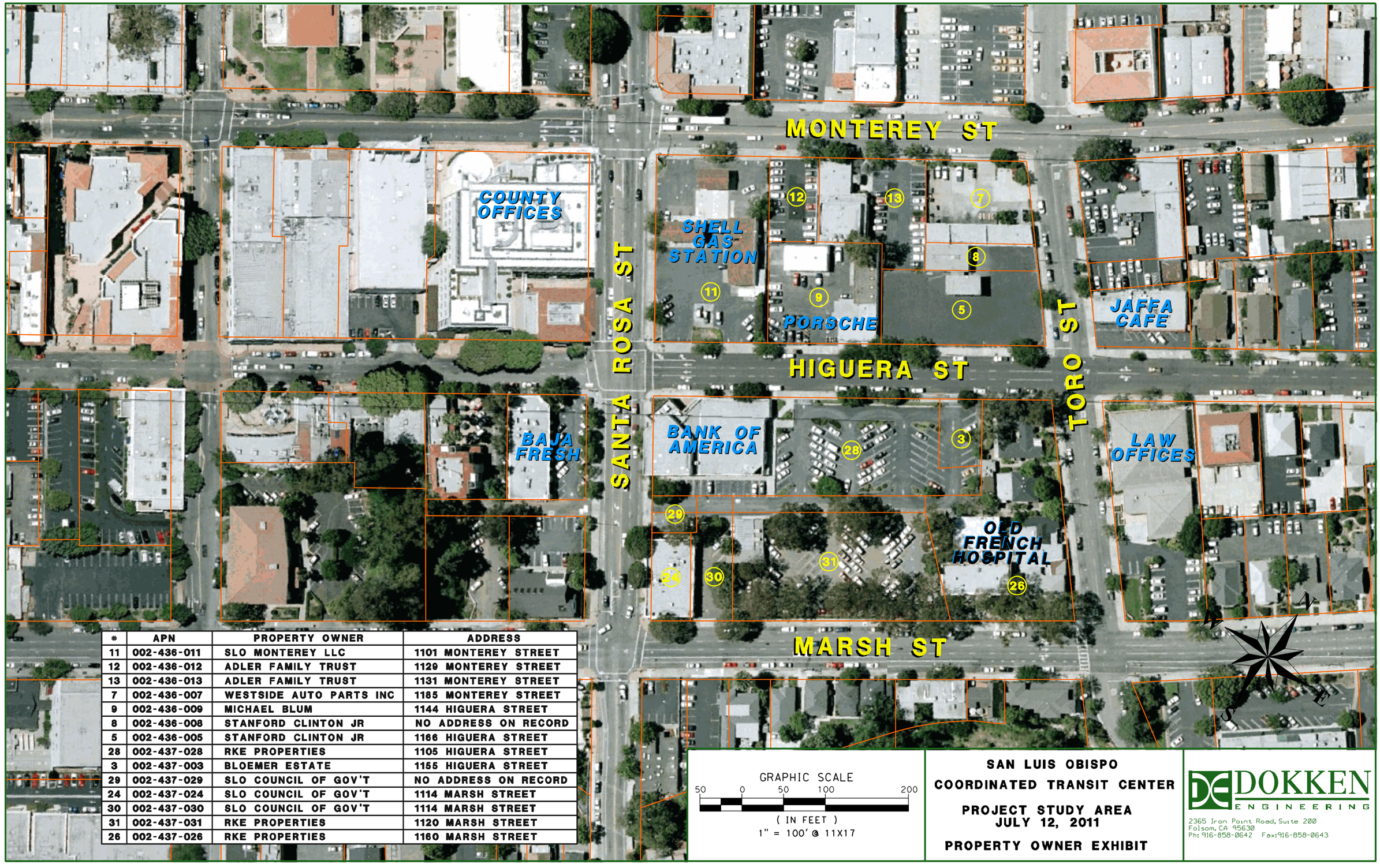
GRAPHIC SCALE
25 0 25 50 100
(IN FEET)
1" = 60' @ 11X17

CITY OF SAN LUIS OBISPO
COORDINATED TRANSIT CENTER
PROJECT STUDY AREA
NOVEMBER 15, 2011
OSOS STREET ALTERNATIVE #4

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

Appendix B

Property Ownership Exhibits



#	APN	PROPERTY OWNER	ADDRESS
11	002-436-011	SLO MONTEREY LLC	1101 MONTEREY STREET
12	002-436-012	ADLER FAMILY TRUST	1129 MONTEREY STREET
13	002-436-013	ADLER FAMILY TRUST	1131 MONTEREY STREET
7	002-436-007	WESTSIDE AUTO PARTS INC	1185 MONTEREY STREET
9	002-436-009	MICHAEL BLUM	1144 HIGUERA STREET
8	002-436-008	STANFORD CLINTON JR	NO ADDRESS ON RECORD
5	002-436-005	STANFORD CLINTON JR	1166 HIGUERA STREET
28	002-437-028	RKE PROPERTIES	1105 HIGUERA STREET
3	002-437-003	BLOEMER ESTATE	1155 HIGUERA STREET
29	002-437-029	SLO COUNCIL OF GOV'T	NO ADDRESS ON RECORD
24	002-437-024	SLO COUNCIL OF GOV'T	1114 MARSH STREET
30	002-437-030	SLO COUNCIL OF GOV'T	1114 MARSH STREET
31	002-437-031	RKE PROPERTIES	1120 MARSH STREET
26	002-437-026	RKE PROPERTIES	1160 MARSH STREET

