City of San Luis Obispo

Phase 1 of the Proposed 3450 Broad Street SLOCA Campus Project Traffic Impact Study: CEQA Transportation Impact Analysis

Project Report

June 2025

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AMG ADVANCED MOBILITY GROUP

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The purpose of this technical memorandum is to present the Phase 1 of the Traffic Impact Study for the proposed SLO Classical Academy (SLOCA) Campus project at 3450 Broad Street in the City of San Luis Obispo (SLO), the California Environmental Quality Act (CEQA) Transportation Analysis. This phase includes a Vehicle Miles Travelled (VMT) Analysis and Transportation Safety Assessment. Phase 2 of the Traffic Impact Study, **Multimodal Operational Analysis**, is provided in a separate standalone report.

Project Description

The proposed SLOCA Campus project will consolidate current SLOCA students and staff from three separate locations (K-8th grade campus, preschool and infant care site, and staff offices) into one facility at 3450 Broad Street, repurposing a 54,495 s.f. office building into a private elementary school campus. The number of students enrolled will increase from 249 students to 372 students with the construction of the new campus.

Currently, the K-8th grade campus is located at the southwest corner of Grand Avenue and Slack Street (165 Grand Avenue), and the preschool and infant care are located on a separate campus (160 Grand Avenue) just to the south of the K-8th grade campus. Staff offices are currently located near the Old Town Historic District at 1880 Santa Barbara Avenue.

A. Project Location, Land Uses, and Site Plan

Currently, at 3450 Broad Street, there is an existing one-story office building of 54,495 s.f.. The first floor makes up 51,498 s.f., and the second floor makes up 2,997 s.f.. On-site parking is provided with two parking areas, one to the south and west of the building and one to the north of the building. Between both parking areas, there are currently 152 standard parking spaces, accessible parking spaces and motorcycle parking spaces. Within the southern parking lot, there are 3 speed humps. There are a total of three existing driveways that provide access to the building, and all three driveways can be used to enter/exit the site. Two driveways are located adjacent to Sacramento Drive and one driveway is located adjacent to Broad Street. The Broad Street driveway is currently restricted to a right-turn in and right-turn out movement through a median on Broad Street. Located to the northwest of the existing site, there is a pedestrian & bicycle path connecting the sidewalks on Broad Street and Sacramento Drive. **Figure 1** shows the existing site plan for the existing office building.

Figure 1: Existing Site Plan

The proposed campus includes the construction of 7 preschool/infant rooms as well as 19 classrooms for the K-8th grade students. The middle school classrooms will be divided between lower (5th and 6th grades) and upper (7th and 8th grades) middle school classrooms. There will be girls, boys, and unisex bathrooms for the students as well as a separate bathroom for the preschool and infant children. Some school amenities inside the building include a junior high-sized gymnasium with an adjacent kitchen and event storage room. A school library will be available to students and will include a 2nd floor mezzanine. There will be an outdoor playground and activity space for students that will replace the existing north parking lot. Administrative offices and meeting spaces will be located on the 2nd floor of the building above the upper middle school classrooms . Near the main entrance, there will be a reception area, school store, staff offices, and a break room for staff.

The site plans also include adding 7 drop-off/pick-up vehicle spaces in the south parking lot. The plans also state providing 88 parking spaces (standard, compact, and accessible) as well as 14 bicycle parking spaces.

Figure 2 shows the proposed SLOCA Campus Project. **Appendix A** contains the fully detailed SLOCA Campus Site Plan.

Figure 2: Proposed SLOCA Campus Project Site Plan

B. Proposed Frontage Geometrics & Access and Internal Circulation

As shown in the Site plan, the frontage of the project along Broad Street and Sacramento Drive is designed to enhance pedestrian accessibility and safety while integrating with the surrounding infrastructure. On the south side of the school, between the main building and the parking lot, a concrete pedestrian walkway will provide a clear and structured pathway for foot traffic. Additionally, a 5-foot wide asphalt sidewalk is planned to be installed on the west side along Sacramento Drive, ensuring pedestrian connectivity between the school and Capitolio Way to the south. The northern driveway along Sacramento Drive that provided access to the north parking lot entrance will be removed and new public curbs, gutters, and sidewalks will be installed to facilitate improved pedestrian movement and accessibility. A pedestrian walkway will also connect Broad Street to the SLOCA Campus on the west side of the site.

Circulation within the project site will be one-way westbound for drop-off, pick-up and parking. The driveway along Sacramento Drive (near Via Esteban) will serve as a one-way entrance and the driveway along Broad Street will serve as a one-way exit. Vehicles will enter the project site on Sacramento Drive, move westbound along the southern perimeter of the SLOCA campus building and exit on Broad Street. The exit along Broad Street will be a right-turn only exit since left-turns are prohibited due to an existing median at the driveway on Broad Street.

CEQA Transportation Analysis

A. Environmental Setting

i. Existing Study Area Circulation Network

Broad Street is a bi-directional north-south highway with varying lane configurations throughout its length. Near the project site, it consists of five lanes—two in each direction with a center turn lane with a posted speed limit of 45 mph. The posted speed limit changes along the corridor, set at 40 mph between South Street and Orcutt Road, increasing to 45 mph between Orcutt Road and Aero Drive, and reaching 55 mph between Aero Drive and Buckley Road. The ADT on Broad Street was 28,334 between Orcutt Road and Capitolio Way.

The roadway features a slight horizontal curve along its entire length. Major intersecting streets include South Street, Orcutt Road, Tank Farm Road, Buckley Road, and Edna Road. There are marked crosswalks at all the signalized intersections along this corridor. A signalized (HAWK) crosswalk is present at Woodbridge Street to facilitate pedestrian movement. On-street parking is permitted in the southbound direction between Funston Avenue and Sweeney Lane, while parking is not allowed in the northbound direction. Class II bike lanes are provided in both directions along the entire corridor, ensuring dedicated space for cyclists. Sidewalks are present intermittently, with segments in the southbound direction between South Street and Rockview Place, 900 feet n/o Industrial Way and 400 feet s/o Industrial Way, and Tank Farm Road and Aero Drive. In the northbound direction, sidewalks are present between Aero Drive and Fuller Road, as well as between Calle de Caminos and South Street. There are no pedestrian warning signs installed along the roadway.

Sacramento Drive is a bi-directional north-south commercial collector consisting of two lanes, one in each direction, with a posted speed limit of 25 mph between Orcutt Road & Capitolio Way and a posted speed limit of 35 mph between Capitolio Way & Industrial Way. The ADT on Sacramento Drive was approximately 4,150 vehicles per day between Orcutt Road & Capitolio Way in 2023 and 5,100 vehicles per day between Capitolio Way & Industrial Way in 2018.

The street features a slight horizontal curve throughout its length, with a sharp horizontal curve located north of Via Esteban toward Orcutt Road. Major intersecting streets along the corridor include Orcutt Road and Industrial Way. There is a marked crossing at the signalized intersection of Sacramento Drive & Orcutt Road. On-street parking is permitted in the southbound direction between Industrial Way and Via Esteban. Class II bike lanes are provided in both directions along the entire corridor, offering dedicated space for cyclists. Sidewalks are present on both sides of the roadway, except for a gap in the southbound direction between Capitolio Way and Via Esteban.

Capitolio Way is a bi-directional east-west commercial collector consisting of two lanes, one in each direction, with a posted speed limit of 30 mph. The ADT on Capitolio Way between Broad Street and Sacramento Drive was approximately 2,700 vehicles per day in 2018.

There is a slight horizontal curve near Sacramento Drive. Major intersecting streets along the corridor include Broad Street and Sacramento Drive. There are no marked crosswalks along this segment. On-street parking is permitted in both directions throughout the entire corridor. Class III bike lanes are designated in both directions between Broad Street and Sacramento Drive, allowing cyclists to share

the roadway with vehicles. Sidewalks are present on both sides of the street for the entire length of the corridor. However, no pedestrian warning signs are installed along this roadway.

Via Esteban is a bi-directional east-west local commercial roadway consisting of two lanes, one in each direction, with a posted speed limit of 25 mph. Sidewalks are present on both sides of the street for the entire length of the corridor. However, no pedestrian warning signs are installed along this roadway.

Roadways that are also a part of the study intersections and study roadway segments but are not within the project vicinity include:

Higuera Street is a bi-directional, north-south arterial roadway with a posted speed limit that varies from 30 to 40 mph. Its lane configuration varies, with five lanes between Prado Road and Margarita Avenue, four lanes between Margarita Avenue and Fontana Avenue, and six lanes between Madonna Street and South Street. A slight horizontal curve is present between Elks Lane and Prado Road. Major intersecting streets include Prado Road, Margarita Avenue, Elks Lane, Madonna Road, and South Street. There are marked crosswalks at all the signalized intersections along this corridor. There are also a few marked crossings at midblock locations with advanced pedestrian warning signs near downtown. On-street parking is not permitted. Class II bike lanes run in both directions throughout the entire corridor, and sidewalks are present on both sides.

Madonna Road is a bi-directional, east-west arterial roadway with a posted speed limit of 35 mph. It has six lanes—three in each direction—between Dalidio Drive and the US-101 ramp, narrowing to five lanes with a center turn lane between the US-101 ramp and Higuera Street. A slight horizontal curve is present at the western end of the segment. Major intersecting streets include Dalidio Drive, US-101, and Higuera Street. There are marked crosswalks at all the signalized intersections along this corridor. A signalized (HAWK) crosswalk is midway between Dalidio Drive and Oceanaire Drive to facilitate pedestrian movement. On-street parking is not permitted. A Class I separated bike path runs along the north side of the roadway between US 101 SB off-ramp at Madonna Road and Dalidio Drive. Class II bike lanes run in both directions intermittently between Higuera Street and Pereira Drive. Sidewalks are present on both sides throughout the entire segment. However, no pedestrian warning signs are installed along the roadway.

South Street is a bi-directional, east-west residential arterial roadway with a posted speed limit of 35 mph. It consists of three lanes—one in each direction with a center turn lane. The roadway is relatively straight with no curves. Major intersecting streets include Higuera Street, Exposition Drive, and Broad Street. There is a marked crosswalk with Rectangular Rapidly Flashing Beacons (RRFB) across the east leg at the intersection of South Street and King Street. There are advanced pedestrian warning crossings in both directions to the east and west of the crosswalk. On-street parking is allowed on both sides throughout most of the segment. Class II bike lanes run in both directions along the entire corridor, and sidewalks are present on both sides.

Santa Barbara Street is a bi-directional, north-south arterial roadway with a posted speed limit of 30 mph. It consists of three lanes—one in each direction with a center turn lane. A slight horizontal curve is present around Upham Street. Major intersecting streets along this corridor include Leff Street, Upham Street, and Broad Street. There are marked crosswalks at all the signalized intersections along this corridor. There are two marked crosswalks with Rectangular Rapidly Flashing Beacons (RRFB) at the intersection of Santa Barbara Street and High Street. There are advanced pedestrian warning crossings

in both directions to the east and west of the crosswalk. On-street parking is permitted in the southbound direction throughout most of the corridor. Class IV bike lanes run in both directions between Upham Street and Broad Street. Sidewalks are present on both sides of the roadway.

Orcutt Road is a bi-directional east-west arterial roadway with four lanes, two in each direction between Broad Street and Laurel Lane. It becomes a three lane roadway – one lane in each direction with a center turn lane from Laurel Lane to the west of Ranch House Road roundabout and shifts to a two lane road east of the roundabout. The posted speed limit is 40 mph. Unlike other nearby streets, this segment has no horizontal or vertical curves. Major intersecting streets include Broad Street, Sacramento Drive, Bullock Lane, and Tank Farm Road. There are marked crosswalks at all the signalized intersections along this corridor and at the Ranch House Road roundabout. On-street parking is not permitted along the corridor. Class II bike lanes are provided in both directions, offering dedicated space for cyclists. Sidewalks are present on both sides of the street throughout the entire corridor.

Industrial Way is a bi-directional east-west commercial collector consisting of two lanes, one in each direction, with a posted speed limit of 30 mph. The roadway is relatively straight with no horizontal or vertical curves. Major intersecting streets include Broad Street and Sacramento Drive. There are no marked crosswalks along this segment. On-street parking is permitted on both sides of the street west of 838 Industrial Way. Class III bike lanes are designated in both directions, allowing cyclists to share the roadway with vehicles. Sidewalks are present on both sides of the street throughout the entire corridor.

Tank Farm Road is a bi-directional, east-west parkway arterial with a posted speed limit that varies from 35 to 40 mph. The number of lanes varies between four and six throughout the segment. The roadway is relatively straight with no curves. Major intersecting streets include Santa Fe Road and Poinsettia Street. There are marked crosswalks at all the signalized intersections along this corridor and both the Righetti Ranch Road & Orcutt Road roundabouts. There is a marked crosswalk with Rectangular Rapidly Flashing Beacons (RRFB) across the west leg at the intersection of Santa Barbara Street and High Street. There are advanced pedestrian warning crossings in both directions to the east and west of the crosswalk. On-street parking is not permitted. Class II bike lanes run in both directions along the entire segment. Sidewalks are present on the westbound side between Santa Fe Road and Broad Street, and on both sides between Broad Street and Poinsettia Street.

Aerovista Place is a bi-directional, east-west local roadway with a posted speed limit of 25 mph. It consists of two lanes, one in each direction. A slight horizontal curve is present on the east end of the segment. There are no marked crosswalks along this corridor. On-street parking is permitted on both sides throughout most of the segment. Unlike other nearby roadways, there are no designated bike facilities. Sidewalks are present on both sides of the street for the entire corridor.

Aero Drive is a bi-directional, east-west local roadway with a posted speed limit of 25 mph. It consists of three lanes, with one in each direction and a center turn lane. A horizontal curve is present throughout most of the segment. There are marked crosswalks at the intersection of Broad Street and Aero Drive. On-street parking is not permitted. Class II bike lanes run in both directions along the entire segment. Sidewalks are present only on the eastbound side for the full length of the corridor

Edna Road/State Route 227 is a bi-directional, north-south highway with a posted speed limit of 55 mph. It consists of two lanes, one in each direction. While the observed segment is relatively straight, there is

a slight curvature south of this area. Major intersecting streets include Los Ranchos Road, Crestmont Drive, Buckley Road, and Broad Street. On-street parking is permitted along most of the segment on the shoulders. Unlike other nearby roadways, there are no designated bike facilities or sidewalks.

Farmhouse Lane is a bi-directional, east-west local roadway with a posted speed limit of 25 mph. It consists of two lanes, one in each direction, with a slight horizontal curve present throughout the corridor. There are no marked crosswalks along this segment. On-street parking is permitted on both sides of the roadway. Unlike other nearby streets, there are no designated bike facilities. Sidewalks are present on both sides throughout the entire corridor.

Buckley Road is a bi-directional roadway with 2 to 3 lanes running east-west. The speed limit is 55 mph. The road features a horizontal curve at the west end of the corridor and offers on-street parking on both sides throughout most of the segment. There are marked crosswalks at all the signalized intersections along this corridor. There are no bike facilities, and sidewalks are only present in the west direction, available in certain segments of the corridor.

Los Ranchos Road is a bi-directional, two-lane north-south roadway with a speed limit of 40 miles per hour (mph), reducing to 25 mph in school zones. The road features a curve at the north end of the segment and has on-street parking available on both sides throughout the entire corridor. There are marked crosswalks at all the signalized intersections along this corridor. There is a marked crosswalk with Rectangular Rapidly Flashing Beacons (RRFB) in front of Los Ranchos Elementary School. There are advanced pedestrian warning crossings in both directions to the east and west of the crosswalk. There are no bike facilities, but sidewalks are present on both sides of the road throughout the entire segment.

Figure 3 shows all the study intersections and **Figure 4** shows the study roadways segments.

