

# Appendix A

## Notice of Preparation

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**PUBLIC NOTICE OF PREPARATION AND**  
**PUBLIC SCOPING MEETING**

As the Lead Agency pursuant Section 21067 of the California Environmental Quality Act (CEQA), the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) intends to prepare an Environmental Impact Report and hold a public scoping meeting for the following project:

**Project Title:** Central Coast Layover Facility (CCLF)

**Scoping Meeting:** A virtual public scoping meeting will be held for this project on Wednesday March 10, 2021, at 6:00 p.m. A presentation will be made at the scoping meeting that will include a description of the project and the purpose of the scoping meeting. The virtual meeting will consist of a live presentation followed by an opportunity for public input on the scope of the EIR or project.

**Remote Viewing:** The public scoping meeting is an agenda item on the City of San Luis Obispo's Planning Commission meeting. Members of the public wishing to watch the meeting can find information on the City's website at least 72 hours prior to the meeting date, and published here:

<https://www.slocity.org/government/advisory-bodies/agendas-and-minutes/planning-commission>

**Project Address/Location:** The project site is located on approximately 8.3 acres of relatively undeveloped land in the City of San Luis Obispo, which is situated along the Central Coast region of the state, about 190 miles north of Los Angeles (Figure 1). The proposed project is located south of the existing San Luis Obispo Amtrak Station (1011 Railroad Avenue). It extends from the existing Amtrak Station south to Francis Street, between the Union Pacific Main Tracks and existing commercial and residential development to the west. The southern limits of the project site is located just west of McMillan Avenue.

**Project Description:** The proposed project includes the construction of a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, pedestrian improvements, and safety and security features. Perimeter fencing would be installed around the facility for site security and public safety. Since funding is not available to construct the entire facility at once, construction phasing for the project is anticipated. This includes constructing the initial most critical portions of the facility, and the remaining components as need arises and funding becomes available.

The sections below will provide some details that are known at this stage in the project; the information is subject to change as design work proceeds.

**Rail Yard and Tracks.** The proposed project would construct a new rail yard with up to five new tracks.

- Train Wash Track
- Service & Inspection (S&I) Track
- Storage Track (3)

Trains would enter the site from the mainline switch at the north end of the site, passing through the Train Wash. Trains would travel south, passing the train wash building onto the tail track and then reverse direction into either the S&I Track or to one of the other storage tracks. Upon reaching the S&I position or a storage track, the trains would park for the night, connecting to ground power to allow for the electric functions of the train to continue and connecting to a yard air compressor to keep the brake system charged. These connections allow for continuity of these functions without the locomotive engine running, minimizing engine idling within the facility.

From the S&I or storage positions, daily servicing and light maintenance can occur. Trains stored on the S&I track would also undergo additional safety, operational and reliability inspections.

Trains would exit the facility north toward the San Luis Obispo station at intervals based on the approved and published service schedules.

**Buildings.** The proposed CCLF would consist of a series of single-story structures housing a variety of functions including office space, storage space, workshops, train wash, train S&I and wheel truing.

*Operations/Fleet Maintenance Building.* The Operations Building would be an approximately 3,000 square feet (sf) one-story building, which would house administrative offices and restrooms for operations and maintenance staff.

*Fleet Maintenance Shops Building.* The Fleet Maintenance Shops Building would be a one-story building and approximately 2,900 sf and would house a welding/fabrication shop, brake and coupler shop, and toolbox storage.

*Parts Storeroom Building.* The Parts Storeroom Building would be a one-story building, approximately 1,500 sf, located adjacent to the Fleet Maintenance Shops Building and Maintenance of Way Building. This building would store components and parts that are required on a frequent basis to support maintenance activities, and would include a dedicated secure area for shipping, receiving and storage.

*Maintenance of Way (MOW) Building.* The MOW Building would be a one-story building, approximately 2,200 sf, located adjacent to the Parts Storeroom Building. MOW is responsible for inspection and maintenance of track, roadbed, and buildings for the facility. MOW is also responsible for inspection and maintenance of non-revenue vehicles assigned to the CCLF.

*Wash Building.* The Wash Building would be a 10,000 sf one-story building, located at the center of the project site, along the Train Wash Track. An automatic, drive-through train wash would be enclosed in the Wash Building. As described above, trains entering the maintenance facility would pass through the Train Wash Building for cleaning prior to being placed on one of the storage tracks or the S&I track.

The train wash is anticipated to operate 7 days per week. Each train arriving at the facility at the end of its service day will enter through the wash, requiring it to run for about 5-10 minutes for each train. The timing of the train wash operation will depend on the approved and published service schedule, and would likely be during the evening hours.

*Wheel Truing Building.* The Wheel Truing Building would be a one-story building, approximately 1,900 sf in size and located at the north end of the project site adjacent to the San Luis Obispo Railroad Museum parking lot. The Wheel Truing Building would house an underfloor pit-mounted

wheel truing machine. Use of this facility is anticipated to be infrequent and not part of the daily operation.

**S&I Shelter.** One of the tracks would function as a storage track with an S&I position. The S&I track would be covered by a 24' high shelter. To provide access to the underside of a train for inspection and maintenance, a lower level work area or gauge pit would be installed.

**Cleaning Shelters.** Two cleaning shelters would be provided south of the Wash Building and storage tracks.

**Parking.** The proposed project would provide a total of 54 on-site parking spaces for employees and visitors. Most of the parking spaces would be located on the west end of the central yard in between the Roundhouse Site and Operations building. The other parking spaces would be located adjacent to the MOW Shops building.

**Access.** Primary employee and visitor access to the site would be from Roundhouse Avenue. Additional emergency access to the site would be available from the train museum parking lot (north end of site), from the parking lot off Alphonso Street (center of site), and from Francis Avenue (south end of site).


**Potential Environmental Impacts to be Considered:**

Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy	Geology/Soils
Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology/Water Quality	Land Use/Planning	Noise and Vibration	Public Services
Transportation	Tribal Cultural Resources	Utilities/Service Systems	Wildfire		

We would like to get your input on the potential environmental effects of the project and how it can be improved to reduce/avoid significant environmental impacts. Your input will help us decide what issues to analyze in the environmental review of this project. An initial study was **not** prepared for the project.

Due to the time limits mandated by CEQA, your response must be submitted by March 26, 2021. Your comments may be submitted via mail and email at the address below:

James Campbell, Manager of Programs  
 LOSSAN Rail Corridor Agency  
 600 South Main Street  
 Orange, CA 92863  
[capitalprojects@lossan.org](mailto:capitalprojects@lossan.org) (e-mail with subject line "Central Coast Layover Facility" or "CCLF")