GRAPHIC SCALE
50 0 50 100 200
(IN FEET)
1" = 100' @ 11X17

SAN LUIS OBISPO
COORDINATED TRANSIT CENTER

PROJECT STUDY AREA
JULY 12, 2011

PROPERTY OWNER EXHIBIT

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

#	APN	PROPERTY OWNER	ADDRESS
1	002-327-004	AT&T COMMUNICATIONS INC	NO ADDRESS ON RECORD
2	002-327-003	PACIFIC BELL TELEPHONE CO	872 MORRO STREET
3	002-321-003	CITY OF SAN LUIS OBISPO	888 MORRO STREET
4	002-323-021	DENNIS J AHERN	860 OSOS STREET
5	002-323-022	MICHAEL W BREEN	864 OSOS STREET
6	002-323-003	FIDUCIARY PROPERTIES INC	870 OSOS STREET
7	002-323-004	VILLA PROPERTIES	1023 MILL STREET
8	002-323-005	BEECHAM RENTALS LLC	1037 MILL STREET
9	002-323-023	SLO COUNCIL OF GOVERNMENT	1041 MILL STREET
10	002-323-007	MARK BOSWELL	1045 MILL STREET
11	002-323-008	COUNTY OF SAN LUIS OBISPO	1051 MILL STREET
12	002-323-024	SLO COUNTY PENSION TRUST	857 SANTA ROSA STREET
13	002-323-026	LLOLAINE ROSS	865 SANTA ROSA STREET
14	002-323-027	ROBERT & SALLIE WEATHERFORD	871 SANTA ROSA STREET
15	002-323-012	VINTAGE PROPERTIES	1008 PALM STREET
16	002-323-013	GEORGE B ONEILL	1014 PALM STREET
17	002-323-014	DON A ERNST	1020 PALM STREET
18	002-323-031	PALM STREET LAND CO	1026 PALM STREET
19	002-323-029	PALM STREET ENTERPRISE	1042 PALM STREET
20	002-323-018	GAY/LESBIAN ALLIANCE OF CC	1060 PALM STREET
21	002-323-019	JEAN B SEITZ	1066 PALM STREET
22	002-323-025	STATE OF CALIFORNIA	1070 PALM STREET
23	002-322-037	CITY OF SAN LUIS OBISPO	NO ADDRESS ON RECORD
24	002-322-025	COUNTY OF SAN LUIS OBISPO	995 PALM STREET
25	002-322-030	VINTAGE PROPERTIES II	NO ADDRESS ON RECORD
26	002-322-029	VINTAGE PROPERTIES II	NO ADDRESS ON RECORD
27	002-322-033	SAN LUIS OBISPO COURT ST	980 MORRO STREET
28	002-322-035	CP 962 MONTEREY LLC	962 MONTEREY STREET
29	002-322-031	ANN L TARTAGLIA	968 MONTEREY STREET
30	002-322-027	VINTAGE PROPERTIES II	967 OSOS STREET
31	002-324-010	COUNTY OF SAN LUIS OBISPO	1050 MONTEREY STREET
32	002-324-012	COUNTY OF SAN LUIS OBISPO	1066 MONTEREY STREET

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E
S

GRAPHIC SCALE
50 0 50 100 200
(IN FEET)
1" = 100' @ 11X17

SAN LUIS OBISPO
COORDINATED TRANSIT CENTER

PROJECT STUDY AREA
JULY 12, 2011

PROPERTY OWNER EXHIBIT

DOKKEN ENGINEERING
2365 Iron Point Road, Suite 200
Folsom, CA 95630
Ph: 916-858-0642 Fax:916-858-0643

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

SAN LUIS OBISPO COORDINATED TRANSIT CENTER PROPERTY TRANSFER PROJECT

REQUEST FOR APPROVAL OF A CATEGORICAL EXCLUSION PURSUANT TO 23 CFR 771.118(d)(4)

Prepared for:

San Luis Obispo Council of Governments (SLOCOG)
Eliane Wilson, Transportation Planner
1114 Marsh Street
San Luis Obispo, CA 93401

Prepared by:

Oliveira Environmental Consulting LLC
Contact: Jeff Oliveira, Principal Environmental Planner
1645 Hillcrest Place
San Luis Obispo, CA 93401
(805) 234-7393; jeffo@olive-env.com
www.olive-env.com

Submitted December 2013

OLIVEIRA ENVIRONMENTAL CONSULTING

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

OLIVEIRA
ENVIRONMENTAL CONSULTING

1645 HILLCREST PLACE
SAN LUIS OBISPO, CA 93401
(805)234-7393
JEFFO@OLIVE-ENV.COM
WWW.OLIVE-ENV.COM

December 9, 2013

Eliane Wilson, Transportation Planner
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

Subject: San Luis Obispo Coordinated Transit Center Property Transfer Project
Request for a Categorical Exclusion Pursuant to 23 CFR 771.118(d)(4)

Dear Mrs. Wilson:

Thank you for the opportunity to assist the San Luis Obispo Council of Governments (SLOCOG) with the San Luis Obispo Coordinated Transit Center Property Transfer Project Request for a Categorical Exclusion (CE) pursuant to 23 CFR 771.118(d)(4). In response to your request, Oliveira Environmental Consulting LLC (OEC) was retained to provide environmental review services for the proposed project. This includes the preparation of a Categorical Exclusion under the National Environmental Policy Act (NEPA), which is required due to project funding under the Federal Transit Administration (FTA), Region 9. As stipulated in the scope of work prepared for this project, OEC is pleased to submit this draft Categorical Exclusion that presents the results of the environmental review for the proposed property transfer.

In consultation with FTA Region 9 staff, it was determined that the project would be most appropriately analyzed under 23 CFR 771.118(d), which lists actions under NEPA that may be considered to be categorically excluded with further analysis and documentation. Specifically, subsection (4) of paragraph (d) allows for the categorical exclusion of projects consisting of the acquisition of a right-of-way. This CE category requires that no project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.

This report includes the environmental analysis of the property transfer project using the checklist titled "Information Required For Probable Categorical Exclusion" as provided by Region 9 of the FTA. The report also includes documentation supporting the findings identified in the checklist and includes a Categorical Exemption under the California Environmental Quality Act (CEQA) for the proposed project (see attached). Please feel free to contact me if you have any questions regarding the information detailed in the following report. Thank you.

Sincerely,

Jeff Oliveira, Principal Environmental Planner
Oliveira Environmental Consulting LLC

Table of Contents

Section **Page**

1. INTRODUCTION

The following report constitutes the environmental determination for the San Luis Obispo Coordinated Transit Center Property Transfer Project under the National Environmental Policy Act (NEPA) and consists of a request for a Categorical Exclusion (CE) pursuant to 23 CFR 771.118(d)(4), as proposed by the San Luis Obispo Council of Governments (SLOCOG).