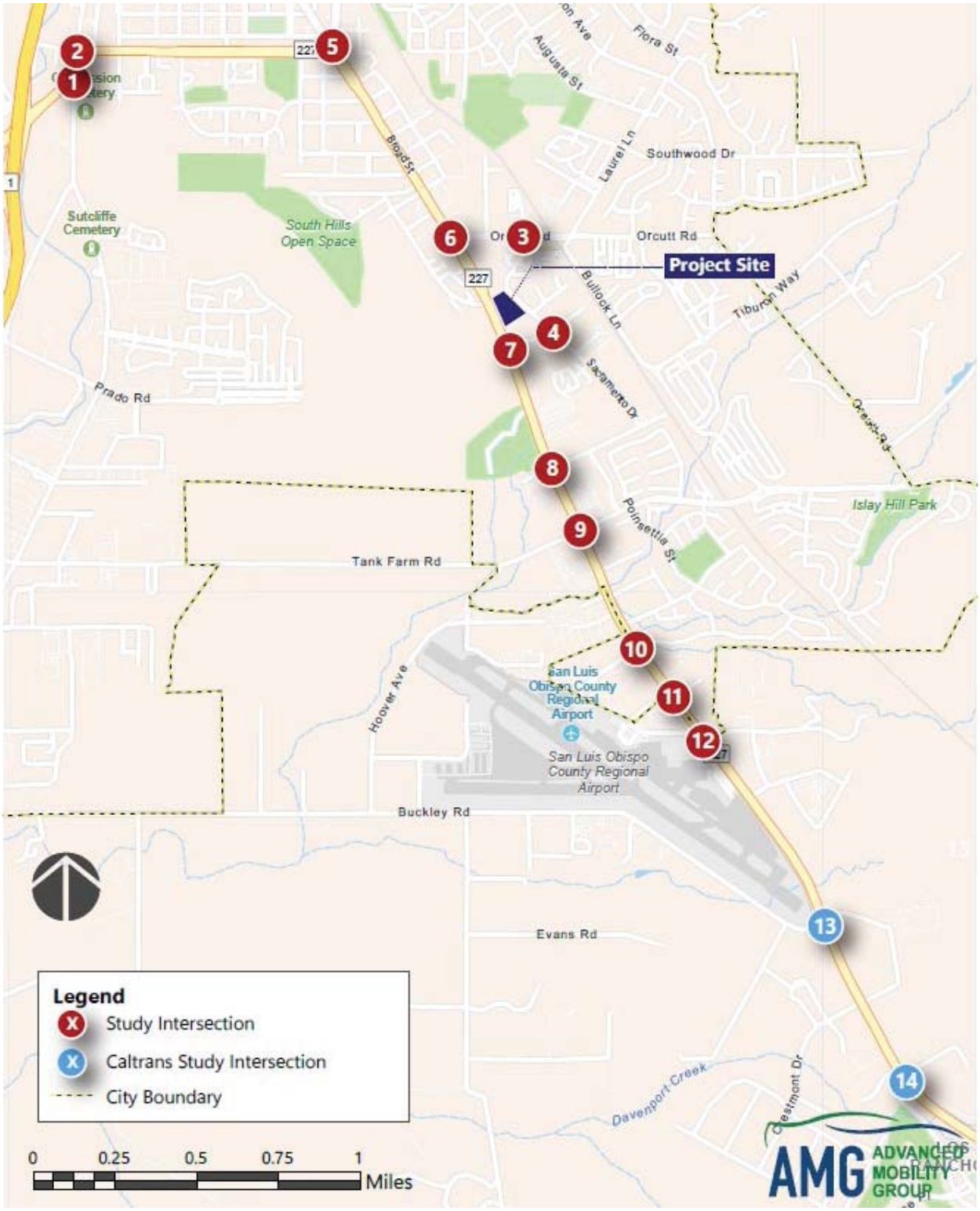


Figure 3: Study Intersections

Figure 4: Study Roadway Segments

ii. Local, Regional, and State Plans and Regulatory Policies

The City of San Luis Obispo has established criteria to determine the level of significance of traffic impacts based on standards set in the SLO General Plan, Active Transportation Plan, and the San Luis Obispo Council of Governments (SLOCOG) Regional Transportation Plan.

The following policies/goals are applicable to the proposed project and are **related to the CEQA Analysis:**

SLO General Plan

- **1.6.1 - Transportation Goal: Goal #2:** Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using carpools.
- **1.6.2 – Overall Transportation Strategy #4:** Providing the infrastructure needed to accommodate the desired shift in transportation modes.
- **Policy 4.1.4 – New Development:** The City shall require that new development provide bikeways, secure storage facilities, parking facilities, and showers consistent with City plans and development standards. When evaluating transportation impact, the City shall use a Multimodal Level of Service Analysis.
- **Policy 5.1.3 – New Development:** New Development shall provide sidewalks and pedestrian paths consistent with City policies, plans programs and standards. When evaluating transportation impact, the City shall use a Multimodal Level of Service Analysis.
- **Policy 6.1.1 – Complete Streets:** The City shall design and operate city streets to enable safe, comfortable, and convenient access and travel for users of all abilities including pedestrians, bicyclists, transit users, and motorists.
- **Policy 6.1.5 – Mitigation:** For significant impacts, developments shall be responsible for their fair share of any improvements required. Potential improvements for alternative mode may include, but are not limited to:

    A. **Pedestrian**: Provision of sidewalk, providing or increasing a buffer from vehicular travel lanes, increased sidewalk clear width, providing a continuous barrier between pedestrians and vehicular travel lanes, increased sidewalk clear width, providing a continuous barrier between pedestrians and vehicle traffic, improved crossings, reduced signal delay, traffic calming, no right turn on red, reducing intersection crossing distance.

    B. **Bicycle**: Addition of a bicycle lane, traffic calming, provision of a buffer between bicycle and vehicle traffic, pavement resurfacing, reduced number of access points, or provision of an exclusive bicycle path, reducing intersection crossing distance.

    C. **Transit**: For transit-related impacts, developments shall be responsible for their fair share of any infrastructural improvements required. This may involve provision of street furniture at transit stops, transit shelters, and/or transit shelter amenities, pullouts for transit vehicles, transit signal prioritization, provision of additional transit vehicles, or exclusive transit lanes.

- **Policy 8.1.6 – Non-Infill Development**: In new, non-infill developments shall be set back from Regional Routes and Highways, Parkway Arterials, Arterials, Residential Arterials, and Collector streets so that interior and exterior noise standards can be met without the use of noise walls.

Active Transportation Plan

- **Goal 2.4a Safety: Look for opportunities to Reduce Traffic speeds** – Support design strategies that encourage traffic speeds of 20 mph on residential and local streets and 15-20 mph along neighborhood greenways and within school zones. Explore development of a city ordinance to authorize posting speed limits as low as 15 mph in designated school zones consistent with California Vehicle Code procedures.
- **Goal 3.1 Convenience: Bicycle Parking** – Provide secure bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices through a combination of city-funded installations in public spaces, and privately- funded installations as a requirement of new development and redevelopment of existing properties.
- **Goal 4.2a Equity: ADA Amenities** – Install or upgrade curb ramps, sidewalks, and traffic control devices to improve access for pedestrians with mobility challenges and visual impairments per current Americans with Disabilities Act (ADA) Standards.
- **Design Policy 4.8** – Uncontrolled pedestrian crossings should include enhancements to improve pedestrian visibility and crossing safety consistent with applicable engineering standards and best practices for quality pedestrian infrastructure design. Potential crossing elements include addition of high-visibility warning signage and pavement markings, median refuges, in-pavement yield signs, and active crossing devices such as pedestrian hybrid beacons, pedestrian traffic signals, and beacon systems, such as rapid rectangular flashing beacons.
- **Design Policy 5.1** – Marked crosswalks should provide a direct alignment between curb ramps at either end of the crossing.
- **Design Policy 5.2** – Where marked crosswalks are installed, high visibility ladder style crosswalk markings should be applied at all uncontrolled crossings and at signalized crossings with high crossing demand, such as intersections within the Downtown Core. Pavers, stamped concrete, or other decorative treatments may be used at marked crosswalks within the Downtown Core in lieu of high-visibility ladder style markings.
- **Design Policy 5.3** – To reinforce yielding to pedestrians and reduce vehicle incursion into the crosswalk, consider using an advanced stop bar in advance of the crosswalk and advance yield markings ahead of uncontrolled crosswalks.

SLOCOG Regional Transportation Plan (RTP)

- **Policy Objective 2.1** – Provide reliable, integrated, and flexible travel choices across and between modes.
- **Policy Objective 5.1** – Expand access to healthy transportation options.

iii. Analysis Assumptions, Methodologies, and CEQA Thresholds of significance

In 2013, Governor Jerry Brown signed SB 743 to establish new practices and metrics to evaluate transportation impacts under CEQA. Specifically, SB 743 requires that Level of Service (LOS) metrics be replaced by VMT metrics for purposes of CEQA analysis. While SB 743 did not eliminate the ability of local agencies to continue using LOS as a planning metric in General Plans, it reflected a shift in perspective to more sustainable transportation planning that relies on metrics like VMT, which avoid discouraging infill development, and can help make non-automotive transportation faster, safer, and more reliable. The new guidelines require the use of vehicle miles travelled (VMT) as the metric for evaluating the significant traffic impacts to promote greenhouse gas emissions reductions, multimodal transportation networks and diverse land uses.

The City of SLO has adopted VMT methodology for application within the city. The methodology has five screening criteria to determine if a project can be exempted from the VMT analysis.

- **Small Development Projects**: Small projects can be presumed to cause a less-than-significant VMT impact. Small projects are defined as generating 110 or fewer average daily vehicle trips or 11 peak hour vehicle trips. *The proposed project generates more than 110 daily vehicle trips*.
- **Medium Sized-Residential and Employment-Based (Office, Business Park, Industrial, etc.) Development Projects**: If residential and employment-generating projects that generate less than 100 peak hour trips are located within a low VMT-generating area (10% below the adopted thresholds) and are generally similar to existing uses in the area, these projects can be presumed to have a less-than-significant impact. *The proposed project is not a residential or employment based.*
- **Local Serving Retail & Public Facilities**: Retail development projects that have a gross floor area of 50,000 square feet or less with reasonable justification that they are local serving can be presumed to have a less-than-significant impact. Projects that consist of Local Serving Public Facilities that encompass government, civic, cultural, health, and infrastructure uses and activity which contribute to and support community needs (Police, Fire Stations, libraries, neighborhood parks, etc.) can be presumed to have a less-than-significant impact. *The proposed project is not a local serving retail development or local serving public facility*.
- **Affordable Housing**: A residential project consisting of a high percentage (>50%) of restricted affordable housing in infill locations can be presumed to have a less-than-significant impact if located within a low VMT-generating area. *The project is not located within an infill location*.
- **Transit-Oriented Development**: Residential, retail, office, and mixed-use projects located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor may be assumed to cause a less-than significant impact. *The proposed project is not within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.*

The proposed SLOCA Campus project does not meet any of these screening criteria, therefore it is not exempted, and will require further VMT analysis.

Section 15064.3 of the CEQA Guidelines provides guidance on evaluating a project's transportation impacts. According to Section 15064.3, vehicle miles traveled (VMT) is generally the most appropriate measure of transportation impacts, except for projects consisting of the addition of travel lanes to roadways. VMT refers to the amount and distance of automobile travel attributable to a project, regardless of the type of vehicle or number of occupants in a vehicle. Section 15064.3(b) establishes metrics and thresholds by which VMT can be evaluated for land use projects and transportation projects. Since the proposed project is a new school campus, the new project would cause a potentially significant impact if it causes an increase in total regional VMT.

B. VMT Analysis

VMT Analysis was conducted for the project site by Central Coast Transportation Consulting using SLO's Travel Demand Model (TDM). **Appendix B** includes CCTC's Traffic Memo. The Baseline scenario reflects the Model's base year (2016), and the existing land uses for the current site of the SLOCA Campus and the proposed site . The Baseline Plus Project scenario removes the existing 50,283 square foot office building use on the site and replaces them with the proposed student population (372 K-8 private school and infant-care students). No land use adjustments were made in either scenario to SLOCA's current campus on Grand Avenue, as it is unknown what will happen to the site once the SLOCA Campus opens at the new site. This represents a conservative approach because it does not account for any potential reduction in vehicle trips to/from the existing SLOCA Campus. Although it is unknown if the site on Grand Avenue will continue to operate as a school with similar characteristics/intensity, it was left in the analysis to account for any differences in use at that site. **Table 1** shows the results of the VMT Analysis. **Since the project would reduce regional VMT, it is considered less than significant to VMT.**

Table 1: Regional VMT Analysis

Scenario	Regional Vehicle Miles Travelled
Baseline	8,486,293
Baseline + Project	8,486,042
Change from Baseline	**-251**

Source: Central Coast Transportation Consulting: SLOCA Broad Street Campus – Preliminary Transportation Analysis

C. CEQA Analysis – Traffic Safety & Access Management

i. Traffic Safety Assessment

AMG assessed the proposed SLOCA Campus project's potential to create new or exacerbate existing transportation safety deficiencies. The assessment was conducted at the study intersections and segments within the project vicinity and at those that have been identified as high-priority safety locations by the City Annual Traffic Safety Program. The City of SLO is in the process of implementing Vision Zero throughout the City and has released a draft version of the Vision Zero document in late 2024. The Vision Zero draft has outlined segments on the high-injury network and high-crash rate locations, which will be used in this assessment.

AMG obtained collision data from the City of San Luis Obispo Collision Dashboard from 2019 to 2023. The Dashboard presents collision data obtained from the California Statewide Integrated Traffic Records System (SWITRS) and the City's Emergency Dispatch Records System. The collision history near the project vicinity is summarized below.

- Sacramento Drive Driveway: No collisions occurred here during this time period.
- Broad Street Driveway: One hit object collision occurred in 2019. No fatalities or injuries occurred.
- Sacramento Drive: One pedestrian collision (with Two pedestrian fatalities) occurred in 2022 at the intersection of Sacramento Drive & Basil Lane, which is approximately 500 feet north of the project site. Records indicate an isolated incident with documented and prosecuted recklessness.
- Broad Street/Capitolio Way intersection: One head-on collision occurred at the intersection, one broadside collision involving a bicycle with a minor injury occurred 200 feet south of the intersection, two hit object collisions occurred, one at the intersection (with minor injury) and one north of the intersection.
- Sacramento Drive/Capitolio Way intersection: One broadside collision and one sideswipe collision occurred at the intersection

The proposed SLOCA campus site is surrounded by various commercial buildings. Many heavy vehicles use Sacramento Drive, which is designated as a commercial collector roadway, to deliver merchandise and goods to various commercials. Based on the collision data and the land use change at the site from office use to school use, the proposed project has the potential to increase pedestrian and bicyclist conflicts. To address accessibility and visibility of pedestrians and bicyclists, the school is proposing to install ADA compliant curb ramps within and around the perimeter of the school, install high visibility crosswalks at several locations within the school, and install a 5-foot wide asphalt sidewalk on the west side along Sacramento Drive, ensuring pedestrian connectivity between the school and Capitolio Way. In addition, the school will have a group of parent volunteers, a "Safety Team" that will direct student drop-off and pick-up. While these measures will improve safety within and along the perimeter of the site, they do not reduce conflicts between vehicles and pedestrians/bicyclists on Sacramento Drive.

AMG utilized the Federal Highway Administration's (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Locations for recommendations to enhance safety near the project site, specifically along

Sacramento Drive. Based on the number of travel lanes (two lanes), median type (no raised median), speed limit (25 mph), and typical ADT (approximately 4,150 vehicles per City data), the Sacramento Drive & Via Esteban/ Project Driveway intersection is a candidate for marked crosswalks and other pedestrian crossing treatments.

Based on the site characteristics and anticipated use of the location for pedestrian crossings, AMG recommends the following treatments on Sacramento Drive:

- Installation of two marked crosswalks (one across Sacramento Drive along the north leg of the intersection and one across Via Esteban). The preferred location for the crosswalk across Sacramento Drive is along the north leg of the intersection because the north leg has less conflicts between vehicles and pedestrians/bicyclists. However, installing the crosswalk along the South Leg of the intersection may be considered, if supported by the city, if significant constraints are discovered during the design of the curb ramps for their paving project.
- The City of SLO will be upgrading the ADA curb ramps adjacent to Via Esteban with their 2025 paving project on Sacramento Drive, so this improvement will be installed before the SLOCA Campus opens.
- Installation of yield markings, school pavement markings, and appropriate school signage to alert vehicles of the pedestrian crossing.
- Installation of No Ped Crossing sign at the south leg of the Sacramento Drive/Via Esteban intersection to dissuade pedestrians from crossing the intersection where there is no marked crossing.
- Installation of a new Stop Limit Line on Via Esteban five (5) feet from the crosswalk.
- Installation of red curb twenty (20) feet from the main project driveway in each direction to improve sight visibility of pedestrians and bicyclists. Additional installation of red curb of thirty (30) feet on the east side of the northeast corner.
- Installation of Bike Lane Intersection Line with Bike Lane Green paint to highlight the potential conflict point at the main project driveway.
- Installation of school zone sign approximately five hundred (500) feet to the north of the project site to remind drivers that they are now entering a school zone.
- Installation of an electronic speed display sign just north of the project site on Sacramento Drive to remind drivers of their speed. Installation of a speed limit and an electronic speed display sign approximately five hundred (500) feet to the south of the project site on Sacramento Drive to remind vehicles of the new speed limit. This measure should be coordinated with the City's plan to conduct an Engineering & Traffic Survey. The updated measurement of the speed may lead to speed limit reduction on Sacramento Drive.

