Addendum to the

ENVIRONMENTAL IMPACT REPORT

FOR THE

CHINATOWN PROJECT

EIR CASE NO. ER # 69-05
SCH # 2006111012

City of San Luis Obispo

amec

September 2009

Prepared for:

City of San Luis Obispo

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1.0 INTRODUCTION

1.1 OVERVIEW

This document consists of an Addendum to the Final Environmental Impact Report (EIR) (September 2007) and Final EIR Update (November 2007) which evaluates the proposed Chinatown Project in the City of San Luis Obispo, California. This Final EIR Addendum, prepared by AMEC Earth & Environmental, Inc. (AMEC) has been produced in cooperation with City of San Luis Obispo staff and reflects the latest redesign of the proposed Chinatown Project submitted by the applicant. The proposed revisions to the project were made by the applicant in response to City Council direction to consider further incorporation of important architectural features of historic structures into the new construction, to address continuing public concerns over the size, height, and scale of the original project and to respond to evolving market conditions. The revised material in this document is intended to be used in combination with the Chinatown Project Final EIR (September 2007)/Final EIR Update (November 2007) to understand the environmental impacts of the revised Chinatown Project, the associated mitigation measures, and the range of related project alternatives.

The revised Chinatown Project would involve the redevelopment of approximately 75 percent of one city block within the Downtown Commercial Core with retail, office, restaurant, hotel, residential, and subterranean parking. However, proposed revisions would further reduce the amount of new development from approximately 235,320 square feet (sf) proposed as part of the last project revision to 197,811 sf, including elimination of one level of underground parking. The revised project would incorporate additional historic resources into the new construction through adaptive reuse (i.e., Sauer Bakery Building and Cornerstone Building/historic Blackstone Hotel), and overall project size, height, and scale would be reduced by greater upper-story setbacks, as described further in Section 2.0. Overall project objectives to revitalize and enhance the downtown's economy through mixed-use commercial and residential development would remain the same as discussed in the Final EIR/Final EIR Update for the Chinatown Project.

1.2 PURPOSE AND LEGAL AUTHORITY

The Chinatown Project Final EIR/Final EIR Update was prepared in accordance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA), published by the Resources Agency of the State of California (Title 14, California Code of Regulations 15000 et. seq.), and the City of San Luis Obispo's procedures for implementing CEQA. This Addendum to the Final EIR/Final EIR Update is consistent with the standards provided in Section 15164 of the State CEQA Guidelines, which set forth the conditions governing use of an addendum to a final EIR. Under the guidelines provided in this section, it is the City's determination that the use of an Addendum to the Final EIR/Final EIR Update is appropriate because:

- The revised project is generally consistent to that addressed in the Final EIR Update, has impacts similar to the Final EIR Update, and would be subject to similar previously discussed mitigation measures.
- The revised project would not create any new significant effects not previously disclosed in the EIR.
- No substantial new mitigation measures would be required; only minor modifications would be required to previously proposed mitigation measures which have already been subject to public review and comment.
- The revised project was submitted in response to and in consideration of public comments previously received and previously reviewed alternatives.

This Addendum to the Final EIR/ Final EIR Update will represent the findings of the City of San Luis Obispo regarding potential impacts of constructing and operating the proposed Chinatown Project and will be considered by the City Council during the hearings on the proposed project.

1.3 PUBLIC REVIEW AND COMMENTS

The Draft EIR public comment period ran from June 11 to July 25, 2007 and a public hearing was held before the Planning Commission on July 11, 2007 to receive public comments on the Draft EIR. Comments received at the public hearing, as well as written comments received during the public review period, are addressed in Section 7 of the Final EIR. Updates made to the project after the Final EIR was completed (September

2007), but prior to certification, were incorporated into the Final EIR Update (November 2007), which was considered by the Planning Commission on November 28, 2007 and certified by the City Council on December 18, 2007. Due to the timing of the submittal of the most recent project revisions after certification of the Final EIR/Final EIR Update, this Addendum to the Final EIR has been provided to permit consideration by the public, interested agencies, and City decision-makers in advance of upcoming hearings on the revised project design before the Architectural Review Commission (ARC), Cultural Heritage Committee, and City Council.

1.4 REQUIRED APPROVALS

The following entitlements would apply to various project components:

- ARC review of the final project design with input from the Cultural Heritage Committee; and final project approval by the City Council;
- Review of the Addendum to the certified EIR by the City Council, which would occur concurrently with their review of the project design;
- At a future date following City Council approval of the project design, consideration and approval by the City Council of a Tentative Map to combine existing parcels and allow for condominium ownership;

The major change in discretionary actions from the originally proposed project would be that no Use Permit would be required for consideration by the Planning Commission because none of the proposed buildings would exceed 50 feet. As a result, the Downtown Building Height and Intensity Limits Zoning Amendments would not apply to the revised proposed project.

1.5 PROJECT APPLICANT AND PROJECT DESIGNERS

Applicant:

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Architect:

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1.6 CONTENTS OF THE FINAL EIR ADDENDUM

This Final EIR Addendum is intended to be used in conjunction with the Chinatown Project Final EIR/Final EIR Update to assist City of San Luis Obispo staff, the public, and decision-makers in their review of the revised project. This document updates the analyses in the Final EIR/Final EIR Update, focusing on changes in project impacts and mitigation measures that result from the proposed redesign of the Chinatown Project. This document focuses only on significant changes and does not update each issue area, even when some change could occur. Because of this, the three documents should be used together as discussed below to understand the environmental issues associated with the project as it is now proposed.

This Final EIR Addendum is organized into four sections. Section 1.0, *Introduction*, summarizes the background of the revised project, describes the statutory basis for the Final EIR Addendum, explains the proposed project's public review process, and details limited changes in required approvals from the City. Section 1.0 updates and should be used in conjunction with Section 1.0 of the Final EIR/Final EIR Update. Section 2.0, *Revised Project Description*, provides a detailed discussion of the revisions to the project description, as well as comparisons of substantive changes from the Final EIR/Final EIR Update. This section should be used in conjunction with the Project Description in the Final EIR which discusses project location and existing setting, and should *replace* sections which present the proposed project overview and details on project components. A comparison of the major changes in project impacts and the effect on required mitigation measures for the most significant issue areas are detailed in Section 3.0, *Revised Project Impacts and Mitigation Measures*. This section focuses on issue areas where there have been more noteworthy changes in impacts or mitigation measures associated with the revised project, including:

- Aesthetics and Visual Resources
- Cultural Resources

- Population and Housing
- Transportation and Traffic

Section 4.0, *Revised Impact Summary Tables*, provides an impact summary table in which all impacts and mitigation measures have been adjusted to reflect the impacts of the revised project and all mitigation measures that would still be required. This section *replaces* the Executive Summary Impact Tables (ES-1 through ES-3) contained in the Final EIR/Final EIR Update.

2.0 REVISED PROJECT DESCRIPTION

2.1 REVISED PROJECT OVERVIEW

The revised Chinatown Project would consist of a mix of new and remodeled multi-story mixed-use buildings, pedestrian walkways/plazas and underground parking. However, as discussed below, the proposed amount of residential development would be substantially reduced while space allocated to commercial uses would increase. In addition, the overall amount of development would be reduced from previous proposals and proposed structures would generally be three and four stories rather than the taller structures originally proposed. The revised project would also include increased adaptive reuse of historic structures, particularly of elements of the Sauer Bakery and Blackstone Hotel Buildings. Some of these design changes have been incorporated into the project to address concerns raised during the public review process while others respond to changing market trends.

The revised project would include the development of the 2.12-acre site to accommodate a mixed-use center consisting of five multi-story buildings linked by pedestrian walkways/plazas and a one-level partial subterranean parking structure. The proposed buildings would generally range from two to four stories in height and would support a range of uses including ground-floor retail, office, and restaurant with upper stories dedicated to a mix of residential and hotel uses. Retail storefronts would open onto Monterey Street, Morro Street, and the new internal pedestrian walkway/plaza system. The primary hotel entrance and driveway would now front on Palm Street, opposite the existing Palm Street Parking Structure. Although the locations of specific improvements would change to accommodate the revised site design, the proposed size of utilities/services and type, appearance and coverage of landscaping would remain essentially as described in the original project description in the Chinatown Project Final EIR/Final EIR Update. The public portion of the pedestrian walkway/plaza system would be reduced in total area with the elimination of the pedestrian path east of the Muzio's Building and the conversion of the Central Court path to a semi-public path for the hotel; however, the revised West Pedestrian Walk area would incorporate a "linear park" design, consisting of a series of landscape areas covered in low-water-consumption turf and in-ground planters and trees accommodating a 20-foot-wide clear fire lane. In addition, 'Green Roof' landscaping would be incorporated on the roof level of the proposed hotel. As with original designs, the proposed project would consolidate private

and public parcels and lead to removal of both private and public structures and surface parking.

2.2 REVISED PROJECT COMPONENTS AND COMPARISON OF MAJOR CHANGES

The revised Chinatown Project would continue to include construction of multiple-story mixed-use buildings connected with a pedestrian walkway/plaza system. However, the revised project would include substantial relocation of proposed uses on the site when compared to original proposals. The proposed hotel would be relocated away from Mission Plaza to the northeast portion of the site, adjacent to the corner of Palm and Morro Streets, while the residential building would be relocated to the corner of Chorro and Monterey Streets, a configuration opposite of the former project design (*Chinatown Project Final EIR Update*). The revised project would also be reduced from approximately 235,320 square feet (sf) to 197,811 sf (a reduction in scope by approximately 16 percent), including elimination of one level of underground parking (approximately 46 percent reduction in parking area square footage)[1]. The total number of parking spaces would be reduced from 122 to 74. The revised project would incorporate portions of key historic structural building elements into new construction through adaptive reuse (i.e., Sauer Bakery Building and Cornerstone Building/historic Blackstone Hotel). In addition, overall project size, height, and scale would be reduced by greater upper-story setbacks. Project uses would also change in size, with the most substantial change in residential from 36 to 16 units (approximately 64 percent reduction in residential square footage), including elimination of live/work units. Proposed retail, office, and hotel square footage would increase (approximately 17, 22, and 28 percent, respectively). The revised project would also include reduction in size (by approximately 41 percent) and reconfiguration of the internal public pedestrian plaza/walkway system to accommodate a hotel inner courtyard/pedestrian walkway.[2]

Regarding architectural style, proposed structures along Monterey Street are intended to generally remain compatible with the "Main Street" character of the Downtown Historic District. Under the amended project, elements of the Sauer Bakery and the Cornerstone

[1] The original Chinatown Project addressed in the Final EIR totaled 310,544 sf. This analysis compares the revised project to the Final EIR Update approved by the City Council; a project which was substantially reduced in size from the original proposal.

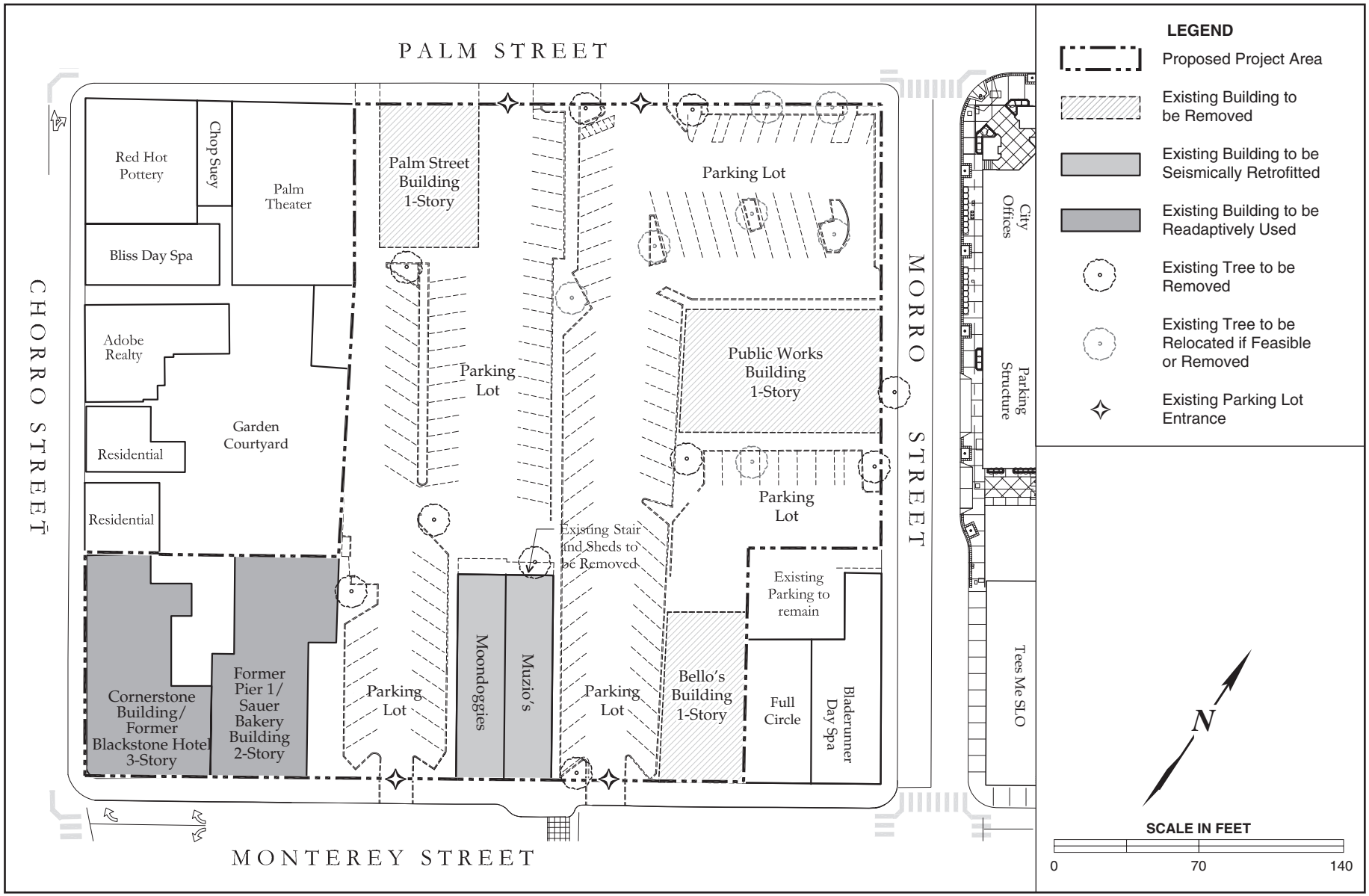
[2] The hotel inner courtyard/pedestrian walkway would provide additional pedestrian access areas that are proposed to be generally open to the public, but which may be closed on occasion for special events.

Building/historic Blackstone Hotel would be retained and adaptively reused with any necessary seismic strengthening. The Cornerstone Building/historic Blackstone Hotel would be reconstructed to reflect the architecture of the Quintana Building with the Italian Swiss facade remaining a distinct element along Chorro Street. In addition, elements of Chinese architecture have been incorporated into parts of the proposed contemporary project design located within the Chinese Historic District, specifically along Palm and Chorro streets, including Chinese 'Key Pattern' or 'Thunder Pattern' glass motif, balcony railings with Chinese 'Eight Diagrams' patterns, a wood screen 'Lantern', 'Celadon Green' cement plaster, 'Cracked Ice' glazing, bamboo lattice, 'Ah Louis' brick, and public art with etched graphic historical imagery. The revised project would also incorporate reuse of the historic Chop Suey restaurant sign in the Central Plaza area.

Project components and changes in major features are discussed in detail in the following sections and are summarized in Table 2.2-1.

2.2.1 Demolition, Site Preparation, and Construction Activities

Construction activities would remain similar to those described in the original project description in the Chinatown Final EIR/Final EIR Update; however, demolition activities would be somewhat reduced as a result of adaptive reuse of the Sauer Bakery Building and Cornerstone Building/historic Blackstone Hotel (Figure 2.2-1). Site preparation and excavation would be reduced due to elimination of one level of subterranean parking;



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Existing Site and Revised Proposed Demolition Plan
Chinatown Project

FIGURE 2.2-1

Table 2.2-1. Comparison of Revised Project Details

Use	Previous Project (Final EIR Update)		Revised Project (Addendum to EIR)	
	Details/Units	Size (sf)	Details/Units	Size (sf)
Retail	10 spaces [1]	43,750	15 spaces [2]	51,150
Office [3]	1 space	4,600	4 spaces [3]	5,630
Restaurant	Seating for 100 people	6,000	Seating for 100 people	6,000
Residential	32 units	53,570	16 units	19,161
Live/Work	4 units	4,000	0 units	0
Hotel	67 rooms	67,000	78 rooms	85,430
Parking	122 spaces	56,400	74 spaces	30,440
Total	**5 buildings**	**235,320**	**5 buildings**	**197,811**

[1] The previous (Final EIR Update) site plans show 10 individual retail spaces scattered through the project's lower levels ranging from 900 to over 14,000 sf in size; however, this general floor plan may not reflect long-term occupancy.
[2] The amended site plans show 15 individual retail spaces scattered through the project's lower levels ranging from 260 to over 12,000 sf in size; however, this general floor plan may not reflect long-term occupancy.
[3] Office spaces shown on site plans may be leased whole or subdivided into individual offices.

however, substantial site preparation would still be required. For example, grading would still be necessary to level portions of the site up to 14 feet below existing ground surface (bgs) from Monterey Street back (north) to accommodate the proposed Monterey and Central plazas and parts of Building C. In addition, excavation up to approximately 14 feet bgs would be required at the deepest areas of excavation along Palm Street in the far northeastern portion of the site to accommodate the partial subterranean parking garage. Site grading would require the use of heavy equipment such as bulldozers, excavators, and backhoes to cut into and remove soil and bedrock for loading into heavy haul trucks. It is estimated that the revised proposed project would involve approximately 9,700 cubic yards (cy) of excavation and the use of 700 one-way haul truck trips to remove soil and demolition debris. Demolition and site preparation activities are expected to require approximately three to four months. A comparison of changes to site preparation details is summarized in Table 2.2-2.

Table 2.2-2. Comparison of Revised Site Preparation Details*

Activity	Previous Project (Final EIR Update)	Revised Project (Addendum to EIR)
Excavation	45,500 cy	9,700 cy
Debris Removal (one-way haul truck trips)	3,000 (15.2 cy truck volume) *or* 3,273 (13.9 cy truck volume)	638 (15.2 cy truck volume) *or* 700 (13.9 cy truck volume)

* Based on applicant proposed grading estimates reviewed and confirmed by AMEC.

2.2.2 Proposed Buildings

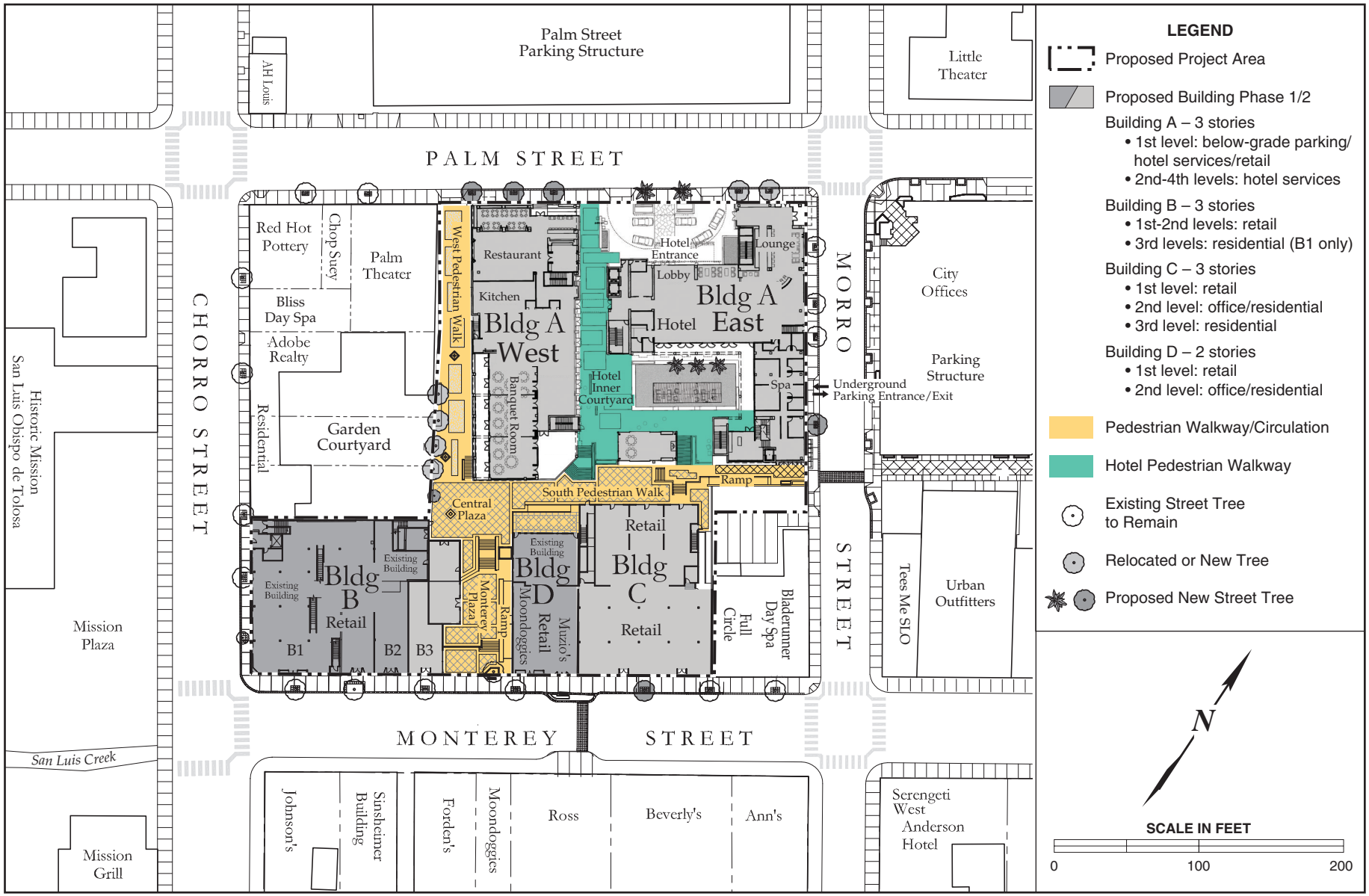
The proposed project would include adaptive reuse of the Cornerstone Building/historic Blackstone Hotel (Building B-1) and the Sauer Bakery (Building B-2), retention and seismic retrofit of the existing Moondoggies/Muzio's building (Building D), and the construction of four buildings (Buildings A-East, A-West, B-3, and C) connected by a public plaza/walkways system (Figure 2.2-2). The buildings would generally range from two to four stories in height above the ground level of adjacent streets, with maximum elevations up to 50 feet. Upper stories of some buildings would be set back from surrounding streets to provide architectural relief and minimize shading. Retail, restaurant, office, and hotel space would generally occupy the ground floor frontages, with the second stories comprising a mix of hotel and residential space. The third floor would consist of residential uses overlying the historic Blackstone Hotel and Sauer Bakery Buildings (Building B) and hotel rooms overlying the site's northeast corner (Building A). The fourth floor would consist solely of hotel rooms in Building A. Access to individual buildings and uses would be available off the plaza/walkway system and from Palm, Morro, and Monterey Streets. A comparison of revisions by building is summarized in Table 2.2-3.