In consultation with FTA Region 9 staff (Mary Nguyen - Environmental Protection Specialist, Jerome Wiggins - Transportation Program Specialist. 10/31/13), it was determined that the project would be most appropriately analyzed under 23 CFR 771.118(d), which lists actions under NEPA that may be considered to be categorically excluded with further analysis and documentation. Specifically, subsection (4) of paragraph (d) allows for the categorical exclusion of projects consisting of the acquisition of right-of-way. This CE category requires that no project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.

This report includes the environmental analysis of the property transfer project using the checklist titled "Information Required for Probable Categorical Exclusion" as provided by Region 9 of the FTA. The report also includes documentation supporting the findings identified in the checklist. In addition, the proposed property transfer project is also considered to be a project subject to the California Environmental Quality Act (CEQA Guidelines, Section 15378). This report includes a Categorical Exemption under CEQA for the proposed project (see attached).

1.1 BACKGROUND

The following discussion provides the background for the environmental review of the purchase of privately owned parcels intended to support the potential development of the San Luis Obispo Coordinated Transit Center, which would serve as a regional public transportation hub, providing an update to the current alternative transportation system. Downtown San Luis Obispo is a major hub for both local and regional transit services. Current transfer accommodations serve San Luis Obispo Transit (SLO Transit) which uses sawtooth bus bays along Osos Street between Mill and Palm Streets, and San Luis Obispo Regional Transit Authority (RTA) which uses conventional curbside passenger boarding and alighting along Osos Street between Palm and Monterey Streets (refer to Figure 3 for a Project Vicinity map).

The existing RTA transfer site is used by all RTA routes and is already over-capacity and has no room to accommodate current uses or future growth. RTA overflow buses load and unload on Palm Street. The existing SLO Transit Center site is limited to five sawtooth bays on Osos Street. The current path of travel for riders transferring between the two systems requires a double street crossing, transfer times are less convenient than desired, and passenger amenities are minimal and site negotiation can be difficult for disabled passengers.

Several previous efforts to study a new Downtown Transit Center have been conducted by the City of San Luis Obispo. The previous studies have all generally identified the two block area between Santa Rosa Street, Toro Street, Monterey Street and Higuera Street as having the most potential for the location for a downtown transit transfer center (refer to Figure 2). This two block area is commonly referred to as the North Area Regional Facility Report (NARF) Boundary in the previous studies.

In 2010 SLOCOG approved planning funds toward the reactivation of the transit component of the prior studies. The intent is to consider both near-term and long-term opportunities within the NARF boundaries and compare those to possible upgrades of the existing Osos Street site. The Study participants are SLOCOG as the lead agency, SLO Transit as the local transit system and RTA as the regional transit system.

According to the results of the Technical Memorandums prepared as part of the SLOCOG study, the alternative with the overall best score was the "Higuera Street Alternative 6". This alternative had the highest scores in the categories of Site Characteristics and Transportation Service, and tied for the highest score in the categories of Socio-Economic, Policy/Planning Integration, and Other. All of the Higuera Street alternatives scored higher than all of the Osos Street alternatives.

The Technical Memorandum studies can be found on the project web site at:

http://www.slocog.org/cm/Programs_and_Projects/Transit_Planning_and_Coordination/SLO_Coordinated_Transit_Center.html

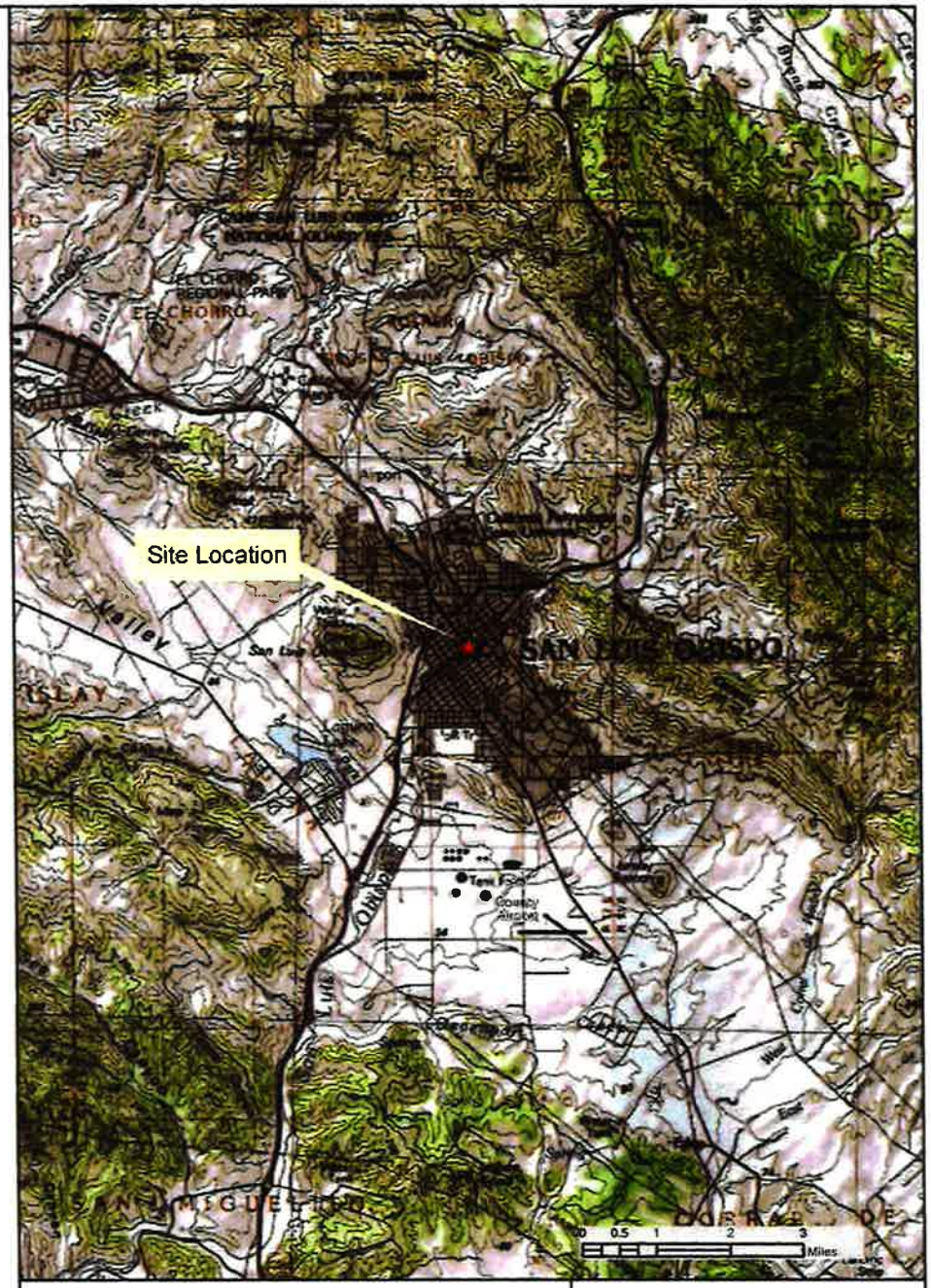
After publication of the Technical Memorandum studies and several public workshops, SLOCOG is now in the process of acquiring the properties underlying the preferred project site. The subject of this NEPA and CEQA determination is to provide the required environmental review of the acquisition of the parcels identified in Figure 2. It is important to note that the full environmental impact analysis of the future San Luis Obispo Coordinated Transit Center would be speculative at this time due to the fact that although the Higuera Street Alternative 6 has been chosen as the preferred alternative for potential development, funding for further project development has not yet been secured, and initiation of final project planning and future project designs have not been authorized. As such, the final location and layout of the project have not yet been finalized and the environmental impact analysis for the project would not be feasible at this time. However, in order to initiate final project planning, SLOCOG is proposing the following right-of-way acquisition to secure the potential project site parcels.

