

The Integration Between Housing and Transportation in
Contemporary City and Regional Planning:
Transit-Oriented Development for the San Luis Obispo Station

A Senior Project
presented to
the Faculty of the City and Regional Planning Department
California Polytechnic State University, San Luis Obispo



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of the Requirements for the Degree
Bachelor of Science

by

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Introduction

The history of housing and transportation in the United States is extensive and influential to other aspects of built-environments, including rural and urban forms. Early implementation of United States housing and transportation were not complimentary of each other - this meant that decisions that were made regarding transportation were detrimental to the effectiveness of housing implementation within the area, and vice versa (Freemark, 2021). However, contemporary planning and its current issues such as drastic environmental changes and increasing community density have made the cohesion of transportation and housing necessary. Moreover, as communities in California continue to face increased housing demand needs from its citizens, the long-used layout for its urban areas - including the single-family home - is no longer suitable for current and future demographics (Demsas, 2023). Therefore, creating alternative housing and communities while improving community-wide transportation is crucial to the future well-being of communities across California.

Transit-oriented developments (TODs) are development models created with the primary aim of optimizing public transportation use. Transit-oriented development centers around transit hubs and are made up of mixed-use, dense communities that focus on connectivity, sustainability, and walkability. As described in this project, TOD projects would benefit San Luis Obispo as there would be less traffic congestion in the growing town and there would be an increase in access to public transportation. This would benefit the environment, and it would contribute to helping the housing crisis as it creates more residential units.

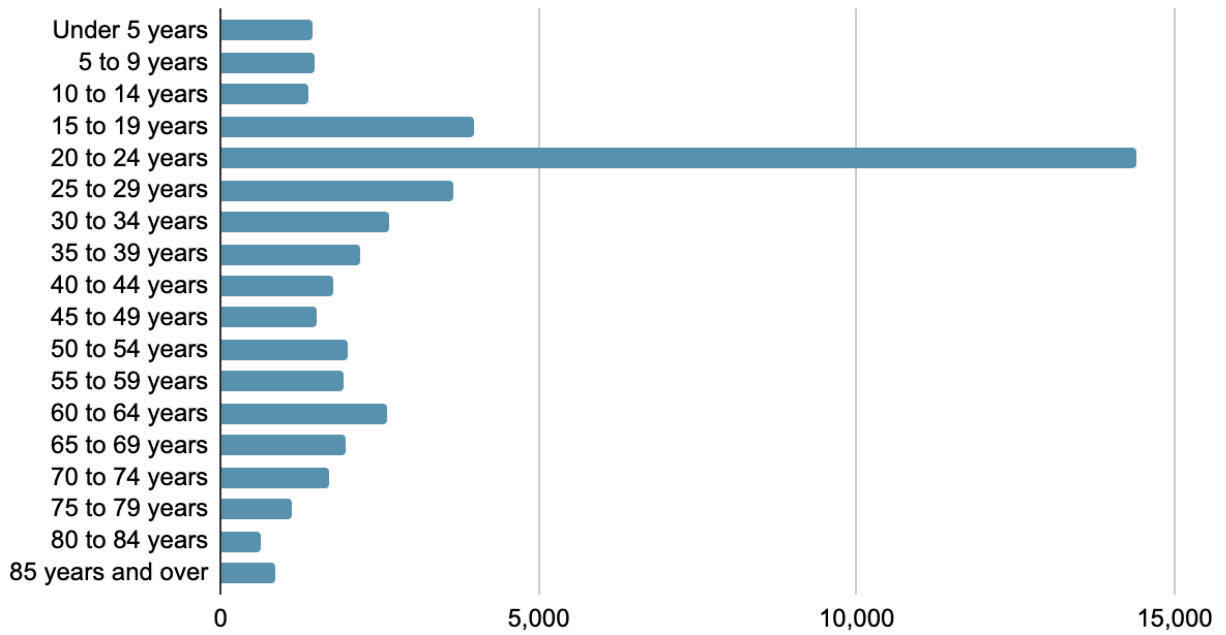
San Luis Obispo has a population of 48,341 as of 2022. San Luis Obispo experiences over 17,000 commuters in and out of the city for work daily (San Luis Obispo County Labor Market Report, 2020). TODs would create an accessible public transportation system for them to utilize without significantly increasing the traffic of the region.

Additional demographic information of the City of San Luis Obispo is shown in the figures and tables below:

	California Total Population (June 2022)	City of San Luis Obispo Total Population (June 2022)
Total Population	39,029,342	48,341

Table/Figure 1 - California and the City of San Luis Obispo populations as of June 2022 (U.S. Census Bureau, 2022)

Age Breakdown, San Luis Obispo, CA



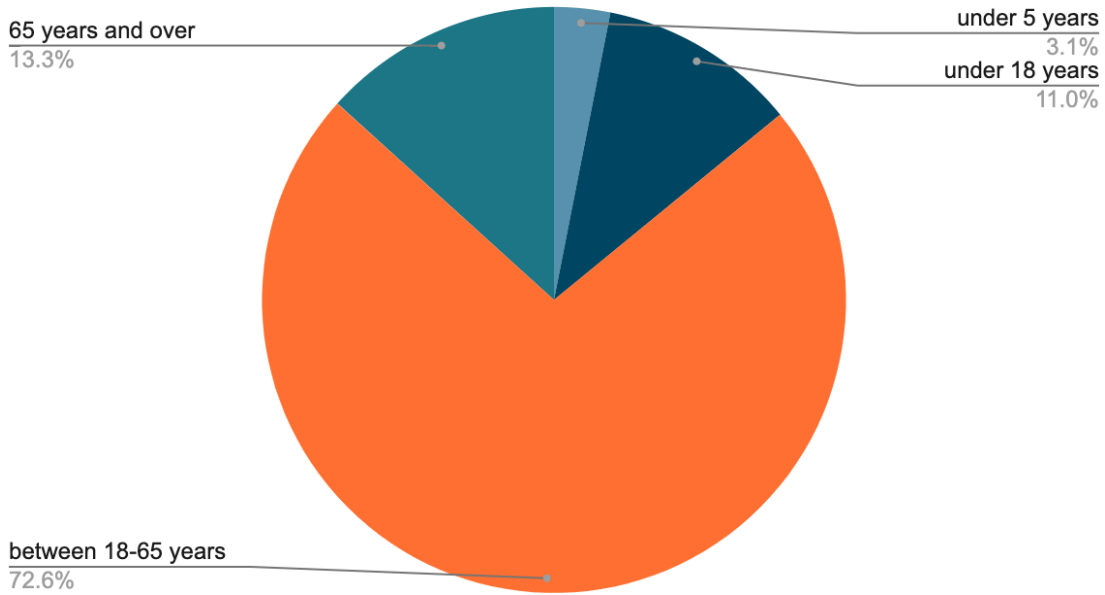
Graph/Figure 2 - A chart of subdivided age groups of San Luis Obispo (U.S. Census Bureau, 2021)

Under 5 years	1,444
5 to 9 years	1,474
10 to 14 years	1,382
15 to 19 years	3,975
20 to 24 years	14,400
25 to 29 years	3,664
30 to 34 years	2,646
35 to 39 years	2,189
40 to 44 years	1,765
45 to 49 years	1,515
50 to 54 years	2,006
55 to 59 years	1,926