Table 2.2-3. Comparison of Revised Building Details

	Previous Project (EIR Update)			Revised Project (Addendum to EIR)		
Building	**Height (ft) [1]**	**Footprint Size (sf)**	**Total Size (sf)**	**Height (ft)[1]**	**Footprint Size (sf)**	**Total Size (sf)**
A (East and West)	43	34,600	132,070	41	28,430	124,330
B (1, 2, and 3)	50	14,650	66,000	47	16,800	36,140
C	50	7,550	28,050	48	12,920	27,626
D	30	4,600	9,200	30	5,825	9,715
Total	**50 (max.)**	**61,400**	**235,320**	**50 (max.)**	**63,975**	**197,811**

[1] Average Finished Grade

Building A-East. Building A-East is proposed as a new five-level structure (including the subterranean parking garage and roof levels) located within an approximately 15,400-sf building footprint at the corner of Palm and Morro streets, in the northeastern portion of the project site. One of these levels would be subterranean parking, partially below the grade of Palm Street, three levels would be above the grade of Palm Street (i.e., a



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Revised Overall Site Plan
Chinatown Project

FIGURE
2.2-2

three-story building), and a viewing terrace would be located on the roof level of the building. The lowest level (Plaza Level) would consist of hotel and residential parking at approximately 4 to 14 feet below the existing Palm Street grade, resulting in a four-story building frontage from the internal plaza level perspective. This level would also include a vehicle entry driveway from Morro Street exclusively for use by residents and hotel valet. In addition, retail uses would be located at this level along the southern boundary of the building, accessible from the South Pedestrian Walkway. The second level (Palm Street Level) would consist of the hotel lobby/lounge area, the hotel spa, a hotel pavilion, and the hotel inner courtyard area with access to the South Pedestrian Walkway. This level would also contain the hotel's "motor court" style vehicle drop-off and pick-up area at Palm Street. The third and fourth levels (Palm Street Level 2 and Palm Street Level 3) would consist of 18 guest rooms each, the hotel fitness center, hotel terraces, and elevated walkways connecting to additional guest rooms in Building A-West. A hotel viewing terrace would be located on the roof level of the building, along with solar photovoltaic panels and 'Green Roof' landscaping. The maximum height of Building A-East would be 50 feet above average finished grade. The above-ground levels of this structure would total 44,600-sf.

Building A-West. Building A-West is proposed as a new five-level structure located within an approximately 13,030-sf building footprint at the north-central portion of the project site on Palm Street. One of these levels would be subterranean parking, partially below the grade of Palm Street, three levels would be above the grade of Palm Street (i.e., a three-story building), and the hotel pool deck would be located on the roof level of the building. The lowest level (Plaza Level) of the structure would consist of hotel parking at approximately 4 to 12 feet below the existing Palm Street grade, resulting in a four-story building frontage from the internal plaza level perspective. This level would also include hotel and utility service areas along the western boundary of the building. In addition, retail uses would be located at this level along the southern boundary of the building, accessible from the South Pedestrian Walkway. The second level (Palm Street Level 1) would consist of the hotel restaurant fronting on Palm Street and the hotel banquet room fronting on the hotel inner courtyard. The third and fourth levels (second and third stories above ground at Palm Street) would consist of 21 hotel guest rooms each and elevated walkways connecting to Building A-East. A hotel pool deck would be located on the roof level of the building, along with solar hot water collectors for pool heating. The maximum height of Building A-West would be approximately 50 feet. This

would constitute the three visible above-grade stories of this proposed structure totaling approximately 36,830-sf.

Building B. Building B is proposed as a three-story structure located within a 16,800-sf building footprint at the corner of Chorro and Monterey Streets, in the southwestern portion of the project site across from Mission Plaza. The 36,140-sf building would consist of three separate buildings: the Blackstone Hotel (B1); the Sauer Bakery (B-2); and a new two-level retail building on the eastern side (B-3).

The historic Blackstone Hotel and Sauer Bakery buildings would be adaptively reused for new construction of Building B, including seismic retrofitting, renovation, and remodeling. This adaptive reuse would generally entail:

- retention of the wall of the historic Blackstone Hotel along Chorro Street;
- reconstruction of the original architecture of the wall of the historic Blackstone Hotel along Monterey Street;
- remodel of the original wall of the Sauer Bakery Building along Monterey Street;
- reconstruction of the original bracketed cornice of the Sauer Bakery Building;
- retention of the existing window along the northeast façade of the Sauer Bakery Building;
- recreation of the original horizontal siding on the Monterey Street façade of the Sauer Bakery Building;
- strengthening and seismic retrofitting of the unreinforced brick rear building of the Sauer Bakery;
- retention of the historic Sauer Bakery ovens; and
- strengthening and leveling of all floors.

The resultant façades of the proposed buildings would incorporate specific design details and character elements derived from their original architecture, including restoration of historic Blackstone Hotel porthole windows and incorporation of the original Sauer Building façade. The maximum height of Building B would be 47 feet above average finished grade.

The ground floor (Monterey Street Level) and second floor (Plaza Level) of Buildings B-1 and B-2 would consist of retail uses. The third floor (Palm Street Level 1) of Building B-1 would include four residential units, with 7-foot setbacks at the third floor to

accommodate decks along Chorro Street and a 2-foot offset for a portion of the Monterey Street elevation.

The new retail building (B-3) would contain a total of 4,555-sf and be located adjacent to the Monterey Plaza. A single-story element designed to preserve views from Monterey Street of the existing second-floor windows of the adjacent Sauer Bakery building on the west side would contain 1,285-sf of retail space accessed from Monterey Street. Other portions of the building would be accessed off the Monterey Plaza/pedestrian walkway with 2,020-sf of floor space on the ground floor and 1,250-sf at a second level accessed off the Central Plaza.

Building C. Building C is proposed as a new three-story structure located within a 12,920-sf building footprint along Monterey Street, in the southeastern portion of the project site. The approximately 27,626-sf building would consist of one level of retail on the ground floor. The second floor would consist of four residential units (including two moderate-income affordable dwelling units, #7 and #8) set back off Monterey Street and three offices in the rear opening onto the pedestrian plaza/walkway system. The third floor would include six additional residential units, with setbacks from Monterey Street. The maximum height of Building C would be 48 feet above average existing grade.

Building D. Building D would involve the remodel and retrofit of the existing two-story historic Muzio's building (Moondoggies) located within a 5,825-sf building footprint along Monterey Street, in the south-central portion of the proposed site. The 9,715-sf building currently consists of a ground floor retail space (Moondoggies/Muzio's) and unoccupied residential units on the second floor. As part of the proposed project, the existing building would be seismically retrofitted and renovated, without any changes to the front façade. The existing wood stairway and decks at the rear would be removed and replaced with a new 1,225-sf building addition. The first story would be remodeled and remain in retail use; the second story of the building would be remodeled into two residential units set back off Monterey Street and office space in the rear opening onto the pedestrian plaza/walkway system. The maximum height of Building D would remain at approximately 30 feet.

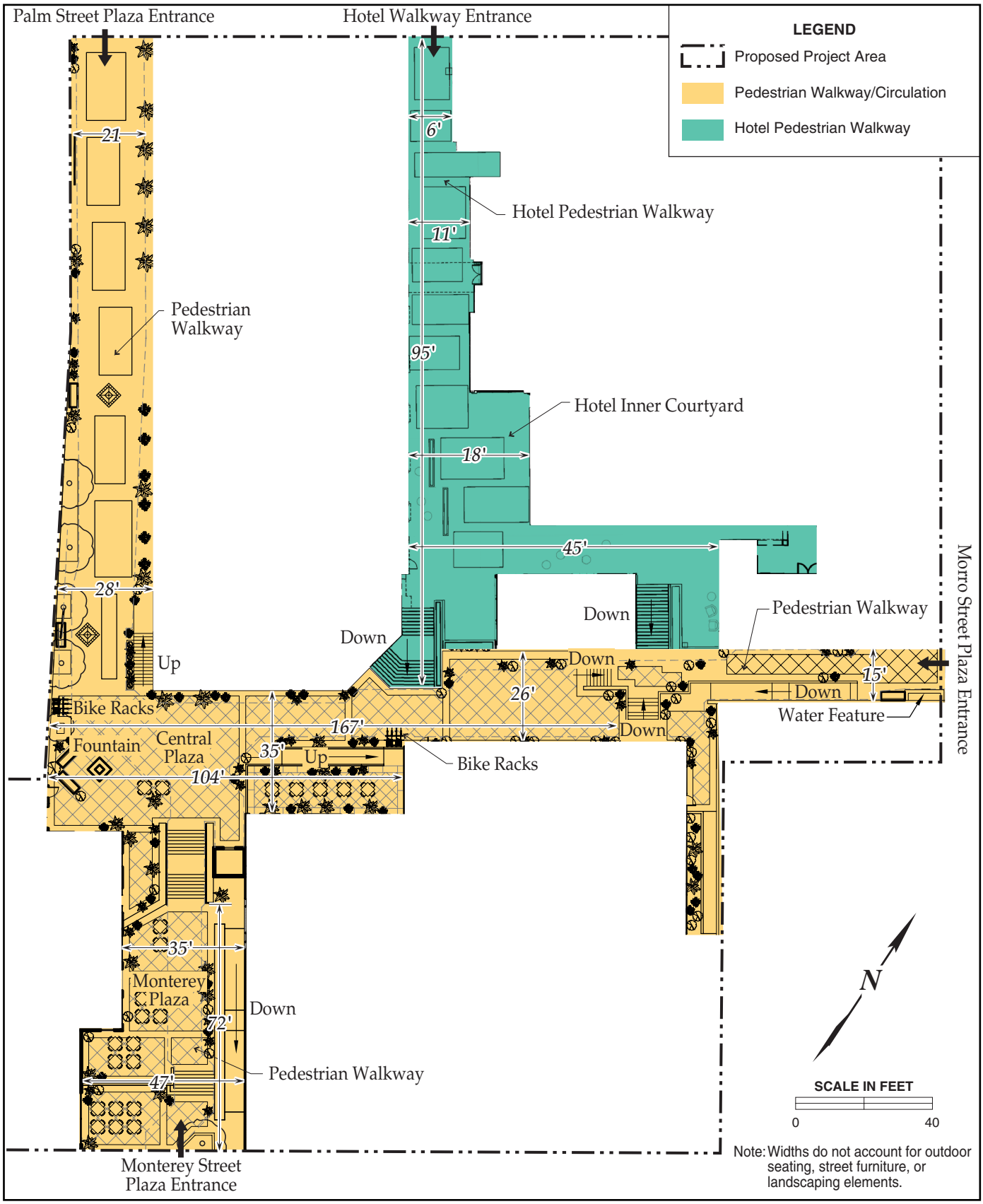
2.2.3 Pedestrian Circulation

Pedestrian circulation would be provided by three walkways with mid-block access points onto Palm, Morro, and Monterey Streets, and would lead to a central plaza located on the site's second level (Figure 2.2-3). Access to individual buildings and uses would be available off this plaza/walkway system and from Palm, Morro, and Monterey Streets. The main entrance stairway and adjacent ramp to the plazas/walkway system would be located on Monterey Street between Buildings B and D and would include a terraced transition through the proposed Monterey Plaza. This entrance would be slightly offset from the existing Monterey Street crosswalk. Another main pedestrian entrance would be provided via the West Pedestrian Walk, a street-level walkway/ramp from Palm Street located along the site's western boundary; no crosswalk is proposed at this location. This walkway would incorporate a "linear park" design, consisting of a series of landscape areas covered in low-water-consumption turf and in-ground planters and trees accommodating a 20-foot-wide clear fire lane. The South Pedestrian Walk would consist of a ramp accessed from mid-block on Morro Street, including a water feature and seating, connecting to the Central Plaza. This walkway is proposed to connect with a new mid-block crosswalk on Morro Street to link up to the library walkway east of Morro Street. In addition to these walkways, the Hotel Inner Courtyard, located between Buildings A-East and A-West, would also provide pedestrian circulation from Palm Street to the center of the site, connecting to the South Pedestrian Walk. However, this access may be controlled at times with movable barriers to provide for hotel functions. Additional entrances would be provided via stairwells and elevators located throughout the site. A comparison of former and revised pedestrian circulation details is summarized in Table 2.2-4.

Table 2.2-4. Comparison of Revised Pedestrian Circulation Details

Amenity	Previous Project (Final EIR Update)	Revised Project (Addendum to EIR)
Public Walkways	5	3[1]
Public Plazas/Courts	3	2
Total Area	24,300 sf	14,220 sf
% of Project Area	26 %	15 %

[1] In addition to the three walkways, the Hotel Inner Courtyard would provide pedestrian connection from Palm Street to the South Pedestrian Walk; however, this access may be controlled at times for hotel functions.



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Details of Revised Plaza/Walkway System
Chinatown Project

FIGURE 2.2-3

Mission Style sidewalks would be installed along all project frontages surrounding the project site per City requirements. Sidewalk passage widths would range from approximately 5-feet, 3-inches along Chorro Street to 10 feet along Monterey Street. Where possible, a minimum of 8 feet of effective clear pedestrian passage would be provided along the sidewalks while still maintaining mature street trees. However, due to the retention of existing historic buildings along Chorro Street, the sidewalks along this frontage are limited in the ability to meet this goal.

2.2.4 Vehicle Parking and Circulation

Proposed parking would be located on the Plaza Level of the project at approximately 4 to 14 feet below the existing Palm Street grade. Vehicle access to the proposed subterranean parking structure would be from Morro Street, with the proposed driveway located generally opposite the 919 Palm parking structure driveway across Morro Street. A total of 30 parking spaces would be provided for use by hotel guests utilizing the hotel valet. An additional 24 spaces would be reserved for valet parking at the hotel's discretion. Residential parking would consist of an additional 20 parking spaces at this level.

All proposed parking would be dedicated and controlled and would serve uses within the project. The parking area would be controlled with a key card controlled gated access. One parking space would be dedicated to each residential unit which would be accessed via key card at a control gate. Residential spaces within the parking garage would be separated from hotel parking areas. All hotel guests would arrive at the Palm Street vehicle drop-off and pick-up area, where baggage would be unloaded and check-in would occur. The hotel valet would then take the vehicle to the subterranean parking garage. The remaining hotel parking would be managed by the hotel operator and would be strictly valet service. Parking would consist of both single spaces and triple tandem spaces. The triple tandem spaces would be used for vehicles that require less frequent access. No parking would be provided for the general public or employees.

Cleaning, upkeep and maintenance of the parking garage would be administered and managed by the hotel. Condominium owners would contribute to the overall costs of maintenance and upkeep on a prorated basis, through an agreement between the hotel and the condominium homeowners association.

A comparison of the previous and revised vehicle parking plans is summarized in Table 2.2-5.

Table 2.2-5. Comparison of Revised Vehicle Parking Details

	Previous Project	Revised Project
Monterey Level Parking Spaces	60	0
Plaza Level Parking Spaces	62	74
Total Parking Spaces	**122**	**74**

With regard to on-street parking, a total of 24 metered parking spaces currently exist along the project frontage. Proposed on-street parking would include removal of a total of four metered spaces (two on Morro Street at the proposed parking garage driveway, and two on Palm Street at the proposed hotel motor court driveway) to be replaced by four new spaces (three on Monterey Street and one on Palm Street fronting the proposed restaurant). In addition, three new temporary green curb spaces and three[3] new motorcycle parking spaces would be added along Monterey Street.

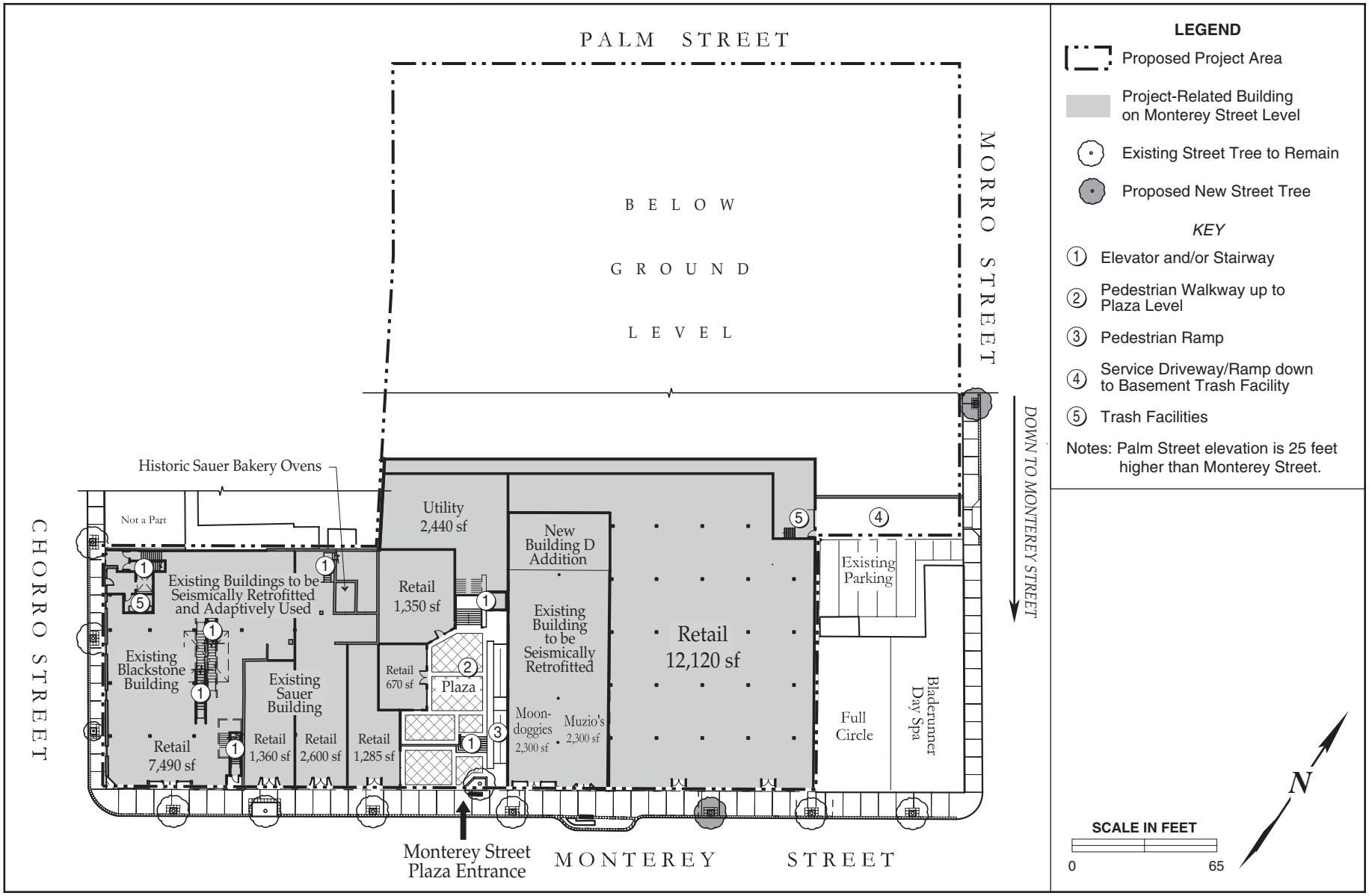
2.3 REVISED PROJECT LEVEL DETAILS AND SUMMARY OF MAJOR CHANGES

As mentioned previously, a 20- to 25-foot difference in grade exists between the northern (Palm Street) boundary and southern (Monterey Street) boundary of the project site. Proposed excavation in the northern portion of the project site would lower the bottom level of the proposed project in that portion of the site by up to 14 feet below the existing Palm Street grade. As a result, in order to discuss all components of the proposed project (including buildings and the plaza/walkway system) as a whole and in relation to each other, the project site is described below by level. This discussion focuses on the uses on publicly accessible levels associated with Monterey, Palm and Morro streets, with briefer summaries of the private upper-story levels.

