



CITY OF MODESTO

TRANSIT CENTER MODIFICATIONS AND

MAINTENANCE

Date: 06.05.20

1. Project Brief

Modesto Area Express Transit, an agency of the City of Modesto, is proposing improvements to the Modesto Transit Center (Transit Center) located adjacent to and in the former Modesto Southern Pacific Railroad (SPRR) Station at 1029 9th Street. The project is on Assessor Parcel Number (APN) 104-003-010, bounded by 9th Street on the northeast, K and I streets to the northwest and southeast, and the railroad line to the southwest. Proposed improvements on the interior and exterior of the former SPRR Station (also referred to as depot) and Transit Center's grounds will upgrade the facility in order to make it safer, comfortable, and pleasant for customers of the multiple public transportation services including Modesto Area Express Transit (MAX), Stanislaus County Rapid Transit (StaRT), and soon the Altamont Corridor Express (ACE). The transit center includes offices for MAX and the Greyhound bus carrier. The two-block parcel also contains multiple bus stalls for loading and unloading, canopies protecting passenger waiting areas, and public parking.

JRP Historical Consulting, LLC (JRP) prepared a *Historic Resource Report for Modesto Transit Center Improvements at the former Modesto Southern Pacific Railroad Depot* in 2019 on behalf of MAX[...]The building was originally determined eligible for listing in the National Register of Historic Places (NRHP) in 1983 and re-evaluated in JRP's 2019 report. On January 29, 2020, the State Historic Preservation Officer concurred with FTA's determination of eligibility, which was based on JRP's re-evaluation. The station is also historical resource for the purposes of CEQA because the building was listed as City Landmark Preservation Site 19 in 1993. The property is eligible under NRHP Criterion C and California Register of Historical Resources (CRHR) Criterion 3 for its embodiment of Mission Revival architecture. The building is significant at the local level and has a period of significance of 1915, the year it was constructed.

JRP prepared this Finding of Effect report to assess project effects on the historic property in accordance with 36 CFR § 800.5 and concludes that the project will have *no adverse effect*.

The project will have no substantial adverse change upon the former Modesto SPRR Station.

For the full text of this report, see:

[Finding of No Adverse Effect for Modesto Transit Center Improvements at Former Modesto Southern Pacific Railroad Station](#)

Prepared by:

JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

2. Project Scope and Description

The Modesto Area Express Transit is planning a remodel, rehabilitation and upgrade to the historic Southern Pacific railroad station currently being used as the Downtown Transit Center for MAX, StaRT and others. Funding has been secured from multiple sources, including the FTA, Transportation Development Act and the Road Repair and Accountability Act of 2017.

The improvements will encompass work on the station and site upgrades outside the building. The intent is to upgrade the facility to make it safer, comfortable, and a pleasant place for people to come and use various public transportation modes, including MAX, StaRT and the Altamont Corridor Express.