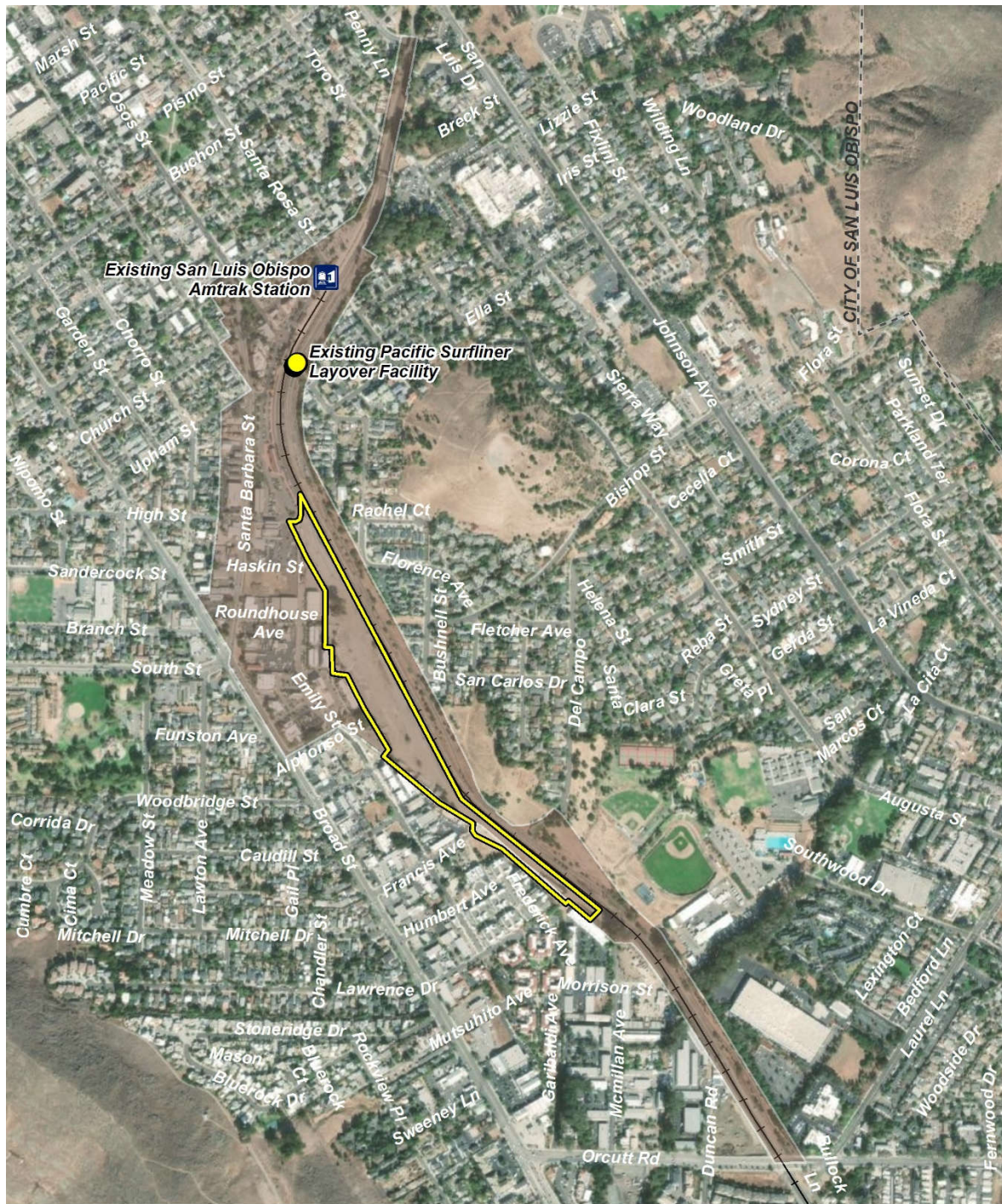
  


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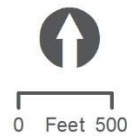
**James Campbell** Date  
 Manager of Programs



**Figure 1. Project Location**



- Project Site
- Existing Pacific Surfliner Layover Facility
- City Limits
- Amtrak Existing San Luis Obispo Amtrak Station
- Railroad Historic District
- LOSSAN Rail Corridor



Source: HDR

# Newspaper Advertisement

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# PUBLIC NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING

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Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology/Water Quality	Land Use/Planning	Noise and Vibration	Public Services
Transportation	Tribal Cultural Resources	Utilities/Service Systems	Wildfire		

We would like to get your input on the potential environmental effects of the project and how it can be improved to reduce/avoid significant environmental impacts. Your input will help us decide what issues to analyze in the environmental review of this project. An initial study was not prepared for the project.

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James Campbell, Manager of Programs  
LOSSAN Rail Corridor Agency  
600 South Main Street  
Orange, CA 92863

[capitalprojects@lossan.org](mailto:capitalprojects@lossan.org) (e-mail with subject line "Central Coast Layover Facility" or "CCLF")

February 25, 2021

Public Comments  
Received on Notice  
of Preparation

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## NATIVE AMERICAN HERITAGE COMMISSION

March 1, 2021

James Campbell  
LOSSAN Rail Corridor Agency  
600 South Main Street  
Orange, CA 92863

**Re: 2021020444, Central Coast Layover Facility Project, San Luis Obispo County**

Dear Mr. Campbell:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**



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PARLIAMENTARIAN  
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Karuk

COMMISSIONER  
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Apache

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Chumash

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AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a.** A brief description of the project.
  - b.** The lead agency contact information.
  - c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
  
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1 (b)).
  - a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
  
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a.** Alternatives to the project.
  - b.** Recommended mitigation measures.
  - c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).
  
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
  - a.** Type of environmental review necessary.
  - b.** Significance of the tribal cultural resources.
  - c.** Significance of the project's impacts on tribal cultural resources.
  - d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
  
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
  
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
    - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i.** Protecting the cultural character and integrity of the resource.
    - ii.** Protecting the traditional use of the resource.
    - iii.** Protecting the confidentiality of the resource.
  - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.



3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
  
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: [Nancy.Gonzalez-Lopez@nahc.ca.gov](mailto:Nancy.Gonzalez-Lopez@nahc.ca.gov).

Sincerely,



Nancy Gonzalez-Lopez  
Cultural Resources Analyst

cc: State Clearinghouse



Air Pollution Control District  
San Luis Obispo County

**Via Email**

March 26, 2021

James Campbell  
LOSSAN Rail Corridor Agency  
600 South Main Street  
Orange, CA 92863  
capitalprojects@lossan.org

SUBJECT: APCD Comments Regarding the Central Coast Layover Facility (CCLF)  
Project

Dear Mr. Campbell,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located south of the existing San Luis Obispo Amtrak Station (1011 Railroad Avenue). The project extends from the existing Amtrak Station south to Francis Street, between the Union Pacific Main Tracks and existing commercial and residential development to the west. The southern limits of the project site are located just west of McMillan Avenue.

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The following comments are formatted into 3 sections - **(1) General Comments**, **(2) Air Quality** and **(3) Greenhouse Gas (GHG) Emissions**. Comments pertain to information stated in the project documentation.

The **applicant** or **agent** should contact the APCD Engineering & Compliance Division about permitting requirements stated in the (1) General Comment Section. The **lead agency** may contact the APCD Planning Division for questions related to comments stated in the (2) Air Quality and (3) Greenhouse Gas Section. Both Divisions can be reached at 805-781-5912.

Please Note: The APCD recently updated the [Land Use and CEQA Webpage](#) on the [slocleanair.org](http://slocleanair.org) website. The information on the webpage displays the most up-to-date guidance from the SLO County APCD, including the [2021 Interim CEQA Greenhouse Gas Guidance](#), [Quick Guide for Construction Mitigation Measures](#) and [Quick Guide for Operational Mitigation Measures](#).

## (1) General Comments

### Contact Person for DEIR

The NOP indicates an Environmental Impact Report (EIR) is being prepared for the project. The Draft EIR (DEIR) should be sent to the following APCD staff person for APCD review and comment:

Jacqueline Mansoor  
jmansoor@co.slo.ca.us  
Air Pollution Control District  
3433 Roberto Court  
San Luis Obispo, CA 93401  
(805) 781-5912

### Hydrocarbon Contaminated Soil

Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or a non-permeable hydrocarbon barrier. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
- Clean soil must be segregated from contaminated soil.

The notification and permitting determination requirements shall be directed to the APCD Engineering & Compliance Division.

### Construction Permit Requirements

Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the [CEQA Air Quality Handbook](#) (April 2012).

- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generators;
- Internal combustion engines; and
- Tub grinders.

## (2) Air Quality

Potential air quality impacts should be addressed in the DEIR. For guidance, please refer to the [CEQA Air Quality Handbook](#) (April 2012) and [APCD CEQA Website](#).

- a. Include a description of existing air quality and emissions in the project area. Include the San Luis Obispo County attainment status for State and Federal air quality standards and any existing regulatory restrictions to development.
- b. A complete air quality analysis should be performed for both the construction and operational phases using the most recent version of the [California Emissions Estimator Model \(CalEEMod\)](#). CalEEMod reports submitted as part of a CEQA evaluation need to include the following:
  - a winter, summer, and annual report;
  - the model files associated with the reports;
  - changes to any SLO County defaults need to be identified and a solid defensible explanation for those changes need to be provided to the SLO County APCD.
- c. The grading area and the calculated construction and operational emissions should be compared to SLO County APCD Thresholds of Significance. If thresholds are exceeded, mitigation measures for construction and operational emissions shall be applied to reduce impacts.
- d. Health Risk from Diesel Locomotives - The APCDs main concerns with this project are the impacts of diesel particulate matter on nearby residences due to idling locomotives. Diesel particulate matter has been classified by the California Air Resource Board's (CARB) as a toxic air contaminant and a carcinogen. Over the last 20 years, the APCD has received hundreds of complaints regarding train idling in the existing depot area, as well as further south near the Tank Farm/Arbors area. Although the "no idle zone" near the main station and the new compressor station in the Arbors development have dramatically reduced complaints, the APCD has continued to receive complaints on occasion. These complaints have revealed engines have idled between 4 hours to overnight, and up to two full days. The impacts from diesel particulate matter and any other pollutant sources that may impact sensitive receptors should be evaluated and mitigated under Section III. Air Quality, question d) *Expose sensitive receptors to substantial pollutant concentrations?* from the [Environmental Checklist Form \(Appendix G p.307\)](#) in the 2021 Association of Environmental Professionals (AEP) CEQA Statute and Guidelines Handbook.