Figure 5 below shows the proposed treatments at the intersection of Sacramento Drive & Via Esteban/Project Driveway. **Figure 6** shows the school zone sign and the speed radar sign to the north of the project site and the proposed speed limit sign and speed radar sign to the south of the project site. **Appendix C** contains a detailed version of these recommendations.

Rectangular Rapidly Flashing Beacons (RRFB), Pedestrian Hybrid Beacons, or Adult crossing guards were not recommended at the crosswalk at this time. AMG utilized NCHRP Report 562 – Improving Pedestrian Safety at Unsignalized Crossings guidelines, California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014 Edition, Revision 8 guidelines, and the FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Locations, to evaluate the feasibility of installing these treatments. Expected pedestrian crossing volumes and vehicle peak hour volumes did not meet the guidelines for those treatments. However, since many heavy vehicles use Sacramento Drive and slightly elevated speeds on Sacramento Drive (85th percentile speed of 32 mph on Sacramento Drive between Orcutt Road and Capitolio Way), it is up to the local City discretion to recommend installing a RRFB as a pedestrian treatment.

Additionally, once SLOCA is open to students, if it is observed that more students arrive through active modes of transportation (walking, bicycling, public transportation), a follow up study could be conducted to assess the feasibility of installing additional measures on Sacramento Drive.

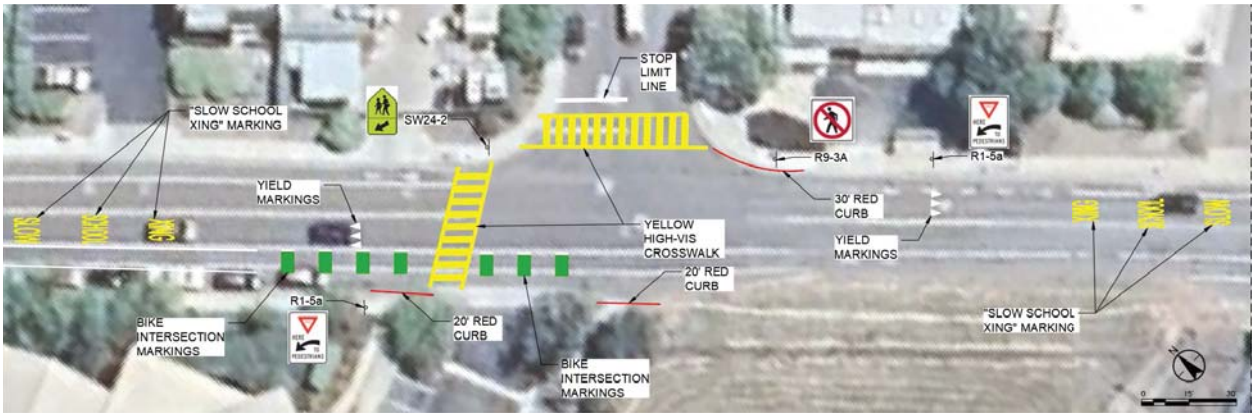


Figure 6: Sacramento Drive & Via Esteban/Project Driveway proposed treatments

Figure 5: Proposed Treatments north (left) and south (right) of the project site

ii. Sight Distance Assessment

AMG conducted stopping sight distance analysis near the main project driveway to ensure that there is sufficient distance for a driver to effectively apply the brakes and stop the vehicle without colliding with a vehicle/obstruction on the road. For example, a driver in a vehicle going 25 mph would need 155 feet to stop the vehicle after seeing an object on the roadway. From observation and The Highway Design Manual, July 1, 2020, Chapter 200 - Geometric Design & Structure Standards, Table 201.1 Sight Distance Standards, which recommends a stopping sight distance of 150 feet for a design speed of 25 mph, Sacramento Drive provides sufficient sight distance for vehicles to stop, as there are no vertical changes or significant grade changes near the project site and the main driveway.

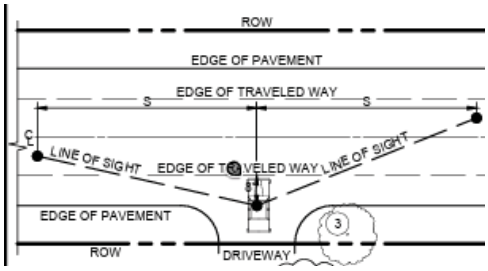


Figure 7: Driveway Sight Distance Triangle per Standard Drawing A-5a

At driveways, a clear line of sight should be provided between the vehicle waiting at the driveway and the approaching vehicle. The vehicle waiting to either cross, turn left, or turn right, through the driveway should have sufficient time to make that maneuver without requiring the through traffic to drastically alter their speed. Based on the San Luis Obispo County Department of Public Works Standard Drawing A-5a: Corner Sight Distance- Intersections & driveways, there must be at least 495 feet of corner sight distance from the point of the driveway that is 3.5 feet high and 8 feet behind the edge of traveled way at driveways that are adjacent to a roadway with 45 mph design speeds . **Figure 7** shows the corner sight triangle at driveway, as presented in Standard Drawing A-5a. Any objects within the line of sight created by the corner sight distance triangle should be above or below the "vertical clear zone" (2.5 feet to 8 feet). This means objects should be shorter than 2.5 feet or taller than 8 feet from the street pavement.

Figure 8 shows the corner distance triangle for the driveway on Broad Street (one-way right-turn only exit). The sight distance should also be adequate, given that any vertical object be maintained above or below the "vertical clear zone" dimensions mentioned above. Although the sight triangle demonstrates

Figure 8: Sight Triangle at Broad Street Project Driveway

the need for clearance of about 35 feet from the left curb to the project driveway at 3460 Broad Street, there is already no on-street parking adjacent to Broad Street given that there is a Class II bike lane next to the curb. **Therefore, installing a red curb is not necessary at this location.**

iii. Site Access & Circulation Assessment

AMG assessed the site access at both project driveways and circulation within the project site. As mentioned in the **Proposed Frontage Geometrics & Access and Internal Circulation** section, Pedestrian access to the SLOCA Campus will be provided through a concrete pedestrian walkway along the east and south side of the building that will provide a clear and structured pathway for foot traffic on Sacramento Drive. Additionally, a 5-foot wide asphalt sidewalk is planned to be installed on the west side along Sacramento Drive, ensuring pedestrian connectivity between the school and Capitolio Way to the south. A pedestrian walkway will also connect Broad Street to the SLOCA Campus on the west side of the site. To enhance safety, particularly near the preschool and infant classrooms, a retaining wall will be constructed along Sacramento Drive, offering additional protection from vehicular and public traffic. Furthermore, proposed fences with gated access near the south corner of Broad Street and the north corner of Sacramento Drive will help regulate entry points and maintain security. These design elements collectively contribute to a well-organized and pedestrian-friendly frontage while maintaining a balance between accessibility and safety.

Bicycle access will be provided on Sacramento Drive and Broad Street as both roadways have Class II bike lane facilities near the pedestrian entrances. Public Transit access will be provided on Broad Street via a transit stop for Route 1A approximately 200 feet north of the pedestrian walkway access point on Broad Street.

Circulation within the project site will be one-way westbound for drop-off, pick-up and parking. The driveway along Sacramento Drive (near Via Esteban) will serve as a one-way entrance and the driveway along Broad Street will serve as a one-way exit. Vehicles will enter the project site on Sacramento Drive, move westbound along the southern perimeter of the SLOCA campus building and exit on Broad Street. The exit along Broad Street will be a right-turn only exit since left-turns are prohibited due to an existing median at the driveway on Broad Street.

Although the one-way entrance and exit will help circulation and reduce potential collisions and safety concerns for pedestrians, AMG believes circulation could be improved with the following measures:

- Consider staggering start/end school times to encourage dispersal of vehicle arrivals to the site. While the school does encourage parents to drop off students at different times depending on the student's grade, starting school and ending school at different times would further encourage parents to stagger arrivals.
- Provide drop-off/pick-up space of approximately 300 feet along Sacramento Drive. Encourage vehicles arriving southbound on Sacramento Drive to drop-off/pick-up students here.
- Allow older students who are being picked up by a parent along the Sacramento Drive drop-off/pick-up zone to enter/exit at the playground area to the north of the site.
- Secure adult supervision and direction (staff members of parent volunteers) to ensure safe and efficient drop-off/pick-ups.

- Add a "Stop" sign and appropriate striping on the westbound approach on the driveway along Broad Street
- Install a "No Right Turn" sign on northbound Broad to warn drivers that they cannot enter through the driveway on Broad Street.
- Install yellow striping that hatches the east side of the driveway along Broad Street to discourage entering through the driveway on Broad Street.
- Install "Do Not Enter" sign facing any drivers trying to enter the school from Broad Street to warn drivers that they cannot enter through the driveway.
- Install "No Left Turn" sign facing drivers that are exiting the west parking lot. This will help maintain one-way westbound circulation within the site.
- Assign ten to twenty (10-20) "walk-in" parking spaces near the main entrance and west parking lot. This will minimize conflicts and reduce entry delays. These "walk-in" parking spaces will be dedicated to parents who want to walk to drop-off/pick-up their student during the peak pick-up/drop-off times. During other periods, these parking spaces can be used as general parking.
- Assign ten to twenty (10-20) designated parking or staff-only parking south of the drop-off/pick-up area and near the main entrance. This will help improve circulation because vehicles will enter the site before drop-off times and exit the site after pick-up times. This will also reduce potential conflicts of vehicles trying to back out of parking spaces.
- Assign a few (3-5) parking spaces near either entrance for carpooling vehicles, vans, or shuttles.

Figure 9 shows the proposed on-site circulation and treatments to improve circulation. **Figure 10** shows the proposed parking recommendations.

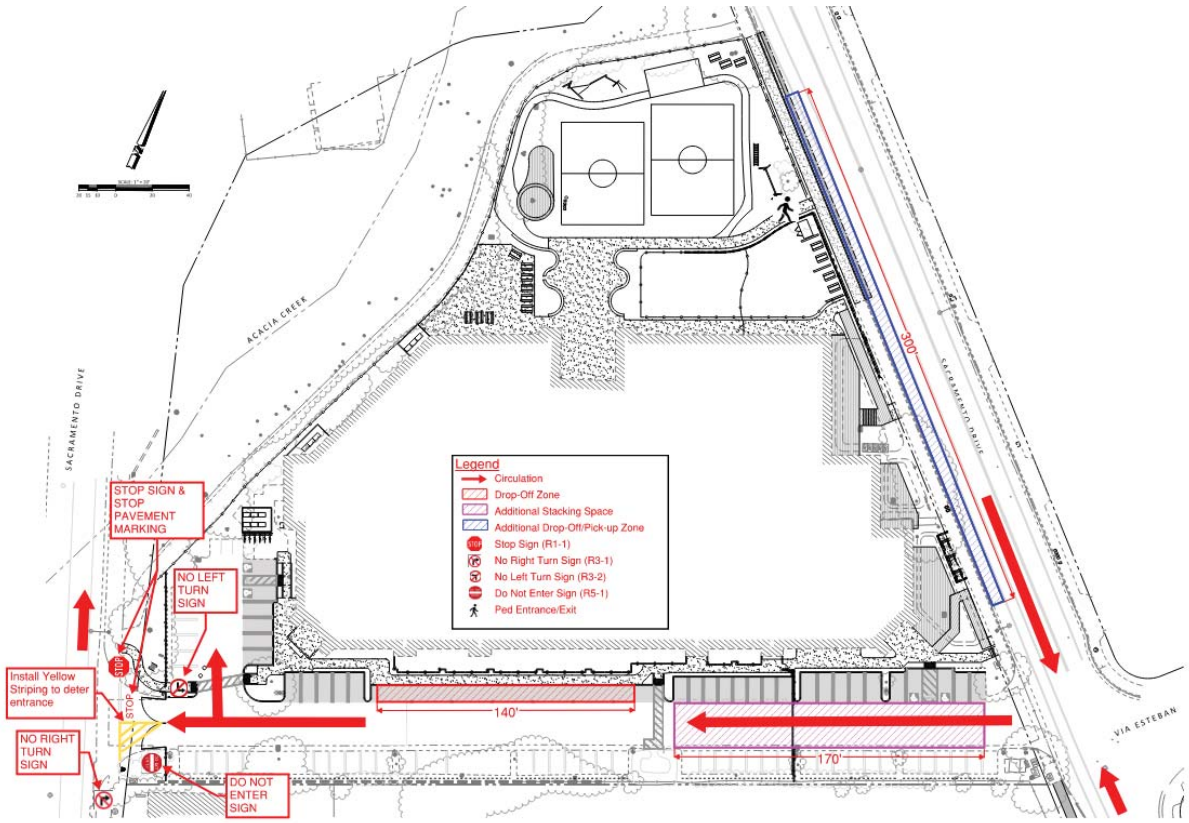


Figure 9: On-Site Circulation & proposed recommendations

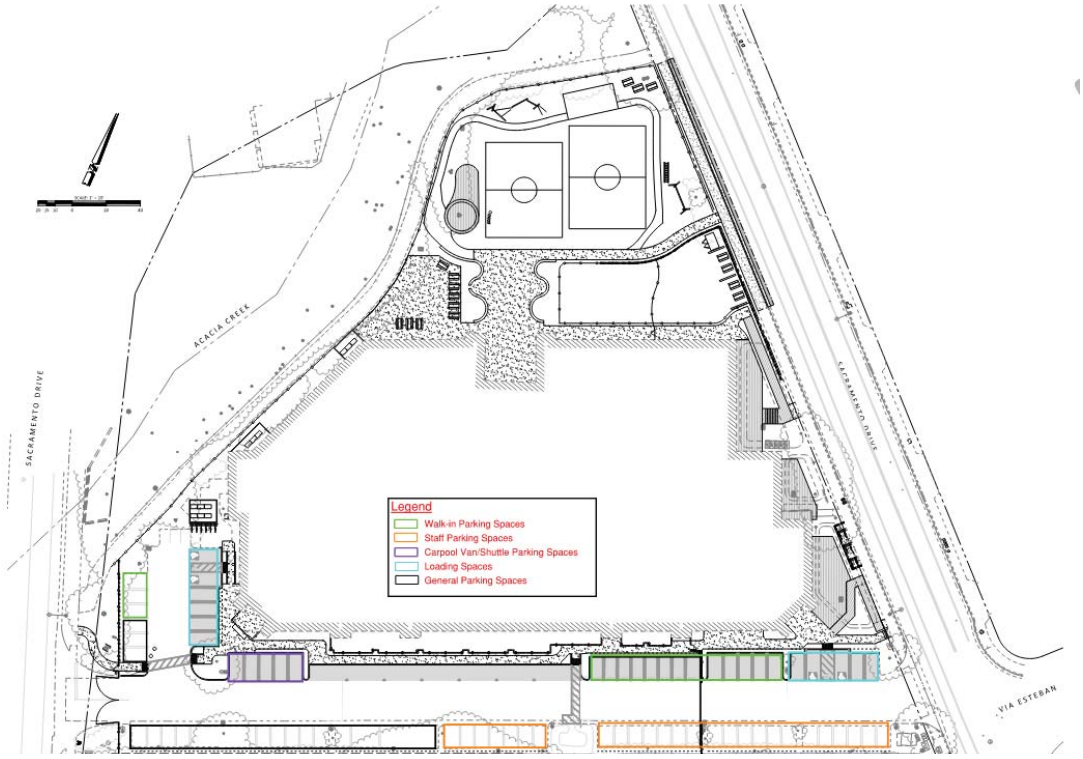


Figure 10: Proposed On-Site Parking Recommendations

iv. Queuing Assessment

AMG conducted a queuing assessment at the main project driveway located adjacent to Sacramento Drive to determine the potential queues due to student drop-off & pick-up. At a school site, arrivals are assumed to be random as they cannot be predicted when to occur and the arrival of each vehicle is independent of each other. The number of random arrivals was estimated using a Poisson probability distribution.