60 to 64 years	2,608
65 to 69 years	1,965
70 to 74 years	1,698
75 to 79 years	1,119
80 to 84 years	636
85 years and over	845

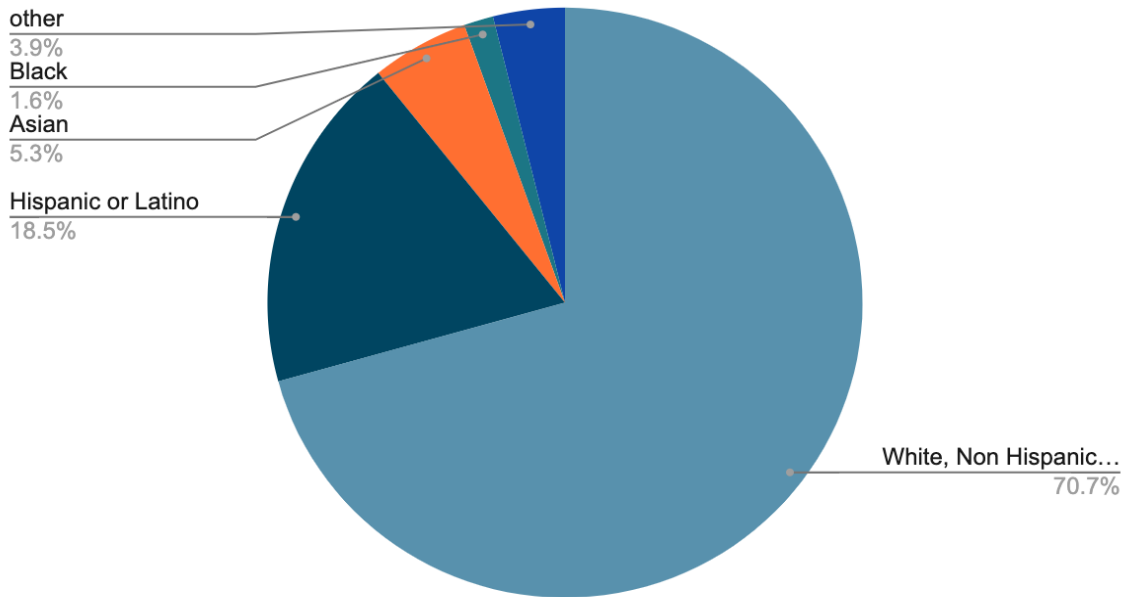
Table/Figure 3 - Quantitative data of population by age in San Luis Obispo (U.S. Census Bureau, 2021)

City of San Luis Obispo Age Comparison



Chart/Figure 4 - Percentages of age groups in San Luis Obispo (U.S. Census Bureau, 2021)

Racial Breakdown, San Luis Obispo, CA



Chart/Figure 5 - Percentages of race/ethnicity groups in San Luis Obispo (U.S. Census Bureau, 2020)

Sex Breakdown:

Male 24,061 (50.9%)

Female 23,196 (49.1%)

(U.S. Census Bureau, 2021)

Families and Living Arrangements:

Households, 2017-2021- 19,035

Persons Living per Household, 2017-2021- 2.41

Language Other than English Spoken at Home, 2017-2021- 16.8%

(U.S. Census Bureau, 2021)

Income and Poverty:

Median Household Income- \$61,862

Per Capita Income in the Last 12 Months- \$39,464

Persons in Poverty- 29.6%

(U.S. Census Bureau, 2021)

Housing:

Owner-Occupied Housing Unit Rate, 2017-2021- 39.5%

Median Value of Owner-Occupied Housing Units, 2017-2021- \$719,300

Median Gross Rent, 2017-2021- \$1,718

(U.S. Census Bureau, 2021)

Education:

High school graduate or higher, percent of persons age 25 years+, 2017-2021- 94.9%

Bachelor's degree or higher, percent of persons age 25 years+, 2017-2021- 51.6%

(U.S. Census Bureau, 2021)

Health:

With a disability, under age 65 years, percent, 2017-2021- 5.6%

Persons without health insurance under 65 years, percent- 6.0%

(U.S. Census Bureau, 2021)

By taking a closer look at the city's key demographics described above, a few major points become clear. First off, a large percentage of the population are young adults, which is substantiated by the city's proximity to the California Polytechnic State University. Secondly, the majority of residents rent homes (60.5 percent), rather than own. This is not only a factor of the college-aged population, but also the high median home price (\$719,300). Lastly, the city of San Luis Obispo has a high poverty rate (29.6 percent), when compared to the County of San Luis Obispo (13.1 percent) (U.S. Census Bureau, 2021). These key demographic takeaways highlight the importance of the proposed Train Station TOD addressing moderate and very low-income affordable housing, within the city of San Luis Obispo.

Project Background

The San Luis Obispo Train Station is located on the northern end of the project site, at 1011 Railroad Avenue. The station was built in 1941 by the Southern Pacific Transportation Company, with a Spanish Revival architectural style (Amtrak, 2023). The San Luis Obispo station is currently owned and maintained by Union Pacific. The main station building is approximately 6,512.21 square feet, and the secondary Union Pacific building is approximately 2,124.83 square feet. There is a third building at the Train Station site, the San Luis Obispo Railroad Museum, that is located at the southern end. The slope of the land is relatively flat at the San Luis Obispo Train Station. This station has two platforms that extend along the adjacent Railroad Avenue. The San Luis Obispo Train Station was selected for the project site as its close location to the Downtown district and geographical midpoint of the city would serve as a gateway for commuters and visitors alike.

The station is operated by Amtrak and has daily trips, serviced by the *Coast Starlight* and *Pacific Surfliner* train lines. The *Coast Starlight* line runs between Los Angeles and Seattle, while the *Pacific Surfliner* line connects San Luis Obispo to San Diego (VisitSLO, 2023). The Train Station is also serviced by Amtrak buses daily. Specifically, “the Amtrak Thruway Bus Routes to take include 17, 18a, and 21, which respectively begin in Oakland, Hanford, and San Jose” (VisitSLO, 2023). According to the 2021 Amtrak Fact Sheet, the San Luis Obispo Train Station serviced 30,449 passengers for the 2021 fiscal year (Amtrak, 2021).

The current land use that the San Luis Obispo Train Station is on is Service Commercial (C-S) and Public Facility (PF). The uses surrounding the San Luis Obispo Train Station are a mix

of buildings designated as Retail Commercial (C-R) and Medium-High Density Residential (R-3) homes, as supplemented below.

