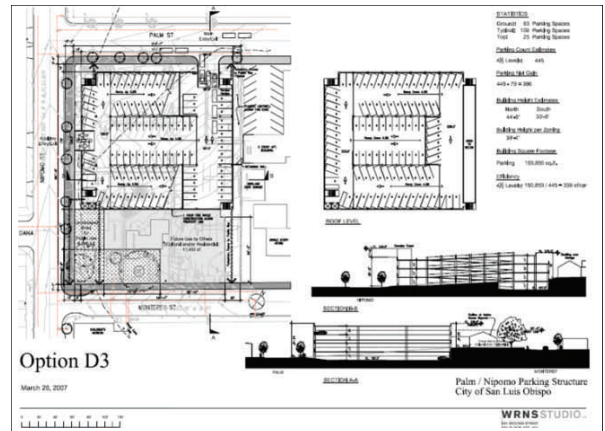




COUNCIL NOTES

DATE: September 3, 2010
TO: City Council
FROM: Katie Lichtig

Palm Nipomo Parking Structure: The architectural and structural engineering firm of Watry Design, Inc. has been selected to design the Palm Nipomo Parking Structure. Specializing in parking structures, Watry, with offices in Redwood City and Newport Beach, have completed over 425 parking related projects. Locally, they designed the parking and office building at 919 Palm Street, and the recently completed structure at the Sierra Vista Medical Center. The Watry Design Team includes Rincon Consultants, RRM Design Group, Fehr & Peers Transportation Consultants, Earth Systems, and Pierre Rademaker.



Work on the project will commence this month with basic groundwork such as the geology and hydrology report, traffic analysis and a draft of the Initial Environmental Study.

The design process will rely heavily on input from neighborhood and community stakeholders, and a series of public workshops, gathering community ideas and concerns on key project design issues will be held; the first of which is planned for early October, after Cal Poly is back in session. The purpose of the workshops will be to receive input from the public, within set parameters, on the opportunities, constraints, and on goals previously established, such as location, desirable number of parking spaces, height restrictions, access and possible additional uses of the site. The workshops will also describe the process so far, the configuration of the site and the adjacent uses.

This process will also include the formation of an advisory committee comprised of two representatives each from the Planning Commission, the Architectural Review Commission and the Cultural Heritage Committee. The appointees will attend the public workshops, keep their respective committees briefed on the status of the project and will possibly meet as a group with the Design Team to discuss key elements of the project and receive feedback. Monthly updates of the project status will be published on the City website, and reports will be presented at regular meetings of the City Council, and many of the commissions and committees.

Emergency Rich Court Sewer Line Repair: On July 12, 2010, MGE Underground began work on an emergency sewer line repair project within an easement near Augusta Street and Rich Court. This project replaced 260 feet of 6" sewer line that was failing. While a majority of the City sewer line replacement work is within the street section of roadways, this project was almost entirely completed on private property within a narrow easement. This narrow easement was further obstructed by fencing, retaining wall, and overhead utilities. Knowing the limitation of the work area, conventional trenching to replace this sewer line was not practical. Public Works and Utilities Staff worked together



with local contractors to develop a solution that would meet the City's needs for a new sewer line, as well as the private property owner's needs—to not have large construction equipment damaging their property. The replacement method selected for this work was called pipe reaming, in which a large drill obliterates the existing pipe and pulls through a new pipe. Work was completed on July 30, 2010. A large degree of this project's success is attributed to the residents around the project area for being so flexible and willing to help City staff as well as our contractor complete this important work.

FTA Triennial Review: Under the Federal Transit Administration (FTA) and US Department of Transportation regulations, all transit agencies receiving FTA funding are required to have an evaluation at least every three years. The Triennial Review includes an assessment of the grantee's compliance in 24 areas.

The SLO Transit desk review was conducted in the FTA Region IX office, located in San Francisco on December 3, 2009. Following the desk review, an evaluation package was sent to the City, advising us of the pending site visit and indicating additional information that would be needed and issues that would be discussed. The site visit to the City took place on July 26 and 27, 2010, and the City's transit facilities were toured to provide an overview of activities related to FTA-funded projects. A sample of SLO transit maintenance records for FTA-funded vehicles was examined during the site visit.