AMG conducted reviews of typical arrival and service rates. The new campus would expand enrollment to 372 students with 264 families. Based on this information, the average arrival rate at full capacity is 4.4 vehicles per minute (264 parents within an hour or 60 minutes). This assumed all students would arrive within the hour and there is no carpool or other means of transportation such as walking to drop off. However, since SLOCA uses a Hybrid schedule for 1st -8th grade, only 2/3 of the all the students would potentially be dropped-off or picked-up at the same time, an arrival rate of 2.9 vehicles per minute (176 parents within an hour or 60 minutes) was used. This was used for both the AM peak hour (drop-off) and the PM peak hour. Service rate (how fast the school could help the students be dropped-off or picked-up) could vary between 3 to 5 vehicles per minute (vpm). AMG recommends a service rate of 4 vehicles per minute during the AM peak hour (drop-off) and a service rate of 3.5 Vehicles per minute during the PM peak hour (pick-up) to account for differences in dropping a student off quickly in the morning and potentially waiting a little longer for a student to arrive at their parent's vehicle during dismissal in the afternoon.

The queuing analysis was conducted based on the ITE Queuing Model as shown in **Appendix C**. The results of the queuing analysis are shown in **Table 2**. The 85th Percentile queuing analysis is the potential queue where there is only 15% probability that the queue would be exceeded during the analysis time. This is typically considered the acceptable practical threshold. In practice, the 85th-percentile queue is 1.4 to 2 times the average queue. The detailed queuing analysis results are shown in **Appendix D**.

Table 2: Queuing Analysis Results

Average Queue (ft.)		85th Percentile Queue (ft.)	
AM	PM	AM	PM
139	277	190	350

Based on the site plan, the designated storage length within the dedicated to drop-off and pick up zone is approximately 140 feet. An additional stacking space within the site is approximately 170 feet, to account for a total queuing capacity of 310 feet within the site. This will not accommodate the 85th percentile queue for the pick-up in the afternoon. **To ensure that this queue is accommodated, an additional 300 feet of drop-off/pick-up along Sacramento Drive will be needed, for a total of 610 feet of available queue length.** That additional drop-off/pick-up will also improve circulation, as discussed in the previous section.

Due to the nature of the project, a follow up study may be needed to confirm the actual queuing at the site once SLOCA opens. A detailed recommendation for that follow up study will be included in the multimodal operational analysis report for this project.

D. Assessment of Emergency Vehicle Access

AMG assessed Emergency Vehicle access to the proposed site. Emergency Vehicles are expected to enter the proposed site via the main driveway on Sacramento Drive and exit via the driveway that leads to Broad Street. Based on the City of San Luis Obispo's Engineering Standard 2120: Driveway Ramp Size & Location, the minimum and maximum width of a driveway that requires fire truck access is twenty to thirty feet (20-30 feet). Both driveways have an existing width that is between the minimum and maximum width requirement (20-28 feet). The proposed project is not changing the driveway width at either driveway, **therefore the width of both project driveways are adequate.**

A truck turning assessment was conducted at the project driveways to further asses that an emergency vehicle can enter the proposed site. **Figure 11** shows the right-turn and left-turn ingress of a fire truck into the project site via the main project driveway on Sacramento Drive. Since a fire truck can safely enter the proposed site, emergency vehicle access onto the project site is adequate.

Figure 11: Emergency Vehicle Access onto Project Site

E. Assessment of Conflicts with Applicable Plans, Programs, & Ordinances

AMG assessed any potential conflicts and significant traffic impacts that the proposed SLOCA Campus project could have with applicable Plans, Programs, and Ordinances. A traffic impact is considered significant if the project proposes to implement transportation infrastructure inconsistent with any of the adopted plans or policies, impedes or constrains future planned transportation infrastructure, increase VMT that exceeds the City thresholds, or exacerbates traffic volumes on neighborhood streets.

Based on the planning documents, plans and policies outlined in section **ii Local, Regional, and State Plans and Regulatory Policies** of the Environmental Settings, the proposed project:

- Does not implement transportation infrastructure that is inconsistent with any of the applicable plans, programs, policies, or ordinances. The transportation infrastructure that is being implemented by the project (new curb ramps, new sidewalks, pedestrian improvements) are consistent with the General Plan and the Active Transportation Plan.
- Does not constrain or impede any future planned transportation infrastructure.
- Does not increase VMT that exceeds City thresholds as described in the **VMT Analysis** section.

This CEQA Transportation Analysis does not include a multimodal operations analysis. Therefore, any solutions or recommendations for impacts caused by project traffic volumes will be discussed and identified in the multimodal operation analysis portion of the Traffic Study.

CEQA Transportation Impact Analysis Conclusions

The CEQA Transportation Analysis for the SLOCA Campus Project confirms a **less than significant impact on VMT** while identifying **potential pedestrian and cyclist safety risks** near Sacramento Drive. Key mitigation measures include **new crosswalks, improved signage, and expanded drop-off areas**. Emergency vehicle access and internal circulation are **adequate**, but **additional queueing space is recommended**.

The following list outlines results of this analysis and recommendations:

- The vehicle miles travelled of the baseline plus proposed project scenario causes a net **decrease** in total regional VMT. Therefore, the project will have less than significant impact on VMT.
- Project has the potential to increase pedestrian and bicyclist conflicts. The following safety treatments are recommended:
    - Installation of two marked crosswalks (one across Sacramento Drive along the north leg of the intersection and one across Via Esteban). The preferred location for the crosswalk across Sacramento Drive is along the north leg of the intersection because the north leg has less conflicts between vehicles and pedestrians/bicyclists. However, installing the crosswalk along the South Leg of the intersection may be considered, if supported by the city, if significant constraints are discovered during the design of the curb ramps for their paving project.
    - The City of SLO will be upgrading the ADA curb ramps adjacent to Via Esteban with their 2025 paving project on Sacramento Drive, so this improvement will be installed before the SLOCA Campus opens.
    - Installation of yield markings, school pavement markings, and appropriate school signage to alert vehicles of the pedestrian crossing.
    - Installation of No Ped Crossing sign at the south leg of the Sacramento Drive/Via Esteban intersection to dissuade pedestrians from crossing the intersection where there is no marked crossing.
    - Installation of a new Stop Limit Line on Via Esteban five (5) feet from the crosswalk.
    - Installation of red curb twenty (20) feet from the main project driveway in each direction to improve sight visibility of pedestrians and bicyclists. Additional installation of red curb of thirty (30) feet on the east side of the northeast corner.
    - Installation of Bike Lane Intersection Line with Bike Lane Green paint to highlight the conflict point at the main project driveway.
    - Installation of school zone sign approximately five hundred (500) feet to the north of the project site to remind drivers that they are now entering a school zone.
    - Installation of an electronic speed display sign just north of the project site on Sacramento Drive to remind drivers of their speed. Installation of an electronic speed display sign approximately five hundred (500) feet to the south of the project site on Sacramento Drive to remind vehicles of the new speed limit. Additionally, the City is

preparing to conduct an Engineering & Traffic Survey soon, which may lead to a potential speed limit reduction on Sacramento Drive.

- Stopping sight distance on Sacramento Drive is adequate. Sight Distance at the Broad Street driveway is adequate.
- While on-site circulation is adequate, it can be improved with the following measures:
    - Consider staggering start/end school times to encourage dispersal of vehicle arrivals to the site. While the school does encourage parents to drop off students at different times depending on the student's grade, starting school and ending school at different times would further encourage parents to stagger arrivals.
    - Provide drop-off/pick-up space of approximately 300 feet along Sacramento Drive. Encourage vehicles arriving southbound on Sacramento Drive to drop-off/pick-up students here.
    - Allow older students who are being picked up by a parent along the Sacramento Drive drop-off/pick-up zone to enter/exit at the playground area to the north of the site.
    - Secure adult supervision and direction (staff members of parent volunteers) to ensure safe and efficient drop-off/pick-ups.
    - Add a "Stop" sign and appropriate striping on the westbound approach on the driveway along Broad Street
    - Install a "No Right Turn" sign on northbound Broad to warn drivers that they cannot enter through the driveway on Broad Street.
    - Install yellow striping that hatches the east side of the driveway along Broad Street to discourage entering through the driveway on Broad Street.
    - Install "Do Not Enter" sign facing any drivers trying to enter the school from Broad Street to warn drivers that they cannot enter through the driveway.
    - Install "No Left Turn" sign facing drivers that are exiting the west parking lot. This will help maintain one-way westbound circulation within the site.
    - Assign ten to twenty (10-20) "walk-in" parking spaces near the main entrance and west parking lot. This will minimize conflicts and reduce entry delays. These "walk-in" parking spaces will be dedicated to parents who want to walk to drop-off/pick-up their student during the peak pick-up/drop-off times. During other periods, these parking spaces can be used as general parking.
    - Assign ten to twenty (10-20) designated parking or staff-only parking south of the drop-off/pick-up area and near the main entrance. This will help improve circulation because vehicles will enter the site before drop-off times and exit the site after pick-up times. This will also reduce potential collisions of vehicles trying to back out of parking spaces.
    - Assign a few (3-5) parking spaces near either entrance for carpooling vehicles, vans, or shuttles.

- Dedicated Drop-off/Pick-up & stacking space (a total of 310 feet) is not sufficient to accommodate the required 85th percentile queueing length. Additional drop-off/pick-up space of approximately 300 feet along Sacramento Drive will accommodate all queueing.
- Emergency vehicle access onto the project site is adequate.
- The proposed project complies with all applicable plans, programs, or ordinances.

For analysis and recommendations pertaining to the Multimodal Operations, please refer to the **Multimodal Operational Analysis** report, which is Phase 2 of this Traffic Impact Study.

APPENDIX A | SLOCA Campus Project Site Plan

ATTACHMENT I

SLO CLASSICAL ACADEMY

3450 BROAD STREET CAMPUS

AREA PLAN

3450 Broad Street, San Luis Obispo

GENERAL NOTES

1. FIRE PROTECTION SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH THE CFC AND THE CALIFORNIA BUILDING CODE.

2. FIRE MAIN AND ALL ASSOCIATED CONTROL VALVES SHALL BE INSTALLED PER NFPA 24 STANDARDS AND CITY ENGINEERING STANDINGS.

3. BUILDINGS UNDERGOING CONSTRUCTION, ALTERATION OR DEMOLITION SHALL BE IN ACCORDANCE WITH CHAPTER 34 OF THE CFC.

4. ALL EXTERIOR CONSTRUCTION METHODS AND MATERIAL SHALL COMPLY WITH CHAPTER 7A (IGNITION RESISTANT CONSTRUCTION) OF THE BUILDING CODE. EXCEPT FOR WINDOWS, FOR BUILDINGS LOCATED IN WILDFIRE PRONE AREAS.

FEES

INCLUSIONARY HOUSING & PUBLIC ART REQUIREMENTS WILL BE MET BY PAYING IN-LIEU FEES.
PRELIMINARY CALCULATIONS:
(CONSTRUCTION VALUATION $2,500,000)

PUBLIC ART: ($2.5 MIL. - $100,000) x 0.5% = $12,000*
(*PUBLIC-FACING MURAL ON CLIMBING WALL)
INCLUSIONARY HOUSING: $2.5 MIL. x 5% = $125,000

PARKING SUMMARY

PRIMARY / MIDDLE SCHOOL (SLO CITY ZONING TITLE 17 TABLE 3-4): 2 SPACES / CLASSROOM, PLUS 1 / 300 SF ASSEMBLY / COMMON.

CLASSROOMS:	19 x 2 =	36
DAYCARE (WONDERS):	5,259 / 500 =	10.5
COMMON / ASSEMBLY AREAS:		
LIBRARY (INCL. MEZ.):	2,526	
MEETING ROOM:	381	
BREAK ROOM:	692	
RECEPTION / STORE:	1,823	
	5,422/ 300 =	18.1
GYM 6,218 / 300 =		20.7
TOTAL PARKING REQUIRED		85.3

PARKING PROVIDED (SOUTH LOT)
88 TOTAL PARKING SPACES
76 STANDARD (7 TIME-LIMITED FOR DROP-OFF)
8 COMPACT
4 ACCESSIBLE
4 MOTORCYCLE SPACES (1 PER 20 CAR SPACES)

88 TOTAL > 85.3 REQUIRED

ACCESSIBLE PARKING: 4 PROVIDED
(2022 CBC) 4 REQ'D FOR 76-100 SPACES

MOTORCYCLE PARKING: 4 PROVIDED
(SLO CITY) 1 / 20 = 4 SPACES REQ'D

BICYCLE PARKING: DET. BY SLO CITY DIRECTOR

	REQ'D.	PROVIDED
STAFF: (1 STALL PER 20, 50% LONG-TERM)		
70 STAFF (70 / 20 = 3.5)		
LONG-TERM (3.5 / 2)	1.75	2
STANDARD (3.5 / 2)	1.75	2
STUDENTS: 1 / 20 ABOVE 2ND GRADE:		
6 GRADES, 2 CLASSES @ 16 STUDENTS EACH		
(6 x 2 x 16) = 192		
192 / 20 =	9.6	12
TOTAL STANDARD:	11.35	14

PROJECT SUMMARY

ADDRESS:	3450 BROAD STREET, SAN LUIS OBISPO, CA
A.P.N.:	053-221-035
OCCUPANCY:	E, I-4 (MIXED-USE SEPARATED)
TYPE:	II-B, FULLY-SPRINKLED
SPECIFIC ZONE:	C-S-S-PD
OVERLAY:	AIRPORT LAND USE AREA #6
USE:	EDUCATION
OWNER:	JOHN COAKLEY
	PO BOX 5150, PASO ROBLES
TENANT:	SLO CLASSICAL ACADEMY
SITE AREA:	3.63± AC
STORIES:	EXISTING 1
	NEW: 2
EXISTING BUILDING HEIGHT:	33.75'±
FINISH FLOOR ABOVE A.N.G.	1.2'
TOTAL	34.95'
EXISTING BUILDING AREA:	50,802
ADDED AREA AT LOADING DOCK:	696
2ND FLOOR OFFICES:	2,968
LIBRARY MEZZANINE:	688
TOTAL:	55,154

SHEET INDEX

DESCRIPTION OF PROPOSED USE

THE PROJECT CONSISTS OF IMPROVEMENTS AND ADDITIONS TO THE EXISTING 50,802 S.F. OFFICE BUILDING AT 3450 BROAD STREET TO BE USED FOR A PRIVATE, NON-SECTARIAN ELEMENTARY SCHOOL WITH INFANT CHILD CARE THROUGH 8TH GRADE (55,154 S.F. TOTAL).

THE PROJECT WILL CONSOLIDATE CURRENT SLOCA STUDENTS AND STAFF FROM THREE SEPARATE LOCATIONS IN SAN LUIS OBISPO: THE CURRENT K-8TH GRADE SITE AT 165 GRAND AVENUE, A PRESCHOOL AND INFANT CARE SITE AT GRAND AND BLACK, AND STAFF OFFICES AT 1880 SANTA BARBARA AVENUE.

CAMPUS IMPROVEMENTS INCLUDE 7 PRESCHOOL / INFANT ROOMS, 19 CLASSROOM / EDUCATIONAL SPACES, A JUNIOR HIGH SIZED GYMNASIUM WITH ADJACENT KITCHEN, A SCHOOL LIBRARY, AND ADMINISTRATION OFFICES AND MEETING SPACES. SITE IMPROVEMENTS INCLUDE REPLACING THE NORTH PARKING LOT WITH OUTDOOR PLAYGROUND AND ACTIVITY SPACES AND ADDING 7 DROP-OFF / PICK-UP VEHICLE SPACES IN THE SOUTH PARKING LOT. CAMPUS ACCESS AND CIRCULATION IS SUMMARIZED IN THE PROJECT TRANSPORTATION ANALYSIS.