2. INFORMATION REQUIRED FOR REQUESTED CATEGORICAL EXCLUSION

Per 23 CFR Part 771.118, and in accordance with the checklist titled "Information Required for Probable Categorical Exclusion", the following information is included for review by FTA Region 9 to support the request for a Categorical Exclusion (CE) determination for the proposed SLO Coordinated Transit Center Property Transfer Project.

A. Detailed Project Description: The proposed project consists of the purchase of three parcels in downtown San Luis Obispo for future consideration in the development of the SLO Coordinated Transit Center project. As the result of detailed development studies and in partnership with a coordinated public outreach program, a preferred development alternative (the "Higuera Street Alternative #6") was selected for further study as the preferred alternative for the SLO Coordinated Transit Center. This alternative would reduce Higuera Street, east of Toro Street to two lanes of westbound travel (refer to Figure 1 for a detailed site location map). Although neighboring access to an existing service station via Higuera Street has been closed off, Bank of America access and on-street parking (15 spaces) along south side of Higuera would be maintained. Higuera Street Alternative #6 accommodates 16 fully independent bus bays, which meets the future transit requirements. Buses can enter the site via Toro and transfers are made safer since all bus bays are located along the north side of Higuera Street, eliminating transfers from crossing any street.

   However, before the final planning for the future transit center can begin, it will be necessary for SLOCOG to investigate and secure the rights to the properties identified for the preferred alternative



OLIVEIRA ENVIRONMENTAL CONSULTING

KMA

N W E S

0 2.5 5 10 15 20 Miles

San Luis Obispo Transit Center Property Transfer

San Luis Obispo Council of Governments

Figure 1

Regional Vicinity Map

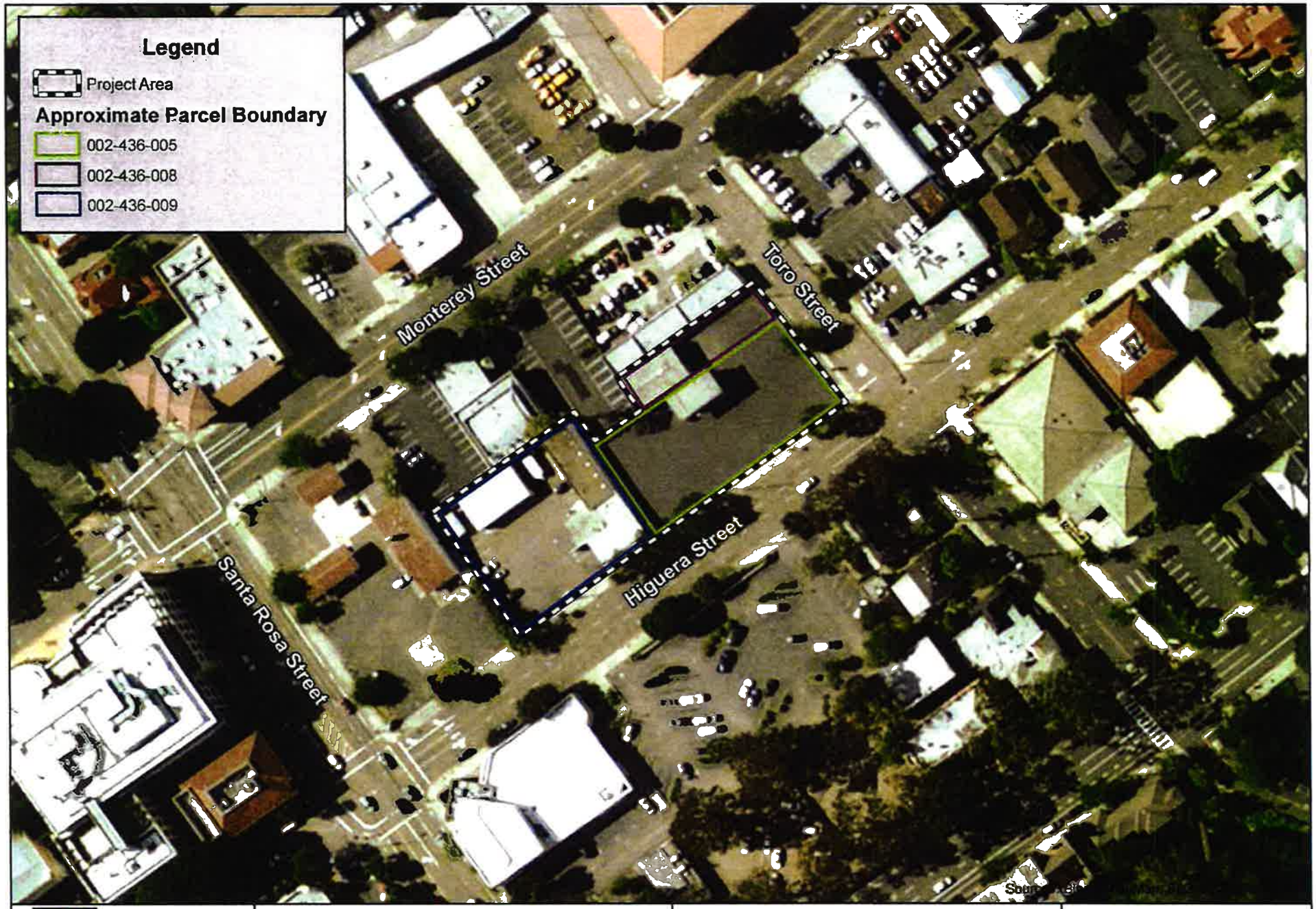
(refer to Figure 2). No further planning or funding for the preferred transit center alternative can move forward until the necessary right of way has been secured. As such, the proposed project consists solely of the acquisition of the identified parcels and the environmental analysis contained in the following report will be limited to the impacts associated with the acquisition of the subject parcels. It is important to note that once financing and final designs for the future SLO Coordinated Transit Center have been secured, the project will be required to be analyzed through the NEPA and CEQA environmental review process, at which time a full impact assessment and project alternatives analysis will be prepared and circulated for public review.