2.3.1 Monterey Street Level

The Monterey Street Level is the lowest level of the proposed project. This level includes a total of approximately 35,140-sf, including ground floor retail storefronts along Monterey Street and a rear utility area (Figure 2.3-1).

[3] Project plans identify four new motorcycle parking spaces along Monterey Street; however, City review determined that the space provided would only allow for three.



Revised Monterey Street Level Floor Plans
Chinatown Project

FIGURE 2.3-1

Key project elements on this level are described as follows:

- **Retail.** Retail would include a total of 32,700 sf along Monterey Street, including the level's largest retail space of 12,120 sf in Building C; and 5,825-sf in Building D (existing 2,300-sf Moondoggies/2,300-sf Muzio's building plus 1,225-sf addition).

- **Pedestrian Access.** Pedestrian access to the site's central plazas and other levels above would be provided via the main entrance stairway and adjacent ramp located on Monterey Street between Buildings B and D, as well as other stairwells and elevators located throughout the site at this level. The main entrance stairway is located within close proximity to the existing mid-block crosswalk on Monterey Street, providing pedestrian access across Monterey Street.

- **Utility Area.** A 2,440-sf utility area would be located at the rear of the retail spaces beneath the Central Plaza on the level above.

- **Service Access.** The service driveway entrance on Morro Street would allow access to the solid waste and recycling facilities located at the rear of Building C, adjacent to existing driveway access and parking for the Bladerunner and Full Circle Building. Other on-site delivery and loading would also be anticipated at the service driveway. Vehicles would enter/exit Morro Street from this driveway; however, most delivery/loading activities (e.g., trash pick-up) are anticipated to occur during early morning hours when fewer pedestrians would cause potential conflicts on the Morro Street sidewalk.

- **Street Trees.** New street trees would include Queen Palms and Ficus. A total of 10 existing street trees would remain while two new street trees are proposed at this level.

On the Monterey Street Level, the more significant changes from the previous project include:

- leaving about 26,000 sf of the northern subterranean portion of this level undeveloped, reducing excavation and eliminating the underground parking previously proposed in that northern portion of the property adjacent to Palm Street;

- eliminating vehicle access for the hotel from Monterey Street and replacement with the main pedestrian entrance stairway and adjacent ramp to the site's central plazas and other levels above;

- adding 1,225 sf to the rear of the existing Moondoggies/Muzio's building (Building D);

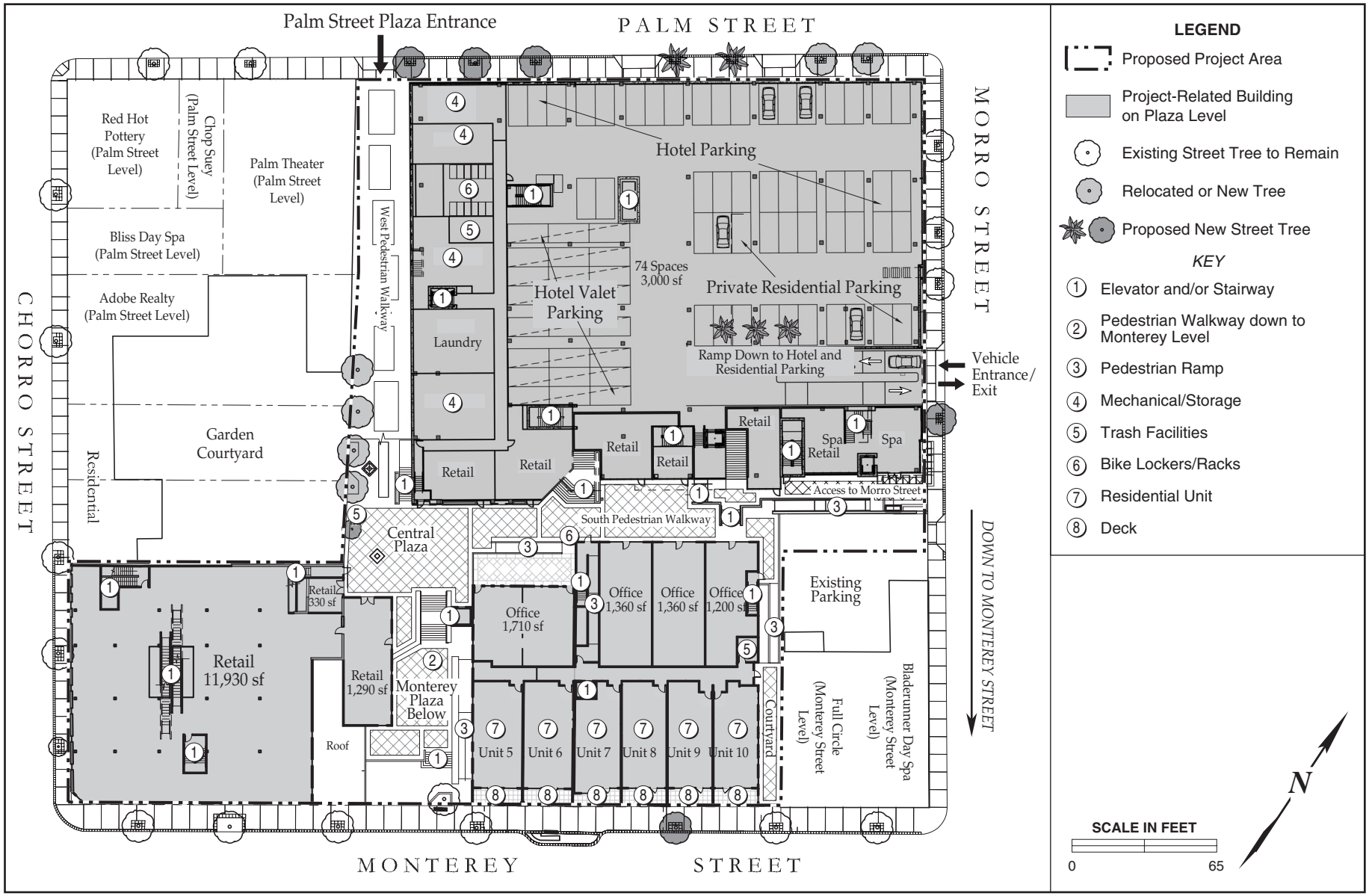
- replacing restaurant and hotel use at the corner of Chorro and Monterey Streets (Building B) with retail spaces;
- retaining four additional street trees fronting Monterey Street; and
- retaining and adaptively reusing the Sauer Bakery (Building B-2) and Blackstone Hotel (Building B-1) in historical architectural styles.

2.3.2 Plaza Level

The Plaza Level is the next level above the Monterey Street Level (Figure 2.3-2). The approximately 59,105-sf of structures on this level would support partial subterranean parking along Palm Street, the second-stories of the retail, residential, and office uses along Monterey Street, and lower-levels of proposed retail along Morro Street. Residential units along Monterey Street would include two moderate-income affordable dwelling units (Units #7 and #8). This level would also include the centerpiece of the project, pedestrian plazas and walkways at approximately the center of the project site, which would also allow access to the proposed hotel located on Palm Street Level 1 above. The central plazas would be linked to Palm, Morro, and Monterey Streets by the pedestrian walkways. These open spaces would total 14,220 sf, approximately 7 percent of the project site.

Details of the Plaza Level are as follows:

- **Parking.** A 28,000-sf partial subterranean parking structure would provide 74 private parking spaces to serve residents of proposed condominiums and hotel valet, and would have controlled access from Morro Street.
- **Retail.** Retail would include a total of 13,550 sf in Building B as a second story above Monterey Street, with entrances off the proposed plazas/walkways. In addition, retail spaces would be located at this level along the southern boundary of Building A, accessible from the South Pedestrian Walkway.
- **Office.** Office space on the Plaza Level would include 3,920 sf located in the rear of Building C and 1,710 sf located in the rear of Building D above Monterey Street, with access to the proposed plaza/walkway systems.
- **Residential Units.** Plaza Level residential units (second story above ground fronting Monterey Street) would consist of one two-bedroom unit and one one-bedroom unit totaling 2,240 sf in Building D and one two-bedroom and three one-bedroom units totaling 3,950 sf in Building C. Two of these units (Units # 7 and #8) are proposed to be designated for moderate-income households.



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Revised Plaza Level Floor Plans
Chinatown Project

FIGURE 2.3-2

Access would be provided by one elevator via the residential lobby located on the Plaza Level, as well as two stairways. Residential units would be set back off Monterey Street.

- **Plaza/Pedestrian Walkways.** Two of the three total pedestrian walkways would link Monterey Street and Morro Street to the proposed retail, offices, and residences at this level. Pedestrian access from Morro Street would be provided by an on-grade walkway with steps down or a down-sloping ramp. This ramp is located mid-block and across the street and in direct view of a pedestrian entry/exit for an existing parking structure. Pedestrian access to other levels would be provided via stairwells and elevators located throughout the site, including the main entrance stairway to the Monterey Street Level below (between Buildings B and D). Pedestrian walkways would converge at the Central Plaza area. Walkway widths would generally range from 10 to 25 feet (not including benches, trash cans or other walkway amenities), while the central plaza area would be up to 58 feet wide (refer to Figure 2.2-3). The terraced Monterey Plaza at the Monterey Street entrance would accommodate outdoor seating. Landscaping would consist of large container pots (e.g., Giant Timber Bamboo, Weeping Bottlebrush) and small planters (e.g., Horsetail Bamboo, Japanese Boxwood). Plaza amenities would include a variety of public art (e.g., art tile mosaics, seating benches, water features, and outside dining and seating in the Central and Monterey Plaza areas.

- **Utility Area.** Hotel utility and service areas at this level would include restaurant storage, hotel laundering, storage, and utility equipment located along the western boundary of Building A, accessed from the parking garage and rear retail entrances.

Major changes on the Plaza Level of the project would include:

- replacing hotel uses at the corner of Chorro and Monterey Streets (Building B) with retail;

- combining the two pedestrian walkways on either side of the existing Moondoggies/Muzio's building off Monterey Street into one between Buildings B and D;

- adding the new terraced Monterey Plaza leading up to the Central Plaza;

- replacing 2,240 sf of office space on the second floor of the Moondoggies/Muzio's building (Building D) with two residential units; and

- replacing retail uses in Building C with office and residential units;

- increasing setbacks for Buildings B, C, and D;

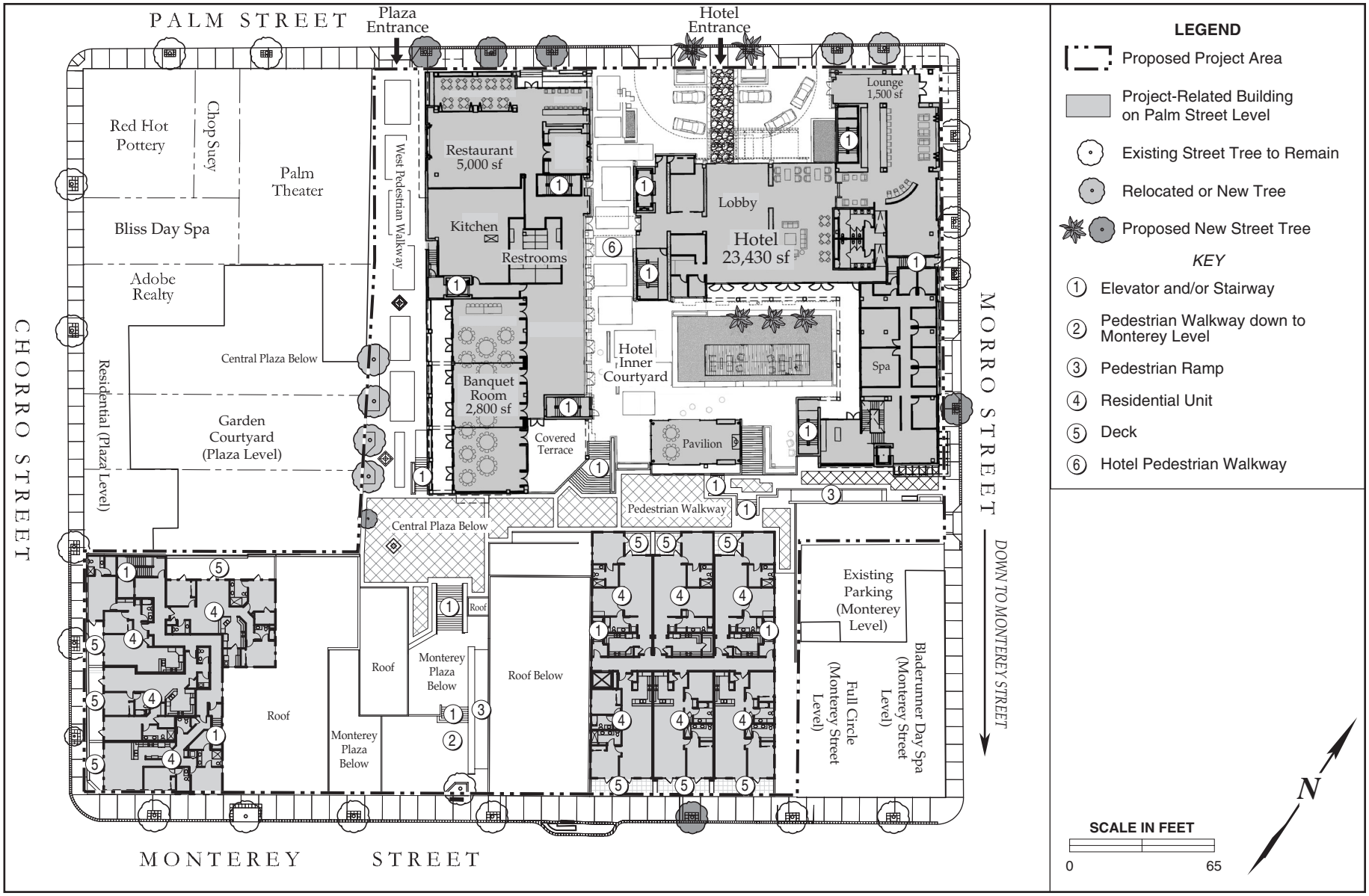
- eliminating live/work units;
- increasing parking spaces at this level from 62 to 74 (overall project parking reduced from 122 to 74); and
- adding hotel utility and service areas adjacent to the parking garage, and retail along the pedestrian walkway to Building A.

2.3.3 Palm Street Level 1

The Palm Street Level 1 is the next level above the Plaza Level (approximately 25 feet above Monterey Street) and would generally be level with Palm Street (Figure 2.3-3). This approximately 41,566-sf level includes upper levels of the residential units along Monterey Street and the hotel and restaurant on Palm Street. This level also includes the West Pedestrian Walk which extends from the walkways/plazas located on the Plaza Level below to provide access to Palm Street and accommodate a 20-foot-wide fire lane

Details of the revised Palm Street Level 1 are as follows:

- **Hotel.** The hotel at Palm Street Level 1 would include 23,430-sf and would consist of the ground-floor hotel lobby/lounge area, the upper level of the hotel spa, a detached hotel pavilion, the hotel banquet room fronting on the hotel inner courtyard, and the hotel pedestrian walkway/inner courtyard area with access to the South Pedestrian Walkway. This level would also contain the hotel's motor court for the vehicle drop-off and pick-up area at Palm Street, as well as a private pedestrian walkway entrance through the hotel into the site.
- **Restaurant.** The hotel restaurant at the Palm Street Level would contain 5,000 sf. The restaurant would include exterior dining and a restaurant bar fronting Palm Street.
- **Residential Units.** Palm Street Level 1 residential units (third story above ground fronting Monterey Street) would consist of four two-bedroom and two one-bedroom residences totaling 8,070 sf in Building C. Access would be provided by one elevator via the residential lobby located on the Plaza Level below, as well as two stairways. In addition, one three-bedroom and three two-bedroom residences totaling 5,705 sf would be located at this level in Building B fronting Chorro and Monterey Streets. Access to these residences would be provided by one elevator via the residential lobby located off Chorro Street on the Plaza Level below, as well as two stairways.



Revised Palm Street Level 1 Floor Plans
Chinatown Project

FIGURE 2.3-3

- **West Pedestrian Walk.** The West Pedestrian Walk would consist of a street-level walkway/ramp from Palm Street located along the site's western boundary. This walkway would incorporate a "linear park" design, consisting of a series of landscape areas covered in low-water-consumption turf and in-ground planters and trees. Pedestrian access from Palm Street via these walkways would be provided mid-block and across the street from and in view of a pedestrian access point to an existing parking structure. Walkway access would be provided via Palm Street down ramps which would converge at two plaza areas on the Plaza Level below. Walkway widths on this level would generally range from 20 to 25 feet to accommodate a 20-foot-wide fire lane. Pedestrian access to other levels would be provided via stairwells and elevators located throughout the site.

- **Street Trees.** New street trees would include Queen Palms and Ficus. A total of three existing street trees would remain while one would be removed and replaced with a new tree along the project frontage on Morro Street. Along the project frontage on Palm Street, five new street trees would be planted while four would be removed. In addition, two street trees would be relocated to the Palm Street project frontage.

Major changes on Palm Street Level 1 of the project would include:

- replacing upper-story hotel uses at the corner of Chorro and Monterey Streets (Building B) with residential units;

- replacing ground-floor retail and Central Court/walkway at the corner of Palm and Morro Streets (Building A) with the hotel;

- eliminating live/work units along Morro Street;

- incorporation or relocated street trees along the project frontage on Palm Street;

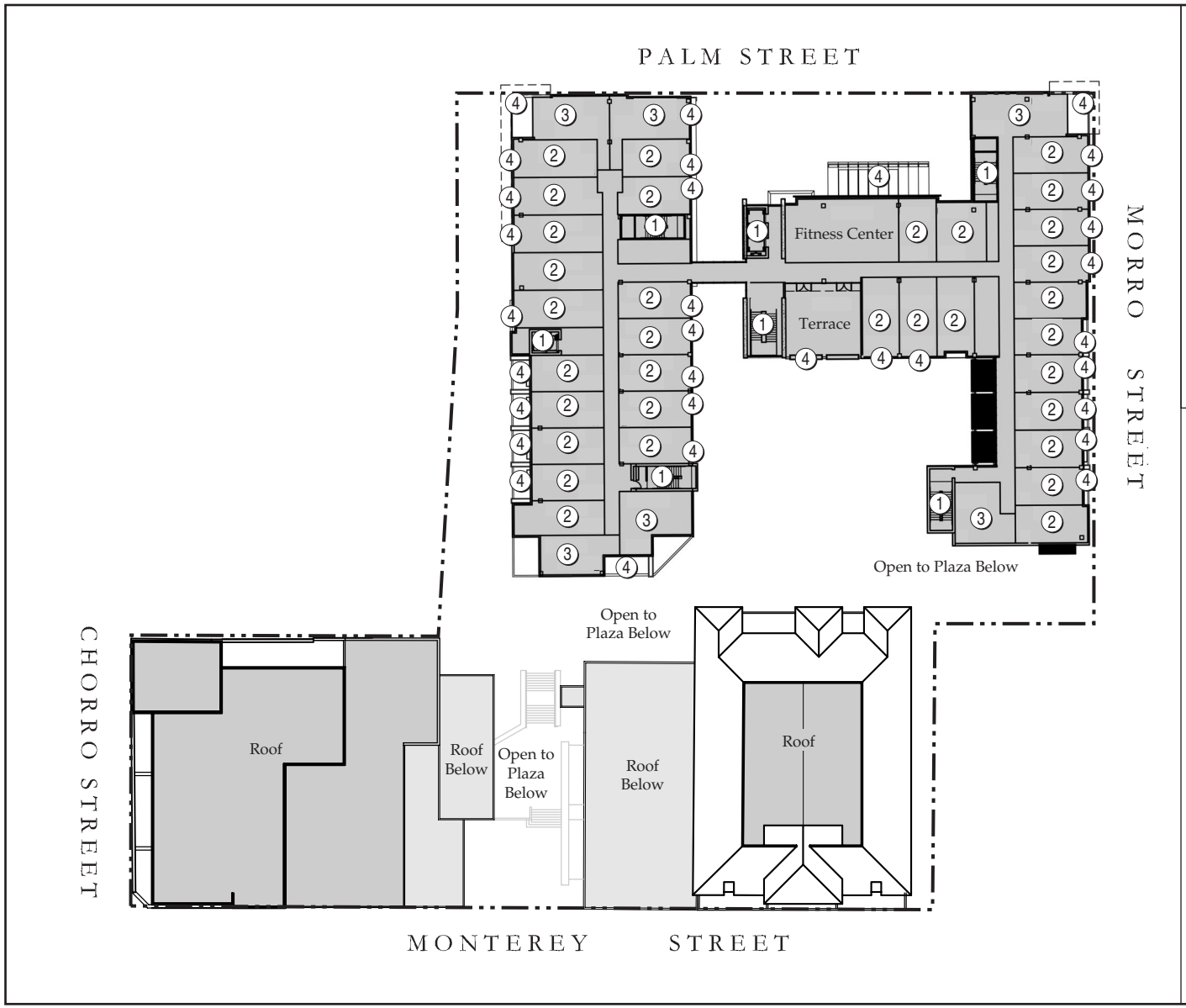
- increasing setbacks for Buildings B and C;

- replacing public pedestrian walkway and courtyard with hotel inner courtyard/ pedestrian walkway

- increasing landscaping and incorporating the "linear park" design into the West Pedestrian Walk.