STUDIO DESIGN GROUP ARCHITECTS, INC

BRACKET ARCHITECTURE

SLO CLASSICAL ACADEMY
3450 BROAD STREET CAMPUS

Dec 19, 2024

GENERAL INFO

G1

11/7/24
9:09:27 AM
3450 Broad Street_24.1106.vwx

ATTACHMENT I

EXISTING PARKING:

	NORTH	SOUTH	TOTAL
STANDARD	44	94	138
ACCESSIBLE	2	5	7
MOTORCYCLE	3	4	7

EXISTING SITE PLAN

3450 Broad Street, San Luis Obispo

0 30 60

STUDIO DESIGN GROUP ARCHITECTS, INC

BRACKET ARCHITECTURE

SLO CLASSICAL ACADEMY
3450 BROAD STREET CAMPUS

Dec 19, 2024

EXISTING SITE PLAN

A1

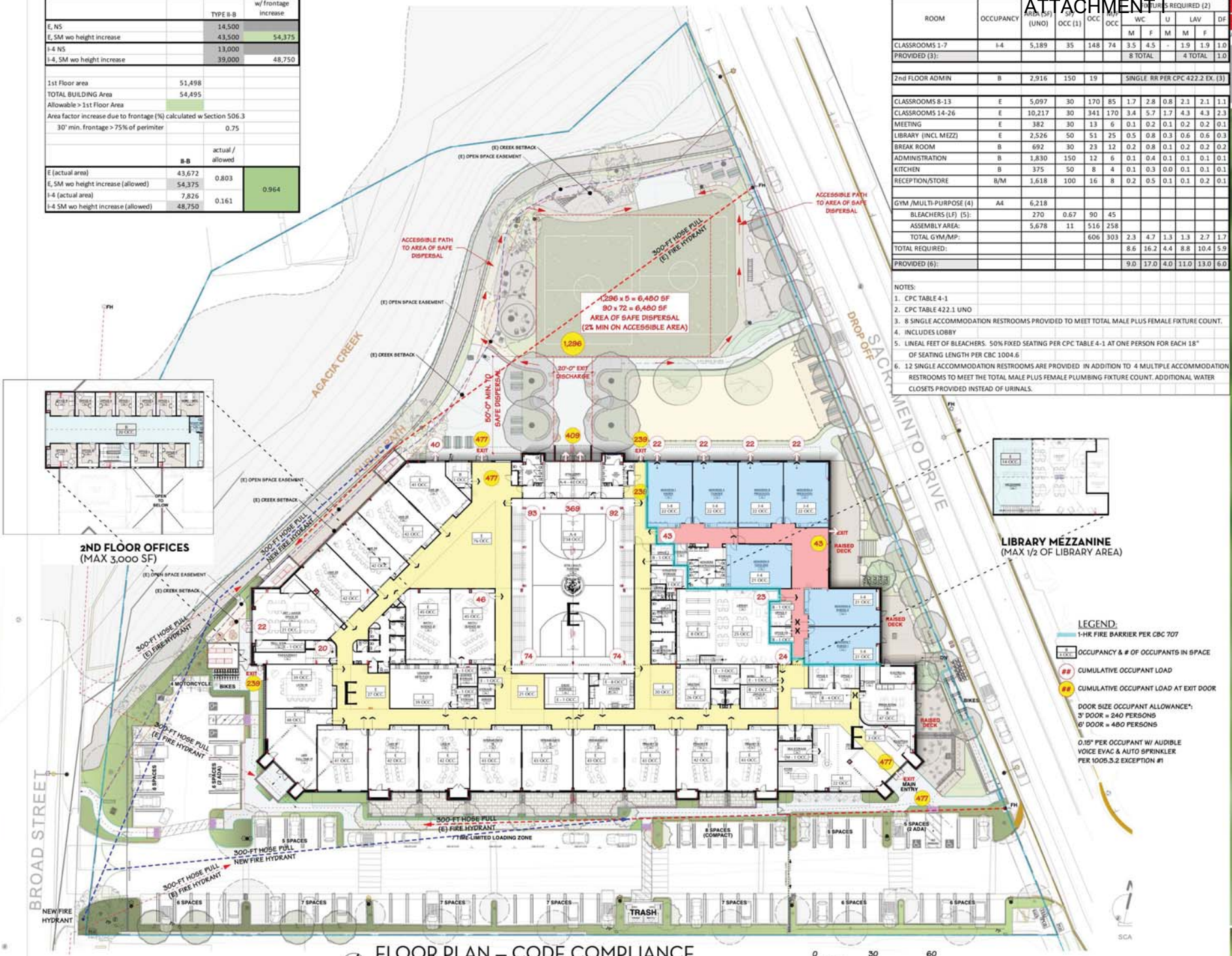
11/7/24
9:09:29 AM
3450 Broad Street_24.1106.vwx

ATTACHMENT 1

ALLOWABLE AREA CALCULATIONS			Table 506.5
		TYPE II-B	w/ frontage increase
E, NS		14,500	
E, SM wo height increase		43,500	54,375
I-4 NS		13,000	
I-4, SM wo height increase		39,000	48,750
1st Floor area	51,498		
TOTAL BUILDING Area	54,495		
Allowable > 1st Floor Area			
Area factor increase due to frontage (%) calculated w Section 506.3			
30' min. frontage > 75% of perimiter		0.75	
	II-B	actual / allowed	
E (actual area)	43,672	0.803	0.964
E, SM wo height increase (allowed)	54,375		
I-4 (actual area)	7,826	0.161	
I-4 SM wo height increase (allowed)	48,750		

PLUMBING FIXTURES												
ROOM	OCCUPANCY	AREA (SF) (UNO)	SF/ OCC (1)	OCC	M/F OCC	FIXTURES REQUIRED (2) WC M	WC F	U M	LAV M	LAV F	DF
CLASSROOMS 1-7	I-4	5,189	35	148	74	3.5	4.5	-	1.9	1.9	1.0
PROVIDED (3):						8 TOTAL			4 TOTAL		1.0
2nd FLOOR ADMIN	B	2,916	150	19		SINGLE RR PER CPC 422.2 EX. (3)					
CLASSROOMS 8-13	E	5,097	30	170	85	1.7	2.8	0.8	2.1	2.1	1.1
CLASSROOMS 14-26	E	10,217	30	341	170	3.4	5.7	1.7	4.3	4.3	2.3
MEETING	E	382	30	13	6	0.1	0.2	0.1	0.2	0.2	0.1
LIBRARY (INCL MEZZ)	E	2,526	50	51	25	0.5	0.8	0.3	0.6	0.6	0.3
BREAK ROOM	B	692	30	23	12	0.2	0.8	0.1	0.2	0.2	0.2
ADMINISTRATION	B	1,830	150	12	6	0.1	0.4	0.1	0.1	0.1	0.1
KITCHEN	B	375	50	8	4	0.1	0.3	0.0	0.1	0.1	0.1
RECEPTION/STORE	B/M	1,618	100	16	8	0.2	0.5	0.1	0.1	0.2	0.1
GYM /MULTI-PURPOSE (4)	A4	6,218									
BLEACHERS (LF) (5):		270	0.67	90	45						
ASSEMBLY AREA:		5,678	11	516	258						
TOTAL GYM/MP:				606	303	2.3	4.7	1.3	1.3	2.7	1.7
TOTAL REQUIRED:						8.6	16.2	4.4	8.8	10.4	5.9
PROVIDED (6):						9.0	17.0	4.0	11.0	13.0	6.0

NOTES:
1. CPC TABLE 4-1
2. CPC TABLE 422.1 UNO
3. 8 SINGLE ACCOMMODATION RESTROOMS PROVIDED TO MEET TOTAL MALE PLUS FEMALE FIXTURE COUNT.
4. INCLUDES LOBBY
5. LINEAL FEET OF BLEACHERS. 50% FIXED SEATING PER CPC TABLE 4-1 AT ONE PERSON FOR EACH 18" OF SEATING LENGTH PER CBC 1004.6
6. 12 SINGLE ACCOMMODATION RESTROOMS ARE PROVIDED IN ADDITION TO 4 MULTIPLE ACCOMMODATION RESTROOMS TO MEET THE TOTAL MALE PLUS FEMALE PLUMBING FIXTURE COUNT. ADDITIONAL WATER CLOSETS PROVIDED INSTEAD OF URINALS.



2ND FLOOR OFFICES
(MAX 3,000 SF)

LIBRARY MEZZANINE
(MAX 1/2 OF LIBRARY AREA)

LEGEND:
- 1-HR FIRE BARRIER PER CBC 707
- OCCUPANCY & # OF OCCUPANTS IN SPACE
- ## CUMULATIVE OCCUPANT LOAD
- ## CUMULATIVE OCCUPANT LOAD AT EXIT DOOR

DOOR SIZE OCCUPANT ALLOWANCE*:
3' DOOR = 240 PERSONS
6' DOOR = 480 PERSONS

*.15" PER OCCUPANT W/ AUDIBLE VOICE EVAC & AUTO SPRINKLER PER 1005.5.2 EXCEPTION #1

FLOOR PLAN – CODE COMPLIANCE

3450 Broad Street, San Luis Obispo

0 30 60

STUDIO DESIGN GROUP ARCHITECTS, INC

BRACKET ARCHITECTURE

SLO CLASSICAL ACADEMY
3450 BROAD STREET CAMPUS

Dec 19, 2024

FLOOR PLAN — CODE COMPLIANCE
A2

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12:03:05 PM
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ATTACHMENT I

PROPOSED SITE / FLOOR PLAN

3450 Broad Street, San Luis Obispo

0 30 60

12/19/24
9:22:31 AM
3450 Broad Street

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SLO CLASSICAL ACADEMY
3450 BROAD STREET CAMPUS

Dec 19, 2024

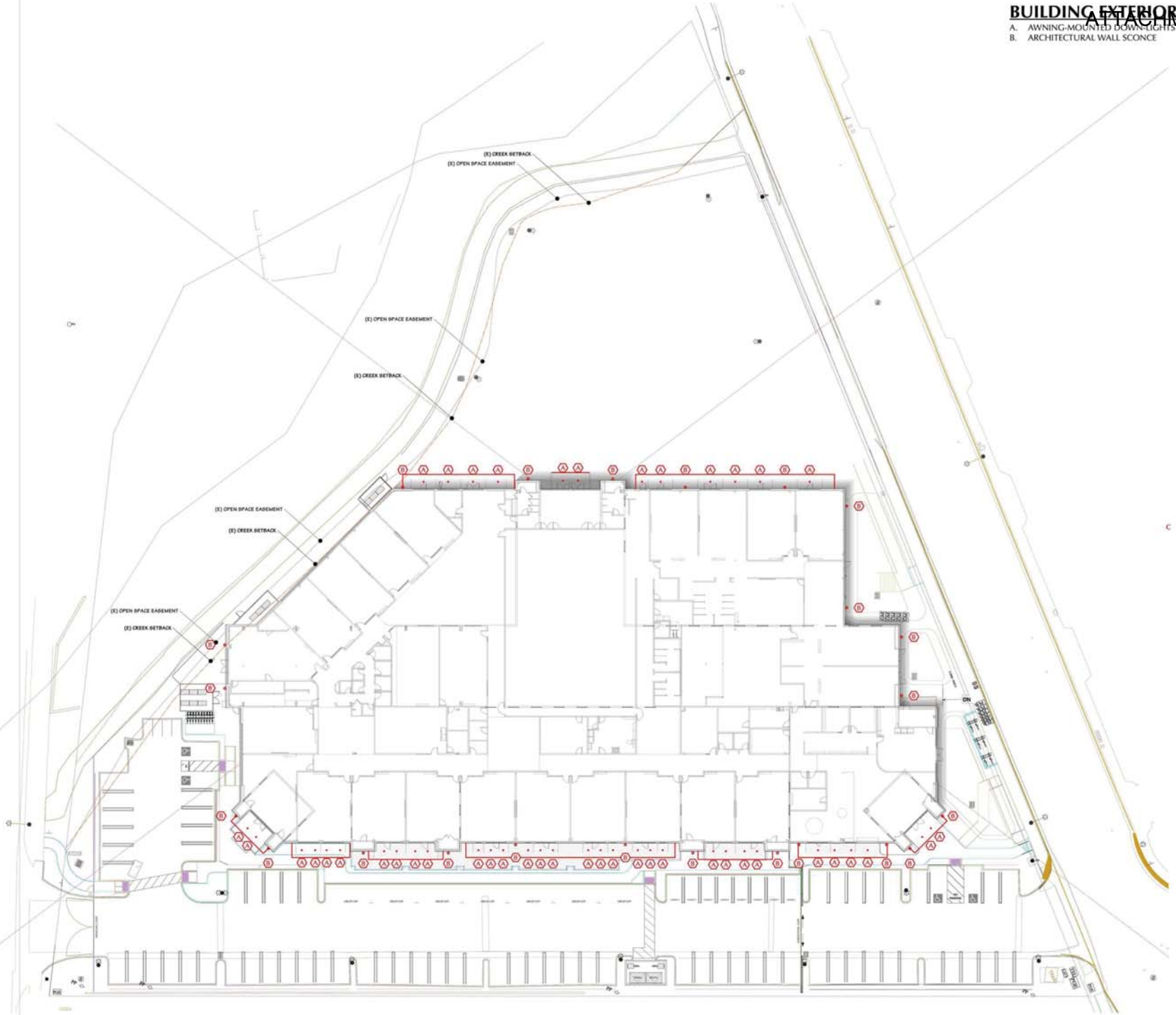
SITE PLAN / FLOOR PLAN

A3

ATTACHMENT I

BUILDING EXTERIOR LIGHTING

A. AWNING-MOUNTED DOWNLIGHTS
B. ARCHITECTURAL WALL SCONCE



EXTERIOR LIGHTING PLAN

3450 Broad Street, San Luis Obispo

0 30 60

11/7/24
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STUDIO DESIGN GROUP ARCHITECTS, INC

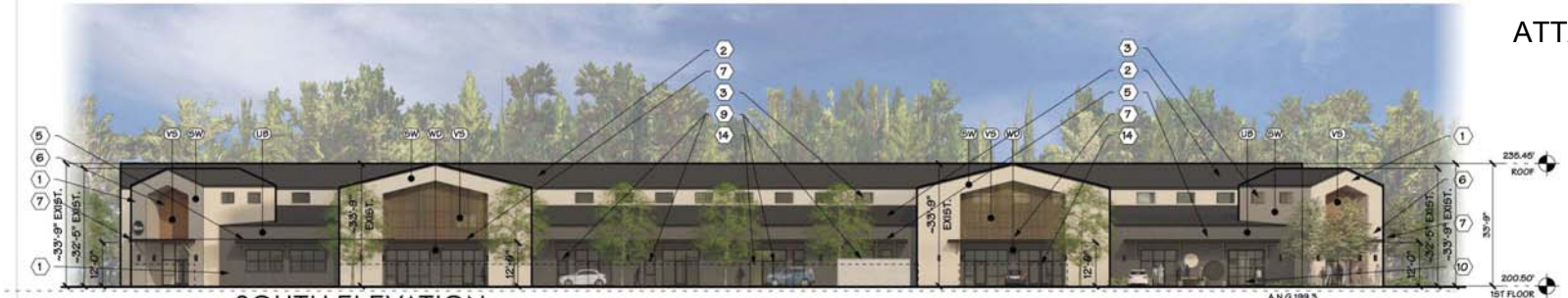
BRACKET ARCHITECTURE

SLO CLASSICAL ACADEMY
3450 BROAD STREET CAMPUS

Dec 19, 2024

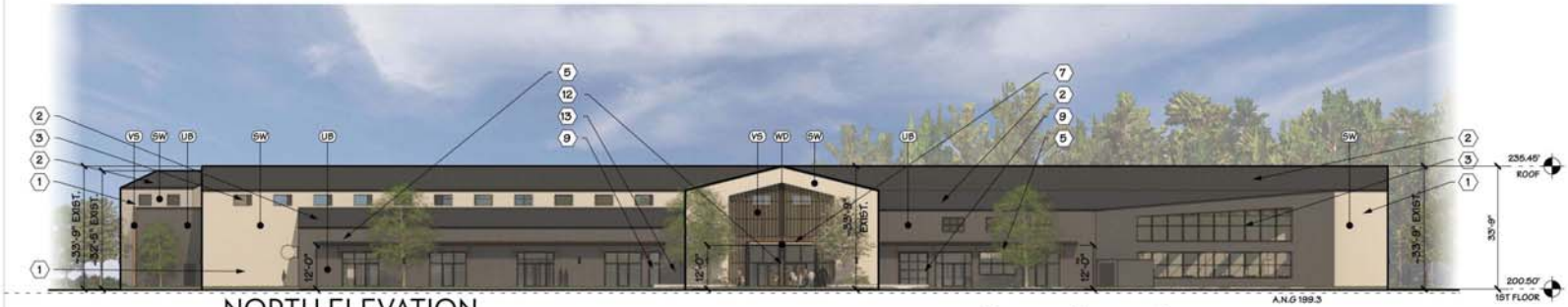
EXTERIOR LIGHTING PLAN
A4

ATTACHMENT I



SOUTH ELEVATION

3450 Broad Street



NORTH ELEVATION

3450 Broad Street

EAST ELEVATION

3450 Broad Street

WEST ELEVATION

3450 Broad Street

ELEVATION REFERENCE NOTES

1. EXISTING CORRUGATED METAL SIDING, RE-PAINTED PER COLOR SCHEDULE.
2. EXISTING CORRUGATED METAL ROOFING TO REMAIN.
3. EXISTING ALUMINUM CLERESTORY WINDOWS RE-PAINTED PER COLOR SCHEDULE.
4. EXISTING ALUMINUM STOREFRONT WINDOWS / DOORS, RE-PAINTED PER COLOR SCHEDULE, TYP.
5. NEW METAL AWNING / TRELLIS TO REPLACE EXISTING SLOPED METAL AWNING
6. NEW SIGNAGE.
7. NEW METAL AWNING WITH WOOD SOFFIT (1 OF 5).
8. WOOD-FINISHED ALUMINUM SCREEN WALL SPACED AS INDICATED, 6"/12" O.C. (2x6 KEBONY ALT)
9. NEW STOREFRONT WINDOWS / DOORS TO MATCH RE-PAINTED EXISTING.
10. NEW, ROLL-UP GLASS DOOR IN EXISTING STOREFRONT OPENING.
11. NEW DOOR IN EXISTING STOREFRONT.
12. INFILL LOADING DOCK W/ NEW STOREFRONT SYSTEM.
13. INFILL (E) UTILITY DOOR, W/ CORRUGATED METAL FINISH.
14. 6' CLASSROOM PATIO FENCE FACING PARKING LOT, STYLE TBD.