B. Location: The proposed project is the acquisition of several parcels for future consideration in the development of the SLO Coordinated Transit Center. The subject properties include 1144 Higuera Street (APN 022-436-009), 1166 Higuera Street (APN 002-436-005), and APN 002-436-008 (no recorded address). As shown in Figure 2, the location of the subject parcels is the urbanized downtown core of the City of San Luis Obispo. According to the city zoning regulations, the subject parcels are zoned "Retail – Commercial" and are surrounded by commercial, retail and office zoned parcels and land uses. Figure 3 shows a 0.5 mile radius around the subject parcels, confirming the urban nature of the site vicinity. Although a portion of San Luis Creek is within this area, this is an urbanized portion of the creek which runs underground through most of the downtown. The project site vicinity does not include designated environmentally sensitive areas.

C. Metropolitan Planning and Air Quality Conformity: The implementation of the future transit center project is consistent with the 2010 Regional Transportation Plan-Preliminary Sustainable Communities Strategy (2010 RTP-PSCS). The RTP is a comprehensive plan guiding transportation policy for the region and makes recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling. The RTP incorporates some of the requirements of the Sustainable Communities and Climate Protection Act (SB 375, enacted in 2008), which requires each of the 18 Metropolitan Planning Organizations (MPOs) in California to develop a Sustainable Communities Strategy (SCS) as a fourth element of the Regional Transportation Plan (to go along with the existing Policy, Action, and Financial elements). Securing a location for the Coordinated Transit Center in San Luis Obispo is seen as fulfilling several of the strategies for satisfying multiple recommendations in the RTP, including:

- Support the incorporation of design features and infrastructure in new projects that enable access by transit, bicycling, and walking;
- Support the implementation of programs and projects that enhance multimodal transportation choices, limit automobile oriented development and promote pedestrian scale communities;
- Advocate projects that include features that minimize the need for additional vehicle travel; and
- Work with Caltrans, local jurisdictions, and transportation providers to develop transportation facilities and amenities that fit within the unique character of the community.

D. Land Use and Zoning: According to the City of San Luis Obispo zoning regulations, the subject parcels proposed for acquisition are zoned "Retail – Commercial" and are surrounded by commercial, retail and office zoned parcels and land uses. According to Section 17.40.010 of the City Zoning Regulations the C-R zone is intended to provide for a wide range of retail sales, business, personal, and professional services, as well as recreation, entertainment, transient lodging, and some residential uses. The land uses allowed in this zone will generally serve the entire community and the region, as well as tourists and travelers. The C-R zone implements and is consistent with the General Retail land



OLIVEIRA ENVIRONMENTAL CONSULTING

KMA KENNEDY/MERR ASSOCIATES

San Luis Obispo
Transit Center Property Transfer

San Luis Obispo Council of Governments

Figure 2

Project Location Map

use category of the General Plan, and is intended to be applied primarily to areas with more public exposure on arterial streets than those reserved for manufacturing.

The acquisition of the subject parcels would not, in and of itself, result in any immediate change in the site land use. Future development of the site consistent with the potential SLO Transit Center would be evaluated for consistency with the current land use designation through the CEQA and NEPA process.

E. Traffic and Parking Impacts: The proposed project consists of the acquisition of three parcels in downtown San Luis Obispo, which in and of itself would not result in traffic or parking impacts. The purpose of the parcel acquisition is to facilitate the final planning and design for a future City Transit Center. The environmental impacts of the future project will be fully evaluated through the CEQA and NEPA process, at which time traffic/circulation studies and models will be prepared to inform the impact and project alternatives analysis for public review. Although the evaluation of the traffic and parking impacts for a future development project would not be feasible at this time, the nature of the SLO Transit Center will be to facilitate alternative transportation, improve the efficiency of regional transit, to reduce overall vehicle miles traveled, and to help elevate local traffic congestion.

F. CO Hotspots: The subject parcels are within the jurisdiction of the San Luis Obispo County Air Pollution Control District (APCD). The district currently exceeds the State standards of ozone and fine particulate matter (PM10). The district does not currently exceed any of the Federal standards for criteria pollutants. The APCD's Clean Air Plan (2009) identifies emission control measures addressing the attainment and maintenance of state and federal ambient air quality standards. The proposed project consists of the acquisition of the subject parcels and would not result in any inconsistencies with the adopted CAP, would not result in air quality impacts and would not result in carbon monoxide (CO) generation.