2.3.4 Palm Street Level 2

Palm Street Level 2 includes hotel rooms located in Buildings A-East and A-West above Palm Street Level 1 (second story above ground fronting Palm Street) (Figure 2.3-4).



Revised Palm Street Level 2 Floor Plans
Chinatown Project

FIGURE 2.3-4

Details of the revised Palm Street Level 2 are as follows:

- **Hotel.** The hotel at Palm Street Level 2 would include 26,500 sf and would consist of the second floor of the three-story hotel. This level would include 39 hotel guest rooms, a fitness room, and an elevated walkway connecting to guest rooms between Building A-West and Building A-East. Guest rooms facing the interior of the project site and a large terrace would overlook the Hotel Inner Courtyard and pedestrian walkways below. Access would be provided by three elevators via the lobbies located on Palm Street Level 1 below, as well as five stairways.

Major changes on the Palm Street Level 2 of the project would include:

- replacing upper-story residential uses at the corner of Palm and Morro streets (Building A) with hotel rooms; and

- elimination of hotel rooms in Building B at the corner of Chorro and Monterey streets.

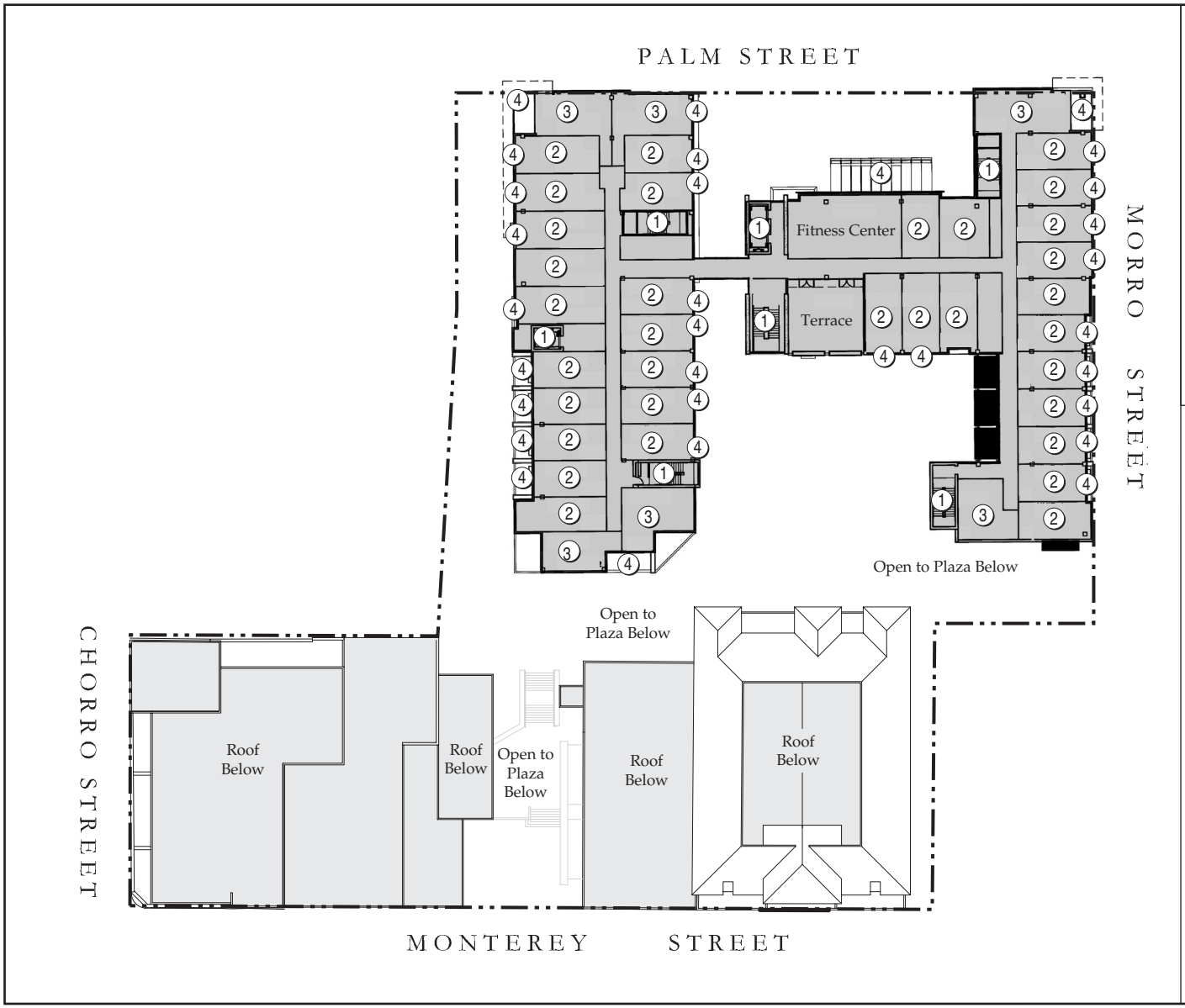
2.3.5 Palm Street Level 3

Palm Street Level 3 includes hotel rooms located in Buildings A-East and A-West above Palm Street Level 2 (third story above ground fronting Palm Street) (Figure 2.3-5). This level also includes the rooftop pool/pool deck and viewing terrace of the hotel (Building A) fronting Palm Street (Figure 2.3-6).

Details of the revised Palm Street Level 3 are as follows:

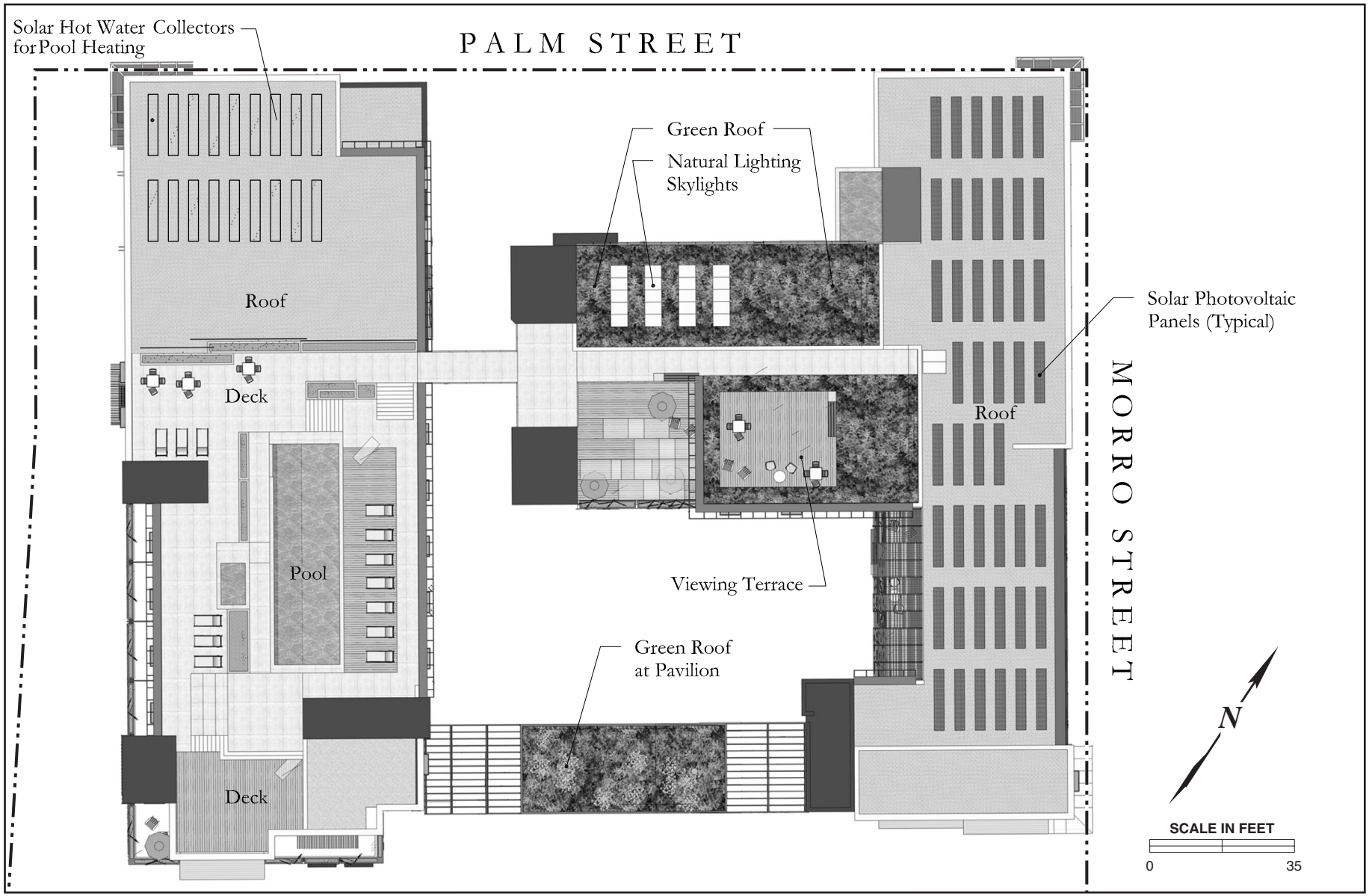
- **Hotel.** The hotel at Palm Street Level 3 would include 26,500 sf and would consist of the third floor of the three-story hotel. This level would include 39 hotel guest rooms, a fitness room, and an elevated walkway connecting to guest rooms between Building A-West and Building A-East. Guest rooms facing the interior of the project site and a large terrace would overlook the Hotel Inner Courtyard and pedestrian walkways below. Access would be provided by three elevators via the lobbies located on Palm Street Level 2 below, as well as five stairways.

- **Hotel Roof Pool/Pool Deck/Viewing Terrace.** The 9,000-sf roof level above Palm Street Level 3 would include a pool and pool deck to serve hotel guests above Building A-West. The roof would also include solar photovoltaic panels and 'Green Roof' landscaping. In addition, a viewing terrace would be located above Building A-East. Access would be provided by stairways from the floors below.



Revised Palm Street Level 3 Floor Plans
Chinatown Project

FIGURE 2.3-5



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Hotel Roof Plans
Chinatown Project

FIGURE
2.3-6

Major changes on this level of the project include:

- replacing upper-story residential uses at the corner of Palm and Morro streets (Building A) with hotel rooms; and
- relocating the hotel pool from the roof of Building B at the corner of Chorro and Monterey streets to the roof of Building A-West at Palm and Morro streets.

Tables 2.3-1 and 2.3-2 provide a comparison between the types of commercial and residential uses proposed on each of the project levels under the previous and revised projects. Commercial, hotel, residential, and parking spaces would mainly be located on the first three levels with the upper two levels consisting of hotel. Figures 2.3-7 and 2.3-8 display the proposed project elevations from surrounding streets. Figures 2.3-9 and 2.3-10 display proposed project cross sections.

Table 2.3-1. Comparison of Commercial Area (Square Footage) by Floor Level

	PREVIOUS PROJECT				REVISED PROJECT			
Level	**Retail**	**Restaurant**	**Office**	**Hotel**	**Retail**	**Restaurant**	**Office**	**Hotel**
Monterey Street	18,800	6,000		16,000	32,700			
Plaza	7,450		4,600	15,000	18,450	1,000	5,630	
Palm Street 1	17,500			21,500		5,000		23,430
Palm Street 2				14,500				26,500
Palm Street 3								26,500
Palm Roof								9,000
Subtotal	**43,750**	**6,000**	**4,600**	**67,000**	**51,150**	**6,000**	**5,630**	**85,430**
TOTAL COMMERCIAL	**121,350**				**148,210**			

Table 2.3-2. Comparison of Residential Area (Square Footage) by Floor Level

Level	PREVIOUS PROJECT			REVISED PROJECT		
	Residential	Live/Work	Parking[1]	Residential	Live/Work	Parking[1]
Monterey Street			28,400			2,440
Plaza			28,000	6,025 (6 units)		28,000
Palm Street 1	6,400 (6 units)	4,000 (4 units)		13,136 (10 units)		
1st Residential/ Palm Street 2	25,470 (16 units)					
2nd Residential/ Palm Street 3	21,700 (10 units)					
Subtotal	**53,570**	**4,000**	**56,400**	**19,161**		**30,440**
TOTAL RESIDENTIAL	**113,970**			**49,601**		

[1] Parking would accommodate both residential and hotel uses.
Source: SLO Chinatown LLC 2007; 2009.

East Elevation – Facing Morro Street

North Elevation – Facing Palm Street

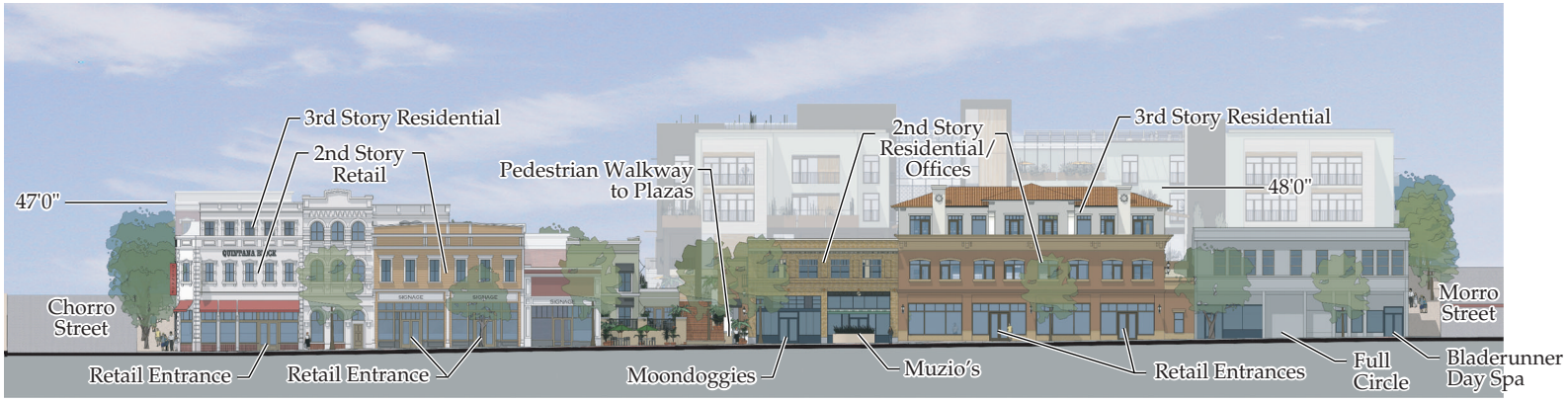
SCALE IN FEET

0 60 120

amec

Revised Morro and Palm Street Elevations
Chinatown Project

FIGURE
2.3-7



South Elevation – Facing Monterey Street

West Elevation – Facing Chorro Street

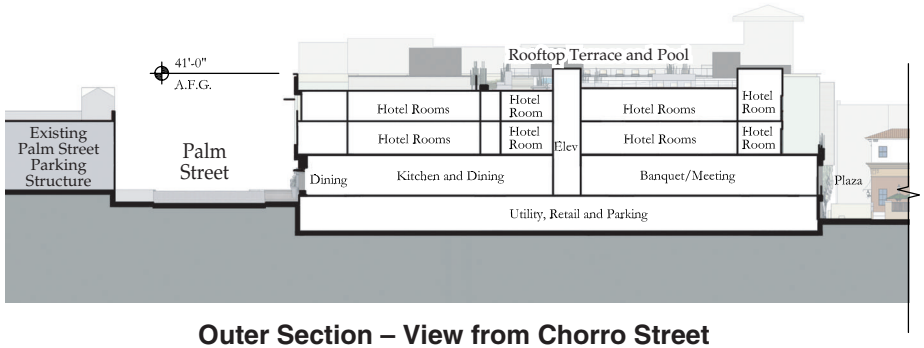
SCALE IN FEET

0 60 120

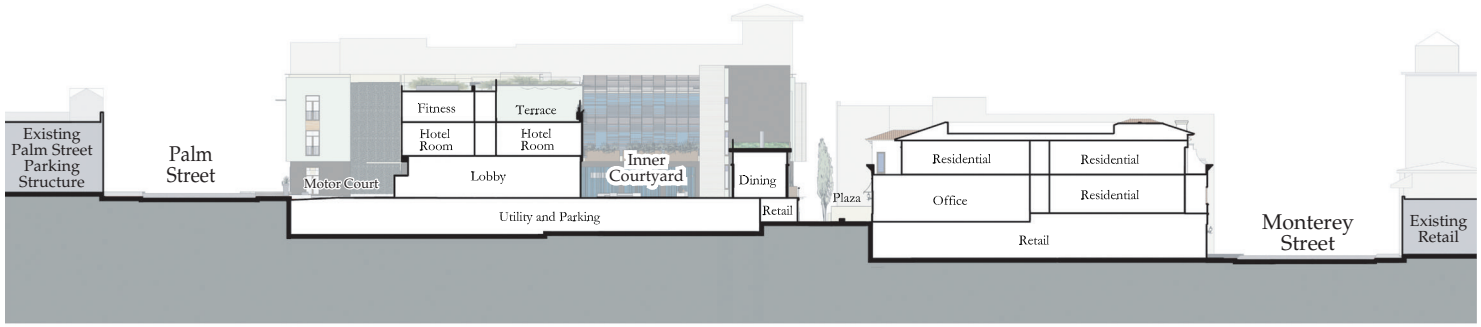
amec

Revised Monterey and Chorro Street Elevations
Chinatown Project

FIGURE 2.3-8



Outer Section – View from Chorro Street



Inner Section – View at Block Center

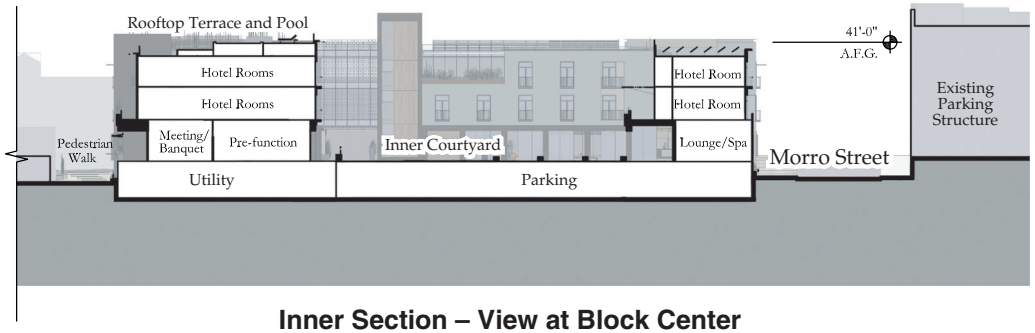
SCALE IN FEET

0 70 140

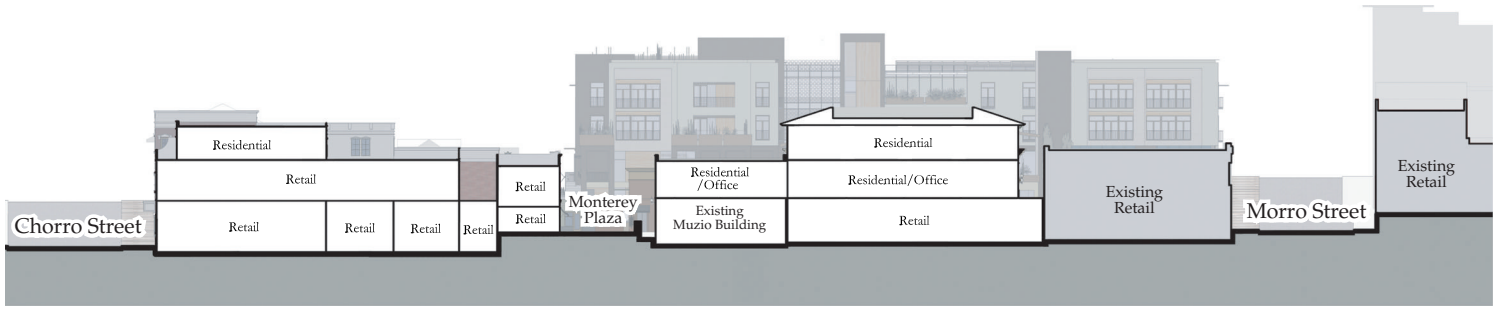
amec

Revised Project Cross Sections Looking Northeast (toward Morro Street)
Chinatown Project

FIGURE 2.3-9



Inner Section – View at Block Center



Outer Section – View from Monterey Street

SCALE IN FEET

0 70 140

amec

Revised Project Cross Sections Looking Northwest (toward Palm Street)
Chinatown Project

FIGURE 2.3-10

3.0 REVISED PROJECT IMPACTS AND MITIGATION MEASURES

3.1 OVERVIEW

This section focuses on the most significant changes to the key issue areas identified in the Chinatown Project Final EIR/Final EIR Update and includes a comparison table of key impacts and mitigation measures associated with the previously proposed and revised project. In particular, this section focuses on those impacts which may have changed from significant to insignificant or where recommended mitigation measures may have been altered. In general, reductions in project size, height, scale and incorporation of adaptive reuse of historic structures along with other changes identified in Section 2.0, have led to reductions in the severity of project impacts. The discussion in this Final EIR Addendum should be used in conjunction with the discussion in the Final EIR/Final EIR Update to understand the impacts of the amended Chinatown Project and changes in required mitigation measures.