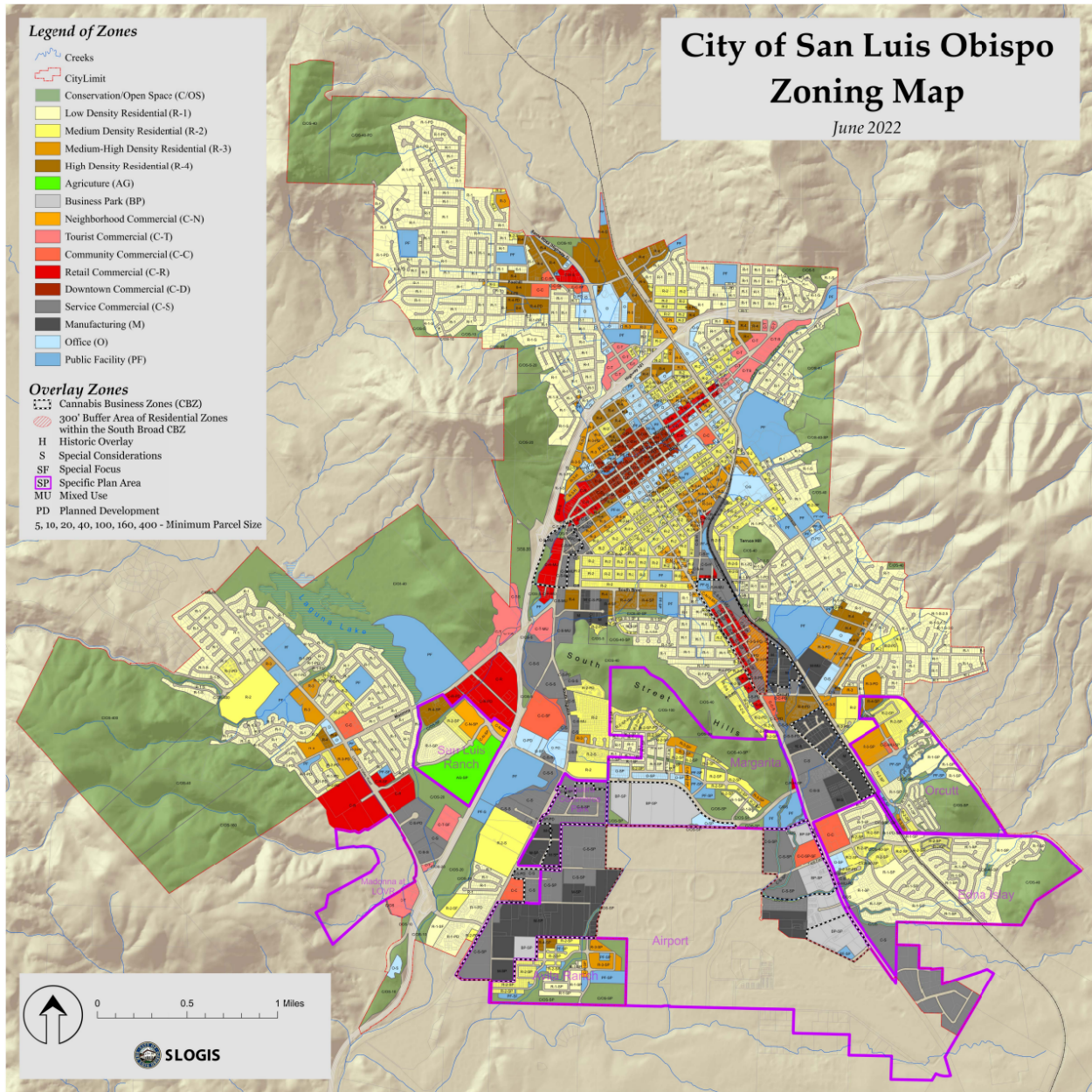


Figure 6 - City of San Luis Obispo Zoning Map with color label legend (City of San Luis Obispo, 2022)

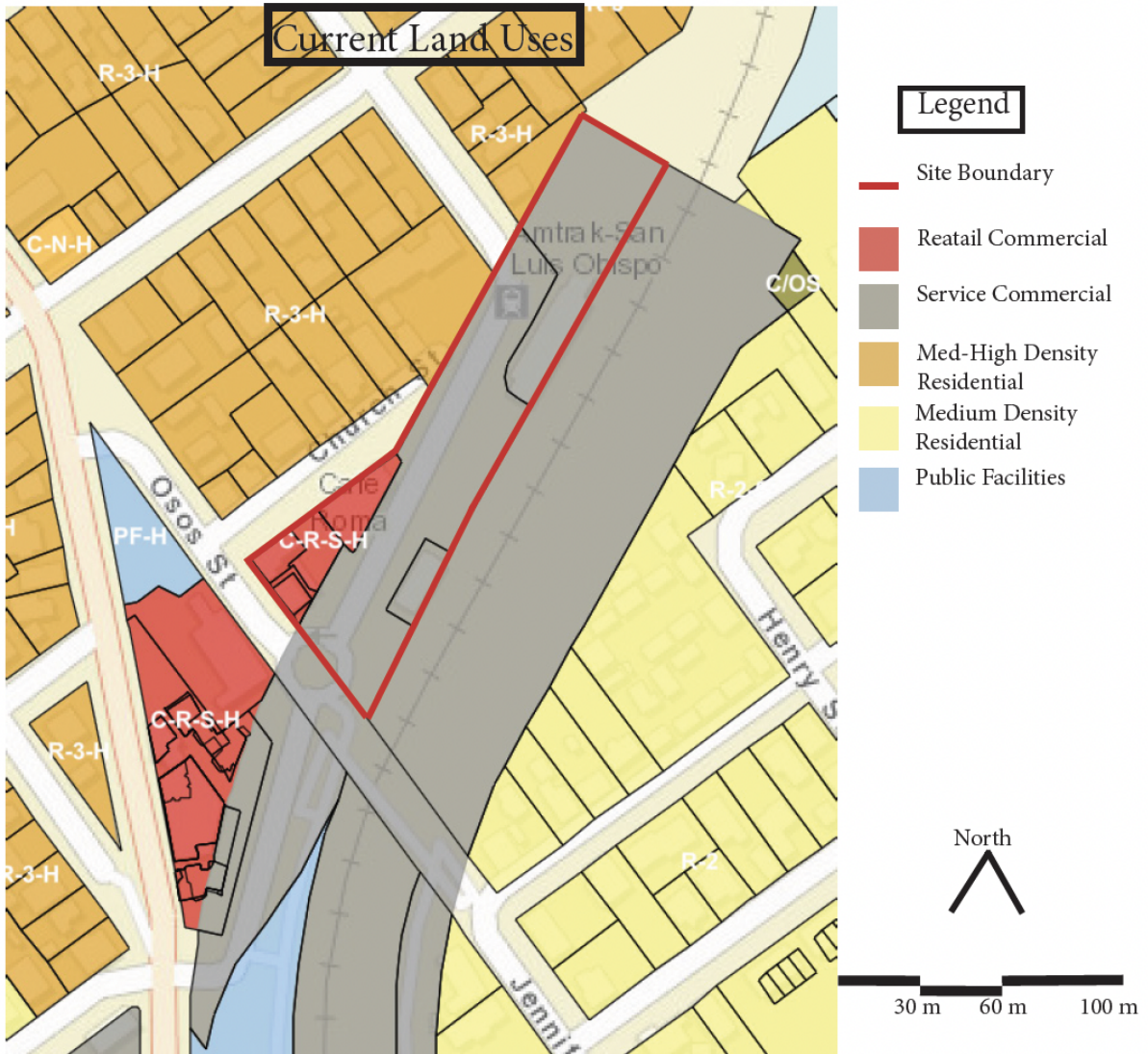


Figure 7 - Current land uses map of project site and surroundings

Additionally, the existing site contains an ample supply of both street parking and parking lots. A portion of the parking spaces are reserved for the nearby *Cafe Roma* and *Sally Loo's Wholesome Cafe*. Just Southwest of the site is a small park, Triangle Park, and a three-story mixed-use building that has first-floor commercial with residential units above. East of the site,

on the other side of the railway, is an abundance of medium-density housing units. The existing housing surrounding the San Luis Obispo Train Station is a mixture of one-story and two-story residences, as indicated in the current land uses maps above. The land use designation for the housing around the station is Medium-High Density Residential (R-3-H) and Medium Density Residential (R-2-H).