Please note, any running of the diesel engines for maintenance or cleaning may expose nearby residents to diesel particulate. The APCD recommends orienting the toxic sources as far back as possible from residences, which will directly reduce cancer risk. Further, the DEIR

should identify the location of nearby housing and specifically identify low-income or affordable housing. Low-income community members often face existing health disparities, so siting pollution sources near low-income housing may need further consideration ([See Page 57 of the CARB's 2017 Scoping Plan update](#)). To be in alignment with State goals, specifically Assembly Bill 617 which aims to reduce exposure of toxic air contaminants in low-income and disadvantaged communities and protect public health, the pollution sources of this project should be sited in a fair environmentally just way meaning "No group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies" ([See EPA webpage – Learn about Environmental Justice](#)). It is important to consider that the residents living near this project could bear more of the environmental consequences that come from the pollution sources.

Further, as defined in [APCD's Rule 402](#), a person shall not discharge, from any source whatsoever, such quantities of air contaminant or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or public, or which cause or have a natural tendency to cause, injury or damage to business or property. If this project causes nuisance impacts, the project proponent needs to proactively take steps to reduce these impacts.

- e. Naturally occurring asbestos (NOA) has been identified by the California Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain NOA. The APCD has identified areas throughout the county where NOA may be present ([NOA Map](#)). The following requirements apply because the project site is in a candidate area for NOA. The applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is or is not exempt from the CARB Asbestos Air Toxics Control Measure (Asbestos ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (17 CCR 93105) regulation.
  - a. If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD; or
  - b. If the site is exempt, an exemption request must be filed with the APCD.

More information on NOA can be found at [slocleanair.org/rules-regulations/asbestos/noa](http://slocleanair.org/rules-regulations/asbestos/noa).

- f. Demolition or excavation activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos-containing material (ACM). ACM could be encountered during the excavation of previously buried ACM, in addition to the demolition or remodeling of existing structures to include the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the

National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).

NESHAP requirements include but are not limited to:

- 1) Written notification to the APCD, within at least 10 business days of activities commencing.
- 2) Asbestos survey report conducted by a Certified Asbestos Consultant.
- 3) Written work plan addressing asbestos handling procedures in order to prevent visible emissions.

Go to [slocleanair.org/rules-regulations/asbestos.php](http://slocleanair.org/rules-regulations/asbestos.php) for further information.

- g. A cumulative impact analysis should be performed to evaluate the combined air quality impacts of this project and impacts from existing and proposed future development in the area. This should encompass all planned construction activities within one mile of the project.
- h. The DEIR should include feasible alternatives to the proposed project that could effectively minimize air quality impacts. For each of the proposed alternatives, an air quality analysis should be included in the DEIR. Documentation of emission factors, emission factor reference source and all calculation assumptions should be provided for each alternative. See [ceqportal.org/tp/Alternatives.pdf](http://ceqportal.org/tp/Alternatives.pdf) for more information.

### (3) Greenhouse Gas Emissions

The GHG thresholds in the SLO County [CEQA Air Quality Handbook](#) (April 2012) are not valid for projects with horizons beyond 2020. In the absence of a threshold, the APCD recommends comparing the project to the now adopted City of SLO Climate Action Plan.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at (805) 781-5912.

Sincerely,



JACKIE MANSOOR  
Air Quality Specialist

JNM/jjh

cc: Dora Drexler, APCD  
Tim Fuhs, APCD



March 25, 2021

James Campbell, Manager of Programs  
LOSSAN Rail Corridor Agency  
600 South Main Street  
Orange CA 92863  
capitalprojects@lossan.org

Bike SLO County welcomes this early opportunity to offer its considerations of this new rail facility for Amtrak in San Luis Obispo. Bike SLO County is a nonprofit that educates, inspires, and advocates for cycling in San Luis Obispo County, and we see opportunities for fulfilling our purpose in this project's scope.

Currently, the Union Pacific Railroad bisects the City of San Luis Obispo with few opportunities for convenient crossings. Were there more crossings, the railroad would be less of a community bisector and would allow better, safer, more inclusive access from and to both sides of the right of way. We see the frequent and unapproved pedestrian and cyclist crossings of the tracks as an indication of inadequate protected access for residents and visitors to San Luis Obispo. Even with the asset of the Jennifer Street Bridge, we recognize that certain inconveniences will tempt and ultimately break the will of even the most law abiding citizens especially when these citizens must travel distances perceived as too great when the destination is visible mere yards away and across the tracks. What the Central Coast Layover Facility will do is make traversing the tracks even more difficult, elevating the temptation to cross by cutting or damaging fencing and encouraging others then to follow these access points. Bike SLO County would like to see purposeful, safe, sanctioned crossings accessible to all, and at multiple points that can be identified by study as the most desirable (now and in the future) for A to B travel.

For example, sanctioned, at-grade crossings of the LOSSAN facility might well be at Francis Avenue and Roundhouse Street to join a Class 1 to the south railroad parking lot. Simple, easy, safe crossings will encourage people to replace car trips with active transportation modes and reduce greenhouse gases (GHG). Constructing less expensive at grade crossings can be adequate with modern safety equipment and noticing, and with rail operator collaboration can be implemented as well as elsewhere in California and in other states. Some references for examination follow:

1. FHWA: Highway-Rail Crossing Handbook - Third Edition  
[https://safety.fhwa.dot.gov/hsip/xings/com\\_roaduser/fhwasa18040/chp2h.cfm#bookmark53](https://safety.fhwa.dot.gov/hsip/xings/com_roaduser/fhwasa18040/chp2h.cfm#bookmark53) See specifically PEDESTRIANS, BICYCLES, AND ACCESSIBILITY
  - a. See also the many images of successfully installed at grade crossings and schematic drawings
2. Report for Scenic Hudson:  
<https://www.scenichudson.org/wp-content/uploads/legacy/pdf-downloads/At%20Grade%20Passenger%20Rail%20Pedestrian%20and%20Trail%20Crossings.pdf>



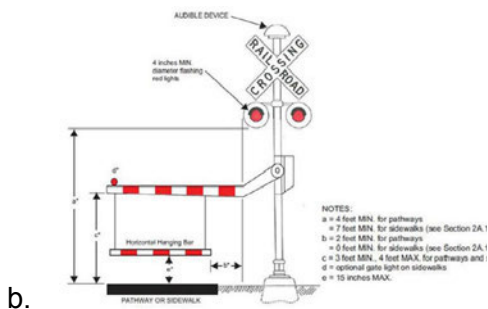
- a. An Illinois High Speed Rail Project link: <https://slideplayer.com/slide/13388739/>
  - b. PEDSAFE  
link: [http://www.pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=66](http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=66)
  - c. “A pedestrian bridge can cost \$1.5 million or higher, as documented in the preliminary budget developed for Village of Tivoli waterfront park (2016 Master Plan). Conversely, state-of-the-art at-grade crossings can cost \$50,000-\$300,000, depending on existing conditions. In addition to being significantly lower in construction costs, at-grade crossings require less maintenance, provide easier portage opportunities (kayaks/canoes) and are more aesthetically pleasing. At-grade crossings for pedestrians also can be combined with emergency and maintenance vehicle access.”
3. City of Eugene, OR:  
<https://www.eugene-or.gov/DocumentCenter/View/25239/121415-Pedestrian-Safety-RRQZ?bidId=>
  4. Bike Portland:  
<https://bikeportland.org/2016/03/01/first-look-at-nikes-new-path-through-the-woods-176507>
  5. Selected images:



a.



c.



b.