The original Chinatown Final EIR (September 2007) identified unavoidable and significant environmental impacts associated with Aesthetics and Visual Resources associated with project size, bulk, and scale and changes to Downtown character. In addition, impacts to Cultural Resources were also considered unavoidable and significant due to loss of historic buildings and the project inconsistency with the character of the Downtown Historic District. Although the Final EIR also identified multiple additional impacts, these two issues prompted a redesign of the project to address these issues. That redesigned project, as assessed in the Chinatown Project Final EIR Update (November 2007), was smaller in height and scale and resulted in reduced impacts to Aesthetics and Visual Resources and Cultural Resources of the project. The Final EIR Update concluded that several impacts and associated mitigation measures related to visual and cultural resources were no longer applicable and could be eliminated. The revised project in the Final EIR Update forms the basis for comparison of the environmental impacts of the current and most recent project revisions analyzed below.

3.2 MAJOR ENVIRONMENTAL RESOURCES POTENTIALLY AFFECTED

3.2.1 Aesthetics and Visual Resources

The revised Chinatown Project would generally maintain the vertical dimension of the previous design, with three- to four-story buildings not exceeding 50 feet in height above average natural grade. Overall project size and scale, however, would be reduced by greater upper-story setbacks. The distribution of project area would also change significantly, with an approximately 64 percent reduction in residential square footage, and an increase in proposed retail, office, and hotel square footage (approximately 17, 22, and 28 percent, respectively). The revised project would also include a reconfiguration of the proposed internal pedestrian plaza/walkway system with a majority of the system open to the public, but with a smaller potion occasionally prioritized for hotel uses (refer to Figure 2.2-3). The reduction in overall size, scale, and bulk would allow the project to be more compatible with the character of this portion of downtown San Luis Obispo, given its location in both the Chinatown and the Downtown Historic Districts. As a result, the revised project would further reduce impacts on aesthetics and visual resources as compared to the previous design. Impact VIS-1, associated with height and mass of proposed multi-story structures, would be further reduced and would remain less than significant under the revised project. Impacts to architectural compatibility described under Impact VIS-2 would also be reduced and would remain less than significant with implementation of required mitigation measures described in mitigation measure MM VIS-2. Impact VIS-3 and the previously required mitigation measures addressing nighttime light and glare would remain unchanged. Changes to aesthetics and visual resources impacts are summarized below.

Impact VIS-1. The proposed project has been revised to include adaptive reuse of the Cornerstone Building/historic Blackstone Hotel (Building B-1) and the Sauer Bakery (Building B-2). Although the proposed hotel located in Building A at the corner of Palm and Morro streets would be up to four stories in height fronting the internal pedestrian walkway system, the Palm Street frontage would be three stories above the ground level of the adjacent street, with maximum elevations of up to 50 feet. In addition, proposed commercial and residential uses in Building B, the reconstructed Blackstone Hotel and Sauer Bakery buildings, would remain three stories in height with the upper levels further set back off Monterey Street to reduce overall project size, height, and scale and

minimize shading. These changes would keep the visual impacts below the threshold of significance, and it would remain a less than significant impact.

Impact VIS-2. Regarding architectural style, the proposed structures would remain compatible with the Main Street character of the Downtown Historic District along Monterey Street. Under the amended project, the Sauer Bakery and the Cornerstone Building/historic Blackstone Hotel would be retained and adaptively reused to pay homage to the late 1800s-early 1900s architecture of the original Quintana Building (rather than retain the Streamline Modern façade). In addition, elements of Chinese architecture have been incorporated into parts of the proposed contemporary project design located within the Chinese Historic District, specifically along Palm and Chorro streets, including Chinese 'Key Pattern' or 'Thunder Pattern' glass motif, balcony railings with Chinese 'Eight Diagrams' patterns, a wood screen 'Lantern', 'Celadon Green' cement plaster, 'Cracked Ice' glazing, bamboo lattice, 'Ah Louis' brick, and public art with etched graphic historical imagery. Architectural detailing would incorporate variation in roof and parapet heights, articulated roof/wall junctures with added cornice treatments and trellis components, regular and vertically articulated window pattern, articulated and highlighted entries, and increased upper floor balconies and projections. The revised project would also include reuse of the historic Shanghai Low Restaurant sign in the Central Plaza area.

However, although these changes would substantially improve the project's compatibility with the character of the Downtown, due to the project's sensitive location, submittal of a physical architectural model under mitigation measure MM VIS-2 (1) would still be required for final Architectural Review Commission (ARC) review[1]. Therefore, impacts associated with architectural compatibility with the surrounding area would be reduced and would remain less than significant with incorporation of mitigation.

Mitigation Measures. As with the previous project design, mitigation measures MM VIS-1a, MM VIS-1b, MM VIS-2 (2) through (4) in the Final EIR would not apply to the revised Chinatown Project. All other mitigation measures associated with aesthetics and visual resources identified in the Chinatown Final EIR would still be required.

[1] A digital 3-D model of proposed buildings would also be provided as part of the revised project.

Residual Impacts. Residual impacts under the revised project would be less than significant.

3.2.2 Cultural Resources

The revised Chinatown Project would incorporate several cultural resources that were not included in the previous project design, and as such would have reduced impacts on cultural resources. Under the amended project, the Sauer Bakery and the Cornerstone Building/historic Blackstone Hotel would be retained and adaptively reused to pay homage to the architecture of the original Quintana Building (rather than retain the Streamline Modern façade). In addition, elements of Chinese architecture have been incorporated into parts of the proposed contemporary project design located within the Chinese Historic District, specifically along Palm and Chorro streets, including Chinese 'Key Pattern' or 'Thunder Pattern' glass motif, balcony railings with Chinese 'Eight Diagrams' patterns, a wood screen 'Lantern', 'Celadon Green' cement plaster, 'Cracked Ice' glazing, bamboo lattice, 'Ah Louis' brick, and public art with etched graphic historical imagery. However, the project would still include demolition of two buildings identified as contributing resources to historic preservation districts (Bello's and Palm Street buildings).

Impacts CR-1 and CR-8 would remain less than significant with implementation of feasible mitigation measures as described in the Final EIR. Impact CR-2 would remain significant and unavoidable as descried in the Final EIR. Impacts CR-3 and CR-6 would remain less than significant under the revised project with alterations to required mitigation measures from the Final EIR. The retention and adaptive reuse of the Sauer Bakery Building would reduce Impact CR-4 to less than significant. However, impacts CR-5 and CR-7 would remain significant and unavoidable as a result of demolition or alteration of historic structures as discussed in the Final EIR and mitigation measures would still be required. Changes to cultural resources impacts are discussed below.

Impact CR-3. The revised project includes a new addition at the Monterey Street Level to the rear of the historic Muzio's Building, an NRHP-eligible property included on the City's Master List of Historic Resources. Similar to the previous project design, the existing wood stairway and decks at the rear would be removed. As discussed in the Final EIR, there is no historical documentation of the rear exterior stairway, and building permits suggest that this feature has been altered over the years. Therefore, these

stairways do not contribute to the building's significance, and alteration of these exterior stairways would not diminish the integrity of the building.

The revised project would also eliminate the pedestrian walkway, previously proposed on the east side of the Muzio's Building; proposed Building C would instead abut the building's existing eastern façade. Historically, the eastern façade of this structure has been hidden by adjacent buildings, and since this wall is not considered a defining element of the structure, impacts would not be significant.

Under the revised project, the new rear addition would also impact the existing rear exterior entrance at the Monterey Level, which characterizes the spatial relationship of the building. To be consistent with the Secretary of Interior's Standards for Rehabilitation, "new additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property" (Weeks and Grimmer 1995). Therefore, the new addition would be acceptable as long as the current exterior wall would be incorporated as an interior wall. This action would preserve current fenestration which is a character defining feature of this building. Therefore, with alterations to mitigation measures, impacts to this historic resource would remain less than significant.

Impact CR-4. The revised project would not demolish the Sauer Bakery Building which is included on the City's Master List of Historic Resources; rather, the building would be adaptively reused. Reuse would entail the following activities:

- The wall of the Sauer Bakery Building along Monterey Street is constructed of wood frame and would be remodeled to recreate the window openings that occurred with the original building configuration – six double hung windows.
- The original bracketed cornice, which was removed with the street widening, would be recreated as closely as possible to the original scale and detail.
- The existing windows along the northeast façade of the Sauer Bakery Building would be retained in their existing location and reconditioned or reconstructed as necessary.
- New horizontal siding would be provided at the Monterey Street façade to recreate the original character of the Sauer Bakery Building.
- The unreinforced brick rear building of the Sauer Bakery would be strengthened and seismically retrofitted.

- The ovens which exist in the rear of the Sauer Bakery Building would remain intact with no modifications proposed.
- All floors within the existing buildings would be strengthened and leveled to accommodate accessibility and new uses.

The significance of the Sauer Bakery building was determined based on its association with a family and a business important in San Luis Obispo history rather than its architectural integrity. Therefore, reuse of the Sauer Bakery building under the revised project, as described above, would reduce impacts to this historic resource from significant and unavoidable to less than significant. However, the building would be subject to historic documentation procedures related to its location within the Downtown Historic District (see discussion under Impact CR-7).

Impact CR-5. Although the Cornerstone Building/historic Blackstone Hotel would no longer be demolished under the revised Chinatown Project, two buildings identified as contributing resources to historic preservation districts (Bello's and Palm Street Buildings) would still be demolished. Subsequent hearings before the Cultural Heritage Committee (CHC) and City Council concluded that these two buildings could be demolished subject to approved mitigation measures related to proper historical documentation procedures. Similar to the previously evaluated version of the project, demolition of these two contributing structures would result in impacts that remain significant and unavoidable.

Consistent with EIR Mitigation Measure MM CR-5 requiring the incorporation of building details as well as portions of existing construction into the new construction, the CHC and City Council reviewed historical reports at the end of 2008 that were commissioned specifically to identify what the key remaining significant character-defining features of both the Blackstone and Sauer Bakery buildings were and determine what features needed to be retained within the revised project.[2] The City Council concluded the Blackstone's Ah Louis bricks needed to be reused within the revised project.

The revised project would go far beyond this minimum threshold established by the City Council to incorporate specific details and character derived from the late 1800s-early

[2] Please refer to the City's website for comprehensive documentation on history and architectural analysis of the Blackstone and Sauer Bakery buildings.

1900s architecture of the original building. With the seismic retrofit and remodel of the Blackstone, the proposal would be to return the building architecture to the style of the Quintana Building with the Italian Swiss facade remaining a distinct element along Chorro Street. The building would remain at three levels—as opposed to the original two-story Quintana Building—with the upper floor stepped back along Chorro Street for the Quintana portion of the street elevation. The currently proposed adaptive reuse of the Cornerstone Building/historic Blackstone Hotel would entail the following:

- The wall of the Blackstone along Chorro Street, because it is relatively intact structurally and is part of the original building construction, would remain and be reinforced and seismically strengthened. Seismic strengthening would consist of a combination of steel moment frames, steel wall girts/braces, and floor and roof anchors to tie the buildings' horizontal diaphragms to the exterior walls.

- New floor sheathing would be installed over floor framing as necessary to strengthen the floor and/or roof diaphragms.

- The existing wall of the Blackstone along Monterey Street would be removed and rebuilt to resemble the architecture of the 1874-1913 Quintana Building in a similar scale utilizing details such as window fenestration and opening alignments as closely as reasonably possible to the original.

- Building trim, window proportions, and façade details are based on existing historical photos. These have been used to establish the design details and proportions and would be used throughout the project to replicate as closely as possible the original character.

The current proposal to seismically strengthen and adaptively reuse the Blackstone Hotel building exceeds the City Council's minimum threshold of retaining the Ah Louis bricks as the building's character-defining feature within the project. Therefore, reuse of the Blackstone Hotel building under the revised project, as described above, would lessen the impacts to this historic resource; however, the impacts would remain significant.

Impact CR-6. The revised project includes relocation of the historic Shanghai Low Restaurant neon sign on Palm Street in the Chinatown Historic District to the proposed Central Plaza area on the Sauer Bakery building. Although the sign would be retained and visible from Palm Street up the West Pedestrian Walk, it was previously found that its location along the Palm Street frontage is important in retaining its historic context. The relocation of the sign would leave only one of the three neon signs that ever existed in the Chinatown area on Palm Street. Therefore, mitigation measure MM CR-6 from the

Chinatown Project Final EIR, to incorporate the sign into new construction on Palm Street in the general area of its current location, would be required to reduce impacts to less than significant.

Impact CR-7. The revised Chinatown Project would still require the demolition or alteration of contributing structures to the Chinatown and Downtown Historic Districts; the Bello's and Cornerstone/historic Blackstone Hotel buildings in the Downtown Historic District and the Palm Street Building in the Chinatown Historic District. The redesign of the project would incorporate subtle Chinese-inspired architectural elements into parts of the proposed project located within the Chinese Historic District; however, impacts as a result of proposed demolition, alteration, or removal of these contributing structures would result in a significant impact to the integrity of the Chinatown Historic District on Palm Street and the Monterey Street corridor of the Downtown Historic District. The revised project would not require demolition the Sauer Bakery Building; however, the building would be altered for adaptive reuse. Since the loss of contributing buildings would materially affect the districts' ability to convey their historical significance, this impact would remain significant and unavoidable, even after mitigation.

Mitigation Measures. Mitigation measure MM CR-3 would be modified under the revised project to ensure rehabilitation of the Muzio's Building consistent with the Secretary of Interior's Standards for rehabilitation, including incorporation of the current rear exterior wall as an interior wall to preserve the current fenestration and character defining feature of the building. Mitigation measure MM CR-4 would no longer apply. Mitigation measure MM CR-6 from the Chinatown Project Final EIR would be required under the revised project to ensure the Shanghai Low neon sign is incorporated into new construction on Palm Street. Mitigation measure MM CR-7 and all other mitigation measures associated with cultural resources identified in the Chinatown Project Final EIR/Final EIR Update would still be required.

Residual Impacts. Residual impacts to Cultural Resources associated with the revised project would remain unavoidable and significant as identified in the Chinatown Project Final EIR/Final EIR Update.

3.2.3 Population and Housing

Population and housing impacts from the revised Chinatown Project would be increased as project employment opportunities would be increased and because the revised project includes two fewer affordable residential units set aside for moderate-income households. Although project-related impacts discussed under Impact PH-1, including the City affordable housing imbalance would be increased by the revised project, they would remain less than significant. Project-related impacts discussed under Impact PH-2 in the Final EIR/Final EIR Update were removed, per direction from the Council, as they were no longer necessary in light of the revised project description that included deed-restricted affordable housing units, consistent with the City's Inclusionary Housing Ordinance. Similar to the previous project, the revised project also includes affordable housing units consistent with the City's Inclusionary Housing Ordinance. Therefore, Impact PH-2 no longer applies. Changes in impacts and mitigation measures related to population and housing are summarized below.

Impact PH-1. Using the same means of calculation as described in the Final EIR, the revised project's job/housing ratio (Table 3.2-1) would increase from the previous project design, which was 1.66. Although retail and office space is increased over the previous project design, this increase in the ratio is largely due to the reduction in residential units.

Table 3.2-1. Jobs/Housing Ratio

Development Type	Workers per Unit	Revised Project	Number of Workers
Retail	3.0 per 1,000 square feet (sf)	51,150 sf	153.5
Office	4.0 per 1,000 sf	5,630 sf	22.5
Services and Manufacturing	2.6 per 1,000 sf	6,000 sf	15.6
Motel/Hotel	0.39 per room	78 rooms	30.4
Total			**222**
		Proposed Residential Units = 16	
		Jobs/Housing Ratio[1] = 6.25	

[1]Assumes average household size of 2.219 persons/household.

This increase would result in greater inconsistency with the City's Land Use Element Growth Management Policy LU 1.4; however, though the revised project's contribution to the jobs/housing imbalance would increase from the previous project design, this imbalance would still not rise to the level of significance. The revised project in itself is a large mixed-use development that would provide housing opportunities, including limited affordable housing, as well as increased employment. Although the project would create more jobs than residences, it still ultimately moves toward the City's goal of increasing housing supply as well as providing downtown housing. As previously discussed in the Final EIR, the number of jobs created is not directly related to the number of new potential residents. Overall, the revised project would not cause a significant change in the overall job/housing ratio for San Luis Obispo.

Mitigation Measures. Mitigation measures associated with population and housing identified in the Chinatown Project Final EIR would remain unchanged.

Residual Impacts. Similar to the previous project, residual impacts associated with the revised project would be less than significant.

3.2.4 Transportation and Traffic

The revised Chinatown Project would be approximately 84 percent of the size of the previous project design and as such would have slightly reduced impacts on transportation and traffic. Project-related trip generation would be incrementally decreased in the PM peak hour (Table 3.2-2), along with associated project-related traffic on downtown streets, and traffic impacts would remain less than significant. Parking demand associated with on-site uses would be reduced (Table 3.2-3), along with the proposed supply of on-site parking, although the impacts associated with the loss of public parking and the limitations of on-site parking to serve all the intended users would remain substantially the same as discussed in the Final EIR. Project-related impacts discussed under Impacts TT-1, TT-2, TT-4, TT-5, TT-6, TT-8, and TT-9, and TT-10, including intersection LOS, construction, bicycle, motorcycle, transit, safety, and emergency access-related impacts, would remain substantially the same as discussed in the Final EIR/Final EIR Update, and the previously required mitigation measures would remain unchanged. Changes in project impacts associated with pedestrian facilities and parking demand are summarized below, along with changes to Impacts TT-3 and TT-7.

Table 3.2-2. Revised PM Peak-Hour Project Trip Generation Rates and Estimates

Land Use	Size[1]	Trip Generation Rates			Trip Generation Estimates		
		In	Out	Total	In	Out	Total
Proposed Uses							
Condominium Units[2]	15 du	0.36	0.22	0.58	5.4	3.3	8.7
Boutique Hotel[3]	78 rooms	0.25	0.26	0.51	19.5	20.3	39.8
Meeting Facility[4]	3,000 sf	N/A	N/A	N/A	0	75	75
Restaurant[5]	6,000 sf	5.02	2.47	7.49	30	15	45
Retail[6]	51,150 sf	1.80	1.95	3.75	92.1	99.7	191.8
Office[7]	5,630 sf	0.25	1.24	1.49	1.4	7	8.4
Subtotal					**148.4**	**220.3**	**368.7**
Existing Uses							
Cornerstone Realty[7]	1,300 sf	0.25	1.24	1.49	0	2	2
Photo 101[6]	1,100 sf	1.80	1.95	3.75	2	2	4
Costume Capers[8]	1,675 sf	1.92	1.91	3.83	3	3	6
Bello's[8]	3,600 sf	1.92	1.91	3.83	7	7	14
Palm St. Commercial[6]	3,400 sf	1.80	1.95	3.75	6	7	13
Subtotal					**18**	**21**	**39**
25% Project Internalization Reduction[9]					31	29	59
25% Existing Uses Internalization Reduction[9]					5	4	9
Total Net New Trips under Revised Project					**94**	**166**	**262**
Total Net New Trips under Previous Project					100	165	265
Difference in New Net Trips					(6)	1	(3)

Notes:
[1] du = dwelling units; sf = square feet
[2] High-rise condominium/townhome (ITE land use code 232); PM equation: T = 0.34(X) + 15.47
[3] Hotel (ITE land use code 310); PM equation: Ln(T) = 1.20 Ln(X) -1.55
[4] Based on City parking requirements.
[5] Quality restaurant (ITE land use code 931); average rates used.
[6] Shopping center (ITE land use code 820); average rates used.
[7] General office (ITE land use code 710); average rates used.
[8] Apparel store (ITE land use code 870); average rates used.
[9] Reduction taken for restaurant and retail uses only.
Where T = average trip ends and X = number of units (measured in dwelling units or 1,000 sf).
Source: Institute of Transportation Engineers 2003.