COLOR & MATERIALS

SW PAINTED SIDING	UB PAINTED SIDING & STOREFRONT	WD WOOD T&G	VS VERTICAL SCREEN
SHERWIN WILLIAMS SW 7042 SHOJI WHITE	SHERWIN WILLIAMS SW 7048 URBANE BRONZE	1x6 PINE T&G W/ PENETRATING OIL CLEAR SEALER	FORTINA 50 x 150mm "VENT WALNUT" #TA-758 COLOR

STUDIO DESIGN GROUP ARCHITECTS, INC

BRACKET ARCHITECTURE

SLO CLASSICAL ACADEMY

3450 BROAD STREET CAMPUS

Dec 19, 2024

ELEVATIONS

A5

11/7/24
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3450 Broad Street_24.1106.vwx

NEW SCHOOL LOGO / SIGNAGE

EXISTING CORRUGATED METAL SIDING, RE-PAINTED PER COLOR SCHEDULE

VERTICAL SCREEN. SEE COLOR & MATERIALS ON SHEET A4.

NEW SCHOOL SIGNAGE

METAL FASCIA

METAL SUPPORTS, TYP.

WOOD SOFFIT, TYP.

LOCATION OF NEW ROLL-UP GLASS DOOR

PERSPECTIVE A

EXISTING CORRUGATED METAL SIDING, RE-PAINTED PER COLOR SCHEDULE

VERTICAL SCREEN. SEE COLOR & MATERIALS ON SHEET A4.

NEW SCHOOL LOGO / SIGNAGE

METAL FASCIA

NEW METAL AWNING / TRELLIS TO REPLACE EXISTING SLOPED METAL AWNING.

METAL SUPPORTS, TYP.

NEW STOREFRONT @ FORMER LOADING DOCK

WOOD SOFFIT, TYP.

PERSPECTIVE B

STUDIO DESIGN GROUP ARCHITECTS, INC

BRACKET ARCHITECTURE

SLO CLASSICAL ACADEMY
3450 BROAD STREET CAMPUS

Dec 19, 2024

3D EXHIBITS

A6

11/7/24
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3450 Broad Street_24.1106.vwx

ATTACHMENT I

AREA: 17.17' x 0.83' = 14.25 SF
MATERIAL: METAL, PAINTED BLACK / DARK BRONZE

S1 ENTRY AWNING SIGNAGE

AREA: 12' x 2.5' = 30 SF
MATERIAL: METAL, PAINTED BLACK / DARK BRONZE
MOUNTED TO FLATWORK ADJACENT ENTRY RAMP (LIGHTED?)
(SEE LANDSCAPE PLAN)

S2 ENTRY RAMP SIGNAGE

AREA: 6' x 4' = 24 SF (2-SIDED) 24 + 24 = 48 SF
MATERIAL: METAL, PAINTED BLACK / DARK BRONZE

S3 BROAD STREET MONUMENT

AREA: ∏ * r squared = 28.26 SF
MATERIAL: METAL, PAINTED BLACK / DARK BRONZE

S4 GRIZZLIES GYM MEDALLION

AREA: ∏ * r squared = 12.5 SF
MATERIAL: METAL, PAINTED BLACK / DARK BRONZE
(QTY. 2)

S5 SLOCA SCRIPT MEDALLION

AREA: ∏ * r squared = 12.5 SF
MATERIAL: METAL, PAINTED BLACK / DARK BRONZE

S6 WONDERS PROJECTING SIGNAGE

AREA: ∏ * r squared = 12.5 SF (2-SIDED) 12.5+12.5 = 25 SF
MATERIAL: METAL, PAINTED BLACK / DARK BRONZE

S7 THE DEN PROJECTING SIGNAGE

SLO MUNICIPAL CODE NOTES

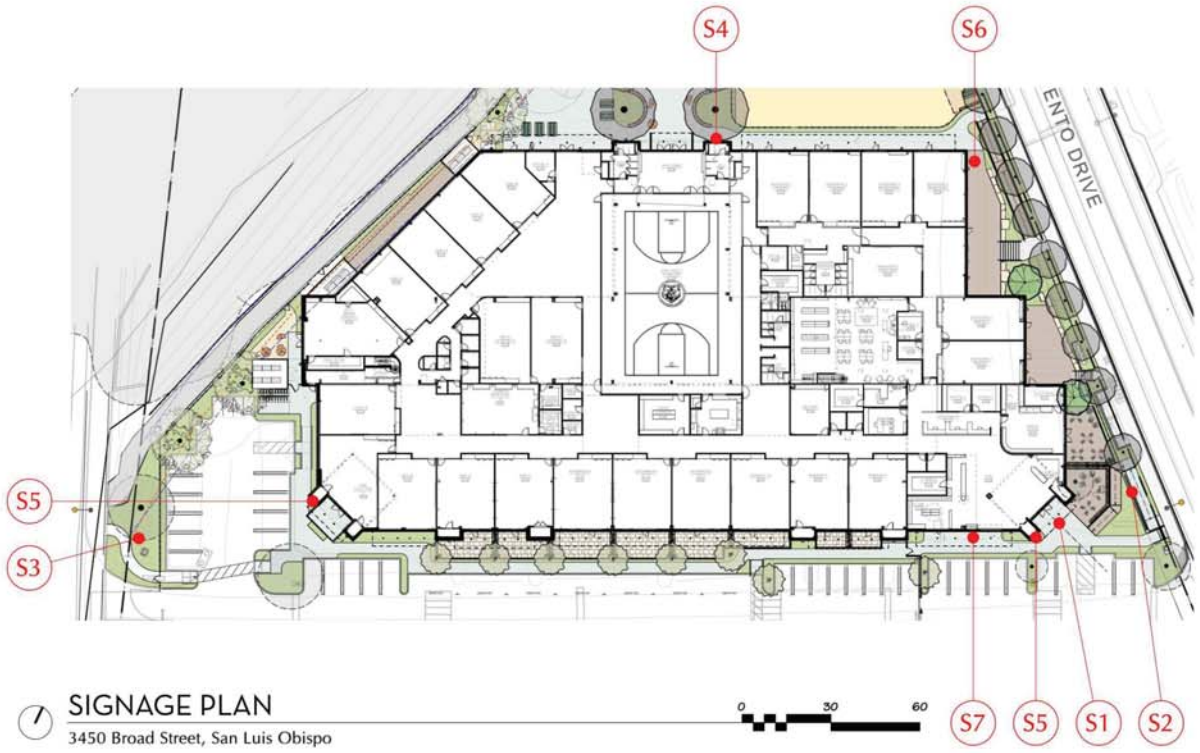
15.40.460: ZONE C-S SERVICE COMMERCIAL
MAX. CUMULATIVE AREA: 200 S.F.

15.40.430: LIGHTING SHALL BE SHIELDED FROM VIEW AND NOT CREATE HAZARDOUS GLARE FOR PEDESTRIANS OR VEHICLES.

PROPOSED AREA CALC

			qty.
S1	ENTRY AWNING	14.25	(1)
S2	ENTRY RAMP	30	(1)
S3	BROAD ST. MONUMENT	48	(1)
S4	GYM MEDALLION	28.26	(1)
S5	SCRIPT MEDALLION	12.5	(2)
S6	WONDERS	12.5	(1)
S7	THE DEN	25	(1)

TOTAL: 183 SF



SIGNAGE PLAN
3450 Broad Street, San Luis Obispo
0 30 60

STUDIO DESIGN GROUP ARCHITECTS, INC
BRACKET ARCHITECTURE

SLO CLASSICAL ACADEMY
3450 BROAD STREET CAMPUS

Dec 19, 2024

SIGNAGE
A7

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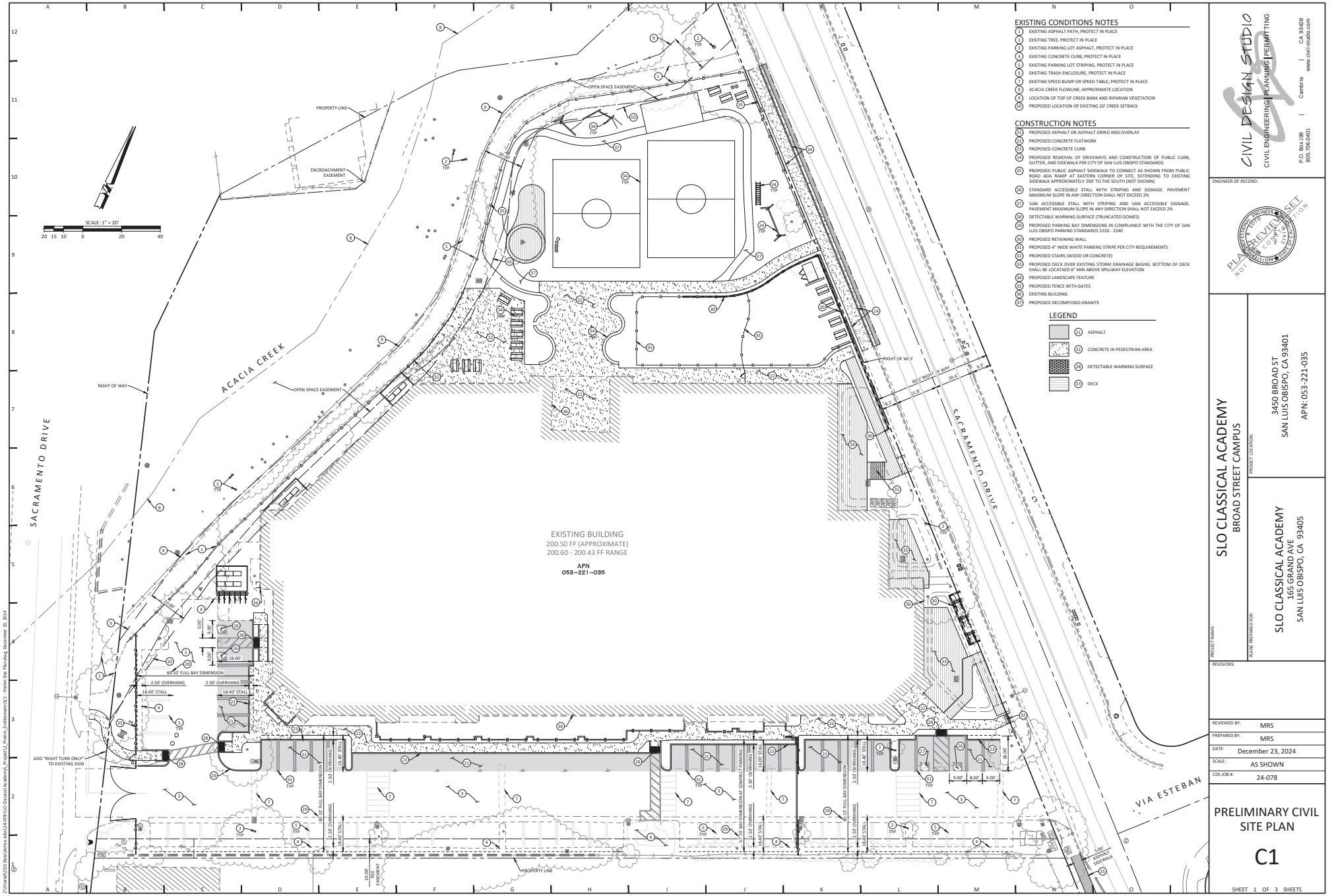
ATTACHMENT I



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805.709.0401 | www.civil-studio.com

ENGINEER OF RECORD:

PLANS ARE PREVIEW SET NOT FOR CONSTRUCTION

SLO CLASSICAL ACADEMY
BROAD STREET CAMPUS

PROJECT LOCATION:
3450 BROAD ST
SAN LUIS OBISPO, CA 93401
APN: 053-221-035

PROJECT NAME:
SLO CLASSICAL ACADEMY
165 GRAND AVE
SAN LUIS OBISPO, CA 93405

PLANS PREPARED FOR:

REVISIONS:

REVIEWED BY:	MRS
PREPARED BY:	MRS
DATE:	December 23, 2024
SCALE:	AS SHOWN
CDS JOB #:	24-078

PRELIMINARY CIVIL SITE PLAN

C1

SHEET 1 OF 3 SHEETS

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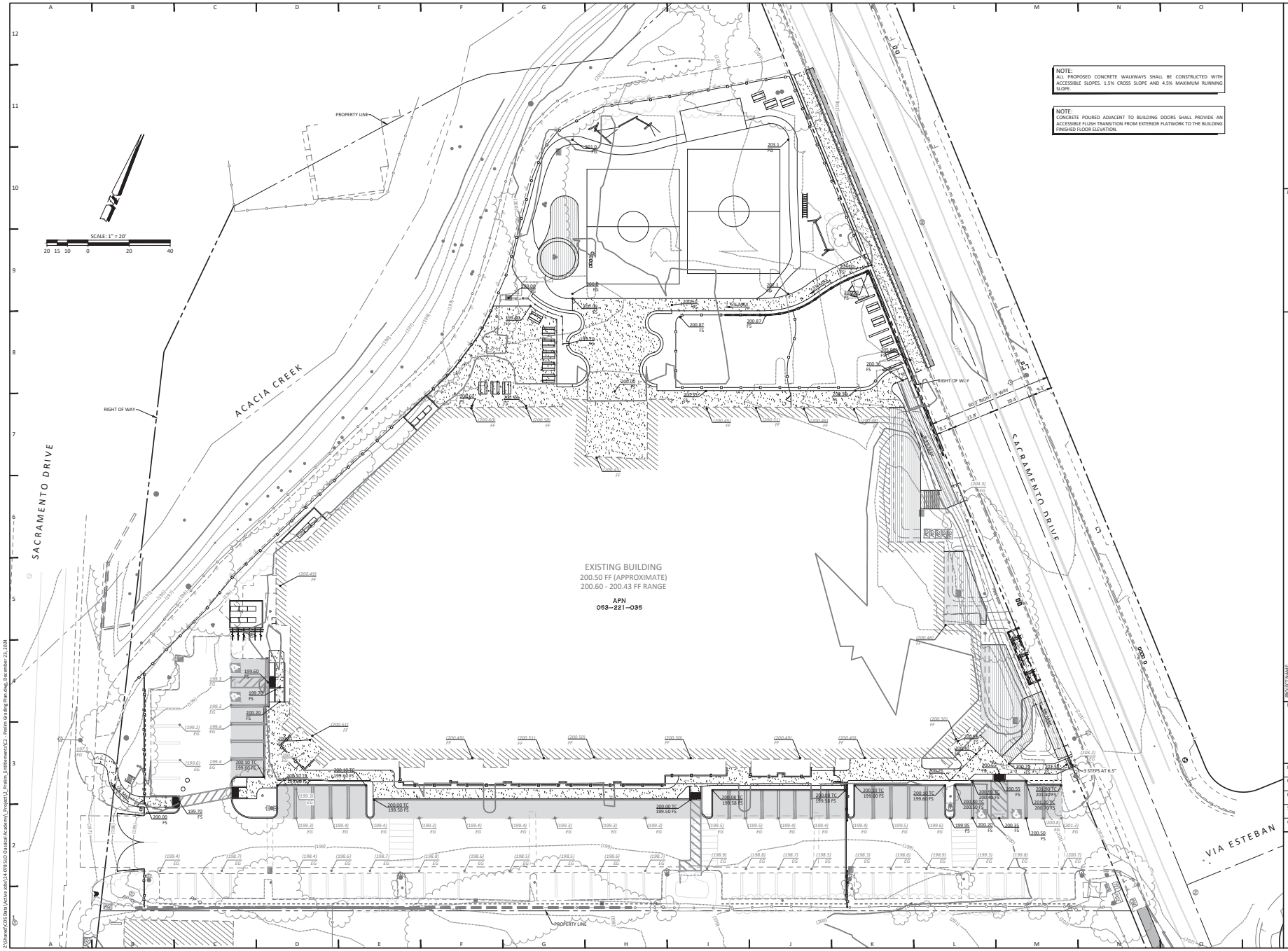
ATTACHMENT I