Furthermore, Bike SLO County suggests this might be an opportune time to consider construction of the proposed bike/ped bridge at Industrial Way (called for in the new San Luis Obispo City Active Transportation Plan), a new, west side extension of the Railroad Safety Trail,

and we seek the access to railroad right of way north from the Jennifer Street Bridge for a future extension of the Railroad Safety Trail through to the Cal Poly campus, a segment of which is being constructed now at long last. The community benefits of these project additions will be huge, attracting funding resources for their implementation.

We also submit that the project's environmental impacts could be detrimental to residents locally to the project site during construction and subsequent operation, and offer an unbudgeted addition to the City of San Luis Obispo's calculations for carbon neutrality by 2035. By implementing better means for active transportation through this site, this project could contribute to lowering the GHG impact.

Bike SLO County applauds Amtrak for what it does as an alternative to automobile transportation. We offer to collaborate in the design of this facility's features to enhance the presence of the railroad through our community.

Sincerely,



Gary Havas  
Board President



Rick Ellison  
Executive Director

**From:** Rob Frew [REDACTED]  
**Sent:** Monday, March 8, 2021 11:08 AM  
**To:** LOSSAN Capital Projects <capitalprojects@lossan.org>  
**Subject:** Central Coast Layover Facility (support)

Hello,

I live at 2125 Rachel St, San Luis Obispo, CA 93401 right across from the proposed Central Coast Layover Facility. My wife and I own our home and I want to write in support of this project. I think utilizing the space to increase mass transit on the central coast is an excellent use of the land.

My wife and I 100% support this project and I am looking forward to seeing it move forward.

Thank you,

Rob & Annie Frew

**From:** carolyn smith [REDACTED]  
**Sent:** Monday, March 8, 2021 5:06 PM  
**To:** LOSSAN Capital Projects <capitalprojects@lossan.org>  
**Subject:** Central Coasts Layover Facility (CCLF)

Dear Mr. Campbell,

My husband and I own a piece of fenced property near the railroad tracks, adjacent to the proposed CCLF. We've owned the property since the early 70's and have used the Francis and McMillan Street entrances to access our property since it was purchased, thus creating a prescriptive easement to our property (see attached map for location of our property and access routes).

The City of San Luis Obispo Planning Commission is holding a meeting on March 10th to discuss the scope of the DEIR being prepared by your company for this project. We have reviewed the Staff Report and accompanying documents and have some questions regarding this project as it relates to our property.

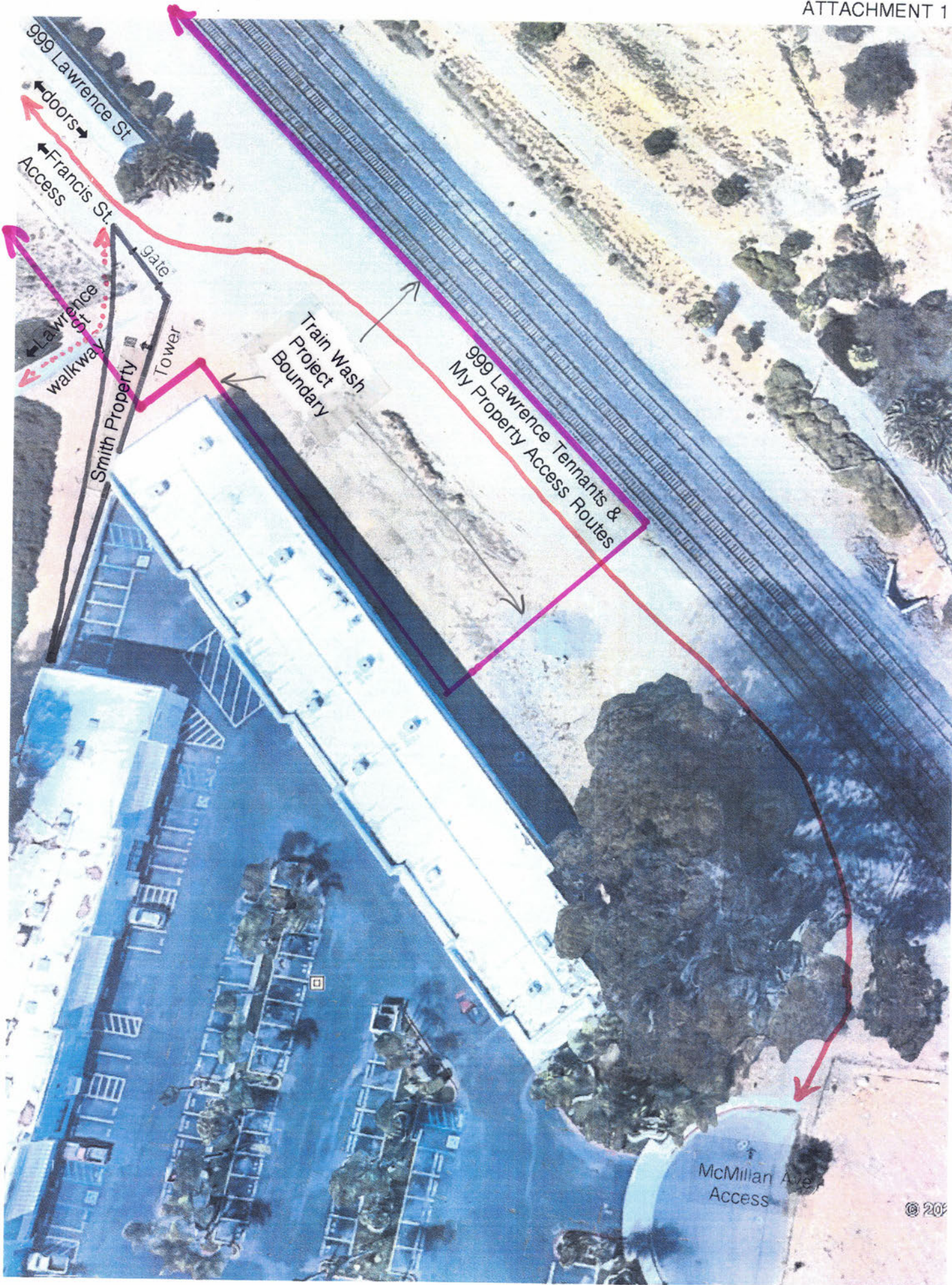
The documents and maps provided in the report are not clear or detailed enough for us to ascertain if this railroad project will create a problem for us with access to our property. The maps in the report appear to indicate that this project encompasses our property and therefore may affect access and use of it.

Therefore, we would appreciate more information on your plan and how it may affect our access. A detailed map of your project would also be helpful.

We look forward to working with you for our mutual benefit.

Carolyn & Steven Smith  
[REDACTED]







**From:** Elizabeth Aloe [REDACTED]  
**Sent:** Wednesday, March 10, 2021 5:47 PM  
**To:** LOSSAN Capital Projects <capitalprojects@lossan.org>  
**Subject:** Roundhouse Place railway depot

Hello,

I am sending this hoping it will reach the correct person regarding this project. As a resident in the building that borders this project, I have my concerns regarding the noise, traffic, and constant movement. Currently, we feel the trains go by which is fine. To add in washing and maintenance would mean the noise and constant movement on the tracks would increase dramatically. Not only that, but our windows are less than 100 ft from this project. The construction alone would increase the noise and traffic considerably. We also will see a huge turnover in rented apartments from people escaping the noise and building. I am quite sure the other residential buildings in the area will feel this as well.

Currently, there are is a lot of wildlife that live in that area. Rabbits, groundhogs, squirrels, and other animals.

Please, consider moving this to a more remote area of the tracks where there is no residential living.

Thank you,  
Elizabeth Aloe  
Roundhouse Place apartments.

Sent from [Mail](#) for Windows 10

**From:** Martin Indvik [REDACTED]  
**Sent:** Wednesday, March 10, 2021 6:54 PM  
**To:** LOSSAN Capital Projects <capitalprojects@lossan.org>  
**Subject:** CCLF

Greetings-

I appreciate the opportunity to comment on the proposed project in San Luis Obispo. I live immediately to the east of the railroad with no buildings or buffers between my home and the railroad. I have been in the same home for close to 30 years. My comments are that noise and emissions from the railroad have a major impact on our neighborhood.