Although the project could be seen as supporting future development of the SLO Coordinated Transit Center, the future development of a transit center would be consistent with the Transportation Control Measures T-2A Local Transit System Improvements and T-2B Regional Public Transit Improvements found within the Clean Air Plan. Specifically, such local and regional transit improvements are anticipated to reduce emissions, vehicle miles traveled, and average daily trips, thereby reducing vehicle emissions (including CO).

It is important to note that a full impact analysis for the development of a future transit center would be speculative at this time. Upon final planning and design, the environmental analysis for the future project would address the APCD's thresholds of significance for operational emissions and thresholds of significance for construction operations.

G. Historic Resources: San Luis Obispo's cultural resources are central to the creation of the City's unique community experience. The evolution of the City began with the native Chumash and Salinan people, continued into European arrival and the founding of the Mission San Luis Obispo de Tolosa in 1772, and has persisted over many centuries. The evidence of this history can be found across the City in various archaeological, historical and cultural sites.

The project site is considered to be a developed and urban landscape, and the presence of undisturbed native soils is unlikely. The structures currently on the subject parcels were built in the 1950s and could potentially be considered historic resources based on their age. However, the proposed acquisition of the subject parcels would not directly result in any impacts to historic resources.

0 0.05 0.1 0.2 0.3 0.4 0.5 Miles

San Luis Obispo
Transit Center Property Transfer

San Luis Obispo Council of Governments

Figure 3

Project Vicinity Map

Future development of the site for the potential SLO Coordinated Transit Center would be subject to environmental review (including historic resources analysis) under CEQA and NEPA once the final design and development planning has been completed.

Additionally, in association with the Technical Memorandum prepared for the SLO Coordinated Transit Center Study, a records search was conducted at the Central Coast Information Center on August 26, 2011 to identify potential archaeological and architectural resources at the subject site. While the records search did not identify known historic resources at or near the site, further research through the San Luis Obispo County Assessor's Office indicate that two of the buildings at the Higuera Site are 50 years old or older. Specifically, the car showroom at APN: 002-436-009 (Porsche dealership) was built in 1958 and the building at APN 002-436-005 (corner of Higuera Street at Toro Street) was built in 1952. As such, an evaluation by an architectural historian will be prepared as part of the environmental impact analysis of the future development of a transit center and consistency with the City's Historic Preservation Ordinance will be assessed once final project designs are approved and project planning is completed.

H. Noise: The project site is adjacent to commercial office buildings, restaurants, and is within 500 feet of residential land uses (refer to Figure 3). Potential sensitive noise receptors nearby include outdoor eating areas at the northeast corner of the Higuera Street/Toro Street intersection, 90 feet away from the potential future transit center; and at the southwest corner of the Higuera/Santa Rosa Street intersection, approximately 100 feet away. According to the General Plan Noise Element, the maximum allowable residential and/or office noise exposure is 60 decibels for outdoor noise and 45 decibels for indoor noise, as generated from transportation noise sources. According to the FTA "Transit Noise and Vibration Impact Statement (2006)", the maximum allowable residential/office noise exposure is 67 decibels for outdoor noise and 52 decibels for indoor noise, as generated from transportation noise sources.

The proposed property acquisition project would not result in any change in the noise environment and would not result in noise impacts. Although future development of the site by the Lead Agency would have the potential for noise impacts, funding for project design and final planning has not yet been secured and an analysis of probable noise impacts would not be feasible at this time. It is important to note that once future plans and designs for site development have been completed, the project will be fully analyzed for environmental impacts through the CEQA and NEPA process, including a study of development alternatives.

I. Vibration: The proposed property acquisition would not result in the generation of vibration or impacts related to groundborn vibration. No steel tracks would be constructed, relocated or replaced. The project does not involve rail-related development.

J. Acquisitions and Relocations Required: As discussed above, the proposed project consists of the acquisition of three parcels located in the downtown core of the City of San Luis Obispo. The parcels are located in an area historically used for auto sales and auto-related business, and the former businesses have been closed for some time. As part of the technical studies prepared to identify a location for a future SLO Coordinated Transit Center, these parcels were identified for future study as the preferred location for the future project. The acquisition of the parcels will be in cooperation with the current owners, who worked cooperatively with the Lead Agency during the initial planning phase and will do the same on the details of potential sale.

K. Hazardous Materials: The proposed property acquisition project would not, in and of itself, result in impacts related to exposure to hazardous materials, since the project does not include any development or earthwork.

The potential for hazardous material impacts related to the development of a future transit center were assessed during the studies to determine the preferred location for a future project. In association with the Technical Memorandum prepared for the SLO Coordinated Transit Center Study, an assessment of project site hazardous material issues was prepared to assess the impacts related to existing hazardous materials. As a part of this study, a search of the Geotracker database (State Water Resources Control Board, 2011) identified the following hazardous waste cases at the Higuera Street site and their cleanup status:

- Spring Toyota, 1144 Higuera Street—LUST Cleanup Completed, Case Closed as of 11/19/1999 (this is now the Porsche dealer);
- 1166 Higuera Street—The City of San Luis Obispo Fire Department issued a conditional "No Further Action" letter and stated that if the building and/or property is modified, expanded or redeveloped, the contaminated soils will have to be remediated;
- Phil Burton (Former Station) 1185 Monterey Street—LUST Cleanup Completed, Case Closed as of 4/14/1992;
- John's Shell, 1101 Monterey Street—Leak discovered 8/18/1989; Cleanup completed, case closed 11/2/1989; and
- Downtown Shell, 1101 Monterey Street (formerly John's Shell)—Groundwater samples have met cleanup goals. On September 1, 2011, water board recommended the case be closed.