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ENGINEER OF RECORD:

PLANS PREVIOUSLY SET NOT FOR CONSTRUCTION

PROJECT NAME:
SLO CLASSICAL ACADEMY
BROAD STREET CAMPUS

PLANS PREPARED FOR:
SLO CLASSICAL ACADEMY
165 GRAND AVE
SAN LUIS OBISPO, CA 93405

PROJECT LOCATION:
3450 BROAD ST
SAN LUIS OBISPO, CA 93401
APN: 053-221-035

REVISIONS:

REVIEWED BY:	MRS
PREPARED BY:	MRS
DATE:	December 23, 2024
SCALE:	AS SHOWN
CDS JOB #:	24-078

PRELIMINARY GRADING PLAN

C2

SHEET 2 OF 3 SHEETS

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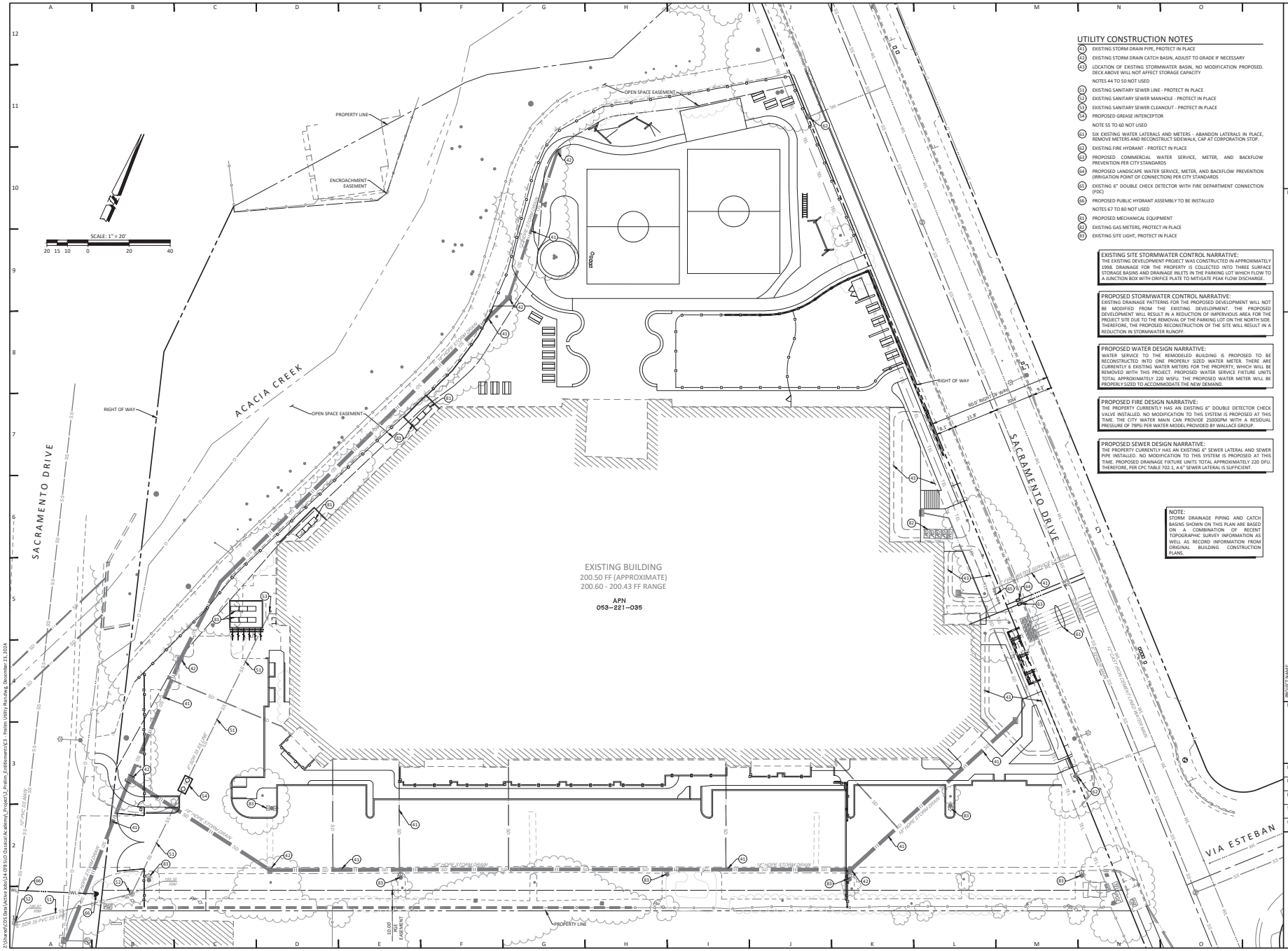
ATTACHMENT I



UTILITY CONSTRUCTION NOTES

- (A1) EXISTING STORM DRAIN PIPE, PROTECT IN PLACE
- (A2)(A3) EXISTING STORM DRAIN CATCH BASIN, ADJUST TO GRADE IF NECESSARY
- (A4) LOCATION OF EXISTING STORMWATER BASIN, NO MODIFICATION PROPOSED. DECK ABOVE WILL NOT AFFECT STORAGE CAPACITY

NOTES 44 TO 50 NOT USED

- (S1) EXISTING SANITARY SEWER LINE - PROTECT IN PLACE
- (S2) EXISTING SANITARY SEWER MANHOLE - PROTECT IN PLACE
- (S3) EXISTING SANITARY SEWER CLEANOUT - PROTECT IN PLACE
- (S4) PROPOSED GREASE INTERCEPTOR

NOTE 55 TO 60 NOT USED

- (W1) SIX EXISTING WATER LATERALS AND METERS - ABANDON LATERALS IN PLACE, REMOVE METERS AND RECONSTRUCT PLANWALK, CAP AT CORPORATION STOP.
- (W2) EXISTING FIRE HYDRANT - PROTECT IN PLACE
- (W3) PROPOSED COMMERCIAL WATER SERVICE, METER, AND BACKFLOW PREVENTION PER CITY STANDARDS
- (W4) PROPOSED LANDSCAPE WATER SERVICE, METER, AND BACKFLOW PREVENTION (IRRIGATION POINT OF CONNECTION) PER CITY STANDARDS
- (W5) EXISTING 6" DOUBLE CHECK DETECTOR WITH FIRE DEPARTMENT CONNECTION (FDC)
- (W6) PROPOSED PUBLIC HYDRANT ASSEMBLY TO BE INSTALLED

NOTES 67 TO 80 NOT USED

- (E1) PROPOSED MECHANICAL EQUIPMENT
- (E2) EXISTING GAS METERS, PROTECT IN PLACE
- (E3) EXISTING SITE LIGHT, PROTECT IN PLACE

EXISTING SITE STORMWATER CONTROL NARRATIVE:
THE EXISTING DEVELOPMENT PROJECT WAS CONSTRUCTED IN APPROXIMATELY 1998. DRAINAGE FOR THE PROPERTY IS COLLECTED INTO THREE SURFACE STORAGE BASINS AND DRAINAGE INLETS IN THE PARKING LOT WHICH FLOW TO A JUNCTION BOX WITH ORIFICE PLATE TO MITIGATE PEAK FLOW DISCHARGE.

PROPOSED STORMWATER CONTROL NARRATIVE:
EXISTING DRAINAGE PATTERNS FOR THE PROPOSED DEVELOPMENT WILL NOT BE MODIFIED FROM THE EXISTING DEVELOPMENT. THE PROPOSED DEVELOPMENT WILL RESULT IN A REDUCTION OF IMPERVIOUS AREA FOR THE PROJECT SITE DUE TO THE REMOVAL OF THE PARKING LOT ON THE NORTH SIDE. THEREFORE, THE PROPOSED RECONSTRUCTION OF THE SITE WILL RESULT IN A REDUCTION IN STORMWATER RUNOFF.

PROPOSED WATER DESIGN NARRATIVE:
WATER SERVICE TO THE REMODELED BUILDING IS PROPOSED TO BE RECONSTRUCTED INTO ONE PROPERLY SIZED WATER METER. THERE ARE CURRENTLY 6 EXISTING WATER METERS FOR THE PROPERTY, WHICH WILL BE REMOVED WITH THIS PROJECT. PROPOSED WATER SERVICE FIXTURE UNITS TOTAL APPROXIMATELY 220 WSFU. THE PROPOSED WATER METER WILL BE PROPERLY SIZED TO ACCOMMODATE THE NEW DEMAND.

PROPOSED FIRE DESIGN NARRATIVE:
THE PROPERTY CURRENTLY HAS AN EXISTING 6" DOUBLE DETECTOR CHECK VALVE INSTALLED. NO MODIFICATION TO THIS SYSTEM IS PROPOSED AT THIS TIME. THE CITY WATER MAIN CAN PROVIDE 2500GPM WITH A RESIDUAL PRESSURE OF 79PSI PER WATER MODEL PROVIDED BY WALLACE GROUP.

PROPOSED SEWER DESIGN NARRATIVE:
THE PROPERTY CURRENTLY HAS AN EXISTING 6" SEWER LATERAL AND SEWER PIPE INSTALLED. NO MODIFICATION TO THIS SYSTEM IS PROPOSED AT THIS TIME. PROPOSED DRAINAGE FIXTURE UNITS TOTAL APPROXIMATELY 220 DFU. THEREFORE, PER CPC TABLE 702.1, A 6" SEWER LATERAL IS SUFFICIENT.

NOTE:
STORM DRAINAGE PIPING AND CATCH BASINS SHOWN ON THIS PLAN ARE BASED ON A COMBINATION OF RECENT TOPOGRAPHIC SURVEY INFORMATION AS WELL AS RECORD INFORMATION FROM ORIGINAL BUILDING CONSTRUCTION PLANS.

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ENGINEER OF RECORD:

PLANS ARE PREVIEW SET NOT FOR CONSTRUCTION

PROJECT NAME:
SLO CLASSICAL ACADEMY
BROAD STREET CAMPUS

PLANS PREPARED FOR:
SLO CLASSICAL ACADEMY
165 GRAND AVE
SAN LUIS OBISPO, CA 93405

PROJECT LOCATION:
3450 BROAD ST
SAN LUIS OBISPO, CA 93401
APN: 053-221-035

REVISIONS:

REVIEWED BY:	MRS
PREPARED BY:	MRS
DATE:	December 23, 2024
SCALE:	AS SHOWN
CDS JOB #:	24-078

PRELIMINARY UTILITY PLAN

C3

SHEET 3 OF 3 SHEETS

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APPENDIX B | Central Coast Transportation Consulting Preliminary Traffic Memo

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

MEMORANDUM

Date: May 15, 2024

To: Tim Ronda, SDG Architects

From: Joe Fernandez and Michelle Matson, CCTC

Subject: SLOCA Broad Street Campus – Preliminary Transportation Analysis

This memorandum summarizes the preliminary transportation analysis for the proposed SLO Classical Academy (SLOCA) campus at 3450 Broad Street in the City of San Luis Obispo. SLOCA is proposing adaptive re-use of a 54,495 s.f. (including additions) office building to be used for a private elementary school, with infant child care through 8th grade. CCTC recommends the following:

- Infant/Preschool drop-off/pick-up: Provide parking spaces near entrance of building.
- Kindergarten drop-off/pick-up: Use existing parking area west of the building.
- 1st through 8th grade: Provide single file curb drop-off/pick-up area on the south side of the building and on Sacramento Drive. We recommend increasing time between staggered dismissal and consider allowing older students to enter and exit through playground area.
- Vans/Shuttles: Use SLOCA designated parking area near entrance of building.
- Busses: When needed, use 1st through 8th grade proposed curb drop-off/pick-up area.
- Short term parking: Provide spaces at the southwest corner of the site past the drop-off/pick-up area.
- Intersection Control: Install Stop signs for vehicles leaving the parking area west of the building and at exits to Broad Street.

We also recommend that the applicant(s) prepare and implement a Transportation Demand Management Plan (TDMP) including bell schedules and circulation patterns to manage queuing on Sacramento Drive and help facilitate future changes in circulation as needed.

The proposed on-site vehicle stacking is less than industry standard and approximately 1,100 feet of queued vehicles were observed at the current campus during pick-up. An additional loading zone on the west side of Sacramento Drive is recommended adjacent to the site. However, a portion of the existing on-street parking is currently being used by adjacent businesses. We recommend parking restrictions on Sacramento Drive be discussed with City staff to determine if supported. Increasing time between staggered dismissal is also recommended to reduce queuing as noted above.

The recommendations are shown in **Figure 1** and detailed throughout the report. The following sections summarize the existing setting, trip generation, vehicle miles traveled, campus access and circulation, and Federal Highway Administration's (FHWA) recommendations.

EXISTING SETTING

The proposed campus would repurpose an existing office building east of Broad Street, north of Capitolio Way, and west of Sacramento Drive. Key roadways in the project vicinity include:

- Broad Street is a five-lane highway with Class II bike lanes and sidewalks on the east side. There is an existing median restricting left turns at the project driveway. The average daily traffic (ADT) on Broad Street between Orcutt Road and Capitolio Way was approximately 29,100 vehicles per day in 2018.

- Capitolio Way is a two-lane commercial collector with a posted speed limit of 30 miles per hour, sharrows, sidewalks, and intermittent parking on both sides. Capitolio Way is stop-controlled at Broad Street and Sacramento Drive. The ADT on Capitolio Way between Broad Street and Sacramento Drive was approximately 2,800 vehicles per day in 2018.
- Sacramento Drive is a two-lane commercial collector with a posted speed limit of 30 miles per hour, sharrows, sidewalks, and intermittent parking on both sides. The ADT on Sacramento Drive between Capitolio Way and Industrial Way was approximately 5,100 vehicles per day in 2018. Up to eight vehicles were observed parking on-street adjacent to the site.

There is a pedestrian and bicycle path located just north of the project site connecting the sidewalks on Broad Street and Sacramento Drive.

CCTC obtained traffic collision data from the Statewide Integrated Traffic Records System (SWITRS) for 2018 through 2022. The following summarizes the collision history in the project vicinity:

- Broad Street driveway: No collisions occurred at or adjacent to the driveway.
- Sacramento Street driveway: A pedestrian fatality occurred on Sacramento Drive just north of the project site.
- Broad Street/Capitolio Way: One head-on collision occurred at the intersection and two hit object collisions occurred, one at the intersection and one south of the intersection.
- Capitolio Way/Sacramento Drive: Three collisions occurred. Two occurred with parked vehicles east of the intersection and one automobile right-of-way collision occurred at the intersection.

TRIP GENERATION

SLOCA currently has 337 total students including infants, preschool, and kindergarten through 8th grade. With the hybrid schedule, a maximum of 249 students (188 families), attend on a weekday.

With the proposed project, including the hybrid schedule, a maximum of 372 students (264 families) would attend on a weekday. The Institute of Transportation Engineers' (ITE) Trip Generation Manual 11th Edition was used to estimate project trip generation. **Table 1** summarizes the project trip generation including trip reduction from the existing office building.

Table 1: Trip Generation

Weekday Vehicle Trip Generation									
			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
Land Use	**Size**	**Unit**	**Trips**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Private School (K-8)[1]	372	Students	1,154	210	166	376	44	53	97
Existing Office Building[2]	*50.283*	*KSF*	*-638*	*-82*	*-11*	*-93*	*-16*	*-78*	*-94*
Net New Vehicle Trips			**516**	**128**	**155**	**283**	**28**	**-25**	**3**

1. ITE Land Use Code #530, Private School (K-8). Average rates used for AM and PM. Daily rate developed from Elementary School #520.
2. ITE Land Use Code #710, General Offic Building. Fitted curve equations used.
Source: ITE *Trip Generation Manual*, 11th Edition.

ITE Land Use Code #530 Private School (K-8) notes that the school may also offer pre-kindergarten classes and extended care and day care, so those students are included in the estimate. The campus would generate 516 net new vehicle trips per weekday including 283 AM peak hour trips and three PM peak hour trips between 4:00 and 6:00 PM.