Hours of operation are a primary concern and noise outside of "normal" business hours. I want to thank you in advance for your efforts and willingness to take these issues into consideration. Thank you.

Residence:

[REDACTED]  
San Luis Obispo, CA

Marty Indvik | Principal  
Lee & Associates | Central Coast

[REDACTED]



March 22, 2021

James Campbell, Manager of Programs  
LOSSAN Rail Corridor Agency  
600 South Main Street  
Orange, CA 92863  
[capitalprojects@lossan.org](mailto:capitalprojects@lossan.org)

Subject: Central Coast Layover Facility (CCLF) in San Luis Obispo (SLO)

Dear Mr. Campbell,

Thank you for the opportunity to provide comments on how the CCLF will impact the local surrounding neighborhoods in San Luis Obispo. We have lived in the vicinity of this project for eight (8) years. We live in a house on the west side of the tracks, and since we sit up higher we overlook the bike path and railroad right-of-way. Therefore, we have a good sense of what goes on in the area. We strongly encourage you, Union Pacific RR, and the City of SLO to work together in order to minimize/eliminate impacts to surrounding neighborhoods. Our comments are as follows:

1. Transportation - This proposed project will literally isolate two (2) neighborhoods, the west side from the east side of the tracks and vice versa. Currently there are hundreds of pedestrians and bicyclists crossing the tracks in this area every day. This makes pedestrian & bike access across the tracks a high priority. Access across the tracks can be accomplished with either an "at grade crossing" or another "Jennifer St. Bridge." Isolating these two areas of the City will only force residents to get in their cars and drive to the destinations on the other side of the tracks. Based on the priorities the City Council has placed on the SLO Climate Action Plan and the SLO Active Transportation Plan, we don't believe this is the type of outcome the City is interested in seeing. During the March 10<sup>th</sup> Planning Commission meeting, City staff Identified 2 locations for potential crossings (Roundhouse and Francis Streets). I believe the Francis Street location is preferred since it's located near Sinsheimer Park & School, and approximately half way between the Jennifer Street Bridge and Orcutt Road (the only two current crossings). Installing a crossing at the Francis Street location will clearly meet the goals of SLO's Climate Action and Active Transportation Plans.

In addition, the current plan proposes a ped/bike trail on the west side of the tracks but this seems redundant since there is an existing bike trail on the east side of the tracks that leads to the train station and many other amenities (Sinsheimer Park & School, YMCA, City swimming pool, Blues baseball park, SLO High School, French Hospital, County offices, and many medical offices near the hospital and off of Bishop Street, etc.). A ped/bike bridge or at grade crossing is clearly more important and a bigger need than an additional ped/bike path on the west side of the tracks. Granted this will not be an inexpensive addition to the project. However, the City and LOSSAN need to recognize how this project will isolate City neighborhoods, and start planning and setting aside funding to resolve this current and future community problem.

2. Permitting - Please identify which Federal, State, or Local agencies have permitting authority over this project?
3. Air Quality – This will be a very important issue that will impact the surrounding residences. One of us has asthma, so having clean air to breathe is very important to us. What type of engines and maintenance equipment will you be using? I've noticed over the past year or more, that the Surfliner has been running a new type of engine which appears to be cleaner and quieter. These types of engines are much improved; the old style engine run by Coast Starlight are big air polluters, and are much louder.

4. Noise – As noted above the type of engines and equipment you use can have a big impact. The maintenance buildings and storage areas should be heavily insulated to reduce noise. The hours of operation need to be limited to 7AM-7PM, no maintenance activities during the night.
5. Visual/Aesthetics – As part of the railroad historic district, the buildings need to incorporate historical railroad architecture. Currently the concept plan includes vegetative screening areas to reduce the visual impacts to surrounding residential developments, which is a positive project component. This vegetative screening must be included in any Phase 1 construction activities. In order to avoid blocking scenic views, the species used as part of the vegetative screening cannot be tall, or have the ability to grow tall.
6. Wildfire & Air Quality - Currently there's a lot of unauthorized vehicular access taking place in this area, which has led to unauthorized camping, dumping of unwanted household items, and at least three (3) fires since we've lived here. In addition, many "off-road" vehicles drive through the railroad right-of-way, racing and spinning "doughnuts", which creates large clouds of fine dust that float across the bike path and into Sinsheimer Park and School areas, the City pool, as well as the residences located along the railroad in this area. The main access points appear to be: The end of Roundhouse, McMillan, and the area where High Street enters the Amtrak/Railroad Parking Lot near Miners Hardware. Francis Street was previously an easy access point for vehicles, however, the installation of a gate a few years ago appears to have stopped that problem. Phase 1 construction of the CCLF project needs to include features that will block vehicular access at these points.

Once again, thank you for the opportunity to comment.

Sincerely,  
Bill and Yvonne Hoffmann



Cc:  
Brian Leveille  
[bleveille@slocity.org](mailto:bleveille@slocity.org)

Adam Fukushima  
[afukushima@slocity.org](mailto:afukushima@slocity.org)

City Council  
[emailcouncil@slocity.org](mailto:emailcouncil@slocity.org)

Active Transportation Committee & Planning Commission  
[advisorybodies@slocity.org](mailto:advisorybodies@slocity.org)

**From:** Peter Brazil [REDACTED]  
**Sent:** Friday, April 9, 2021 5:11 PM  
**To:** James Campbell <jcampbell@octa.net>  
**Subject:** Central Coast Layover Facility

Good afternoon Mr. Campbell,

My name is Peter, I believe we spoke on the phone last year regarding the CCLF proposal and it's impact on San Luis Obispo's remaining Railroad historic sites. I recently viewed the plans and it seems that very little consideration has been given to protection of historic landmarks. I can see roughly a third of the roundhouse has been placed in a protected zone. Considering that this section will be surrounded by an employee parking lot and a short rail siding and therefore (I assume) inaccessible to the public, and the plan calls for destroying the turntable pit and retaining wall, I hardly think this is an acceptable level of concern. You may be aware that in 1994, a year before I was even alive, Southern Pacific simply drove in, torched the turntable apart and hauled it off. If I allow that to happen in my hometown again, I don't think I could live with it. Our roundhouse foundation and turntable site are listed on a website of the few remaining railroad sites in the state. This is an opportunity to right a historic wrong... or just do more irreparable harm.

Forgive me for being frank, but this is one of the few places that gives me hope that San Luis won't just destroy everything that made it what it is. Unfortunately, people tend to look at me and tell me that I can't do anything about it and to just "get over it", but if someone decided to cut up the Golden Gate Bridge because they had plans to build something else there, I doubt people would just "get over it".

Thank you for your time and consideration,  
Peter Brazil

[REDACTED]

The information in this e-mail and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. If you believe that you have received this e-mail in error, please contact the sender immediately and delete the e-mail and all of its attachments.

[REDACTED]

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**From:** Leveille, Brian  
**Sent:** Tuesday, March 9, 2021 8:12 AM  
**To:** CityClerk  
**Subject:** FW: Slo New rail yard / Amtrak

Agenda correspondence for 3-10 PC, Item 2-LOSSAN. Thanks!

-----Original Message-----

From: Jonathan Bennett [REDACTED]  
Sent: Monday, March 8, 2021 11:25 AM  
To: Leveille, Brian <bleveill@slocity.org>  
Subject: Slo New rail yard / Amtrak

This message is from an External Source. Use caution when deciding to open attachments, click links, or respond.

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I won't know our city is not big enough for this new improvement project for the rail system and also build it out of the city if we have to it's going to create noise pollution litter crime loud noises throughout the day of trucks coming in and out for construction but also trains coming and going as more trains will start to arrive and depart making it unfortunately unbearable for the people living there that have been there how many years how will it impact them I vote no on the railyard project and it shouldn't matter to the person designing or building it if the people of Slo don't want it listen to us we live here if the person developing the product does not live here come and visit the area and know about our town first you may email me back at this email as soon as possible letting me know the status of the project if it's going to happen or not because I'm willing to fight for what I believe in

Sent from Jonathan iPhone

**From:** Lea Brooks  
**Sent:** Tuesday, March 9, 2021 4:18 PM  
**To:** Advisory Bodies  
**Subject:** Planning Commission March 10 meeting, Item 2

This message is from an **External Source**. Use caution when deciding to open attachments, click links, or respond.