Site Improvements

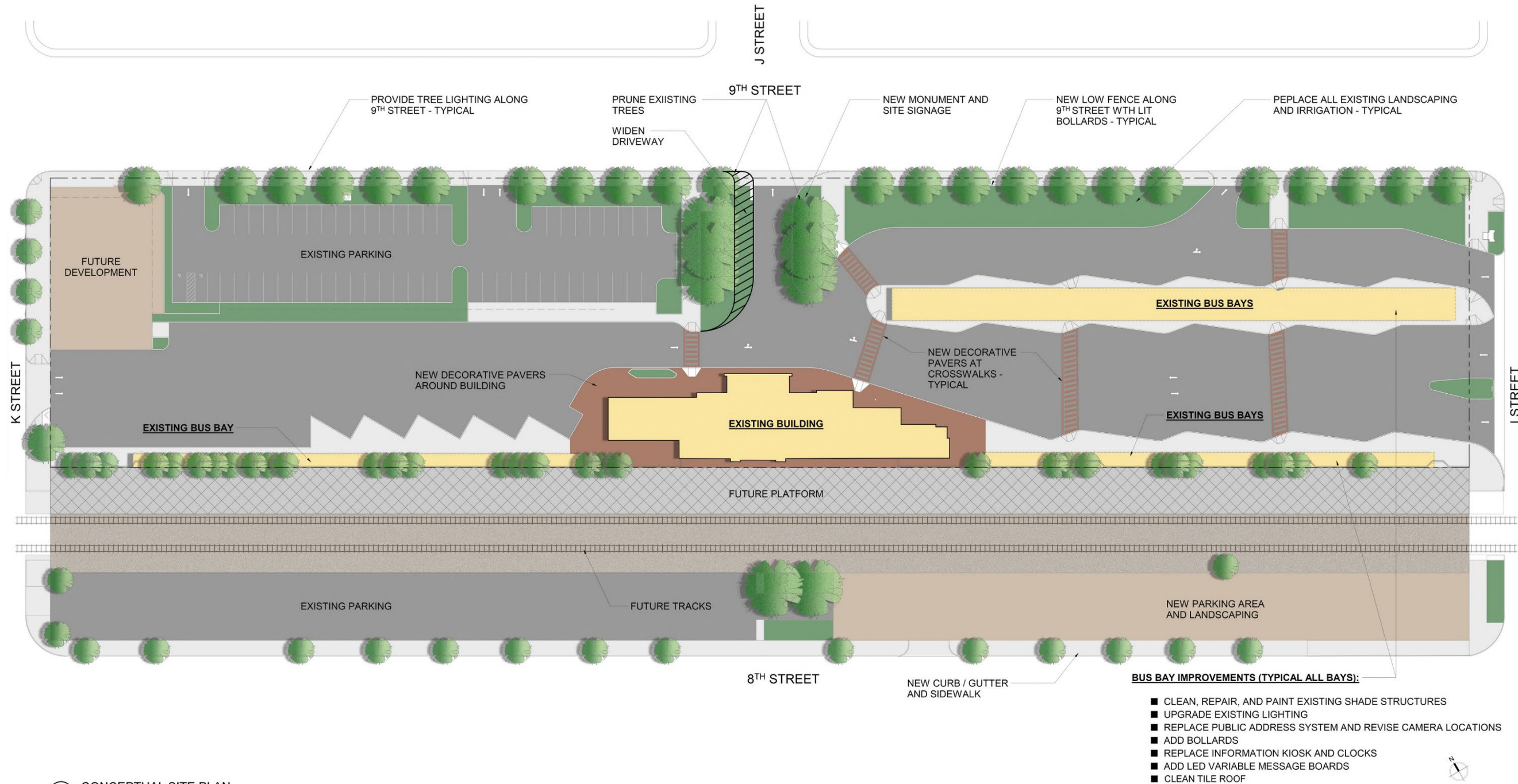
The exterior space at the Transit Center site (**Figure 1**) between I St and K St will be improved to provide a better space for waiting passengers in the following manner:

Bus Islands:

- lighting upgraded to LED,
- downspouts repaired or replaced,
- ceramic tiles on the bottom of the columns repaired or replaced,
- ceramic roof tiles to be cleaned, repaired and replaced,
- electrical be repaired or replaced,
- stucco to be patched, repaired and painted to match new building color,
- two (2) bollards installed at the end of each bus bay,
- new digital information kiosks, clocks, and message signs.

Overall:

- All signage on the facility grounds will be replaced.
- The width of the exit into the J St/9th St intersection will be expanded to accommodate another lane. This will enable more buses to depart with each green light. The widening will remove some garden space while retaining the mature trees.
- The public address system will be replaced with a new system able to provide announcements and music.
- The video surveillance system will be replaced with a new system. Additional cameras will be added to improve visibility of the building and grounds.
- The landscaped areas along 9th St will be refurbished and include a 4-foot fence along the entire length of 9th St between I and K Streets. The fencing will include lit bollards to fence to enhance the curb appeal. The trees will receive LED up lighting, and string lights. All globe fixtures and light poles will be replaced with more efficient LED downlight fixtures. String lights similar to the lights on the building will be installed to the trim of the roof of passenger waiting islands.
- All walkways, crosswalks and passenger waiting areas will have new decorative porous pavers.
- The replacement of all curb ramps to meet ADA compliance.



1 CONCEPTUAL SITE PLAN

MODESTO TRANSIT CENTER IMPROVEMENTS

CITY OF MODESTO

© COPYRIGHT: PIERRE L'OPOM - MAURINO ARCHITECTS 2018

Figure 1

Building Exterior

The exterior of the historic building is to be improved as follows:

1. The building will receive a thorough patch and repair of all exterior elements in preparation for new paint colors. Color will be selected to be historically appropriate with a high value contrast to the trim and pulling from a natural color palette.
2. The existing west arcade will become part of the expanded public lobby. The existing exterior doors between the arcade and lobby will be removed and the arcade will be enclosed with bronze anodized aluminum framed storefronts within the arches.
3. A pair of aluminum and glass doors installed in the main arch will provide ingress and egress.
4. New up-lights will be installed at ground level outside the building to wash building walls.