Accompanying the Train Station and surface parking, the site is currently home to *Cafe Roma* and *Sally Loo's Wholesome Cafe*. Along with these two restaurants, there is a two-story commercial building that is currently not in use. Across the street, to the Southwest of the site, there are three additional eateries: *Bon Temps Creole Cafe*, *Jan's Place*, and *My Thai*. These restaurants are located in the three-story mixed-use building mentioned above.

The square footage of the immediate surrounding land uses of the project site is shown in the following table:

Surrounding Land Uses Around the San Luis Obispo Train Station	Square Footage
Retail Commercial	70,633.4 square feet
Medium Density Residential	181,882.1 square feet
Med-High Density Residential	163,616.7 square feet
Public Facilities	14,489.16 square feet

Planning Relevance

In the upcoming years, transit-oriented developments will play a crucial role in California's future developments because of their ability to tackle multiple major issues statewide (Overstreet, 2023). By providing housing options near public transportation hubs, TODs can help alleviate California's housing crisis while also promoting sustainable transportation and reducing greenhouse gas emissions. Implementing effective transit-oriented developments helps address both housing and transportation needs (Federal Transit Administration, 2023).

The relationship between planning for communities and housing and transportation for citizens is one that is continuous and harmonious. To reiterate, current living and infrastructural conditions in California have made housing a crucial part of planning for communities within the state, as the population and migrant populations continue to rise. Expanding alternate transportation modes within communities as a result of more housing, living, and job opportunities is significant as well, considering that many of the existing infrastructure across California cities and towns cannot accommodate for current and future populations and commuters (Demsas, 2023).

Regional Housing Needs Allocation (RHNA) is a planning process, ran by the California Department of Housing and Community Development, used throughout California to determine the number of housing units that each region must accommodate in order to meet projected housing needs (California Department of HCD, 2023). RHNA is an assessment of the housing demand and an allocation of housing units (RHNA numbers) to different jurisdictions within a

region. RHNA numbers are updated every eight years and are typically addressed within localities' housing elements (California Department of HCD, 2023).

It is important to note that the units allocated to jurisdictions via RHNA do not need to be built within the eight-year cycle, but just planned for. In order to address affordability, allocation numbers are broken up into different income ranges: very low income, low income, moderate income, and above moderate income. Lastly, affordable project sites are required to be at least 20 units per acre for suburban jurisdictions or 30 units per acre for jurisdictions in metropolitan counties (ABAG, 2021).

Specifically, the City of San Luis Obispo has been tasked with planning for 3,354 housing units by 2028, which makes up 31 percent of San Luis Obispo County's total allocation (City of San Luis Obispo, 2020). 825 of these units are designated to be very low income, 520 designated as low income, 603 as moderate income, and 1,406 as above moderate-income (City of San Luis Obispo, 2020). The Train Station TOD project will accommodate an additional 30 units towards the city's RHNA requirements. 25 of these units will fall into the moderate-income range, while the remaining five units will be very low-income.

Project Description

The San Luis Obispo transit-oriented development is a proposed project located at and around the Train Station in San Luis Obispo. The project will be a mixed-use design, consisting of both commercial and residential uses. The proposed transit-oriented development will cover approximately 95,475.12 square feet, with the building footprints as shown below:

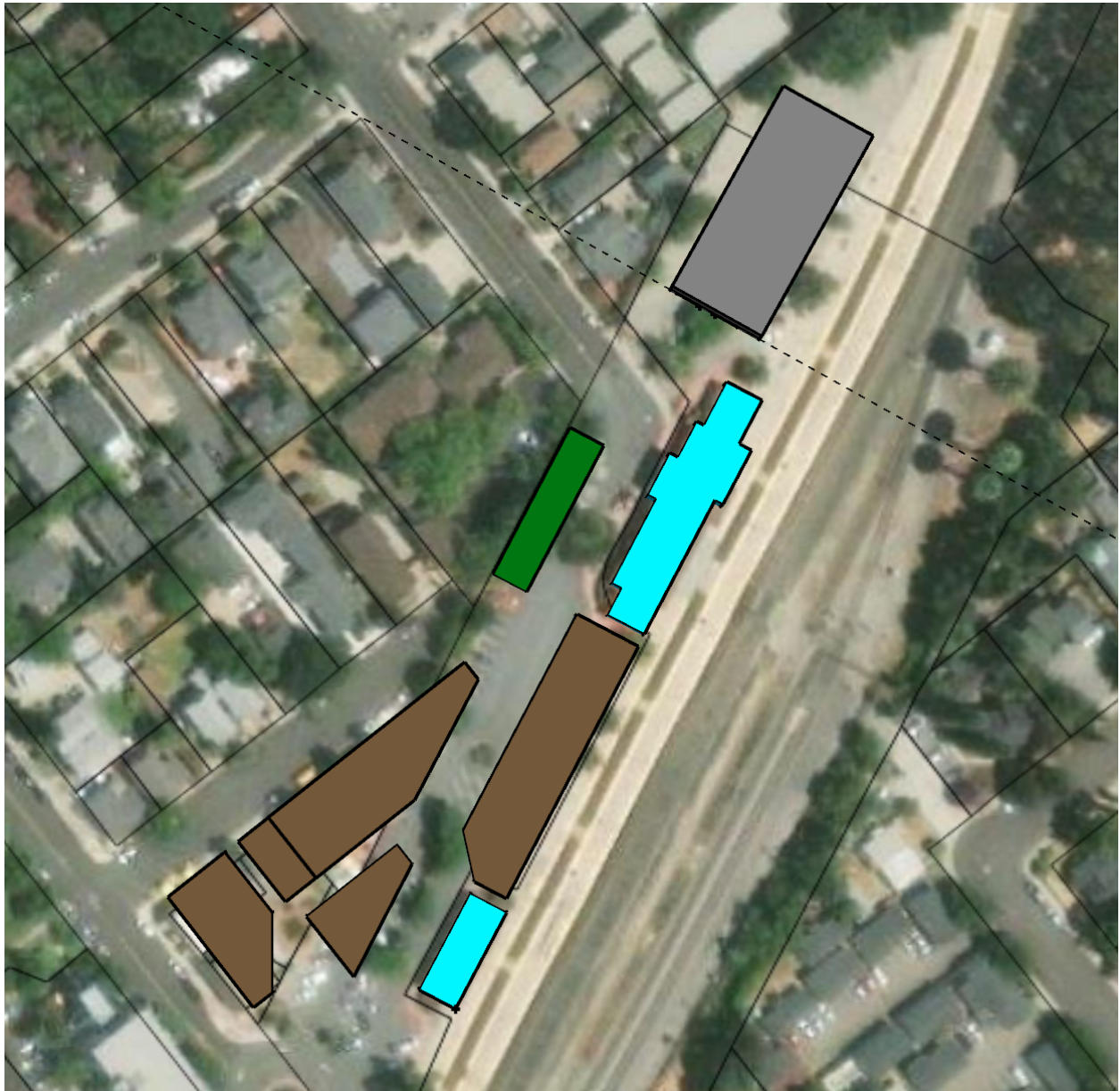


Figure 8 - Proposed project building masses, created with SketchUp

Square footage:

Residential and commercial (mixed-use) buildings (Brown)

- 1,436.18, 2,759.27, 4,043.75, 7,412.69 & 8,938.68 square feet

Parking garage (Gray)

- 11,049.95 square feet

Train station buildings (Blue)

- 2,124.83 & 6,512.21 square feet

Station plaza (Green)

- 3,090.77 square feet

Housing units:

30 units throughout all mixed-use buildings, pursuant to California housing regulations

Parking spots:

103 parking spots for the indoor parking garage, pursuant to San Luis Obispo municipal codes

The TOD project is proposed to house 30 residents within the site, with the first floor of the mixed-use buildings designated as solely commercial. These commercial areas shall include supermarkets, cafes and restaurants, as well as services for residents and visitors including education and governmental (mailing and administrative) amenities. The site is separated by a wide pedestrian pathway that allows pedestrians, visitors, commuters, and residents alike to circulate in an efficient and safe manner throughout the TOD. Vehicular transportation is restricted to the upper right part of the project site, for the entryway and exits for parking.

Project Objectives

This transit-oriented development will help mitigate the housing crisis in California starting with San Luis Obispo at the local level by developing housing for all demographics. The project will be beneficial towards increasing the livability and connectivity of current residents, commuters, and visitors of the San Luis Obispo region. The project will also activate the spaces by providing a walkway and commercial development for people that were previously not present. The proposed development is projected to activate the area, with new amenities, while promoting the site's existing uses; The existing cafe and restaurant within the project site will not be relocated nor impacted in economic yield as a result of this project.

The TOD project has been designed to protect the historical sites in San Luis Obispo, which includes the Train Station and the Union Pacific building. As the surrounding buildings are designated as historically significant, preserving the style and look of the Train Station area as a whole is significant. An important objective of the project is that the Train Station project site shall conform to the pre-existing Spanish architectural style of the area. The project site is anticipated to blend the proposed development into the surrounding area while complimenting the current uses and architectural style.

Methodology/Outreach

The project site was first assessed in person on April 25th, 2023. From there, we, the project team, observed the existing conditions of the site including the Train Station, slope and elevation, sidewalks, and the existing parking lots. We pictured our project site and how it would fit into the project area. We also looked at the surrounding buildings and determined the cohesiveness between the proposed building styles and the existing architecture. A couple of takeaways from the site visit related to spatial analysis of the existing site; Given that satellite imagery online does not reveal real-life proportions, we concluded that a site visit was necessary, and found that the existing space was ample for our proposed development. Additionally, the site visit showed that our original proposal which consisted of bike lanes throughout the site was not feasible because the existing street (20 feet) is not wide enough to accommodate for both pedestrian paths and bike lanes.



Image/Figure 9 - Site Visit Photo Location Map with number indicators of the ground-level views, as shown in the preceding images



Image/Figure 10 - Bottom of Site, looking Northeast (1)



Image/Figure 11 - View of the train station, looking north (2)



Image/Figure 12 - Parking lot in the Northern portion of the site (3)



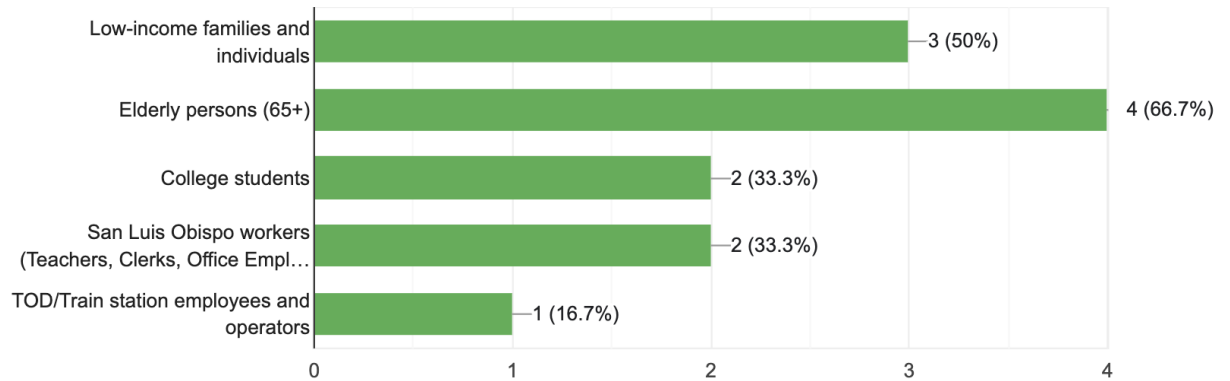
Image/Figure 13 - Looking Southwest from the top of the site (4)



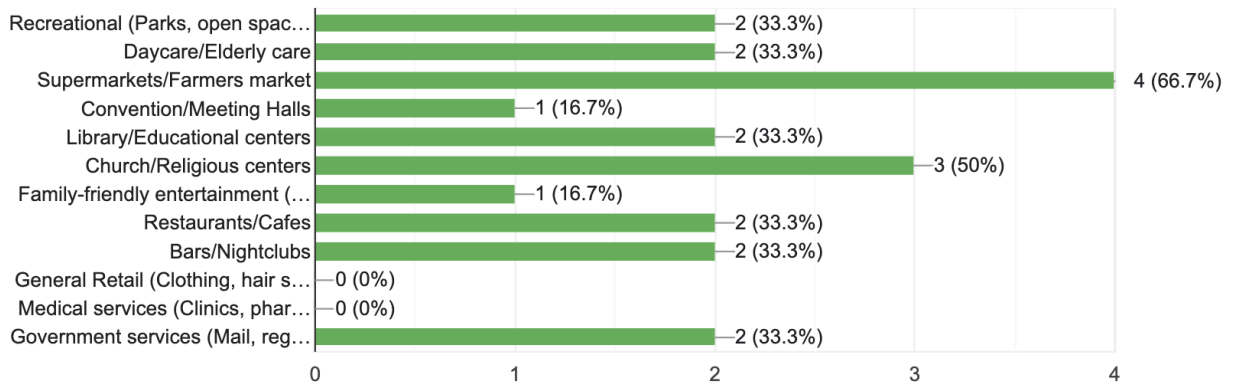
Image/Figure 14 - Looking Southwest from the Train Station (5)

During the design phase of the project, surveys were distributed to community members who were familiar with the train station site. We asked key questions, focussing on what individuals would like to see located on the site. We utilized these responses to gather community input as well as a reference point for proposed amenities and services throughout the project site. The questions and responses are as follows:

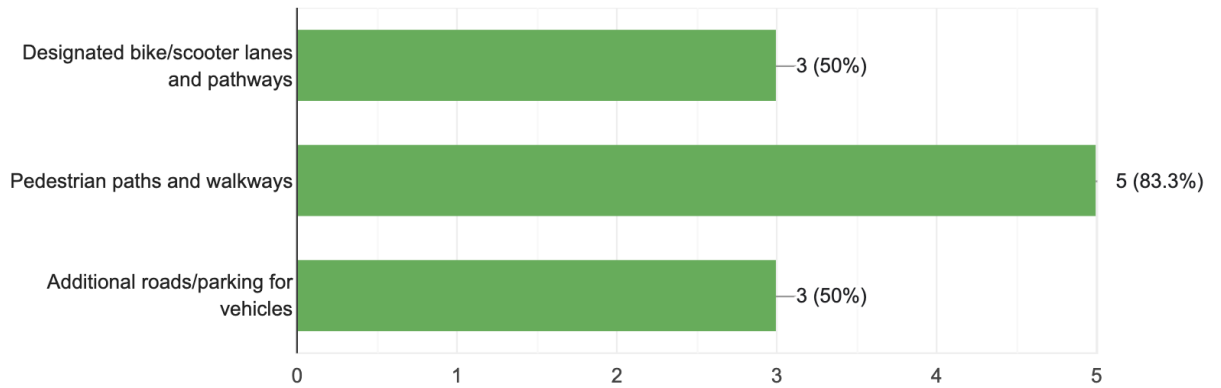
1. Which demographic(s) would you most like to see living in this transit-oriented development (TOD) for the San Luis Obispo Station? Select up to two.



2. Which commercial/retail and/or leisure services would you most like to see in this transit-oriented development (TOD) for the San Luis Obispo Station? Select up to four.



3. Which modes of transportation would you most like to see throughout the transit-oriented development (TOD) site for the San Luis Obispo Train Station? Select up to two.



4. Is there any specific aesthetic look (trees, building style, floor stories) and/or commercial/misc. service that you would like to suggest in this transit-oriented development (TOD) site for the San Luis Obispo train station? If no response, leave the text box blank.

Trees and open space

Add those target balls everywhere

Research

The estimated construction costs will total approximately \$9,788,014 for the residential units on the site. The estimated construction costs for the commercial development will total about \$13,524,500. For parking, the estimated total cost is \$1,126,569. These numbers are based on the United States and the western region of the United States data averages (Gerardi, 2021), (Graham, 2022). The city has \$25.6 million in general fund for capital improvement projects (City of San Luis Obispo, 2022). Our project could potentially be at least partly funded through this fund. The remaining could be funded through grants such as Community Development or Economic Block Grants.

	Residential Construction Costs	Commercial Construction Costs	Parking Construction Costs	Total Construction Costs	City capital improvement fund
Price	\$9,788,014	\$13,524,500	\$1,126,569	\$24.44 million	\$25.6 million

Labor costs for construction workers, planners, and other relevant city employees and site workers would be funded in adherence to standard wages and by the city of San Luis Obispo.

The nonparking and Train Station portions of the project site are proposed to be zoned Retail Commercial (C-R), which is explained in further detail below:

Retail Commercial (C-R) Zoning

Purpose:

“The C-R zone is intended to accommodate a wide range of retail sales, business, personal, and professional services, as well as recreation, entertainment, transient lodging, and limited residential uses. The land uses allowed in this zone will generally serve the entire community and the region, as well as tourists and travelers” (City of San Luis Obispo, 2022).

Development Standards: Maximum Residential Density= 36 units/acre

Setbacks:

“No setback required unless adjacent to zone with minimum setback requirement, in which case the adjoining setback shall be as provided in the zone of adjacent lot. Lots separated by streets or other rights-of-way are not considered adjacent. If more than one zone is adjacent, the largest setback shall be required” (City of San Luis Obispo, 2022).

Additional specifications:

Maximum Building Height= 45 ft.

Maximum Lot Coverage= 100%

Maximum Floor Area Ratio= 3.0

Minimum Lot Coverage= 9,000 sq. ft.

Multi-Unit Residential Parking:

0.75 space per bedroom - no less than one space per dwelling unit, plus one guest parking space per five units - not considering parking reductions (City of San Luis Obispo, 2022).

General Retail Parking:

One space per 300 sf (City of San Luis Obispo, 2022).

EV Parking:

Multi-Unit Residential with 16-25 total required spaces- three EV ready spaces minimum, plus 50 percent EV capable; nonresidential with more than 25 total spaces required- 10 percent EV ready spaces, plus 25 percent EV capable (City of San Luis Obispo, 2022).

Bicycle Parking:

All residential housing types- two per unit, plus one guest per every five units; general retail and personal service- one per 1,000 sf (City of San Luis Obispo, 2022).

Motorcycle Parking:

Each use or development that requires ten or more motor vehicle parking spaces shall provide facilities for parking motorcycles at the rate of one space for each twenty car spaces (City of San Luis Obispo, 2022).

Building Breakdown:

The Train Station TOD site will include five new, mixed-use buildings. The areas of buildable space for each building are as follows:

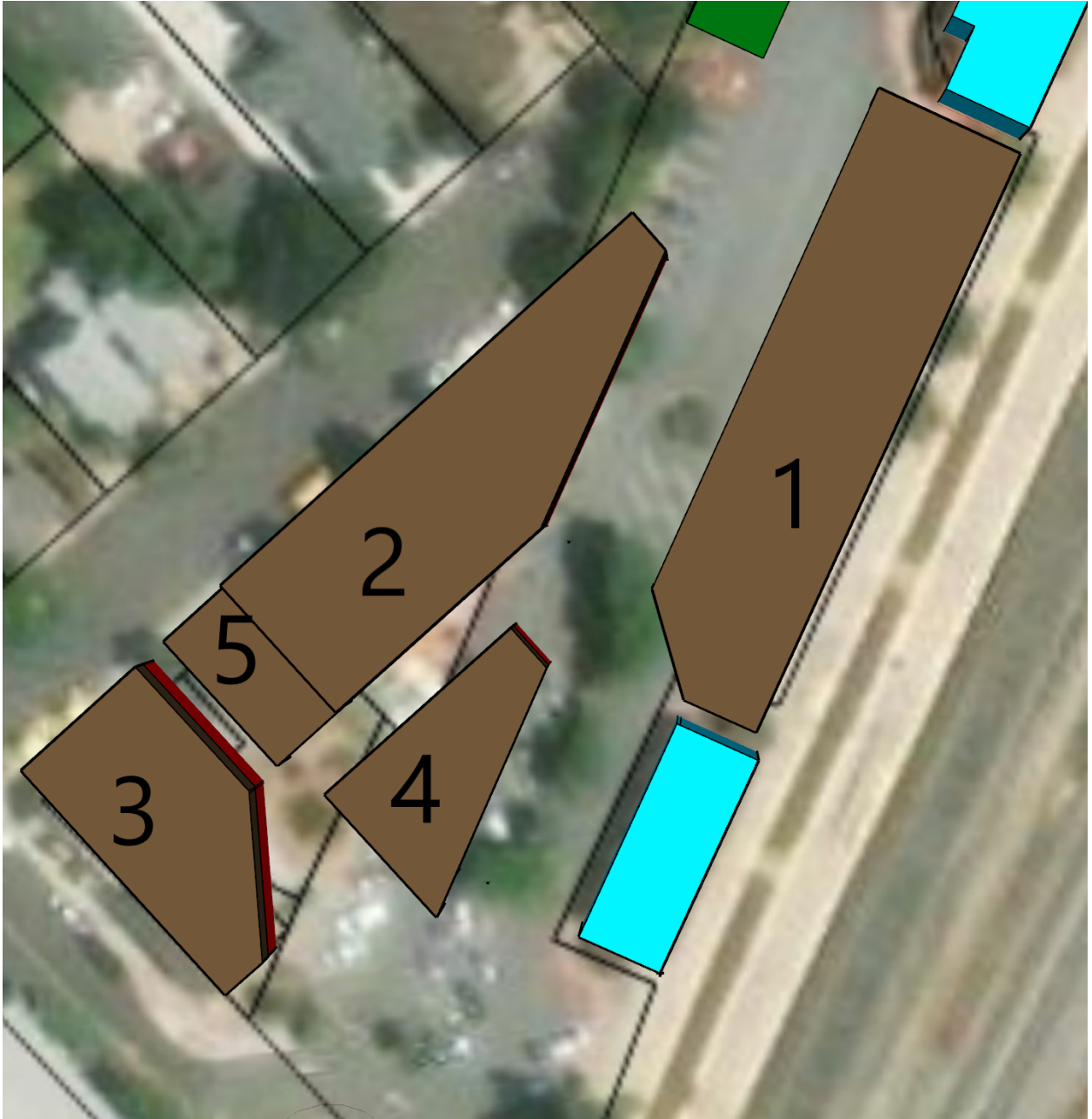


Figure 15 - TOD project mixed-use building masses, with number labeling

Building 1 has 8938.68 sq. ft., building 2 has 7412.69 sq. ft., building 3 has 4043.75 sq. ft., building 4 has 2759.27 sq. ft., and building 5 has 1436.18 sq. ft. of buildable space, for a total of 24,590.57 square feet of buildable mixed-use building space.

Residential Calculations:

Since the city calculates its residential density via dwelling units (DU) per acre, one is able to find the base density of each building by multiplying the allowed DU per acre by each building's total lot area. Applying this calculation to the C-R zone's allowed 36 DU per acre will produce each of the buildings' base densities: building 1 has a base density of seven units, building 2 has a base density of six units, building 3 has a base density of three units, building 4 has a base density of two units, and building 5 has a base density of one unit.

However, this project qualifies for a 50 percent density bonus, under the California Density Bonus Law, since each building allocates at least 15 percent of its units as very low income. After adding a 50 percent density bonus to each of the buildings, the final unit counts are as follows:

- Building 1 has a final density of 11 units (requires one very low-income unit to reach bonus),
- Building 2 has a final density of nine units (requires one very low-income unit to reach bonus),
- Building 3 has a final density of five units (requires one very low-income unit to reach bonus),

- Building 4 has a final density of three units (requires one very low-income unit to reach bonus),
- Building 5 has a final density of three units (requires one very low-income unit to reach bonus).

It is important to note that the required 15 percent of each building being very low income is calculated off of the building's base, not final, density. Additionally, the California Density Bonus Law allows for the rounding up of units, if they are above 0.5 (Goetz & Sakai, 2023). These calculations give the project a final unit count of 30, with five of these units being very low-income.

Commercial Calculations:

The Train Station TOD project will have the first floor of each of its buildings as commercial retail space. This would mean that the site would have a total of 24,590.57 sq. ft. of commercial space.

Vehicular Parking Calculations:

The city requires one parking space for every 300 sq. ft. of C-R space. This means that the commercial parking requirement for the project is 82 parking spaces ($24,590.57/300=82$). The California Density Bonus Law states, “rental/for sale projects with at least 11 percent very low income or 20 percent lower income units, within 1/2 mile of an accessible major transit stop, allows for 0.5 parking spaces per unit” (Goetz & Sakai, 2023). The project qualifies for this parking break because 15 percent of each building is designated for very low-income occupants

and it is located within ½ mile of a major transit stop. Since the project is home to 30 units, 15 parking spaces are required, excluding guest parking. Since the city requires one parking space for every five multi-family residential units, the project requires an additional six spaces for guest parking. This means there are 21 spaces required for the site's residential space. Therefore, the project's total vehicular parking requirement is 103 spaces.

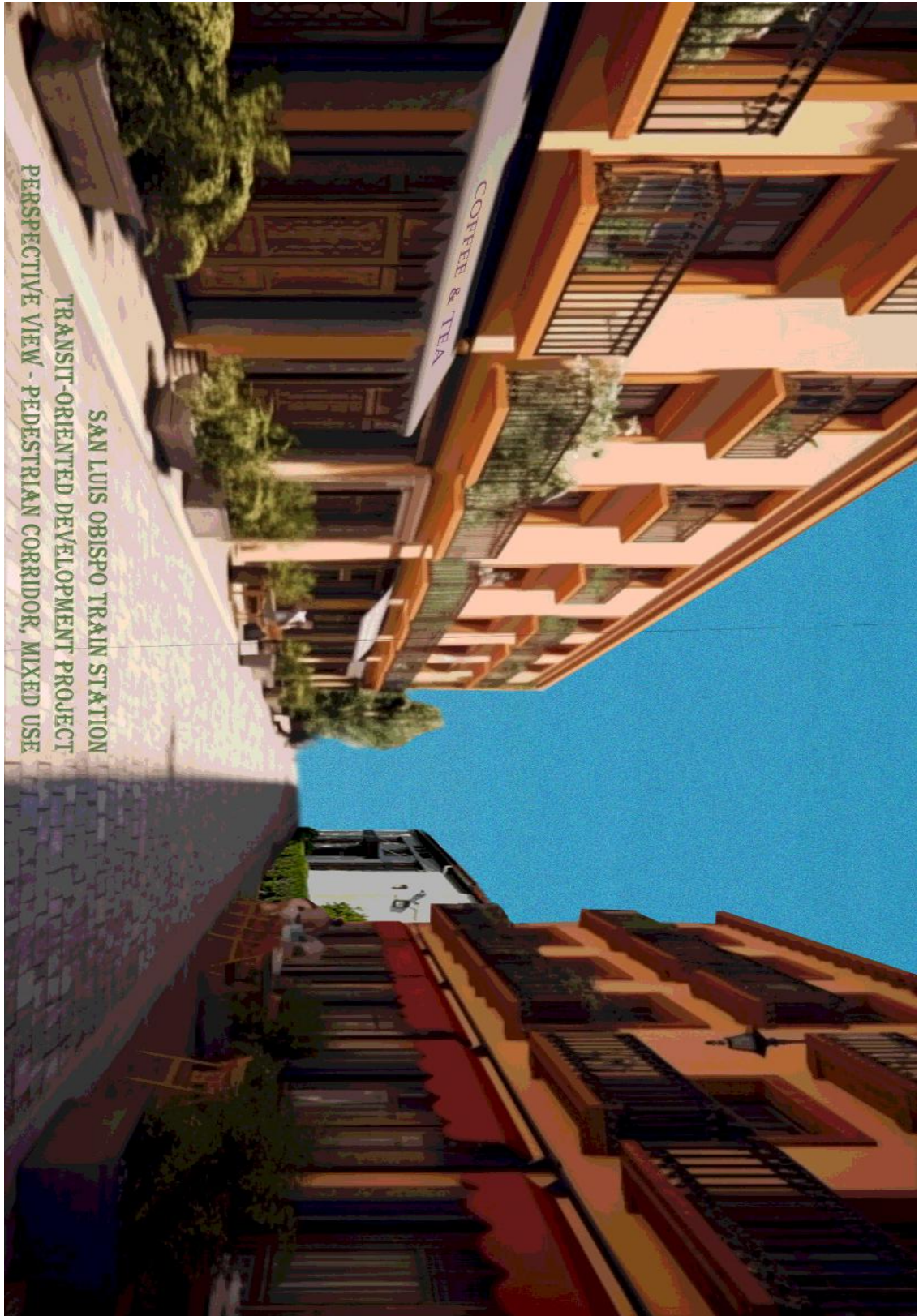
Bicycle Parking Calculations:

The city requires two bicycle (long-term) spaces per unit, plus one guest space for every five units. This means that residential bicycle spaces total 59 spots. For commercial spaces, the city requires one space per every 1,000 sq. ft. This means that commercial bicycle spaces total 24 spots, requiring 83 bicycle spaces for the entire site.

Motorcycle Parking Calculations:

The city states that “each use or development that requires ten or more motor vehicle parking spaces shall provide facilities for parking motorcycles at the rate of one space for each twenty car spaces” (City of SLO, 2022). Since the site's commercial spaces require 82 vehicular spaces and the residential units require 21 spaces, there are five total motorcycle spaces required on the site.

Project Renderings





SAN LUIS OBISPO TRAIN STATION
TRANSIT-ORIENTED DEVELOPMENT PROJECT
PERSPECTIVE VIEW - PLAZA & OPEN SPACE

The above renderings were created using Adobe Photoshop and Illustrator



Figure 16 - TOD project basemap using AutoCAD, image imported from Cadmapper

Outcome/Findings

The implementation of the proposed San Luis Obispo Transit-Oriented Development Project would have a multitude of positive outcomes and impacts on residents and commuters. Some of the benefits would include an increase in housing options for residents including low rent units, improved access to transportation, the activation of the transit area for walkability purposes, and increased environmental sustainability through a reduction in vehicular usage.

The inclusion of affordable housing units in the proposed development project would improve the housing affordability crisis in San Luis Obispo. It would give an opportunity for people with various income levels to live in an area with great public transportation options. The transit-oriented development would provide improved accessibility for residents, making commutes and trips around the county simpler. This would decrease private vehicular dependency, providing a more sustainable option for transit for commuters and visitors. Additionally, the San Luis Obispo Transit-Oriented Development would be designed with a focus on activating the space through commercial and leisure-based opportunities.

One area of the project that we originally planned was for a larger green space and plaza; However, due to the parcel size of the existing train station, the plaza size was elongated along Railroad Avenue. Another aspect of the project we aimed for in the beginning was to develop four-story residential buildings to increase the number of housing units. However, with the density bonus, we were able to lower our housing requirements and incorporate more housing units into a smaller space. Additionally, the required setbacks of the adjacent Church Street led to the modification of our proposed project in that 10 feet of space between the street and the

building facade was instead designated for pedestrian use. Furthermore, our original project boundaries included the parking lots south of the roundabout. Instead, we were able to allocate enough parking through the parking garage at the north end of the site. Lastly, as shown in the next section, the comparable case studies to this proposed project were difficult to find due to the low number of housing units and unique location of this project as compared to other transit-oriented development projects.

Overall, the San Luis Obispo Transit-Oriented Development would provide San Luis Obispo with a multitude of benefits. These benefits include assisting with ease of commute for residents, providing mixed-income housing for the city, implementing and designing a walkable commercial area for pedestrians, and increasing environmental sustainability through reduced emissions within the city.

Case Studies

Bay Area Rapid Transit, (BART), has completed several transit-oriented developments with the goal of creating vibrant and livable communities centered around transit stations. One example is in Balboa Park, San Francisco, called Balboa Park Upper Yard (Completed TOD Projects, n.d.). It is a development that offers 131 units of housing in a nine-story building, including 10,000 square feet of retail space along San Jose and Geneva Avenues. The site is located immediately adjacent to the Balboa Park BART station. The development was built on just 0.71 acres.

Concord Commons is an example of a small-scale development, based in Concord, Massachusetts (Transit-Oriented Development (TOD) Success Stories, n.d.). The development offers 20 rental units and consists of retail space, office space, and a restaurant. The development is built next to a transit station in Concord. This development was built on 1.93 acres, connecting Sudbury Road to the station platform. This provided an easy walkable connection to the town center and other areas. Lastly, the project was designed to blend in with the existing housing on and around the site.

Lastly, an example we looked at was Cranford Crossing in Cranford, New Jersey (Transit-Oriented Development (TOD) Success Stories, n.d.). In the 1980s, Cranford began to rebuild its downtown. Cranford Crossing, a project that helped to “jumpstart the revitalization”, was developed. The project offers 50 condominiums, 22,000 square feet of ground floor retail, and a 310 space parking garage.

Appendix/Policies

The following list contains the implementation, modifications, and exemptions of new ordinances & codes as a result of the San Luis Obispo Train Station TOD project:

- **Modification** of existing land use designation for the San Luis Obispo Train Station parcel and its immediate surrounding parcels to Retail Commercial (C-R). Proposed modification to allow for mixed-use development and satisfy designating housing requirements within the project site.
- **Modification** of SLO Municipal Code 10.12.010 - Traffic Direction-Police and fire department officials authority. Proposed modification to extend authority to parking and valet employees to direct traffic entering and exiting the parking garage during peak business hours.
- **Exemption** of SLO Municipal Code 12.38.070 - Loading zone standards. Proposed exemption as the project site prohibits trucks and large commercial vehicles.
- **Implementation** of SLO Municipal Code 14.01.100 Section D - Required Findings for Demolition of a Historic Resource. Proposed implementations of condition number three and four of mentioned Section D are 3) Application and/or project will substantially increase the economic prosperity of the region; and 4) Application and/or project shall preserve the overall identity and style of the surrounding landscape and architecture.

CEQA (California Environmental Quality Act)

The San Luis Obispo Train Station TOD project shall also be exempt from CEQA Guidelines, upon an overriding or special circumstances of exceptions of categorical exemptions that shall be applied to this project. The project is pursuant to CEQA Guidelines, Section 15300.2 (Casetext, 2023). An important CEQA Guideline to also consider within the scope of this proposed project is categorical exemption Class 32, or an exemption for infill developments in urbanized areas. Should the project also meet certain criteria, including providing necessary supporting documents and/or technical studies, to be designated as infill development, then the exemption would apply, pursuant to statutory law and CEQA Guidelines, Section 15332 (CEQA, 2018).

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