To: San Luis Obispo Planning Commissioner Chair Dandekar and Commissioners Wulkan, Kahn, Hopkins, Jorgensen, Quincey and Shoresman:

From: Lea Brooks, San Luis Obispo resident

Re: March 10, 2021, Planning Commission Meeting, Item 2, Public scoping meeting to discuss the scope of the Environmental Impact Report being prepared by LOSSAN for the Central Coast Layover Facility project

Thank you for the opportunity to propose environmental issues that should be evaluated. I am a member of the Active Transportation Committee (ATC), but am submitting comments as an individual.

Railroad tracks, like freeways, slice neighborhoods in half, making it difficult especially for pedestrians and people on bicycles to access crossings that are convenient, more direct and safe. Without convenient and safe crossings at intervals every half-mile or so, people will continue to cross tracks illegally or choose to drive motor vehicles on indirect, longer routes with crossings. Providing convenient, more direct and safe crossings will encourage people to replace car trips with active transportation and reduce greenhouse gases.

Issues addressed by the EIR should also include the following:

- A new segment of the Railroad Safety Trail on the west side of the proposed facility that meets Caltrans' Class 1 pathway standards, including decomposed granite or dirt shoulders for pedestrians, between Francis and High Street, including Emily.
- A bicycle/pedestrian signal at Upham Street at Santa Barbara so bicyclists and pedestrians can conveniently and safely enter and exit the Amtrak parking lot.
- An at-grade bicyclist/pedestrian crossing at or near Roundhouse so residents on both sides of the railroad tracks don't have to travel a long distance to cross the tracks by foot or bicycle. A crossing will discourage people from crossing the tracks illegally in this vicinity.
- Work with Union Pacific to make the right-of-way process for bicyclist/pedestrian crossings easier and less time-consuming. Specifically, the City of San Luis Obispo is currently constructing another segment of its Railroad Safety Trail, a bicyclist/pedestrian bridge over the railroad tracks connecting California Boulevard and Pepper Street. The next segment of the Railroad Safety Trail will connect this bridge to the Amtrak station. One option is a cantilevered bicyclist/pedestrian path on the Union Pacific Railroad bridge crossing Monterey Street. A bicyclist/pedestrian crossing is also needed at Industrial Way. It should not take decades to obtain right of way. This process must be simplified.

**From:** John Grady  
**Sent:** Monday, March 8, 2021 1:05 PM  
**To:** Advisory Bodies  
**Subject:** Planning Commission - March 10, 2021

This message is from an **External Source**. Use caution when deciding to open attachments, click links, or respond.

Dear Planning Commissioners,

I am very concerned and upset about the Central Coast Layover Facility being proposed at its current location. There are literally hundreds of homes and apartments adjacent to this proposed site, housing likely thousands of residents.

The noise pollution during the day from the repairs and operations that will occur here as well as the noise at night from the proposed train wash building will make life miserable for the many occupants living so close by! Why would you and the City of SLO have allowed all of the recent new housing units to have been added over the past few years (and currently being added adjacent to Miner's Hardware) if you were aware that a complex of buildings and operations of this magnitude could be placed so close by all of these housing units?

I don't see any way the noise and the air pollution from these operations can be mitigated for the thousands of nearby residents who would undoubtedly be affected by these operations both day and night. I urge you do all within your powers to encourage LOSSAN to choose a site further north or south of the proposed location, in an area without so many homes and apartment buildings adjacent to their proposed facilities. Are there no city or perhaps state ordinances that would provide protection to residents from having these structures and operations built virtually in their backyards?

Thank you.

John Grady  
San Luis Obispo, CA

**From:** Armen Grewal  
**Sent:** Wednesday, March 10, 2021 11:51 AM  
**To:** Advisory Bodies  
**Subject:** Questions for Planning Commission Meeting on 03/10/21

This message is from an **External Source**. Use caution when deciding to open attachments, click links, or respond.

Hello,

I live at Roundhouse Place located on Emily St. I would like LOSSAN Rail Corridor Agency to address the following:

1. I'm glad this site will be renovated into functional land and not just remain as a disposal site for the rail agency.

Are you aware of the rail tie fire that occurred on December 14, 2017 at what is now the remains of the old roundhouse? The report refers to this as "exterior areas" on Attachment 1. See photos for reference (the fire was a few feet away from the building). The agency had been storing old rail ties at the site without any coverings. Mind you this is during December, which is considered wet weather season. After the fire, the burnt rail ties were left as is for a long period of time. I noticed kids playing in the debris and others breaking glass bottles in and around the area.

While these burnt rail ties remained in place, another fire occurred near Orcutt Rd and Laurel Ln. Are you aware of this rail car fire that occurred on May 16, 2018? Five rail cars holding rail ties were set ablaze. Per The Tribune, at [sanluisobospo.com](http://sanluisobospo.com), the cars were holding these rail ties for a couple of weeks.

The rail ties are pressure treated and contain chemicals such as creosote. Due to creosote as well as additional preservative chemicals and the way the wood is treated, these rail ties are considered carcinogens. They have to be disposed off at a specific location and not left as a trash pile. To have these burnt in our backyard and then left there without proper covering or removal from the site is very concerning. Since then, we've been referring to the site as "Trash Central".

I filed two complaints: one to FedEPA and one to CalEPA. Still, the site was not cleaned up for a long time. Please look into these complaints.

The Planning Commission Agenda Report mentions that the site will be used for "storage and servicing tracks". During construction and after construction, how will the site be secured so this doesn't happen again? Will the constructed storage facilities be used to store rail ties?

I've seen kids play in the pile of rail ties before they were burnt and then after. I've seen the same kids play around the broken glass due to the low maintenance the site receives as it seems to be a disposal site, at least until the construction starts. Are there any plans to clean up the site before construction? As equipment and material is mobilized, will the site be secured and protected?

To report the fires and removal of burnt material, we reached out to the city. However, since the city has no jurisdiction over the property, we were told to contact the rail agency. This was after the city had tried to contact the rail agency and there was no help. Who should we contact if this occurs again. Who is the local contact for LOSSAN? Is there a Public Information Officer who represents this area of the network that we can reach out to?



2. During construction, will there be LOSSAN representatives available on the site? Or will there be consultants monitoring construction? Additionally, do you intend to include site maintenance and proper disposal of harmful materials as a requirement to the construction contract? If so, what are the specifications?

Thank you for your time and thank you for holding this meeting.

Armen

[REDACTED]

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**From:** Leveille, Brian  
**Sent:** Tuesday, March 9, 2021 8:20 AM  
**To:** CityClerk  
**Subject:** FW: LOSSAN Rail Corridor Agency, Central Coast Layover Facility (CCLF)

Agenda correspondence for LOSSAN. Thanks

**From:** Bill Hoffmann [REDACTED]  
**Sent:** Thursday, March 4, 2021 11:11 AM  
**To:** Leveille, Brian <bleveill@slocity.org>  
**Subject:** LOSSAN Rail Corridor Agency, Central Coast Layover Facility (CCLF)

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Hi Brian,

I live along the railroad corridor and bike trail in SLO. Can you send me via email any staff report, and additional information you have for this project. I plan on attending the 3/10 meeting.

Also, do you have any information for the timing of this project, number of buildings, height of the buildings, and footprint for all of their facilities?

Also, I would like to see the City or project proponent block/control unauthorized vehicular access to this section of the railroad ROW. I have lived at this location for 8 years and there are a lot of "off-road" individuals who like to drive around in their vehicles spinning "doughnuts" and creating large clouds of fine dust that float across the bike path and into Sinsheimer park, pool, and school areas; as well as all the residences that are located along the railroad in this area.

Thank you for your time and effort in this matter.

Bill Hoffmann

[REDACTED]

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**From:** Leveille, Brian  
**Sent:** Tuesday, March 9, 2021 8:06 AM  
**To:** CityClerk  
**Subject:** FW: Central Coast Layover Facility

Agenda correspondence for 3-10 PC, Item #2 – Lossan

Thanks

**From:** Jeff Legato [REDACTED]  
**Sent:** Monday, March 8, 2021 5:06 PM  
**To:** Leveille, Brian <bleveill@slocity.org>  
**Cc:** Maria Legato [REDACTED]  
**Subject:** Central Coast Layover Facility

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Brian Leveille,

I am writing to express my support of the proposed Central Coast Layover Facility.

