



The City of San Luis Obispo invites
the Community to a
presentation and
discussion of options for the new
North Area Regional Public Parking
and Transit Facility.



The site is located within a 2 block area, bordered by Santa Rosa, Monterey, Toro and Marsh Streets (see location map below).

WHEN: Tuesday, May 13, 2003
6:30 pm

WHERE: 990 Palm Street
City Council Chambers

Additionally, the Planning Commission will hold a Study Session on this Project on Wednesday, May 14 at 7:00 pm in the City Council Chambers at 990 Palm Street. For further information, please see www.slocity.org



**city of
san luis obispo**



**CITY OF SAN LUIS OBISPO
PLANNING COMMISSION AGENDA REPORT**

ITEM # 2

BY: Peggy Mandeville, Transportation Associate, 781-7590
Austin O'Dell, Transit Manager, 781-7121

MEETING DATE: May 14, 2003

FROM: Mike McCluskey, Director of Public Works

FILE NUMBER: N/A

PROJECT ADDRESS: Two block area bordered by Santa Rosa, Monterey, Toro and Marsh Streets

SUBJECT: Study Session to introduce the North Area Regional Facility (NARF) Parking/Transit Project and the Concept of Mechanical Parking

RECOMMENDATION

Review and discuss the design options and concept of mechanical parking. No formal action may be taken at a study session. Staff will return to the Commission at a future public hearing to request the Commission's recommendation on a preferred design option.

BACKGROUND

In March 2001 the City Council approved the concept of creating an integrated downtown transportation center in the blocks bounded by Santa Rosa, Monterey, Toro and Marsh Streets (see Attachment 1, Map of Study Area). This concept, called the North Area Regional Facility (NARF), would ultimately become the transit transfer center and be integrated with a parking garage to promote ridesharing and transit use.

As part of the 2001-03 Financial Plan, the City Council authorized the hiring of consultants to develop schematic plans for the parking and transit facility within the two-block area north of Santa Rosa Street. One consultant, Gordon H. Chong and Partners, was hired for both the parking and transit components.

The parking component (which is a coordinated effort with the County because they will be one of the users) includes an analysis of alternative sites within the two block area, design of schematic plans and preparation of an environmental assessment. The design objectives for the parking component include:

- a. Provide 800 parking spaces; and
- b. Improve transit and parking integration in the downtown area; and
- c. Promote use of alternative transportation and ride sharing to meet City Circulation Element modal-split objectives; and
- d. Provide an attractive durable facility that enhances that area's urban design and is safe and comfortable to use during the day or night; and
- e. Investigate mechanical parking design concepts as an alternative to standard structure parking.

The transit component includes the development of a schematic plan for a consolidated transit center on the Shell gas station site and one alternative schematic plan using a portion of Higuera

Street. The design objectives for the transit component include:

- a. Provide 14 off-street bus bays; and
- b. Provide easy to use queuing spaces for SLO Transit (City) and CCAT (County) buses that meet current and future needs (20 year time frame); and
- c. Provide for the safe mixing of pedestrians, busses, bicycles, and private vehicles within the site area and to nearby destinations such as the County Government Center across Santa Rosa Street; and
- d. Provide support facilities including restrooms and space for on-site transit pass sales, distribution of schedules and other transportation information; and
- e. Provide an attractive durable facility that enhances that area's urban design and is safe and comfortable to use during the day or night.

DISCUSSION

Mechanical Parking

Mechanical parking is a relatively new concept in parking design using an existing technology-elevators. Mechanical parking allows vehicles to be stored in approximately half the space of a self-park garage because there is no need for drive aisles, ramps or space for people. The system operates with a series of elevators moving vehicles vertically and horizontally into storage bays (see Attachment 2, Parking Brochure Sample). There are numerous mechanical parking systems in operation throughout the world, however there are only two in operation in the United States: one in Hoboken, New Jersey and one in Washington, D.C. A City delegation (including one member of the Planning Commission) will be visiting the Hoboken residential parking facility in June. The delegation will tour the facility in use and interview its users. At the Study Session, the Commission should provide staff with questions they would like to be asked of the users and the developer of the parking facility.