However, it is important to note that further analysis of hazardous material impacts for future development would be speculative at this time since funding for development has not been secured and final site plans and designs have not been created. Once future project plans and designs have been completed, the development would be fully analyzed through the CEQA and NEPA process. At which time, the Central Coast Water Board, San Luis Obispo County EHS [Environmental Health Services], City of San Luis Obispo Fire Department (City Fire), and the appropriate local planning and building departments will be notified prior to any changes in land use, grading activities, excavation, or dewatering, and a full assessment of hazardous material impacts and appropriate mitigation measures will be prepared for public and regulatory agency review.

L. Community Disruption and Environmental Justice: The proposed project consists of the acquisition of several parcels in the downtown core of the City of San Luis Obispo for future planning as part of the potential development of a SLO Coordinated Transit Center. The acquisition of the subject parcels would not divide the community or affect the community character. Community activities, such as the weekly Farmers Market, would not be affected.

Final planning and design, and ultimate development, of the site has not been funded yet and final site plans have not been created. At this time, the environmental impact assessment of the future development would be speculative. A full assessment of the community disruption and environmental justice impacts resulting from future development will be analyzed through the NEPA process once final plans have been created and approved, including a full alternatives assessment. Additionally, the creation of a transit center would encourage public transportation and facilitate safe access to alternative transportation as compared to the current City transit center location.

M. Use of Public Parkland and Recreation Areas: The proposed project would not encroach upon or change access to existing recreational facilities or areas.

N. Impacts on Wetlands: Although a portion of San Luis Creek is within the 0.5-mile project site buffer area, this is an urbanized portion of the creek which runs underground through most of the downtown. The project site vicinity does not include any wetlands. No impacts to wetlands would be expected, and no navigable waterways are located within the City limits.

O. Floodplain Impacts: based on a review of the FEMA floodplain assessment maps for the project area and vicinity, it has been determined that the project area is not located within the 100-year floodplain. The project will not change the site topography or result in changes that would affect flooding.

P. Impacts on Water Quality, Navigable Waterways, and Coastal Zones: Although a portion of San Luis Creek is within the 0.5-mile project site buffer area, this is an urbanized portion of the creek which runs underground through most of the downtown area. The project site vicinity does not include any wetlands and is not adjacent to or influenced by a coastal zone. No impacts to water quality would be expected, and no navigable waterways are located within the City limits.

Although an assessment of future site development impacts would be speculative, since funding for project design or development has not been secured and no final plans have been produced, once final plans have been created the future project impacts related to water and water quality will be analyzed through the CEQA and NEPA process.

Q. Impacts on Ecologically Sensitive Areas and Endangered Species: The proposed project consists of the acquisition of the subject parcels, which would not in and of itself result in impacts to biological resources or sensitive status species. At this time, the assessment of biological impacts related to the future development of the SLO Coordinated Transit Center would be speculative since the project has not been proposed or designed and funding has not yet been secured.

However, the potential for ecological and special status species impacts related to the development of a future transit center were assessed during the studies to determine the preferred location for a future project. In association with the Technical Memorandum prepared for the SLO Coordinated Transit Center Study, an assessment of project site biological issues was prepared to assess the impacts related to existing sensitive status species. A search of the California Natural Diversity Database (CNDDB) was conducted to obtain a list of Federal and State-listed species in the USGS quadrangle. Within the San Luis Obispo 7.5 minute USGS Quadrangle, there are eight federally or State-listed species. Listed plants include: Morro manzanita (*Arctostaphylos morroensis*), Chorro Creek bog thistle (*Cirsium fontinale var. obispoense*), adobe sanicle (*Sanicula maritime*), and Cuesta Pass checkerbloom (*Sidalcea hickmanii ssp. anomala*). Listed animals include: vernal pool fairy shrimp (*Branchinecta lynchi*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), steelhead- south/central California (*Oncorhynchus mykiss irideus*), California red-legged frog (*Rana draytonii*). Habitats for all these species consist of chaparral, grassland, riparian forest, aquatic habitats, or closed-cone coniferous forest.

The subject parcels are highly urbanized areas consisting of pavement and some ornamental landscaping. Fifteen ornamental trees are currently planted along Higuera Street within the project area. Should trees be removed or planted, the City's Tree Ordinance [Ordinance No. 1544 (2010 Series)] requires coordination with the City Arborist and consistency with the Street Tree Master List. No other biological issues are anticipated for the subject site. Future proposed development would be subject to CEQA and NEPA review, at which time a full biological impact assessment would be prepared for public and agency review.

R. Impacts on Safety and Security: The proposed property acquisition would not result in safety or security impacts. Implementation of the future SLO Coordinated Transit Center would create a safer environment for all regional transit users, including passengers and pedestrians/bicyclists using the center. The proposed relocation and redevelopment of the transit center would mitigate existing conflicts between vehicle traffic and pedestrians/bicyclists by creating dedicated travel lanes and removing non-bus traffic from the transit locations. Access for elderly or disabled passengers would be greatly improved with improved ADA access. Increased safety lighting would insure a more energy efficient use and would promote safer use of the center. A full safety analysis of the future project, while speculative at this point because the project has not been funded or designed yet, will be prepared in accordance with the CEQA and NEPA process and circulated for public review.

S. Impacts Caused by Construction: The proposed property acquisition would not in and of itself result in any construction and construction impacts are not expected. Because future development of the SLO Coordinated Transit Center has not been funded or designed yet, an assessment of construction impacts would be speculative at this time. However, because future development of a transit center would be located separately from the current location on Osos Street, future construction would not impact the use or operation of the existing transit center while the new facility is being developed.

T. Supporting Technical Studies or Memoranda: In 2010 SLOCOG approved planning funds to consider both near-term and long-term opportunities to develop a new regional transit center and compare those to possible upgrades of the existing Osos Street transit center. The Study participants are SLOCOG as the lead agency, SLO Transit as the local transit system and RTA as the regional transit system. The studies included full public participation through workshops and updates from SLOCOG.

The result of this study is a report titled the "Technical Memorandum prepared for the SLO Coordinated Transit Center Study", which identified the "Higuera Street Alternative 6" as the preferred site for potential development. This alternative had the highest scores in the categories of Site Characteristics and Transportation Service, and tied for the highest score in the categories of Socio-Economic, Policy/Planning Integration, and Other.