We have owned 2013 Swazey St in SLO since 1999 and lived there between 1999 and 2012 so we have a lot of experience with the trains. Currently, our property at Swazey has six people living there including five adults and one child.

The Amtrak train currently overnights 26 meters away from the rear units. The negative environmental effects from noise and pollution on that property can be significant depending which way the wind is blowing and how late the train is being maintained.

I realize that simply moving the train only moves the problems to somebody else however, upon looking at the site plan, it appears that the nearest residences would be significantly further away from any parked trains and the prevailing wind direction is such that pollution being emitted from the trains would blow almost directly down the tracks and have a lot of time to dissipate instead of crossing a significant portion of our neighborhood in a concentrated state.

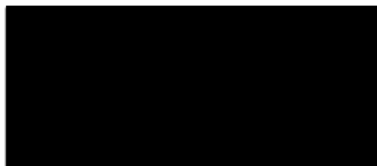
For these reasons, I support the project and would encourage you to ensure the EIR takes the existing neighborhoods on both ends of this project into consideration.

Feel free to contact me if you need any clarification.

Thank you,

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Jeff Legato



[REDACTED]

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**From:** Glen Matteson [REDACTED]  
**Sent:** Tuesday, March 9, 2021 8:03 PM  
**To:** Advisory Bodies  
**Cc:** Leveille, Brian; Corey, Tyler  
**Subject:** Planning Commission communication - March 10 meeting  
**Attachments:** statement to PIng Com combo.pdf

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Commissioners,

Please see the attached communication concerning agenda item #2, LOSSAN Central Coast Layover Facility EIR scoping, from the neighboring San Luis Obispo Railroad Museum.

Glen Matteson, Secretary

San Luis Obispo Railroad Museum



# San Luis Obispo Railroad Museum

1940 Santa Barbara Avenue • San Luis Obispo, CA 93401 • (805) 548-1894  
E-mail: [info@slorrm.com](mailto:info@slorrm.com) • Website: [slorrm.com](http://slorrm.com)

March 9, 2021

City of San Luis Obispo Planning Commission

## **March 10 meeting – LOSSAN Central Coast Layover Facility environmental scoping**

Commissioners:

The proposed layover facility will benefit safe, energy-efficient transportation on the Central Coast. The San Luis Obispo Railroad Museum supports the project's goals. The Museum's mission is to promote California Central Coast railroad heritage through community participation, education, and historic preservation. Specific designs for two aspects of the project will help the Museum achieve its mission, as explained below and shown conceptually on the following aerial image. Incorporating the recommended features in the project description will mitigate project impacts to historical railroad resources.

### *1. Safety fencing*

*Instead of installing a fence along the west side of the Union Pacific right-of-way, extend along the Railroad Safety Trail the existing durable fence on the east side of the tracks, southward from the present Amtrak layover facility.*

Putting the new fence on the west side of the right-of-way would preclude Museum volunteers from having access to the east sides of the historical locomotive and cars located on the Museum's display track, to maintain them. Putting the fence on the railroad right-of-way's east side would take advantage of the existing durable fencing. It would be as effective in preventing trespass as a fence on the west side. It would continue Union Pacific Railroad's easy access to its signal system. The east-side fence could, but need not, extend as far as Orcutt Road (to replace the previously installed, non-durable fence that has deteriorated and been damaged). An extension of about 600 feet would prevent people crossing the tracks at the location where most unsafe crossings have been observed. A 600-foot extension would be one-half the length of fencing along a single side of the existing layover facility.

The Museum can provide additional information on the historical railroad resources that would be negatively impacted if this fencing recommendation is not followed.

### *2. West side multi-use path*

*To accommodate a multi-use path along the west side of the tracks, design any grading and retaining walls to allow continued vehicle access from the north end of Emily Street right-of-way to the east end of High Street.*

The Museum uses the far north end of Emily Street right-of-way, which was never improved, for access to a city-approved storage and work space. The main access is at the south end of this space. The Museum has been working hard to reduce the number of items there. But sometimes it is much more convenient to drive all the way through from south to north, or to bring a vehicle from the north, to transport items. Southern California Gas Company (responsible for a major gas transmission line here) and the City Utilities Department have also found access at the north end to be convenient.

Thank you for considering these points, which were endorsed by the Museum's Board of Directors at its March 9 meeting.

Glen Matteson, Secretary  
San Luis Obispo Railroad Museum  
[glenamat@hotmail.com](mailto:glenamat@hotmail.com)  
805 242-3315



San Luis Obispo Railroad Museum Recommendations: LOSSAN Central Coast Layover Facility



**From:** Alexis Mourenza  
**Sent:** Wednesday, March 10, 2021 10:10 AM  
**To:** Advisory Bodies  
**Subject:** Planning Commission 3/10/21 Agenda Item 2

This message is from an **External Source**. Use caution when deciding to open attachments, click links, or respond.

Commissioners,

I'm writing in regards to Agenda item 2 for March 10, 2021, the scope of the EIR for the LOSSAN Rail Corridor Agency Central Coast Layover Facility.

Although there are numerous issues that could be raised in regards to what should be included in the EIR for this project, I will limit myself to just a few. I am hopeful that the Planning Commission together with the Rail Corridor Agency will work together to address and remedy problems that are raised in this scoping meeting.

Firstly, please include in the EIR impacts to the pedestrian and bicycle traffic and the necessity of a safe crossing from the west to the east side of the railroad tracks in the southern portion of the project area, preferably in the area of Francis Avenue or Lawrence Dr. This is a highly-trafficked area and serves as the primary route to Sinsheimer Park for a very large swathe of the South of Downtown neighborhood, which has increasingly become the home to more and more residents as numerous multi-family housing developments have been built over recent years (with more to come). The park is currently less than a 5 minute walk from my and many other homes west of the tracks. If unable to cross the tracks within the southern portion of the project area, it would be a 1.5 mile+ walk or drive via Orcutt Road. Lack of a safe crossing will inevitably lead to pedestrians and bicycles making unsafe crossings across the railroad tracks, the number of which will double with this project. This would constitute a serious public safety issue.

Second, lighting from the completed project and the possibility of it impacting private residences in the area of the project needs to be addressed. The majority of the newer housing units built in the area have bedrooms facing the railroad tracks, so failure to address this could have significant impacts on the health and well-being of many residents of the area if light intrusion into private homes results from the completed project, not to mention the overall negative effects of light pollution not only on neighborhood residents but also the wildlife as well as all the other residents of San Luis Obispo that enjoy star gazing in the area. Noise impacts of the construction as well as long-term sound pollution should also be addressed for the entire project area, which will have a significant increase in number of rail lines adjacent to private residences.

Lastly, as discussed in the agenda packet, the project area stretches down to McMillan Avenue, but aesthetic improvements don't appear to extend beyond the area in which buildings will be constructed. The entire area will be impacted by the additional tracks and should be considered in terms of the aesthetic impacts of the project and how they can be minimized, or better yet, improved.

For all of these issues it is important the for the sake of the EIR that the entire project area, extending south to McMillan Avenue, needs to be included in consideration of possible impacts of the project. I



hope that the City will collaborate with the Rail Agency to make the best of this situation for the residents of SLO by working together to mitigate problems inherent in the construction and activity of these new facilities as well as to improve the quality of life for the residents of the entire project area by providing a much needed safe pedestrian and bicycle crossing as well as installing aesthetic enhancements that will benefit not only local residents, but also all of the train passengers that pass through this region of the Central Coast.

Thank you for your time and attention.