Design Options

The consultants have prepared nine different design options for review and comment. These options illustrate how a parking and transit facility can be developed on various portions of the two-block area. Several businesses and properties are impacted by each option, however the historic Stover Sanitarium building (Old French Hospital) remains with each design. At the Study Session, the Commission should ask questions about the nine different design options and request additional information from staff if needed for the Commission to make their recommendation on a preferred option at a future public meeting.

Option A. Mechanical parking structure located at the northeast corner of Higuera and Santa Rosa behind new retail space fronting Higuera Street. Mechanical parking structure is configured as a "drive-thru" with transfer compartments (800 cars). Transit component developed along Higuera Street (14 buses).

Option B1. Mechanical parking structure (780 cars) at the northeast corner of Higuera and Santa Rosa behind new public plaza and retail space fronting Higuera Street. Mechanical parking is configured as a one way in and one way out system. Transit component developed along Higuera Street (14 buses).

Option B2. Mechanical parking structure (780 cars) located mid-block between Santa Rosa and Toro Street with entry from Higuera Street and exit onto Marsh Street. Transit component developed along Higuera Street (14 buses).

Option C. Self-park parking structure at the northeast corner of Higuera and Santa Rosa (780 cars) behind new retail space fronting Higuera Street. Transit component developed along Higuera Street (14 buses).

Option D. Self-park parking structure on Monterey between Santa Rosa and Toro (798 cars) behind new retail space fronting Monterey and Santa Rosa Streets. Transit component developed along Higuera Street (13 buses).

Option E. Hybrid mechanical and self-park parking structure at the southeast corner of Toro and Santa Rosa (780 cars) behind new retail space on Monterey Street with access from Monterey and Toro Street. Transit component developed along Higuera Street (8 buses).

Option F. Self-park parking structure occupying the northern two thirds of the Monterey, Toro, Higuera, Santa Rosa Street block (849 cars). Transit component on Santa Rosa Street (13 buses) occupying the southern one third of the block.

Option G. Mechanical parking structure at the southeast corner of Monterey and Toro Streets with a “drive-thru” system of transfer compartments (800 cars) accessed by Toro Street. Transit component behind new retail space fronting Santa Rosa Street (12 buses).

Option H. Mechanical parking structure (780 cars) at the northeast corner of Higuera and Santa Rosa behind new public plaza and retail space fronting Higuera Street. Mechanical parking is a same side ingress/egress system. Mechanical parking is configured as a one way in and one way out system. Transit component developed along Higuera Street (14 buses).

Property Owner Involvement

The City does not currently own any property within the two-block project area. Property owners and occupants within this area have been notified of this meeting, however they have not been involved or consulted in the preparation of the design options. To date, two property owners (Shell and Morgan Stanley) have strongly stated that they are not interested in selling their property.

Next Steps

Because this is a study session to introduce the Planning Commission to the project and the concept of mechanical parking, a second advertised public meeting will be held (after the trip to Hoboken) to receive the Commission’s recommendation to the City Council on a preferred option. The City Council will review the Planning Commission’s recommendation and vote on a

preferred option with which to proceed. The preferred option(s) will be refined by the consultant and presented to the Mass Transportation Committee (MTC), Cultural Heritage Committee (CHC), Architectural Review Commission (ARC), and Planning Commission with final action on a schematic design taken by the City Council.

Environmental Review

The City's contract with the consultant includes the preparation of an environmental assessment of the preferred option. Potential environmental impacts include the identification and remediation of hazardous waste materials, socioeconomic impacts related to any relocation of businesses, traffic and cultural resources impacts.

ATTACHMENTS

Attachment 1: Map of the Study Area

Attachment 2: Parking Brochure Sample

The staff will present drawings of design options at the study session.