Figure 2



Figure 3



Figure 4

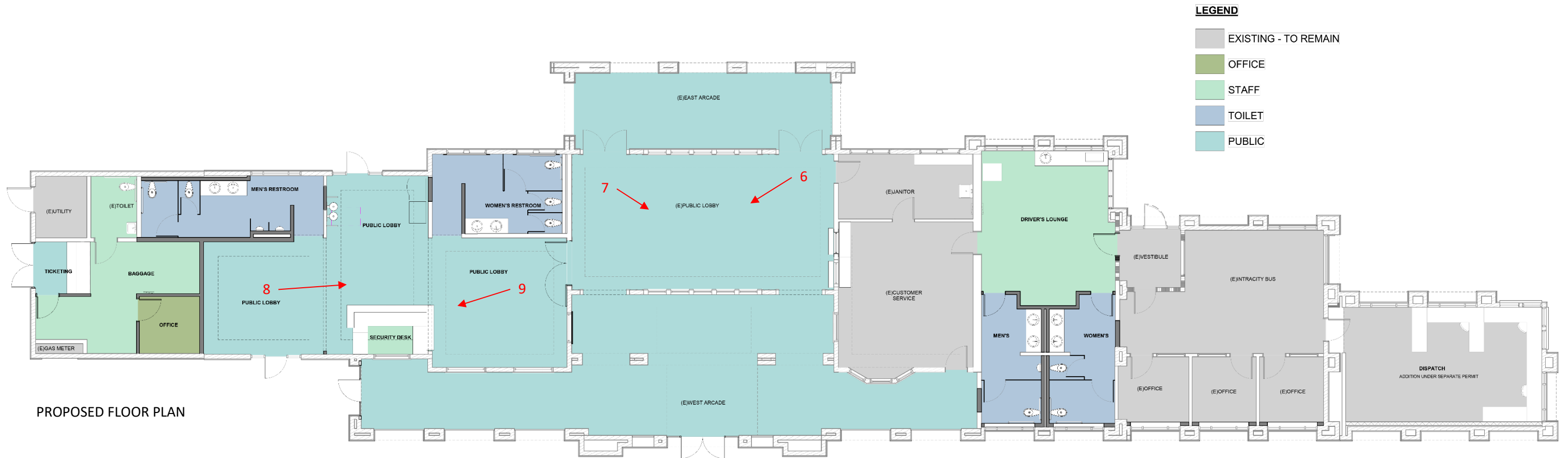
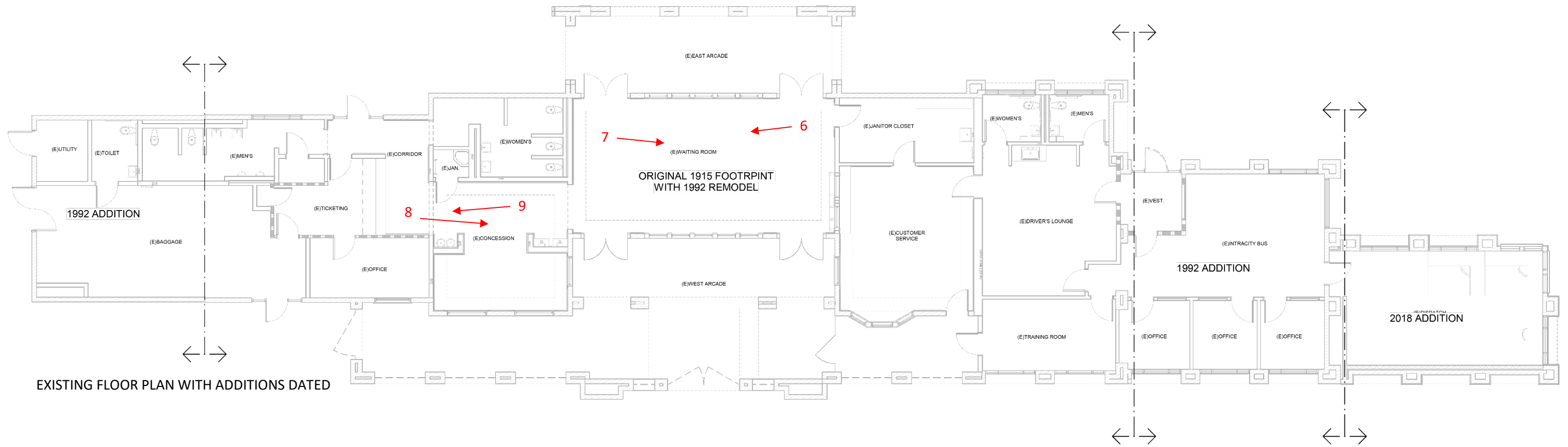


Figure 5

Building Interior

The building interior will also be remodeled (**Figure 5**). The improvements focus on improving safety and security in the public spaces. The current security issues being experienced at the Transit Center lead to a perception of poor safety, deterring others from using public transportation. As the facility design is improved to provide better safety, more people are likely to use transit.