Table 3.2-3. Revised Vehicle Parking Requirements

Land Use/Size	Standard	Stalls Required	New Stalls Provided
Proposed Uses			
6 1-bedroom condominiums	1 per unit	6	
9 2-bedroom condominiums	1 per unit	9	
1 3-bedroom condominiums	1.25 per unit	1.25	
Residential complex (guest) parking	0.1 per unit	1.6	
Residential Subtotal		***17.85***	*20*
78-room boutique hotel	.5 per room/suite + .5 per manager	40	
2,800 sf meeting room	1 per 350 sf	8	
6,000 sf restaurant	1 per 350 sf	17	
51,150 sf retail	1 per 500 sf	102.3	
3,000 sf hotel spa	1 per 500 sf[1]	6	
5,630 sf office	1 per 500 sf	11.3	
Non-Residential Subtotal		***184.6***	*54*
Estimated Project Parking Demand		*202.4*	
Credit for Existing Uses *-Occupied square footage – 22 spaces* *-Unoccupied square footage – 73 spaces*		***(95)***	
Total Net New Parking Demand		*107*	*74*

[1]Number of spa personnel used in determining parking demand has not been determined at this time; therefore, the retail standard has been applied. This would constitute a worst-case scenario since some of the customers would be overlapping with hotel patrons.

Note: Bicycle and motorcycle parking space requirements would be reduced under the revised project. Revised bicycle requirements would include 31 long-term spaces for residential, 14 short-term spaces for customers, and 11 long-term spaces for employees and 2 spaces which could be short- or long-term. Revised motorcycle requirements would include 10 spaces. Impacts to bicycle and motorcycle parking would remain less than significant with implementation of existing mitigation measures (MM TT-4 and MM TT-5).

Sources: City of San Luis Obispo 2004; SLO Chinatown LLC 2009.

Impact TT-3. Because of the reduction in residential units under the revised project (from 36 to 16 units), pedestrian activity and associated potential for sidewalk congestion would be reduced overall, and would not be significant. However, contributions to sidewalk congestion from retail (employees increased from 131 to 154 and area increased from 43,750 to 51,150 sf) and hotel (increased from 67 rooms to 78 rooms) could result in localized congestion at certain points in the project area. Under the revised project, the site's public pedestrian network, planned always to be open to the public, would be reduced in area (15 percent of the total site area versus the former 26 percent) and

connectivity (three walkways versus the former five and two plazas versus the former three)[3].

Since the revised project includes retention of the existing historic buildings along Chorro Street, the sidewalk along this frontage is limited in the ability to meet the 8-foot minimum pedestrian passage goal. However, this would be addressed by mitigation measure MM TT-3a, as modified in the Final EIR Update. The revised project plans also indicate the inclusion of sidewalk dining, street furniture, and landscaping on the proposed pedestrian walkways/plazas. This could potentially restrict available effective pedestrian passage, resulting in congestion within proposed plazas and walkways. This would be mitigated by MM TT-3h, as modified in the Final EIR Update. Therefore, similar to the previous project, impacts to pedestrian facilities would remain less than significant with incorporation of mitigation.

Impact TT-7. Although overall project parking demand would be slightly reduced as summarized in Table 3.2-3, parking impacts identified in Impact TT-7 would remain substantially unchanged. The revised project would no longer exceed City ordinance requirements for provision of on-site parking by constructing 74 subterranean parking spaces (33 less than ordinance requirements); in addition, no parking would be provided for the general public or employees. Employees and patrons that drive would rely on the adjacent parking structures and on-street spaces for parking. The project would also continue to have the potential to impact on-street parking supply as discussed in the Final EIR, dependent upon the final configuration of area sidewalk improvements and commercial loading zones. Finally, impacts associated with displacement of 155 existing public and private parking spaces would remain unchanged, leading to substantially increased demand for parking within the adjacent Palm Street public parking structures, which would still exceed the available effective supply of parking spaces within these structures.

Per the City's Zoning Ordinance Regulations, the revised project, with 74 proposed on-site spaces, would technically result in a deficit of 33 spaces on site. However, this surplus does not take into account the loss of the 155 on-site public and private parking spaces or the restricted availability of the 74 spaces proposed. Section 17.16.060G of the City's Zoning Regulations states that "the right to occupy and use any premises shall be

[3] The project would also include a hotel courtyard/pedestrian walkway which is proposed to be available to the public much of the time, when not in use for hotel exclusive events.

contingent on presenting the required parking and maintaining its availability to the residents, staff, and/or customers." Adding the deficit of 33 spaces to the 155 on-site parking spaces lost results in a net increase in demand of 188 parking spaces associated with implementation of the proposed project (Table 3.2-4). As noted in the Final EIR, the 919 Palm Street and 842 Palm Street parking structures have approximately 118 spaces available on a typical weekday. Similar to the previously proposed project, the shortfall of spaces associated with displacement of existing public parking and increased public demand would exceed the capacity of the existing parking structures, which would constitute a significant impact. This would be mitigated to less than significant with implementation of required mitigation measures.

Table 3.2-4. Revised Parking Estimates Summary

Factors Influencing Parking Calculations	Net Project Parking Demand	Project Parking Provided & Credits	Net Unmet Parking Demand
Parking Demand Per City Code	202		
Displaced Surface Parking	155		
Existing Use Credit Per City Code		95	
Proposed Spaces		74	
Totals	**358**	**169**	**188**

Note: Assumes 130 juror spaces are unavailable for general public use (refer to Table 3.10-9 in Chinatown Project Final EIR).

Mitigation Measures. All mitigation measures associated with transportation and traffic identified in the Final EIR/Final EIR Update would still be required.

Residual Impacts. As with the previous project design in the Final EIR Update, residual impacts associated with the revised project would be reduced to less than significant after implementation of mitigation measures.

Table 3.2-5. Comparison Summary of Impact Determination for Major Issues

Original Impact Description	Previous Project	Revised Project
Aesthetics and Visual Resources		
VIS-1 Visual impacts, in terms of the compatibility of height and mass of the proposed mixed-use structure (Building A) and hotel (Building B), are significant and unavoidable.	Class III Impacts	Class III Impacts
VIS-2 The proposed project could generate significant visual impacts associated with architectural compatibility with the surrounding area.	Class II Impacts	Class II Impacts
Cultural Resources		
CR-3 The proposed project would result in potentially significant impacts to a historic resource eligible for listing on the National Register of Historic Places, as a result of alterations to the Muzio's Building located at 868-870 Monterey Street.[4]	Class III Impacts	Class II Impacts
CR-4 The proposed project would result in significant and unavoidable impacts to a historic resource included on the City's Master List of Historic Resources, as a result of demolition of the Sauer Bakery Building located at 848 Monterey Street.	Class I Impacts	Class III Impacts
CR-5 The proposed project would result in significant and unavoidable impacts to three historic resources that are contributing elements to recognized historic districts as a result of proposed demolition.	Class I Impacts	Class I Impacts
CR-6 The proposed project would result in significant impacts to a contributing element of a recognized historic district as a result of demolition of the Shanghai Low Restaurant sign located at 861 Palm Street.[1]	Class III Impacts	Class II Impacts
CR-7 The proposed project would result in significant impacts to the Chinatown Historic District and the Downtown Historic District as a result of the demolition of contributing structures.	Class I Impacts	Class I Impacts
Population and Housing		
PH-1 The proposed project may increase the gap between housing demand and supply, conflicting with Growth Management Policy LU 1.4, and may exacerbate the affordable housing imbalance in the City of San Luis Obispo.	Class III Impacts	Class III Impacts
Transportation and Traffic		
TT-3 The proposed project could result in potentially significant impacts to pedestrian facilities and pedestrian safety.	Class II Impacts	Class II Impacts

Table 3.2-5. Comparison Summary of Impact Determination for Major Issues (Continued)

Original Impact Description	Previous Project	Revised Project
Transportation and Traffic (Continued)		
TT-7 The proposed project would result in potentially significant impacts to the public parking supply due to the loss of existing public metered parking on the project site and on streets adjacent to the project site combined with a substantial increase in demand from the proposed project (in excess of proposed on-site parking).	Class II Impacts	Class II Impacts

Notes:
Class I Impacts – Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels
Class II Impacts – Significant Impacts That Can Be Mitigated To Less Than Significant Levels
Class III Impacts – Impacts That Are Adverse But Less Than Significant
[1] These impacts were originally identified as a potentially significant (Class II) in the Chinatown Project Final EIR (September 2007), but were modified to adverse, but less than significant impacts (Class III) in the Final EIR Update due to changes in project design.

4.0 REVISED IMPACT SUMMARY TABLES

4.1 OVERVIEW

The following revised impact summary tables *replace* the Executive Summary Impact Tables (ES-1 through ES-3) in the Chinatown Project Final EIR/Final EIR Update in its entirety. The revisions in this section reflect the results of the analyses summarized in Section 3.0 for changes to impacts to major issue areas such as Aesthetics and Visual Resources, Cultural Resources, and Transportation and Traffic. In addition, minor adjustments to important impacts and mitigation measures are reflected here.

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels

Impact	Mitigation Measures	Residual Impact
3.2 Air Quality		
AQ-1 Implementation of the proposed project would result in significant unavoidable construction emissions of NO_x at levels that exceed the County of San Luis Obispo APCD thresholds.	MM AQ-1a The following standard air quality mitigation measures shall be implemented during construction activities at the project site: • Water trucks or sprinkler trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require twice-daily applications. Increased watering frequency would be required when wind speeds exceed 15 miles per hour (mph). Reclaimed water (non-potable) should be used when possible. • Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating native grass seed and watered until vegetation is established. • All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD. • Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. • All PM_{10} mitigation measures required shall be shown on grading and building plans. • The contractor shall ensure that portable equipment, 50 horsepower or greater, used during construction activities have the appropriate California statewide portable equipment registration (issued by ARB) and/or APCD permit. To minimize potential delays, prior to the start of the project, Gary Willey of the District's Engineering Division at (805) 781-5912 shall be contacted for specific information regarding permitting requirements. • In addition to MM HAZ-3, proper abatement of lead before demolition of structures shall be performed in order to prevent the release of lead from the site. • On-site vehicle speeds shall be 15 mph or less. • All dirt stockpile areas shall be sprayed daily as needed.	The projected emissions for the proposed project were found to be above the established CEQA thresholds for long-term construction emissions of NO_x (Tables 3.2-7 through 3.2-9). Implementation of standard APCD-recommended conditions at the project site would minimize construction-related air quality impacts; however, this impact would remain significant and unavoidable, even after mitigation.

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.2 Air Quality (continued)		
	• Soil-binders, approved by the APCD prior to use, shall be used on completed cut-and-fill areas in order to reduce fugitive dust emissions. • All construction equipment shall be properly maintained and tuned according to manufacturer's specifications. • All off-road and portable diesel powered equipment shall be fueled exclusively with California ARB motor vehicle diesel fuel. • Reduce the amount of disturbed area where possible. • Permanent dust control measures identified in the approved project re-vegetation and landscape plans shall be implemented as soon as possible following completion of any soil disturbing activities. • All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible unless seeding or soil binders are used. • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114. • All streets adjacent to the project site shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible. • Demolition activities associated with the preparation of the project site shall comply with requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M - asbestos NESHAP) prior to the start of any demolition activities, including: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Tim Fuhs of the APCD Enforcement Division (781-5912) shall be contacted for more information.	

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.2 Air Quality (continued)		
	• Prior to any grading activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed in compliance with the California ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. If NOA is not present, an exemption request shall be filed with the APCD. If NOA is identified at the project site, the applicant shall 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. Tim Fuhs of the APCD Enforcement Division (781-5912) or the APCD web page (http://www.slocleanair.org/business/asbestos.asp) shall be contacted for more information. MM AQ-1b Maintain all construction equipment in proper tune according to manufacturer's specifications. MM AQ-1c Fuel all off-road and portable diesel powered equipment with California ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road). MM AQ-1d Maximize, to the extent feasible, the use of diesel construction equipment meeting California ARB's 1996 and newer certification standard for off-road heavy-duty diesel engines. MM AQ-1e Maximize to the extent feasible, the use of on-road heavy-duty equipment and trucks that meet the California ARB's 1998 or newer certification standard for on-road heavy-duty diesel engines. MM AQ-1f All on- and off-road diesel equipment shall not be allowed to idle for more than three minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the three minute idling limit. MM AQ-1g Catalytic soot filters shall be installed on two (2) pieces of equipment projected to generate the greatest emissions and be utilized onsite the longest (tracked dozer and excavator). The owner shall install and use five (5) oxidation catalysts for each catalytic soot filter that is determined to be unsuitable. Suitability is to be determined by an authorized representative of the filter manufacturer, or an independent California Licensed Mechanical	

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.2 Air Quality (continued)		
	Engineer who will submit, for District approval, a Suitability Report identifying and explaining the particular constraints to using the preferred catalytic soot filter. Installations must be done according to manufacturer's specifications. MM AQ-1h A Construction Activity Management plan shall be included as part of project grading and building plans and shall be submitted to the APCD for review and comment prior to City approval and the start of construction. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone of such persons shall be provided to the APCD prior to land use clearance for map recordation and grading. The plan shall include but not be limited to the following elements: • Schedule construction truck trips during non-peak hours (as determined by the Public Works Director) to reduce peak hour emissions. • Limit the length of the construction work-day period, if necessary. • Phase construction activities, if appropriate. • Because of the magnitude of the off-site hauling of soil and demolition debris that will be required with the project proposed truck routes shall be evaluated to identify routing patterns with the least impact to residential communities and sensitive receptors, such as schools, daycare facilities, hospitals, and senior centers. • As previously indicated, on- and off-road diesel equipment shall not be allowed to idle for more than three minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the three minute idling limit.	
AQ-3 Implementation of the proposed project would result in significant unavoidable operational air pollutant emissions of ROGs, PM_{10}, and NO_x at levels that exceed the County of San Luis Obispo APCD thresholds	MM AQ-3a The applicant shall ensure that all equipment utilized in operational activities have the necessary APCD permits when appropriate. To minimize potential delays, prior to the start of the project, Gary Wiley of the APCD's Engineering Division at (805) 781-5912 shall be contacted for specific information regarding permitting requirements.	Air emission impacts from motor vehicle trips associated with the proposed project are significant and unavoidable. In accordance with the San Luis Obispo APCD's CEQA Air Quality Handbook, all standard mitigation measures and feasible

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.2 Air Quality (continued)		
	MM AQ-3b The applicant shall evaluate and modify building design to alleviate potential air quality issues associated with having housing units incorporated in the parking structure building. To minimize potential delays, prior to the start of the project, Gary Wiley of the APCD's Engineering Division at (805) 781-5912 shall be contacted for specific information regarding permitting requirements. In order to minimize operational air pollutant emissions above County of San Luis Obispo APCD thresholds, the following mitigation measures shall be required: MM AQ-3c The project applicant shall agree to provide a fair-share contribution to local and/or regional transit systems to increase bus ridership and provide air pollution reduction benefits. Allocation of these funds between regional and local transit shall be at the discretion of the Public Works Director. MM AQ-3d On-site banking (automatic teller machine) and postal services (drop boxes) shall be provided at the project site. MM AQ-3e Information on public transit, bicycle parking, carpooling and local transportation management organizations, such as the County's Transportation Choices Program, shall be provided in the proposed parking structure, employee break rooms, and hotel guestrooms in order to encourage reduction in personal vehicle use and related emissions. MM AQ-3f The project applicant shall develop and implement an aggressive parking demand reduction and management program coordinated with the County's Transportation Choices Program and submitted to the APCD for review and comment prior to City approval. This program may include, but is not limited to the designation of a Transportation Coordinator who will manage transportation programs for the project and shall promote alternative modes of transportation, transit subsidies for both City and regional transit system (including residents), Downtown Access passes to be distributed to employees and information regarding parking and transportation options for customers. The project applicant will be required to submit an implementation plan to the City Transportation Division, for review and approval or amendment, which demonstrates how this mitigation measure will be achieved.	discretionary mitigation measures must be incorporated into the project. Implementation of these measures cannot be quantified in terms of reduction of air pollutant emissions; however, the residual impacts would remain above the significance threshold identified in the San Luis Obispo APCD's CEQA Air Quality Handbook.

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.2 Air Quality (continued)		
	MM AQ-3g The following measures shall be implemented to reduce impacts from vehicle emissions: • Provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, bike, etc. by implementing the Transportation Choices Program. The applicant should Contact SLO Regional Rideshare at (805) 541-2277 to receive free consulting services on how to start and maintain a program. • Implement City-approved Trip Reduction Program. • Provide on-site bicycle parking consistent with City ordinance requirements. • Provide preferential carpool and vanpool parking spaces. • Provide shower and locker facilities for employees of the major tenants (i.e., neighborhood market, hotel, and restaurant) and/or one shared shower and locker facility for all site employees. MM AQ-3h Built-in energy efficient appliances shall be used, where applicable. MM AQ-3i Double-paned windows shall be installed, where feasible. MM AQ-3j Energy efficient interior lighting shall be installed, where feasible. MM AQ-3k Only APCD-approved wood-burning devices shall be installed in new dwelling units. These devices include: all USEPA-Certified Phase II wood burning devices; catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of PM; non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of PM; pellet-fueled wood heaters; and dedicated gas-fired fireplaces. MM AQ-3l The following measures shall be implemented to reduce area source emissions for both residential and commercial components of the project: • Consistent with mitigation measure MM UT-4a, the applicant shall ensure building energy efficiency ratings exceed Title 24 requirements by a minimum of 15 percent. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double pane windows, using efficient interior lighting, etc.).	

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.2 Air Quality (continued)		
	• Include street tree planting to City Standards. • Provide on-site bicycle parking for multi-family residential developments. • Use roof material with a solar reflectance value meeting the Environmental Protection Agency/Department of Energy Star® rating to reduce summer cooling needs. • Use high efficiency gas or solar water heaters. • Use built-in energy efficient appliances; use low energy street lights (i.e. sodium), install door sweeps and weather stripping if more efficient doors and windows are not available, and install high efficiency or gas space heating.	
3.3 Cultural Resources		
CR-2 The proposed project development could potentially damage or destroy human burials associated with Mission San Luis Obispo as a result of subsurface grading and excavation.	MM CR-2 If human remains are encountered during archaeological excavation or during construction, all excavation or disturbance in the vicinity of the remains or any nearby area reasonably suspected to overlie human remains, as determined by the cultural resources monitor, must stop. The San Luis Obispo County Coroner must be contacted immediately to determine whether investigation of the cause of death is required. If the coroner determines that the remains are Native American, the Coroner must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall identify the person or persons it believes to be the most likely descendants (MLD) of the deceased Native American. This person will provide recommendations for the treatment of human remains. Based on discussions with tribal representatives, and subject to concurrence of the MLD, the following treatments of human remains shall be considered (in order of preference): 1. remains shall be left in place if at all possible; 2. remains shall be disinterred and reburied on the project site in a location not subject to further disturbance; 3. remains shall be disinterred and reburied in a location provided by the California Department of Parks and Recreation; or	With regard to Impact CR-2, if human remains are encountered during project development, disturbance of these remains and their removal to another location from their original context would be a significant and unavoidable impact. The severity of the residual impact could vary substantially depending upon the number and condition of bodies discovered. The HSC defines a cemetery as "a place where six or more human bodies are buried." Section 7600 of the HSC states that: The governing body of any city having a population of more than fifteen hundred and not exceeding one hundred thousand, may, by ordinance, and under such rules and regulations as it may adopt, provide for the disinterring and removal of all human remains from cemeteries in which no interments have been made for a period of two years, which are within the city, or

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.3 Cultural Resources (continued)		
	4. remains shall be disinterred and reburied in a location provided by the project proponent and/or the City of San Luis Obispo. Any disinterment of human remains shall be carried out with due care and respect, according to archaeological procedures. In situ Native American remains may be documented with drawings, measurements, and other non-destructive methods, but shall not be photographed or subject to destructive analysis without prior approval of the MLD.	owned and controlled by the city and located without its boundaries. Thus, if six or more burials are encountered on the project site, the City Council may be required to make a finding or pass an ordinance providing for the removal and reburial of these remains.
CR-5 The proposed project would result in significant and unavoidable impacts to three historic resources that are contributing elements to recognized historic districts as a result of proposed demolition.	MM CR-5 The following measures shall be implemented to preserve information about the historic Blackstone Hotel (840, 842, and 844 Monterey Street and 984 and 986 Chorro Street), Bello's Building (886 Monterey Street), and Palm Street Building (861 and 863 Palm Street) for further study: • Document the structures at 984-986 Chorro Street, 840, 842 and 844 Monterey Street (Blackstone Hotel), 886 Monterey (Bello's Building), and 861 and 863 Palm Street (Palm Street Building) in accordance with the procedures of the Historical American Buildings Survey (HABS) through measured drawings, written histories, and large-format photographs; such documentation shall be performed by an architectural historian who meets the Secretary of Interior's Professional Qualifications Standards; • Prepare a history of each of these buildings that incorporates oral history, documentary research, and architectural information; • To maintain a semblance of the original streetscape, incorporate architectural details of these buildings into the new construction on the site of the original building and incorporate uncovered original details (such as reuse of the Ah Louis bricks found at the site), along with portions of the original structure (specifically, the façade of the Swiss-Italian building portion of the structure along Chorro Street), as deemed feasible by a detailed rehabilitation feasibility analysis (historic structures report) that identifies the features that might be preserved and incorporated into the new construction; and	Implementation of MM CR-5 would lessen impacts to historic resources. However, because the demolition of all or portions of a historical resource represents an irreversible change to the historical resource, these impacts would remain significant and unavoidable, even after mitigation.