Most vehicles will use Capitolio Way to access the site. The existing students travel from the following areas:

- 37%: San Luis Obispo Area
- 28%: South (Avila, Five Cities, Nipomo, Santa Barbara County, Kern County)
- 23%: North (North County, Tulare County)
- 12%: West (Cambria, Cayucos, Los Osos, Morro Bay)

VEHICLE MILES TRAVELED

The City's Multimodal Transportation Impact Study Guidelines define thresholds of significance for transportation impacts using vehicle miles traveled (VMT). School projects would have a potentially significant impact to transportation if they cause a net increase in total regional VMT.

The City's Travel Demand Model was applied to determine the project effects on VMT. The Baseline scenario reflects the Model's base year (2016) and the existing land uses on the site. The Baseline Plus Project scenario removes the office uses on the site and replaces them with the proposed student population. Note that no land use adjustments were made in either scenario to SLOCA's current campus on Grand Avenue. **Table 2** summarizes the project effect on regional vehicle miles traveled (VMT).

Table 2: Regional VMT Analysis

Regional VMT Summary	
Scenario[1]	**Regional Vehicle Miles Traveled (VMT)**
Baseline	8,486,293
Baseline+Project	8,486,042
Change from Baseline	*-251*

1. Baseline is the 2016 Base Year SLO City Travel Demand Model. Baseline+Project removes 50,283 SF office and adds 372 elementary students to project TAZ.

Source: CCTC, 2024

The project would reduce regional VMT, and would therefore have a less-than-significant impact to VMT.

CAMPUS ACCESS AND CIRCULATION

Existing Campus

The existing campus has a curb side drop-off/pick-up area within the parking lot, with approximately 125 feet of on-site curbside space available, which is a portion of the 500 feet of total queue storage for waiting vehicles before queues spill back to Grand Avenue. In addition, there is a parking lot on Grand Avenue with approximately 200 feet of on-site curbside storage. The schedules and procedures include:

- Infant/Preschool drop-off/pick-up: Drop off is between 8:00 and 9:30 AM at a separate campus on the southeast corner of Grand Avenue/Slack Street. Parents drop off curb side with storage for four to five vehicles or park. Up to 54 students (41 additional families without kindergarten-8th grade children) attend per day.
- Kindergarten drop-off/pick-up: Drop off is between 8:10 and 8:30 AM and pick-up is between 2:30 and 2:45 PM. Parents are required to park. Up to 13 students/families attend per day.

- 1st through 8th grade: Drop off is between 8:10 and 8:30 AM and pick-up is between 2:35 and 2:45 PM with 1st through 4th grade dismissal at 2:30 PM. Approximately 20 percent of families' park. Up to 182 students (134 families) attend per day.
- Events: Approximately, two nights per year there are larger "all school events" that would generate the need for up to 175 parked vehicles. Five times per year, smaller events would require parking for approximately 100 vehicles.
- Sports: Occurs following school dismissal. Requires up to 50 parked vehicles.

During the morning drop-off, no queuing was observed on Grand Avenue. During the afternoon pick-up, both parking lots were full, and up to 13 vehicles were observed queued on Grand Avenue.

Proposed Campus

The proposed campus currently has two parking areas, one south and west of the building and one north of the building which is proposed to be removed for outdoor areas. Two existing driveways are proposed for the campus south of the building, one on Broad Street and one on Sacramento Drive. The Broad Street driveway is restricted to right-in/right-out with a median.

One-way westbound circulation through the parking lot is proposed for drop-off/pick-up. We recommend the following, summarized on **Figure 1**::

- Infant/Preschool drop-off/pick-up: Provide parking spaces near entrance of building.
- Kindergarten drop-off/pick-up: Use parking area west of the building.
- 1st through 8th grade: Provide single file right wheel to the curb drop-off/pick-up area (approximately 200 feet desired if feasible, this would reduce on-site parking spaces) on the south side of the building with a total stacking distance of approximately 345 feet. Pick-up and drop-off zones are typically marked as a loading zone and not time of day parallel parking. This will facilitate the goal of drive though drop-off/pick-up.
- Provide curb drop-off/pick-up area on Sacramento Drive. Curb drop-off/pick-up on Sacramento Drive would require parking restrictions and coordination with the City.
- Consider increased time between staggered dismissals and consider allowing older students to enter and exit through playground area.
- Vans/Shuttles: Use SLOCA designated parking spaces near entrance of building. We recommend parents not use these spaces and impact the vehicle stacking distance and driveway operations.
- Buses: When needed, use 1st through 8th grade proposed curb drop-off/pick-up area.
- Short term parking: Provide spaces at the southwest corner of building past the drop-off/pick-up loading area.
- Intersection Control: Install Stop signs for vehicles leaving the parking area west of the building and at exits to Broad Street.
- Event parking: Utilize on-street parking as needed for the two large events and five smaller events.

We also recommend that the applicant(s) prepare and implement a Transportation Demand Management Plan (TDMP) including bell schedules and circulation patterns to manage queuing on Sacramento Drive and help facilitate future changes in circulation as needed.

FEDERAL HIGHWAY ADMINISTRATION'S (FHWA) RECOMMENDATIONS

Table 3 summarizes the Federal Highway Administration's (FHWA) typical recommendations for school circulation planning, the proposed campus conformance, and the recommendations.

Table 3: Site Access Standards and Recommendations

Site Access Recommendations		
Standard Recommendation[1]	**Campus Conformance**	**CCTC Recommendation**
Provide access from more than one direction to the immediate vicinity of the site, and provide access to the site from at least two adjacent streets.	Partial conformance. Existing access to Broad Street and Sacramento Drive. However, one-way access is proposed and recommended for drop-off/pick-up.	See Figure 1.
The physical routes provided for the basic modes (buses, cars, pedestrians, and bicycles) of the traffic pattern should be separated as much as possible.	Partial conformance with recommendations. Some, not all, physical routes are separated by mode.	Recommend designating and separating infant/preschool, kindergarten, and 1st-8th drop-off/pick-up areas. See Figure 1.
All primary building entrances for students shall be weather protected by overhead cover or soffit.	Conforms: Building entrances are covered.	None.
The school site and proposed plans should be reviewed by the proper road agency.	Conforms: Transportation Analysis will be submitted to the City of San Luis Obispo.	None.
Single-file right wheel to the curb is the preferred staging method for buses.	Partial conformance with recommendations. School uses shuttles. Buses, when needed, can use 1st-8th drop-off/pick-up area.	See Figure 1.
Short-term parking spaces should be identified past the student loading area and near the building entrance.	Conforms with recommendations.	See Figure 1.
Provide safe crosswalks with crossing guards.	Conforms with recommendations. Provide single-file right wheel to the curb areas and parking spaces for younger students to minimize vehicle and pedestrian conflicts.	See Figure 1.
There should be well-maintained sidewalks leading to the school.	Conforms: Existing sidewalks on Broad Street and Sacramento Drive connect to site.	None.
Facilities should be provided for bicycle access and storage.	Conforms: Bike racks proposed.	None.
Provide an adequate driveway for stacking cars on site. For Elementary Schools with <500 students, loop drive stacking length should be 400-750 feet.	Does not conform. With a maximum of 372 students per day, the 345 feet of on-site stacking proposed is not adequate.	Recommend stacking/loading on Sacramento Drive. Discuss parking restrictions with the City. See Figure 1.
Required drop-off and pick-up areas for schools shall include at least one auto space for every 50 students.	Conforms: 372 students would require 7 spaces. Significantly more spaces will be provided.	None.

1. Source: Traffic Operations and Safety at Schools: Recommended Guidelines, FHWA & Texas Transportation Institute, 2004.

The recommendations are also shown in **Figure 1**.

Please let us know if you have any questions.

Attachment A - Vicinity Map and Recommendations

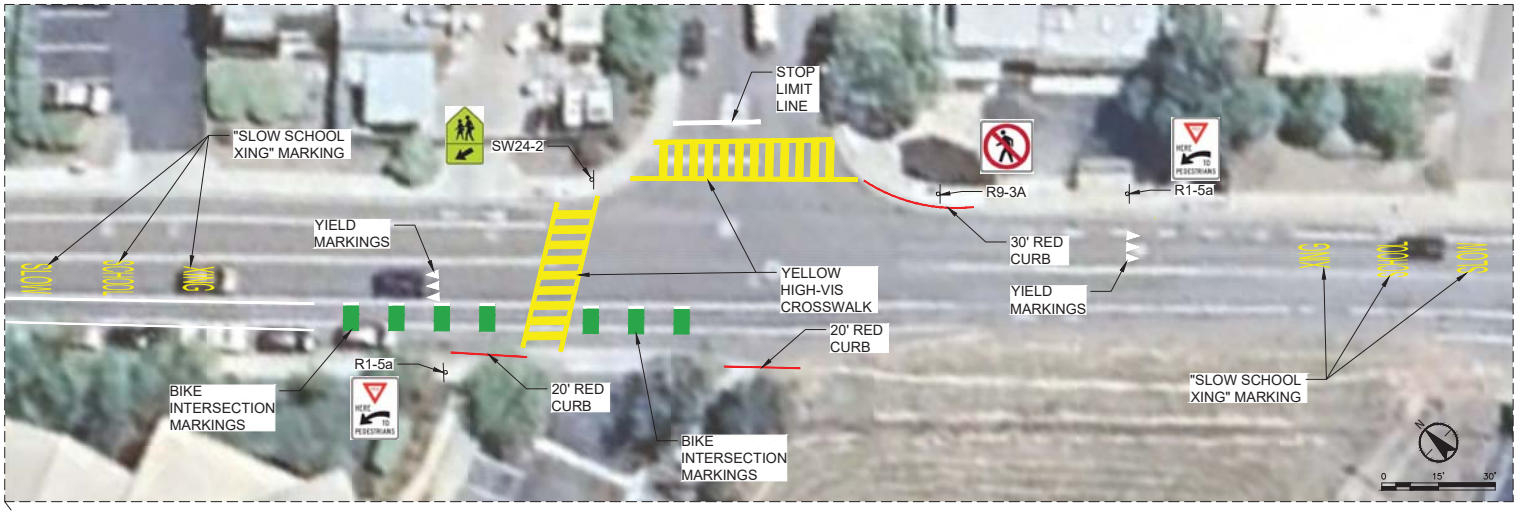
ATTACHMENT I

SLOCA Broad Street Campus

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

May 2024

APPENDIX C | Recommended Pedestrian Treatments



SACRAMENTO/ & VIA ESTEBAN/PROJECT DRIVEWAY TREATMENT PLAN
SCALE 1" = 15'

SITE TREATMENT PLAN
SCALE 1" = 40'

AMG ADVANCED MOBILITY GROUP 3003 OAK ROAD, SUITE 100 WALNUT CREEK, CA 94597	DESIGNED A. FLORES DRAWN A. FLORES CHECKED R. RAIE DATE 03/28/2025 SCALE	NO.	REVISION	BY	APP.	BENCHMARK DRAFT	SLOCA CAMPUS PROJECT TRAFFIC STUDY RECOMMENDED SAFETY TREATMENTS SITE LAYOUT & PROPOSED IMPROVEMENTS	SAN LUIS OBISPO PUBLIC WORKS DEPARTMENT	PJ NO. SHEET 1 OF 1 DWG. T-1

APPENDIX D | Queuing Analysis

ITE Transportation and Land Development Methodology (1988)

Queuing System

Queueing System Equations

Equation Number	Variable	Equation
(8-1)	Coefficient of utilization	$\rho = \frac{q}{NQ}$
(8-2)	Probability of no customers in the system	$P(0) = \left[\sum_{n=0}^{N-1} \frac{\left(\frac{q}{Q}\right)^n}{n!} + \frac{\left(\frac{q}{Q}\right)^N}{N!(1-\rho)}\right]^{-1}$
(8-3)	Mean number in the queue	$E(m) = \left[\frac{\rho\left(\frac{q}{Q}\right)^N}{N!(1-\rho)^2}\right] P(0)$
(8-4)	Mean number in the system	$E(n) = E(m) + \frac{q}{Q}$
(8-5)	Mean wait time in queue (hours)	$E(w) = \frac{E(m)}{q}$
(8-6)	Mean time in the system (hours)	$E(t) = E(w) + \frac{1}{Q}$ $= E(w) + \text{Avg } (t)$
(8-7)	Proportion of customers who wait	$P[E(w) > 0] = \left[\frac{\left(\frac{q}{Q}\right)^N}{N!(1-\rho)}\right] P(0)$
(8-8)	Probability of a queue exceeding a length M	$P(x > M) = (\rho^{M+1}) P[E(w) > 0]$
(8-9a)	Queue storage required	$M = \left[\frac{\ln P(x > M) - \ln E(w) > 0}{\ln \rho}\right] - 1$
(8-9b)*	Queue storage required	$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$

*Q_M is a statistic which is a function of the utilization rate and the number of service channels (service positions); see Table 8-11. The table of Q_M values and use of Equation (8-9b) greatly simplifies the calculations compared to those using Equations (8-9a).

SLOCA @ 3495 Broad Street, San Luis Obispo

Queuing Analysis

AM Peak Single-Server System

Arrival Rate	2.9	veh/min
Service Rate	4	veh/min
Number of Servers in System	1	
Utilization Coefficient	0.725	
Probability of no cars	0.229	
Mean number in queue	1.594	
Mean number in system	2.319	
Mean wait time in queue	0.550	in minutes
Mean time in system	0.800	in minutes
Proportion who wait	0.604	
Prob. of queue > length M	0.318	
Mean wait time in queue > 0	2.636	
Queue storage required	5.6	Length M in vehicles
Queue storage (ft)	139	
Queue storage 85th Percentile	7.60	
Queue storage (ft)	190.00	

PM Peak Single-Server System

Arrival Rate	2.9	veh/min
Service Rate	3.5	veh/min
Number of Servers in System	1	
Utilization Coefficient	0.829	
Probability of no cars	0.150	
Mean number in queue	3.507	
Mean number in system	4.335	
Mean wait time in queue	1.209	in minutes
Mean time in system	1.495	in minutes
Proportion who wait	0.726	
Prob. of queue > length M	0.498	
Mean wait time in queue > 0	4.833	
Queue storage required	11.1	Length M in vehicles
Queue storage (ft)	277	
Queue storage 85th Percentile	14.00	
Queue storage (ft)	350.00	

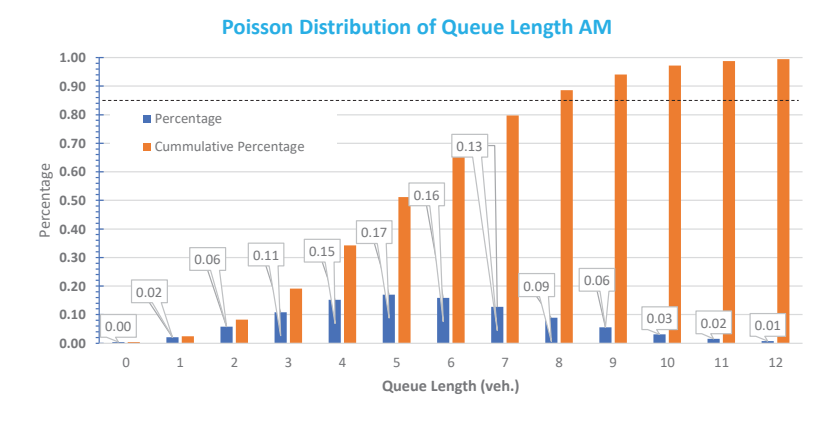
SLOCA @ 3495 Broad Street, San Luis Obispo

Estimate of 85th Percentile Queuing

Avg. Storage Required AM 5.6

Queue Length	Poisson Dist.
0	0.00
1	0.02
2	0.06
3	0.11
4	0.15
5	0.17
6	0.16
7	0.13
8	0.09
9	0.06
10	0.03
11	0.02
12	0.01

Queue Length	Cumulative Dist.
0	0.00
1	0.02
2	0.08
3	0.19
4	0.34
5	0.51
6	0.67
7	0.80
8	0.89
9	0.94
10	0.97
11	0.99
12	0.99



Avg. Storage Required PM 11.1

Queue Length	Poisson Dist.
0	0.00
2	0.00
4	0.01
6	0.04
8	0.09
10	0.12
12	0.11
14	0.07
16	0.04
18	0.02
20	0.01
22	0.00
24	0.00

Queue Length	Cumulative Dist.
0	0.00
2	0.00
4	0.01
6	0.07
8	0.22
10	0.45
12	0.68
14	0.85
16	0.94
18	0.98
20	0.99
22	1.00
24	1.00