The public restrooms will remain in the same general space but will be renovated to include a new entrance location, doors, toilet partitions, plumbing fixtures and finishes. A security desk is placed for visual control over the entries of the toilet rooms (**Figure 9**).

The existing Greyhound office area will be reduced and include relocating access to the Greyhound customer service counter.

Overall interior cosmetic upgrades will include:

- repainting floors,
- repairing and repainting wainscot,
- replacing baseboard trim to match current,
- repainting doors in the customer service area,
- replacing other modern doors as needed,
- cleaning and updating all existing lamps within decorative light fixtures with LED bulbs,
- replacing can light units as needed,
- retaining current pendant fixtures,
- replacing small scale door signage,
- repainting walls,
- New furnishings will be provided as needed.

The electrical room, located in the north addition, will be reviewed and remodeled as needed to accommodate building requirements.

Existing Lobby:

The symmetry and historic character of the existing lobby is maintained. Existing frosted glass on the track side of the lobby will be replaced with clear glass visually opening the area. Existing doors on the track side will be removed leaving open portals to the arcade (**Figure 6 & Figure 7**). The doors will be preserved and stored, for future re-use. An electronic LED board showing real-time route information and other notifications will be installed in the main lobby above the customer service window at the south end of the lobby for passengers.

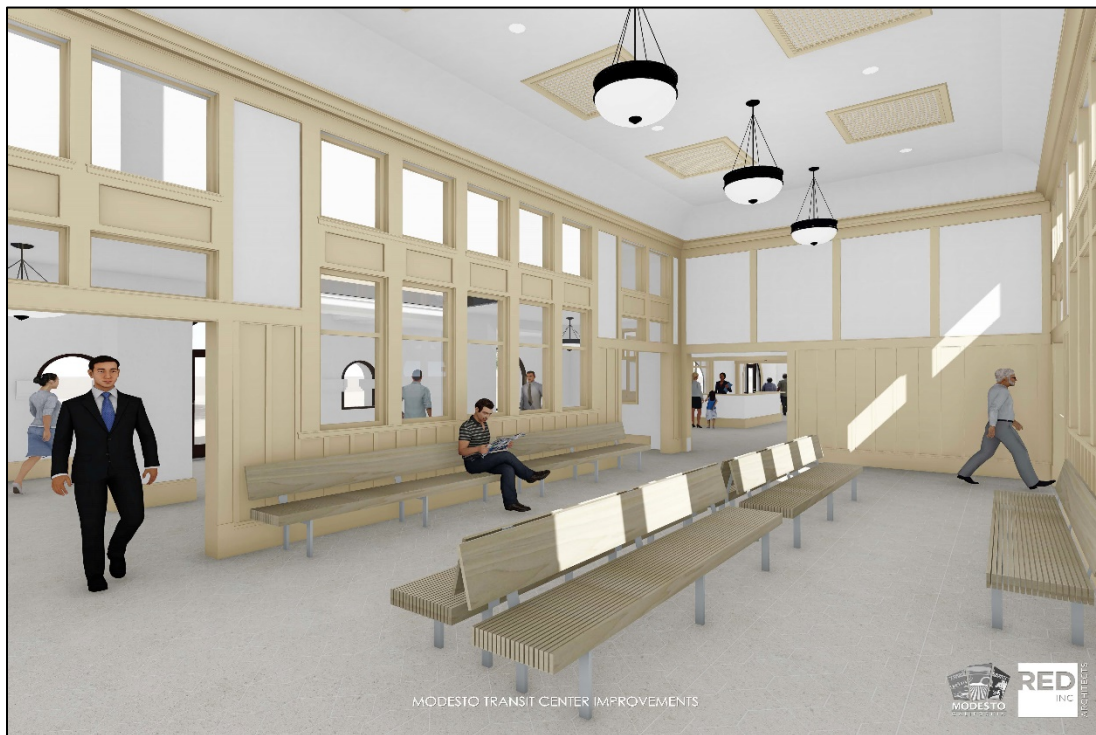


Figure 6



Figure 7

Lobby Expansion:

The common lobby area will be expanded into the current Greyhound bus concession area to allow for though the walls associated with the original building will remain intact. A security desk will be constructed with plans to hire a dedicated on-site security guard for the interior of the building (**Figure 9** & **Figure 8**). Fixtures and finishes to be cohesive with existing lobby.



Figure 8



Figure 9