Sincerely,  
Alexis Mourenza

[REDACTED]

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**From:** Lydia Mourenza [REDACTED]  
**Sent:** Tuesday, March 9, 2021 7:05 PM  
**To:** Advisory Bodies  
**Subject:** Planning Commission 3/10/2021 item 2 please post

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The EIR should address issues to include both the ultimate project and the construction. Work should be limited to daytime in the interest of community wellness to preserve peace and tranquility during evening, night and early morning hours of nearby residents which includes a large number of children. Attention and consideration needs to include both sides of the tracks and the entire length of the project site as to all potential issues as identified in paragraph 4 page 2 of the agenda report, with robust evaluation by competent experts. Included within the project area is a well know and used people crossing. Many individuals carry their bikes across the tracks, families with dogs and strollers, school kids etc. The additional tracks (5) will increase the time to cross with additional chances of tripping or falling combined with obstruction of view by the additional buildings. Deaths crossing the tracks sadly have happened before in our town and this project presents a significant increase in that potential. It is essential that this issue be addressed with mitigation measures to protect the City residents. LOSSAN and the City of San Luis Obispo are urged to address this serious issue and work on a solution to enable the continued cross track access.

Lydia Mourenza San Luis Obispo

**From:** Garrett Otto  
**Sent:** Tuesday, March 9, 2021 11:16 AM  
**To:** Advisory Bodies  
**Subject:** PC Agenda Item 2 - LOSSAN CCLF

This message is from an **External Source**. Use caution when deciding to open attachments, click links, or respond.

Dear Commissioners and LOSSAN Agency Members,

As an alternative transportation advocate, I feel our railways are a key infrastructure that is typically underutilized in the US. I appreciate the recent surveys and discussion about increasing railway services along the coast and the potential to serve more commuters and visitors along this corridor. With increased service, there is an obvious need for a facility to accommodate the additional passengers and associate maintenance. Railways also are logical locations for bike and pedestrian multi use paths since they have mellow grades and like this segment pass through the center of towns like SLO. The proposed site does seem to make some logistical sense for the proposed project. I would like to present you with the following recommendations as they pertain to the project, planning, environmental and local impacts that should be considered as the project continues through the planning and engineering phases.

1. The City of SLO's Railroad Safety Trail (RRST) has segments planned through the proposed project site. When developing the site please consider that this planned section of multi use path would provide a great continuation to the existing segments of the trail and connect several neighborhoods which do not have access to low stress bike and walking facilities. From the draft layout it appears there may be an opportunity to make separated Class I multi use paths through the site. By providing this segment of Class I path it will provide access for those who bike and walk to reach several destinations along the Broad street corridor as well as safe and convenient access to the Amtrak Station further helping people to reach their designations without a vehicle (and hopefully encourage more train usage).
2. Bike and pedestrian crossings at Roundhouse St and Francis Ave or Lawrence Ave. The City of SLO Active Transportation Plan has identified two crossings near the project site that would provide greater access for those who bike, walk, and live along this corridor. There is already a desire for people to cross at these locations as we have seen from people constantly cutting down fences to cross the tracks. It makes sense when you consider that a 1 minute cut through would save them 30 minutes to walk around to existing crossings. The railway bisects much of SLO and infrequent crossings make it more time consuming to bike and walk between portions of town on either side of the tracks. I would encourage the project to build these crossings as a way to help reduce vehicle miles traveled, encourage alternative transportation choices, and provide a great benefit to those who live near this project site. If the LOSSAN agency is not willing to build the bike/bed crossings, please plan for them in the future and dedicate necessary easements so the City has the ability to build these crossings when they are able to fund them.
3. Easements for RRST completion. As mentioned above these railway corridors make great locations for bicycle and walking paths. In the past it has been hard to get necessary easements and for segments to complete the proposed RRST. The segments that are complete are heavily used and have a potential to serve more community members. I would encourage the LOSSAN agency to review the proposed routes and provide the City the necessary easements to allow the City to start designing and building the missing segments and crossing of the RRST. These segments will help the City meet our transportation modal shift, climate action, and equity goals. It will also help encourage more community members and visitors to use the railway system in an effort to live more car free/lite.

4. Neighborhood wellness impacts. Though I do not live near the proposed project site, I have several friends that do. Please consider making appropriate limitations on activities at the site to help reduce noise and pollutant impacts to nearby residents. Maintenance activities should ideally occur during the day when people are not trying to sleep. Shore power should be used readily and regularly to prevent excess idling which can cause harmful pollutants and excess noise to those nearby.

5. San Luis Obispo Climate Action goals. The City has ambition goals to be carbon neutral by 2035. Though the City does not have authority over the project, Greenhouse Gas impacts from additional activities at the site do affect residents locally, regionally, nationally, and globally. The project will increase the City's overall GHG inventories and forecast if not mitigated. I have mentioned several proposed mitigation measures above that will help us achieve carbon neutrality while also providing community benefits and increase railway use and access.

Additional information of proposed active transportation routes and connections:

<https://slocity.maps.arcgis.com/apps/webappviewer/index.html?id=d0c9ddaa42a444bda8d5940e05891eb7>

[https://www.opentownhall.com/portals/189/Issue\\_7764](https://www.opentownhall.com/portals/189/Issue_7764)

Thank you for taking the time to consider these comments and recommendations.

Sincerely  
Garrett Otto  
Resident of San Luis Obispo

[REDACTED]

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**From:** Leveille, Brian  
**Sent:** Wednesday, March 10, 2021 7:38 AM  
**To:** CityClerk  
**Subject:** FW: CCLF Residential Issues and Concerns

Good morning,

Agenda correspondence for PC Item #2-LOSSAN.

Thanks

**From:** Greg Whitener [REDACTED]  
**Sent:** Tuesday, March 9, 2021 9:24 PM  
**To:** Leveille, Brian <bleveill@slocity.org>  
**Subject:** CCLF Residential Issues and Concerns

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Hi Brian,

I'm sorry for getting this email to you so late. I understand the CCLF scoping meeting is tomorrow and for so many of us living so close to the project site, I hope local input and concerns are taken into consideration before determining whether this is a good location for this project

Some issues that we hope to be included in the EIR

*Noise and Vibration*

- When will they be doing maintenance and cleaning, how often, what are the noise levels, and how will this change existing patterns of railcars?

*Aesthetics and Visual Impacts*

- How will the facility look from nearby housing, will there be screening with vegetation?

*Pedestrian Circulation*

- With fencing going up around the facility, will there be a bridge to cross the tracks from Francis to the bike path to Sinsheimer?

*Construction Noise and Impact*

- How will this be addressed? Where will construction vehicles access the site?

*Hazardous Materials*

- Hazardous materials being used to clean and maintain the railcars, what part or type of cars will be cleaned, and how will this be handled

*Air Quality Issues*

- Dust and other air quality issues?

Thank you, Mr. Leveille,  
Best Regards  
Greg Whitener

**From:** Kerry Wilson  
**Sent:** Saturday, March 6, 2021 9:09 AM  
**To:** Advisory Bodies  
**Subject:** Central Coast Layover Facility

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## Environmental concerns with the Layover Facility Project

### Air pollution

Currently the Particle Matter increases significantly whenever maintenance trucks and the trains go by; this will undoubtedly increase with this project. With the additional output of diesel fumes and vapors how will air quality be monitored particularly as there are residences nearby? With the increased activity generated by the facility, I am concerned with the negative impact on air quality.

### Noise pollution

Are engines to idle there? For those who living in the area, this is a real concern compounded by the smell of diesel and other fuels. The George St. neighborhood had documented and confirmed a correlation in migraines and sleep related issues directly connected with engines idling outside of their neighborhoods. How much noise will the maintenance of the trains generate and **what are the hours of operation**? Will nearby homeowners be able to enjoy the quality of life of their homes after 5:00 pm?

### Light pollution

This is one of the few areas where the stars and night sky can be viewed in its' natural splendor due to the absence of artificial light. As a resident who will be directly affected by this project, what is the scope of lights and illumination at night that will be shining directly into our homes? Will the design architects consider residences and place lighting away from residential windows with the placement of lighting along the walkways?

### Chemicals

Creosote has been linked to cancer. In addition to this being used on the railroad ties, what other chemicals will residents be exposed to?

### Gas Line

My condo lies near a gas line. From the renderings, it appears that a track and walkway may be laid precariously close to both my windows and the gas line.

I have looked at the artist rendering on their website but it does not include a detailed picture from Francis Street to McMillan where there are many families directly affected at Moylan Terrace and Villa Rosa developments.

Could you please provide a detailed depiction.

Thank you,

Kerry Wilson