No deficiencies were found with the FTA requirements in 19 of the 24 areas. Minor deficiencies were found in the following five areas: Financial, Maintenance, Buy America, Half Fare, and Drug and Alcohol Program. In response to the draft report, documentation was submitted to close out the findings in 4 of these areas and none of the deficiencies were a repeat finding from the last review in July 2007. To satisfy the remaining deficiency, the City will need to document the implementation of a Half Fare program for Trolley related Senior-Disabled and Medicare cardholders before a November 29, 2010 deadline.

The overall results of this comprehensive review are very positive, and the City should be rightfully proud of the performance of the SLO Transit system in meeting these requirements. For additional information, contact Transit Manager John Webster at 781-7121 or jwebster@slocity.org.

It's A Dirty Job...: Public Works' Development Review division has been working with PG&E and Terra Pacific Group in coordinating truck routes and the temporary closure of Pacific Street and Pismo Street alleys to facilitate a major clean-up operation. A manufactured gas plant at 251 Pacific Street, which operated from approximately 1905 to 1926, left the surrounding land restricted for development for many years due to soil contamination from processing oil into gas for cooking, light and heating. The sites, which now include a former PG&E substation, will have between 2 and 5 feet of "unclean" soil excavated and transported off-site for disposal. The properties will then be backfilled with imported "clean" soil. The site clean-up, building demolition and soil remediation will restore the location and allow for



unrestricted land-use. The pictures above show the measures involved in maintaining dust control during soil excavation and removal. How's that for a dirty job?



Alarm System Makes Winds Less Dangerous: City staff at the SLO Swim Center place thermal blankets on the pools every night to save both energy and water. Each of the nine blankets on the main pool is roughly 1300 square feet. In high winds these blankets can become airborne during deployment or removal. When the blankets become sails, anything they are attached to, and anything in their way, is going for a ride and it can become very dangerous.

In an effort to increase safety, maximize savings and minimize repair costs, Public Works' Building Maintenance Division has installed a dangerous wind condition alerting system. A Davis Vantage View weather station (pictured) will monitor and record wind conditions, and send that data to an alarm interface; the interface then changes the status light on a light tower on the deck (inset). A green light indicates current wind conditions are safe for deployment or removal. Yellow means take caution and alter procedure by teaming up on each cover cart for deployment or removal. If wind speed increases further, the tower will turn red, indicating that staff should not attempt to deploy or remove the covers.

Cool Runnings: Public Works Fleet Maintenance staff service the fleet's cooling systems annually. A typical cooling system service would require a technician to drain and dispose of the coolant from the radiator, refill it with water before re-draining the system to remove debris, and finally, refill the system with coolant. It may not sound like a big deal, unless you happen to be the one with coolant running down your arms while trying to capture all of it in a drain dolly. Plus, an average flush can take up to 1 1/2 hours! However, a new tool is helping to eliminating both mess and time spent on this task. Staff can simply insert a suction hose into the radiator opening and vacuum all the coolant out of the system, then refill with clean water for a final cleaning. After this cycle has been completed, new coolant is installed into the system and all of this is done while the engine is running. The whole process takes ten minutes, and with coolant-free arms. This is one cool tool!



Next Council Meeting

Tuesday September 7, 2010

Closed Session 3:30 PM

Regular Meeting 7:00 PM

- Council Chamber

Tuesday, September 7th

Double-Decker Bus Ribbon Cutting

2:30 PM - Transit Center, City Hall

Wednesday 15th - Friday 17th September

2010 League Annual Conference

San Diego Convention Center

Tuesday, September 21st

Regular Council Meeting

7:00 PM - Council Chambers

Thursday, September 23rd

Good Morning SLO

7:30 AM - Grace Church

SCLC Meeting (Romero/Ashbaugh)

3:00-5:00 PM - Council Hearing Room