The Technical Memorandum studies can be found on the project web site at:

www.slocog.org/cm/Programs_and_Projects/Transit_Planning_and_Coordination/SLO_Coordinated_Transit_Center.html

U. Public Outreach and Agency Coordination: As discussed above, the proposed property acquisition is the result of a detailed constraints assessment and alternatives study prepared by SLOCOG. The subject parcels represent the preferred site for the potential future development of the SLO Coordinated Transit Center.

Although public outreach will be initiated through the CEQA and NEPA process for project development once final development plans are prepared, SLOCOG initiated a comprehensive public outreach component to the studies prepared to identify a preferred location for future development. Public outreach for the San Luis Obispo Coordinated Transit Center Study had three progressive phases:

1. Scoping Phase: During the scoping phase, the project team gathered input regarding the proposed transit center and determined what the interested parties would like to see in the proposed transit

center, along with registering any issues or concerns about the proposed center. This included a public workshop held on May 18, 2011 that included a presentation on potential project locations and a public comment component where comments were received and recorded.

2. Options Development Phase: The purpose of this phase was to collect input on the preferable options, problems, and opportunities that those alternatives would provide. A public workshop to review proposed concepts and solicit feedback was held at the downtown public library, adjacent to the existing transit transfer site on Wednesday, October 12, 2011.

3. Final Presentation Phase: The final phase determined if modifications or adjustments to the concepts were needed in order to make them more workable for potential users. A public workshop to review the evaluation of several conceptual designs and solicit feedback was held at the downtown public library, adjacent to the existing transit transfer site on Wednesday, February 22, 2012.

The result of the technical studies and public outreach was the selection of the subject parcels as the preferred location of the future transit center, and input regarding the services needed to best serve the public. Please refer to Section 3, Public Outreach, of the Technical Memoranda prepared for the SLO Coordinated Transit Center Study for a detailed discussion of the public outreach effort and results (see web site listed above).

Based on the analysis outlined above, and supporting documentation described herein, the San Luis Obispo Council of Governments believes that the proposed property acquisition project meets the criteria for a NEPA Categorical Exclusion in accordance with 23 CFR Part 771.118(d)(4) "Acquisition of Right of Way":

No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.

If you have any questions regarding the above information in support of a NEPA Categorical Exclusion, please feel free to contact Oliveira Environmental Consulting (contact: Jeff Oliveira, Principal Environmental Planner. 805.234.7393, jeffo@olive-env.com), or the SLOCOG project manager, Eliane Guillot (805) 781-5711; EGuillot@slocog.org). Thank you.

Attachment
Notice of General Rule Exemption (CEQA)

SAN LUIS OBISPO
COUNCIL OF GOVERNMENTS

(ENDORSED)
FILED
DEC 12 2013
JULIE L. RODEWALD COUNTY CLERK
BY [illegible] THIEL
DEPUTY CLERK

NOTICE OF GENERAL RULE EXEMPTION

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
1114 MARSH STREET • SAN LUIS OBISPO • CALIFORNIA 93401 • (805) 781-4219

DATE: December 9, 2013

PROJECT DESCRIPTION

LOCATION: 1144 Higuera Street (APN 022-436-009), 1166 Higuera Street (APN 002-436-005), and APN 002-436-008 (no recorded address)

PROPOSED USES/INTENT: The proposed project consists of the purchase of three parcels in downtown San Luis Obispo for future consideration in the development of the SLO Coordinated Transit Center. The future transit center has not been designed and a full impact analysis would be speculative at this time (see CEQA Guidelines Section 15145). Once project funding and final plans have been secured and approved, the transit center will undergo full analysis under CEQA and NEPA.

APPLICANT: San Luis Obispo Council of Governments (SLOCOG)

EXEMPT STATUS/FINDINGS

This project is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. It can be seen with certainty that there is no possibility that this project may have a significant effect on the environment; therefore, the activity is not subject to CEQA. [Reference: State CEQA Guidelines sec. 15061(b)(3), General Rule Exemption]

REASONS WHY PROJECT IS EXEMPT

The purchase of the subject parcels will not result in environmental impacts. The future SLO Coordinated Transit Center has not been designed yet and environmental review would be speculative at this time pursuant to Section 15145 of the CEQA Guidelines. Once final funding and project designs have been secured, future development will be fully analyzed through the CEQA and NEPA process.

ADDITIONAL INFORMATION

Additional information pertaining to this notice of exemption may be obtained by reviewing the second page of this document and by contacting the San Luis Obispo Council of Governments (Eliane Guillot, 805-781-5711, eguillot@slocog.org). In addition, information regarding the technical memoranda prepared for the future SLO Coordinated Transit Center can be found on the project web site at:

www.slocog.org/cm/Programs_and_Projects/Transit_Planning_and_Coordination/SLO_Coordinated_Transit_Center.html

REVIEW FOR EXEMPTION / ENVIRONMENTAL CHECKLIST

Project Title & No: San Luis Obispo Coordinated Transit Center Property Transfer Project

Pursuant to section 15061 of the State California Environmental Quality Act (CEQA) Guidelines, the preliminary review of a project includes a determination as to whether a project is exempt from CEQA. This checklist represents a summary of this project's review for exemption.

		YES	NO
1.	Does this project fall within any exempt class as listed in sections 15301 through 15329 of the State CEQA Guidelines?	☐	☒
2.	Is there a reasonable possibility that the project could have a significant effect on the environment due to unusual circumstances?	☐	☒
3.	Is the project inconsistent with any Federal, State, or local law or administrative requirement relating to the environment?	☐	☒
4.	Will the project involve substantial public controversy regarding environmental issues?	☐	☒
5.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒
6.	Does the project have the potential to achieve short-term environmental goals to the disadvantage of achieving long-term environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	☐	☒
7.	Does the project have adverse impacts which are individually insignificant, but cumulatively significant? Cumulatively significant means that the incremental effects of an individual project are substantially adverse when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☒
8.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒

On the basis of this initial evaluation, I find that the proposed project does not have the potential to cause a significant effect on the environment, and is therefore exempt from CEQA.

Peter Fidgen

SLOCOG Representative

12/11/13

Date