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.3 Cultural Resources (continued)		
	• Curate all materials, notes, and reports at the City Community Development Department (other than artifacts, which must be curated at qualified curation facilities), and submit copies to the Central Coastal Information Center.	
CR-7 The proposed project would result in significant impacts to the Chinatown Historic District and the Downtown Historic District as a result of the demolition of contributing structures.	MM CR-7a The Palm Street façade of the proposed building design shall be reviewed by the Cultural Heritage Committee to ensure it meets design standards and historical values consistent with its location within the Chinatown Historic District and to forward a recommendation to the Architectural Review Commission and the City Council, who would take the final action on the design plans for this structure. MM CR-7b The Monterey Street façade of the proposed building design shall be reviewed by the Cultural Heritage Committee to ensure it meets design standards and historical values consistent with its location within the Downtown Historic District and to forward a recommendation to the Architectural Review Commission and the City Council, who would take the final action on the design plans for this structure. MM CR-7c The Palm Street Building located at 861 and 863 Palm Street, including the Shanghai Low Restaurant neon sign, shall be documented per MM CR-5. MM CR-7d The historic Sauer Bakery (848 Monterey Street) shall be documented as follows to preserve information for further study: • Document the Sauer Building, including the brick oven, in accordance with the procedures of the Historical American Buildings Survey (HABS) through measured drawings, written histories, and large-format photographs; such documentation shall be performed by an architectural historian who meets the Secretary of Interior's Professional Qualifications Standards; • Prepare a history of this building that incorporates oral history, documentary research, and architectural information; • To maintain a semblance of the original streetscape, incorporate architectural details of this building into the new construction on the site of the original building and incorporate uncovered original details as well as portions of the original structure into the new	Implementation MM CR-7 would lessen impacts to the Chinatown Historic District; however, because the loss of a contributing building would materially affect the district's ability to convey its historical significance, this impact would remain significant and unavoidable, even after mitigation.

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.3 Cultural Resources (continued)		
	construction. The Cultural Heritage Committee will review plans to determine the appropriateness of the design in the context of the project's historical district setting and forward their recommendation to the Architectural Review Commission. Final building design including architectural details would be subject to the review and approval of the Architectural Review Commission and the City Council, who would take the final action on the design plans for this structure; and • Curate all materials, notes, and reports at the City Community Development Department (other than artifacts, which must be curated at qualified curation facilities), and submit copies to the Central Coastal Information Center.	
3.8 Noise		
NO-1 Short-term construction activities would temporarily generate significant unavoidable noise levels that would exceed thresholds in the City of San Luis Obispo, General Plan Noise Element and Noise Guidebook.	MM NO-1a Except for emergency repair of public service utilities, or where an exception is issued by the Community Development Department, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur on Monday through Saturday between the hours of 7:00 PM and 7:00 AM, or any time on Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial property line. MM NO-1b Where technically and economically feasible, construction activities shall be conducted so that the maximum noise levels at affected properties will not exceed 80 dBA for multi-family residential and 85 dBA for mixed residential/commercial land uses, restaurants, and meeting places. MM NO-1c For all construction activity at the project site, additional noise attenuation techniques shall be employed as needed to ensure that noise remains within levels allowed by the City of San Luis Obispo Municipal Code, Title 9, Chapter 9.12 (Noise Control). Such techniques shall include, but are not limited to: • Sound blankets shall be used on noise-generating equipment. • Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (STC) of 25.	Even with implementation of mitigation measures, City noise standards for mixed residential/commercial uses may be temporarily exceeded during grading and foundation construction activities (e.g., installation of caissons). Standard mitigation measures restricting hours of construction would minimize impacts; however, due to the location of sensitive land uses adjacent to the project site, noise standards may be periodically exceeded.

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Levels (continued)

Impact	Mitigation Measures	Residual Impact
3.8 Noise (continued)		
	• All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. • The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday. No movement of heavy equipment shall occur on Sundays or State holidays (e.g., Thanksgiving, Labor Day). • Temporary sound barriers shall be constructed between construction sites and affected uses. MM NO-1d The applicant shall offer to retrofit the two existing residences adjacent to the project site along Chorro Street (between Palm and Monterey Streets) for Noise Level Reduction, including measures deemed necessary by the City, such as: • retrofitting of doors and windows; • installation of attic insulation; and • baffling of attic and exhaust vents; MM NO-1e The contractor shall inform residents and business operators at properties within 300 feet of the project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Noise-related complaints shall be directed to the City Community Development Department.	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels

Impacts	Mitigation Measures	Residual Impacts
3.1 Aesthetics and Visual Resources		
VIS-2 The proposed project could potentially generate significant visual impacts associated with architectural compatibility with the surrounding area.	MM VIS-2 Information submitted to the Architectural Review Commission (ARC) for their final review of project plans shall include the following: 1) An architectural model of at least 1/16th-inch to the foot scale showing the project block, the adjacent streets, a portion of Mission Plaza and the Mission Church, and up to 16 feet minimum in building depth of adjacent structures across the street so that the impacts of, and relationships to, the surrounding adjacent community character can be clearly identified and evaluated by the reviewing bodies and the public. If the City Council ultimately determines that either the Protection of Visual Resources or the Reduced Development Alternatives be pursued buy the applicant, then an architectural model of the desired alternative shall be made available for public viewing prior to and during the public hearings for final review of the project design by the ARC.	Implementation of mitigation measures would ensure that the proposed project would be architecturally compatible with the surrounding area and reduce impacts to less than significant.
VIS-3 The proposed project could potentially result in significant long-term visual impacts from nighttime lighting and glare.	MM VIS-3a Where possible, all light fixtures shall be shielded so that neither the lamp nor the associated reflective interior surface is visible from the adjacent public streets. Low-level urban accent lighting may be exempted from this provision with approval of the Architectural Review Commission. MM VIS-3b Where there is the potential to generate project light and glare that would affect the residential neighborhoods to the north and west of the project, all exterior light fixtures shall be shielded so that neither the lamp nor the related reflective interior surface is visible from the adjacent residential blocks.	With application of mitigation measures, potential nighttime visual impacts from lighting and glare would be reduced to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.2 Air Quality		
AQ-2 Implementation of the proposed project could result in the release of vapors from hydrocarbon contaminated soils during construction related activities.	MM AQ-2 Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as possible and no later than 48 hours after affected material 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 other total petroleum hydrocarbons-non-permeable barrier such as plastic tarp. 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; • During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and, • Clean soil shall be segregated from contaminated soil. The notification and permitting determination requirements shall be directed to Karen Brooks of the APCD Enforcement Division at (805) 781-5912.	Implementation of MM AQ-2 would reduce impacts to less than significant.
3.3 Cultural Resources		
CR-1 The proposed project would result in significant impacts to archaeological resources representative of prehistoric Native American occupation, historic Chumash use of the area, Mission-era developments, and subsequent historic growth of the City as a result of subsurface grading and excavation.	MM CR-1a An archaeological testing and mitigation program shall be performed pursuant to the City's Archaeological Resource Preservation Guidelines and consistent with the archeological testing and mitigation plan appended to this EIR. If resources are discovered during testing, they will be evaluated for significance with criteria set forth in the testing plan. Impacts to significant finds will be mitigated through a data recovery program using appropriate archaeological field and laboratory methods, outlined in the appended testing and mitigation plan and pursuant to the City's Archaeological Resource Preservation Guidelines. Since the project would involve significant excavation and redevelopment, the project timeline must accommodate a time prior to project construction to allow for identification and evaluation of cultural resources, and for	Implementation of MM CR-1 would reduce impacts to less than significant levels.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.3 Cultural Resources (continued)		
	full recovery of the significant subsurface resources that would be affected by the project. The results of the program will be presented in a report that details all methods and findings, evaluates the nature and significance of the resources, analyzes and interprets the results, and makes provisions for construction monitoring, artifact curation, and public display/interpretation of the significant resources. MM CR-1b In order to ensure the information gained in the archaeological and historical studies is widely accessible to the public, the applicant shall fund a public display within the development that interprets the history of the site. The display shall be designed and installed by a professional with expertise in historical interpretation and museum display. In addition, under the direction of City staff, the applicant shall fund at least one of the following public outreach efforts to be made available to the public at no charge: • an interpretive pamphlet or small brochure, in color, describing cultural resources discovered; • a professionally produced video or DVD interpreting the history of the site; • a professionally produced radio or television production to be broadcast locally at least twice; or • a website describing the cultural resource studies and interpreting the results, to be hosted at the City site. MM CR-1c Artifacts recovered from significant resources shall be housed at a qualified curation facility. The Community Development Director shall chose from one of the following alternatives presented below for curation of archaeological collections. 1. Work with existing public or private institutions, such as (but not limited to) the San Luis Obispo County Archaeological Society (SLOCAS), University of California, Santa Barbara (UCSB), California Department of Parks and Recreation, or Cal Poly, to secure long-term storage. The chosen institution shall request and receive a one-time, lump-sum payment from the project proponent to fund said storage.	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.3 Cultural Resources (continued)		
	2. Each individual development, including the current proposed project, shall create a secure space for long-term storage and display within the development. This space will be subject to City approval and will be entirely funded by the project proponent. 3. Require developers to pay into a City-controlled fund for long-term curation and interpretation of archaeological remains. This money would be used to fund the construction and staffing of a City-operated curation facility. MM CR-1d It is possible that soil removed from the site during construction activities could contain Native American midden or other cultural artifacts. If this soil is placed in another location and future work uncovers the redeposited, artifact-bearing soil, the location of the redeposited soil may be confused with an actual archaeological site. The project proponent shall inform the Native Americans and the project archaeologist as to the disposition of soil removed from the site. The project archaeologist shall document where the soil is placed as a redeposited site and registered with the Central Coastal Information Center to avoid future confusion.	
CR-3 The proposed project would result in potentially significant impacts to a historic resource eligible for listing on the National Register of Historic Places, as a result of alterations to the Muzio's Building located at 868-870 Monterey Street.	MM CR-3 The following measures shall be implemented to ensure that rehabilitation is consistent with the Secretary of Interior's Standards and to retain the National Register qualities of the structure: • Rehabilitation of the Muzio's building shall include incorporation of the current rear exterior wall as an interior wall to preserve the current fenestration and character defining feature of the building. • Alterations must meet the Secretary of Interior's Standards. All plans for these alterations will be reviewed by the Cultural Heritage Committee and final action on the design taken by the Architectural Review Commission. • New alterations shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.	Implementation of MM CR-3 would reduce impacts to cultural resources to less than significant levels.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.3 Cultural Resources (continued)		
CR-6 The proposed project would result in significant impacts to a contributing element of a recognized historic district as a result of demolition of the Shanghai Low Restaurant sign located at 861 Palm Street.	MM CR-6 The Shanghai Low Restaurant sign shall be restored and preserved to retain the visual flavor of Chinatown while preserving one of the few remaining relics of the original Chinatown structures. It shall be installed on the new construction along Palm Street, between Morro and Chorro Streets, in the general area of its current location. To retain its true nature, the sign shall be installed as a projecting element, which is its historical (and current) configuration. Restoration of the sign shall include modest improvements, such as the use of neon lighting, but shall not be altered to look like a new sign.	Implementation of MM CR-6 would reduce impacts to less than significant levels.
CR-8 The proposed project could result in significant impacts to historic structures adjacent to the project area as a result of indirect structural damage from demolition and construction activities.	MM CR-8 A structural engineer and a historical architect familiar with historic preservation and construction near historical buildings shall be engaged to participate in the planning and design of demolition and construction activities. The historical architect shall meet the Secretary of Interior's Professional Qualifications Standards. A preservation plan shall be developed in consultation with the City and the project architects, engineers, and construction managers.	Implementation of MM CR-8 would reduce impacts to less than significant levels.
3.4 Geological Resources		
GEO-1 The proposed project would expose people or structures to potentially substantial adverse effects from seismicity or seismically-induced hazards including earthquakes, seismic shaking, surface rupture landslides, or liquefaction.	MM GEO-1 The project shall be designed in accordance with applicable sections of the Uniform Building Code and the California Building Code, and it shall be in compliance with the City's Seismic Safety Element. Required site-specific geotechnical investigations have already been performed at the site. The recommendations for site preparation, grading, backfill, and foundations developed during the site-specific geotechnical investigation shall be incorporated into the project design.	Although the occurrence probability of a larger-than-expected earthquake with corresponding high ground acceleration is low, it is not zero. Therefore, any structure built in California is susceptible to failure during significant seismic events. However, impacts of structural failure and risks to life and property due to seismic shaking can be reduced to less than significant by implementing the most current industry standards for structure design. The risk of potentially substantial adverse effects would be decreased to acceptable levels with implementation of MM GEO-1.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.3 Geological Resources (continued)		
GEO-2 During construction, people and nearby structures would be exposed to substantial adverse effects due to the presence of an adverse geologic structure that could cause shoring to become compromised.	MM GEO-2 As recommended in the site-specific soils engineering report, an exaction and shoring plan shall be developed. The shoring plan shall address the potential for adverse geologic structure. The shoring plan shall be prepared by a professional engineer and reviewed by a California registered engineering geologist.	With incorporation of mitigation measures GEO-2, impacts due to adverse geologic structure would be reduced to a less-than-significant level.
GEO-3 The proposed project would expose people or structures to potentially significant adverse effects as a result of project development on a soil that is unstable or that could become unstable as a result of the project, and potentially result in expansion, differential settlement, or collapse.	MM GEO-3 Engineering design recommendations addressing expansive soils and differential settlement in the site-specific geotechnical and soils engineering reports shall be incorporated into the project design.	With incorporation of mitigation measures GEO-3, impacts from unstable soil would be reduced to a less-than-significant level.
3.5 Hazards and Hazardous Materials		
HAZ-1 During the construction phase, subsurface excavation, grading, and site preparation activities associated with the project would potentially expose humans and/or ecological receptors to potentially toxic, hazardous, or otherwise harmful chemicals related to existing buildings and historic uses on and adjacent to the site.	MM HAZ-1a Prior to earthwork activities, a site-specific health and safety plan shall be developed per California Occupational Safety and Health Administration (CalOSHA) requirements. The plan shall take into account the results of the subsurface investigation described in HAZ-1c. All construction workers that have the potential to come into contact with contaminated soil/bedrock and groundwater shall be knowledgeable of the requirements in the health and safety plan, which includes proper training and personal protective equipment. MM HAZ-1b During earthwork activities, procedures shall be followed to eliminate or minimize construction worker or general public exposure to lead and other potential contaminants in soil. Procedures shall include efforts to control fugitive dust, contain and cover excavation debris piles, appropriate laboratory analysis of soil for waste characterization, and segregation of contaminated soil from uncontaminated soil. The applicable regulations associated with excavation, removal, transportation, and disposal of contaminated soil shall be followed (e.g., tarping of trucks and waste manifesting). MM HAZ-1c Prior to beginning construction, additional subsurface sampling of soil/bedrock and groundwater shall be conducted to assess potential releases associated with the listed former site land uses and the potential migration of contaminants	Implementation of the mitigation measures would reduce residual impacts related to hazards and hazardous materials to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.5 Hazards and Hazardous Materials (continued)		
	onto the project site. The analytical suite selected shall be consistent with those uses, and shall include applicable analytical methods for appropriate waste characterization and disposal. The sampling strategy shall take into account the locations of potential source areas, and the anticipated lateral and vertical distribution of contaminants in soil and/or groundwater. The results of the investigation shall be documented in a report that is signed by a California Professional Geologist. The report shall include recommendations based upon the findings for additional investigation/remediation if contaminants are detected above applicable screening levels (e.g., excavate and dispose, groundwater and/or soil vapor extraction, or in situ bioremediation).	
HAZ-2 During subsurface excavation, grading, and export of soil and bedrock, the project would potentially cause a hazard by exposing humans to NOA.	MM HAZ-2a In conjunction with MM HAZ-1a, include appropriate health and safety measures if NOA is detected in soil or bedrock beneath the project site. The health and safety plan shall prescribe appropriate respiratory protection for construction workers. MM HAZ-2b In conjunction with MM HAZ-1b, include appropriate earthwork procedures if NOA is detected in soil or bedrock beneath the project site. These procedures may be subject to San Luis Obispo APCD requirements under the California ARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations. MM HAZ-2c In conjunction with MM HAZ-1c, include a soil and bedrock analysis for asbestos using polarized light microscopy and transmission electron microscopy by a qualified laboratory. Samples of soil shall be collected from multiple locations across the site, and bedrock samples shall be collected from locations where excavation into bedrock is anticipated. If NOA is detected, appropriate regulations pertaining to excavation, removal, transportation, and disposal of NOA shall be followed.	Implementation of the mitigation measures would reduce residual impacts related to hazards and hazardous materials to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.5 Hazards and Hazardous Materials (continued)		
HAZ-3 During building/structure demolition and renovation activities, the project would potentially expose humans to hazardous building materials including LBP, ACM, and PCBs.	MM HAZ-3 Prior to building/structure demolition and renovation activities, a hazardous building materials survey shall be conducted to assess the potential for the existence of such materials on the project site. The materials to be surveyed shall include asbestos-containing building materials, lead-based paint, and polychlorinated biphenyls in areas both interior and exterior to buildings/structures. If hazardous building materials are detected, appropriate regulations shall be followed in association with pre-demolition and renovation activities, abatement, and disposal. Appropriate worker health and safety protocols also shall be implemented (e.g., training and respiratory protection).	Implementation of the mitigation measures would reduce residual impacts related to hazards and hazardous materials to less than significant.
HAZ-4 Following construction/renovation activities, the project would potentially expose humans and/or ecological receptors to potentially toxic, hazardous, or otherwise harmful chemicals through the routine transport, use, or disposal of hazardous materials.	MM HAZ-4a Businesses shall comply with all federal, state, and local regulations pertaining to hazardous materials, including obtaining appropriate permits, worker training, and agency inspections. MM HAZ-4b Good housekeeping practices and BMPs shall be employed as part of an overall site maintenance program. MM HAZ-4c Parking structure and other paved roadway areas shall be maintained regularly, including repairs when needed. Additionally, site maintenance and security precautions shall be included to minimize accidental and illicit chemical discharges on the site.	Implementation of the mitigation measures would reduce residual impacts related to hazards and hazardous materials to less than significant.
3.6 Hydrology and Water Quality		
HYD-1 The proposed project would result in short-term, potentially significant impacts to surface water quality, including indirect impacts to beneficial uses such as threatened and endangered species habitat, due to polluted runoff during construction activities.	MM HYD-1a Prior to issuance of any construction/grading permit and/or the commencement of any clearing, grading, or excavation, a Notice of Intent (NOI) shall be submitted to the California SWRCB Stormwater Permit Unit. Compliance with the General Permit includes the preparation of a SWPPP, which shall identify potential pollutant sources that may affect the quality of discharges to stormwater, and shall include the design and placement of BMPs to effectively prohibit the entry of pollutants from the project site into the storm drain system during construction.	The projects are proposed in areas where San Luis Obispo Creek runs in an underground channel. There will be minimal disturbance to creek banks or riparian vegetation. Therefore, upon implementation of mitigation measures, impacts to surface water quality due to polluted runoff would be less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.6 Hydrology and Water Quality (continued)		
	MM HYD-1b All required actions shall be implemented pursuant to a stormwater management plan that will be submitted by the City of San Luis Obispo to the RWQCB in early 2007 under the NPDES Phase II program. MM HYD-1c All required actions shall be implemented pursuant to the programs developed under the City of San Luis Obispo General Plan Water and Wastewater Management Element, Section 13 and the City of San Luis Obispo Waterway Management Plan. MM HYD-1d The Surface Water Quality Management Practices summarized below shall be implemented to reduce potential impacts to surface water quality during construction-related activities. • Soil stockpiles and exposed (graded) slopes shall be covered after 14 days of inactivity and during inclement weather conditions. • Fiber rolls shall be placed along the top of exposed slopes and at the toe of graded areas to reduce surface soil movement, as necessary. • A routine monitoring plan shall be implemented to ensure success of all on-site erosion and sedimentation control measures. • A light spray of water shall be applied to graded areas during construction to control fugitive dust, as necessary. • Streets around the project site, particularly near driveways, shall be cleaned daily, or as necessary, following completion of construction activities. • Trucks hauling fill on or off-site shall be covered with a tarp to reduce sediment and dust on roadways. • "Good housekeeping" practices shall be strictly followed to prevent spills and discharges of pollutants on-site and will include: ▪ All materials stored on-site, including hazardous materials, shall be stored in a neat, orderly manner in appropriate containers and, if possible, under a roof or other enclosure located off the main site gradients. ▪ Products shall be kept in their original containers with the original manufacturer's label unless they are not re-sealable.	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.6 Hydrology and Water Quality (continued)		
	▪ If surplus product must be disposed of, manufacturer's or local and State-recommended methods for proper disposal shall be followed. ▪ All heavy equipment and vehicles shall be maintained and inspected regularly for leaks. ▪ Vehicles and equipment prone to leakage shall be parked over absorbent materials or drip pans. ▪ Protective measures, such as gravel bags or fiber rolls, shall be placed around the stormwater system inlets located adjacent to the site in an effort to retain all sediment on-site.	
HYD-2 The proposed project would result in potentially significant impacts to surface water quality due to polluted urban runoff.	MM HYD-2a The project shall be designed to provide adequate facilities to direct all contaminated water from operational uses to the sanitary sewer system per Chapter 13.08 of the Municipal Code. Likewise, all restaurants on the project site shall comply with the grease/trap interceptor requirements in Chapter 13.08 of the Municipal Code. MM HYD-2b Urban Pollutant Control Management Practices shall be implemented to reduce potential impacts to surface water quality due to runoff, specifically the implementation of maintenance and housekeeping practices, such as routine sweeping and cleaning, weekly or as needed, by water spraying and/or non-toxic cleaning solution directed toward municipal gutter and drain system, as well as the installation of an oil/sand separator at the site parking structure. The oil/sand separator would require the preparation and update of an Operation & Maintenance manual, monthly inspection during the rainy season to ensure proper operation, immediate separator inspection after a large storm event (>1 inch per 24 hours), regular separator cleaning to keep accumulated material from escaping during storms, and the replacement of separator absorbent pads, as necessary.	The projects are proposed in areas where San Luis Obispo Creek runs in an underground channel. There will be minimal disturbance to creek banks or riparian vegetation. Therefore, upon implementation of mitigation measures, impacts to surface water quality due to polluted runoff would be less than significant.
HYD-3 The proposed project would result in potentially significant flooding impacts resulting from the exposure of shallow groundwater during and after construction activities.	MM HYD-3a The proposed project shall incorporate standard engineering designs, as recommended by Earth Systems Pacific in the site-specific Soils Engineering Report (2006), which will be submitted to the City as part of the building permit application process. Such measures to mitigate potential impacts resulting from exposure to shallow groundwater shall include, but are not limited to:	Flooding impacts to people and structures resulting from the exposure of shallow groundwater during and after construction activities would be less than significant with the incorporation of standard engineering designs.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.6 Hydrology and Water Quality (continued)		
	• Drains shall be installed as necessary, in addition to other water-proofing measures associated with retaining walls, to intercept and discharge groundwater. • Dewatering shall be conducted as necessary during construction to manage localized seepage into excavated areas. • Caisson reinforcing shall be designed to accommodate a minimum 5-inch diameter tremie pipe (to convey grout to the bottom of the boring or probe hole) and reinforcing shall be designed to facilitate removal of the casing during concrete placement. Any water encountered shall be removed from the hole prior to placing concrete, or the concrete shall be tremied. MM HYD-3b Prior to dewatering activities, a discharge permit shall be obtained from the RWQCB, which may require water quality testing of San Luis Obispo Creek to ensure that discharge does not adversely affect water quality.	
HYD-4 The proposed project would result in potentially significant impacts on structures placed adjacent to the 100-year flood hazard area along Monterey Street.	MM HYD-4a The proposed project shall comply with Chapter 17.84 of the City of San Luis Obispo's Municipal Code, based on FEMA NFIP requirements for areas located within or near the 100-year floodplain and be developed in accordance with the City of San Luis Obispo Safety Element Amendment (Resolution No. 9785). Compliance includes locating the structures and utilities along the Monterey Street frontage 3 feet above the floodplain grade or having flood-proofing features installed that meet necessary requirements. MM HYD-4b To minimize impacts associated with construction near flood-prone areas, the Flood-Proofing BMPs listed below shall be incorporated to prevent floodwaters from entering the buildings or reaching utilities systems. • Incorporate floodgates into the building façade for use during flood events. • Install self-closing doors that seal at building openings. • Install impermeable material to a height of 3 feet around the exterior of the structure to avoid saturation. • Locate utility boxes 3 feet above grade, or as acceptable to the City and applicable utility companies, install backwater valves, or otherwise flood-proof utilities.	Impacts to structures near the 100-year floodplain along the Monterey Street frontage would be less than significant upon implementation of mitigation measures.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.7 Land Use and Planning Policies		
LU-1 The proposed project is potentially inconsistent with various specific and conceptual goals for Area 5 on the Conceptual Physical Plan for the City's Center (Downtown Plan).	MM LU-1a In order to facilitate an eventual through pedestrian connection between Morro and Chorro Streets, per the direction of the Downtown Plan, the City shall require the project applicant to reserve a private and/or public pedestrian easement over the proposed plaza walkway (see Figure 2.3-3) with their subdivision map. MM LU-1b The ARC, Planning Commission, and City Council shall review the project and the City Council shall find whether the project conforms with the intent and conceptual direction provided by the Downtown Plan: • provide pedestrian path connecting Morro and Chorro Streets; • close Morro Street to vehicular traffic; • orient residential units around a central walkway; and • provide a parking structure at the site.	Implementation of mitigation measures would ensure consistency with City policies and would reduce land use impacts to less than significant.
3.8 Noise		
NO-2 The proposed project could potentially generate excessive groundborne vibration levels as a result of temporary short-term construction activities.	MM NO-2 Based on the recommendations in the site-specific soils engineering report, the following mitigation measures shall be implemented to prevent impacts from excessive vibration: • No vibratory earthwork or heavy construction equipment shall be used within 10 feet of any existing structure or vibration-sensitive utility that is to remain. Beyond this 10-foot zone, vibratory equipment shall only be used with caution, and nearby existing buildings and any contents, as well as surrounding improvements, shall be monitored to ensure that damage does not occur. If cracking, undue vibration, or other evidence of damage to the structures, contents, or improvements is observed, use of the vibratory equipment shall be immediately discontinued. • Due to the proximity of several nearby unreinforced masonry structures, driving of piles or sheetpiles shall not be considered. Other methods such as drilling of piles or trenching of sheet piles shall be used to avoid excessive vibration impacts to surrounding structures.	Based on the recommendations in the site-specific soils engineering report, implementation of mitigation measures would reduce impacts to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.10 Transportation and Traffic		
TT-2 Construction of the proposed project could result in potentially significant short-term impacts to roadways, sidewalks, deliveries, garbage collection, downtown transit routes, and on-street parking in the project vicinity due to the potential obstruction from large trucks, construction vehicles and construction fencing.	MM TT-2a Prior to the issuance of each building permit, the project applicant and construction contractor shall meet with the City Public Works Department to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers. MM TT-2b The project applicant shall develop a construction management plan for review and approval by the Public Works Department. The plan shall be submitted prior to the building permit application. The Public Works Director shall determine the appropriate level of public input and review. It is anticipated that this Construction Traffic Management Plan would be developed in the context of a larger Construction Management Plan, which would address other issues such as hours of construction, limitations on noise and dust emissions, and other applicable items. The Construction Traffic Management Plan shall include at least the following items and requirements: • a set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic and pedestrian hours (e.g., 11:30 AM to 1:30 PM), detour signs if required, lane closure procedures, sidewalk closure procedures, signs, cones for drivers, and designated construction access routes, • a meeting with area property owners and merchants to allow discussion of and suggestions to improve the initial construction management plan, • measures to maintain adequate and safe pedestrian and bicycle access on streets surrounding the project site during construction, particularly near Mission Plaza and between the Palm and Morro Street parking structures and Monterey Street-Mission Plaza area, • notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur, • location of construction staging areas which shall be located on the project site, for materials, equipment, and vehicles, • identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, and circulation and safety,	The proposed project would increase pedestrian, bicycle, and vehicle traffic along the roadways adjacent to the proposed project site and in the general downtown core. However, with the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to transportation and traffic would be reduced to less than significant levels.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.10 Transportation and Traffic (continued)		
	• temporary construction fences to contain debris and material and to secure the site, • provisions for removal of trash generated by project construction activity, • a process for responding to, and tracking, complaints pertaining to construction activity, • measures to minimize disruption of transit service, • provisions for monitoring surface streets used for truck routes so that any damage and debris attributable to the trucks can be identified and corrected, and • designated location(s) for construction worker parking	
TT-3 The proposed project could result in potentially significant impacts to pedestrian facilities and pedestrian safety.	MM TT-3a The project applicant shall prepare a sidewalk improvement plan which details all proposed improvements to area sidewalks. The goal of this plan shall be to provide a minimum of 8 feet of effective clear pedestrian passage along the sidewalks of all frontages of the proposed project, while maintaining essential public infrastructure (signs, parking meters), protecting mature street trees as much as possible, and providing adequate street furniture (benches, bike racks, trash receptacles, etc.) to enhance the downtown core. Sufficient sidewalk right-of way to provide adequate pedestrian passage shall be obtained by the applicant dedicating easements along the site perimeter with appropriate building setbacks, the rearrangement of street furniture and signs, potentially removal (and required replanting) of selected street trees, installing grates over tree wells, conversion of public parking to sidewalks, or a combination of the above. The project applicant shall be responsible for paying parking in lieu fees for any public parking that is removed to provide a minimum 8 feet of effective clear pedestrian passage along the project frontage. The plan shall also provide details on proposed commercial loading zones, address the proposed long-term configuration of on-street parking in relation to sidewalk widening and provision of commercial loading zones, and provide for improvements to curb ramps at the southeastern corner of Chorro and Palm Streets. All such improvements shall be funded by the proposed development, consistent with applicable requirements of the City's code. A discussion draft of this plan shall be provided for review by City staff	With the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to pedestrian facilities and safety would be reduced to less than significant levels.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.10 Transportation and Traffic (continued)		
	and the Downtown Association prior to discretionary hearings on this project and shall be available for review and consideration by the Planning Commission and Architectural Review Commission at the discretionary hearing on the proposed project. MM TT-3b The project applicant shall fund the installation of pedestrian countdown signal heads at the intersection of Palm and Chorro Streets to mitigate potential safety impacts to pedestrians resulting from increased pedestrian activity and intersection traffic at this currently uncontrolled pedestrian crossing due to implementation of the proposed project. MM TT-3c The applicant shall commission studies by a registered engineer at 50 percent and at full occupancy, and/or at a time determined by City transportation staff, to evaluate the need for a mid-block crosswalk on Palm Street connecting the new pedestrian walk adjacent to the 842 Palm Street parking structure exit. At a minimum, the studies should include a full day of observations on a typical weekday, a Thursday, a Friday, and a weekend day under clear conditions. The design features of this crosswalk, if it is deemed necessary in consultation with the City, shall be determined by the City of San Luis Obispo Public Works Department. The applicant shall be responsible for the costs associated with the preparation of this study, as well as the design and installation of the crosswalk and associated improvements (i.e., bulb-outs, in-pavement flashers, etc). MM TT-3d The applicant shall provide a mid-block crosswalk on Morro Street to connect to off-site pedestrian circulation system and shall provide adequate sight visibility for pedestrians using them. The design features of the crosswalks, such as in-pavement flashers, pavement treatment and height, and bulb-outs similar to other crosswalks in the downtown area, shall be determined by the City of San Luis Obispo Public Works Department. MM TT-3e The project design shall provide adequate sight distance at vehicle driveway exits (including the servicing drive) for motorists to see and yield to pedestrians. Parking structure access gates shall be located such that entering vehicles which are stopped at the entrance gate do not block the sidewalks.	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.10 Transportation and Traffic (continued)		
	In addition, to further ensure pedestrian safety, the parking structure exit shall provide a minimum of ten (10) feet clear visibility to the sidewalk on both sides of the exit, unobstructed by building corners, columns, or any other visual impediments; the posting of signs which warn of pedestrian crossing on the exit gate arm and concrete wall/pillar; and clear differential paving treatment of the sidewalk when it crosses the parking structure entrances/exits. This distance is measured from 8 feet behind the stop bar and two feet to the right of the centerline where a driver would be located in a stopped vehicle. MM TT-3f The applicant shall commission studies by a registered engineer to evaluate the potential for vehicle-pedestrian conflicts at all project driveways once every six months after they open for use until one year after substantial project occupancy as determined by City staff. If vehicle-pedestrian conflicts are identified during an evaluation, the applicant shall be responsible for the installation of visual and audible signals at the identified driveways that are triggered by existing vehicles so that pedestrians are notified before they enter the driveway area or provide other suitable mitigation as approved by the City of San Luis Obispo Public Works Department. MM TT-3g The project design shall provide signs and striping directing hotel guests where to park for loading, unloading, or transferring their car to a valet. This will prevent spillback from the driveway entrance from affecting sidewalk and traffic operations on Palm Street. MM TT-3h In order to ensure effective pedestrian passage within the proposed plazas and walkways, the applicant shall submit a Plaza/Walkway Management Plan to be approved by the ARC along with their review of final plans. The Plaza/Walkway Management Plan would include details about the planned functions, sanctioned uses, and plaza amenities (i.e., seating, plants, fountains, and art). The Plaza/Walkway Management Plan shall also include a detailed map showing 10-foot-wide pedestrian clearance to be maintained at all times within proposed interior plazas and walkways.	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.10 Transportation and Traffic (continued)		
TT-4 The proposed project could potentially generate demand for bicycle facilities which exceeds the available supply and results in a shortage of required accessible bicycle facilities.	MM TT-4 As part of the proposed parking management plan called for in Mitigation Measure MM TT-7b, the applicant shall demonstrate that the project would provide sufficient long- and short-term bicycle parking to meet project demand and City code requirements including location requirements.	With the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to transportation and traffic would be reduced to less than significant levels.
TT-5 The proposed project may not provide adequate motorcycle parking and could potentially result in a shortage of required motorcycle facilities.	MM TT-5 As part of the proposed parking management plan, the applicant shall demonstrate that the project would provide sufficient motorcycle parking to meet project demand and City code requirements.	With the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to transportation and traffic would be reduced to less than significant levels.
TT-6 The proposed project could potentially impact transit facilities in the downtown core as the result of increased activity generated by the proposed project.	MM TT-6 Bus stop and trolley locations and amenities shall be developed in consultation with the City of San Luis Obispo to mitigate potential project impacts related to new transit trips associated with the project. A suggested bus stop which shall be considered is at a location across the street from the project site on westbound Palm Street. Further evaluation of any bus stop location should include an analysis of pedestrian circulation to and from the stop and the potential for vehicle-pedestrian conflicts. The project applicant shall be responsible for the development and installation of any identified improvements.	With the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to transportation and traffic would be reduced to less than significant levels.
TT-7 The proposed project would result in potentially significant impacts to the public parking supply due to the loss of existing public metered parking on the project site and on streets adjacent to the project site combined with a substantial increase in demand from the proposed project (in excess of proposed on-site parking).	MM TT-7a The applicant shall pay a required parking in-lieu fee to the City of San Luis Obispo for the calculated net unmet demand of parking spaces (188) included in Table 3.2-4. Additionally, the applicant shall pay a parking in-lieu fee for each on-site parking space provided that is not preserved and maintained available to the intended users including residents, staff, and customers. As an example, should the applicant wish to allow more than the City parking requirement of 18 parking spaces to be set aside for residents and residential guests, each space above the 18 spaces shall pay a parking in-lieu fee because that space is no longer available to satisfy the project's parking requirement for the other uses.	Project parking impacts could be reduced to insignificant through the payment of in-lieu fees, along with City consideration of increased fee amounts. Therefore, residual parking impacts would be reduced to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.10 Transportation and Traffic (continued)		
	MM TT-7b The project applicant shall prepare a parking demand reduction and management plan which details how the proposed parking structure will be managed and which contains measures to minimize the project's off-site parking impacts. The plan shall include the identification of a project parking manager with authority over all parking spaces in the structure to implement the following measures and to serve as a contact point for City staff: • Payment of the project's fair-share for the costs of installation of wayfaring signs for area parking facilities at key locations in the downtown core. These locations and the amount of the applicant's contribution for installation of signs shall be refined during final review of the project and finalized with the Public Works Department prior to issuance of building permits. • Payment for the costs of adding remaining capacity signs to the 842 and 919 Palm Street parking structures. The amount of the applicant's contribution for installation of signs shall be refined during final review of the project and finalized with the Public Works Department prior to issuance of building permits. • Transit subsidies for both City and regional transit systems. • Provision of alternative transportation information for employees and customers. A discussion draft of this plan shall be provided for review by City staff with the first building permit application. Occupancy shall not be granted until the plan has been approved by the City. MM TT-7c The City should consider reviewing its current in-lieu fee ordinance and update and increase fee amounts as determined appropriate, such that fees received from projects such as the Chinatown Project cover the current cost of constructing additional parking spaces. MM TT-7d The City shall review the use of handicapped-accessible spaces within the existing 842 and 919 Palm Street Parking Structures, and shall determine if adequate spaces are available to serve affected members of the public and should stripe additional accessible spaces, if necessary, within the parking structure.	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.10 Transportation and Traffic (continued)		
TT-8 The proposed project would potentially result in indirect adverse impacts on transportation and circulation as the result of a greater number of vehicles traveling on City streets in search of parking spaces caused by a deficiency in available public surface parking.	MM TT-7a through 7c above would apply. (Also see MM AQ-2a which would support transit service to other downtown parking structures and upper Monterey Street.)	With the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to transportation and traffic would be reduced to less than significant levels.
TT-9 The design of the proposed parking structure would result in potentially significant impacts on vehicle safety and interior circulation efficiency.	MM TT-9 Vehicle circulation within the parking structure shall be reviewed using vehicle turning templates (using AutoTURN or a similar program) to ensure that circulation can be accommodated efficiently and with minimal conflict.	With the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to internal safety circulation would be reduced to less than significant levels.
TT-10 The proposed project could potentially result in significant impacts to emergency vehicle access.	MM TT-10 Access to any locked gates or obstructions (e.g., via a lock box with access to a key) shall be provided to the City Fire Department in order to provide emergency access to the interior of the project block.	With the implementation of standard regulatory and additional consultant-recommended mitigation measures, impacts to emergency vehicle access would be reduced to less than significant levels.
3.11 Utilities and Public Services		
UT-1 The proposed project could result in potentially significant impacts on the City's potable water supply and water supply infrastructure.	MM UT-1a The project shall obtain a water allocation and pay water impact fees to the City of San Luis Obispo Utilities Department. MM UT-1b If it is determined that off-site improvements to the City's existing water distribution system are necessary to accommodate the proposed Chinatown Project, the applicant shall be responsible for the improvements.	Implementation of the standard regulatory conditions, in addition to department- and consultant-recommended mitigation measures would reduce residual impacts to utilities and public services to less than significant.
UT-2 Wastewater from the project site may potentially exceed the capacity of sewer lines on Palm, Morro, and Monterey Streets and/or the remaining capacity of the City's Water Reclamation Facility.	MM UT-2a The project shall comply with all standard regulatory reviews and approvals, including payment of impact fees, by the City of San Luis Obispo Utilities Department for wastewater resources. MM UT-2b If it is determined that off-site improvements to the City's existing wastewater collection system are necessary to accommodate the proposed Chinatown Project, the applicant shall be responsible for the improvements.	Implementation of the standard regulatory conditions, in addition to department- and consultant-recommended mitigation measures would reduce residual impacts to utilities and public services to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.11 Utilities and Public Services (continued)		
UT-3 The proposed project may potentially produce solid waste above existing capacity levels of the primary disposal facility for the City of San Luis Obispo.	MM UT-3a Pursuant to the City of San Luis Obispo's Ordinance 1381, Chapter 8.05, a Recycling Plan for the proposed project to be implemented during construction will be submitted for approval by the City's Solid Waste Coordinator or the Community Development Director, prior to the demolition or building permit issuance. The plan shall include plans to recycle at a minimum 50 percent of discarded materials, such as concrete, sheetrock, wood, and metals, from the demolition of existing buildings and proposed construction. MM UT-3b Pursuant to the City of San Luis Obispo's Source Reduction and Recycling Element, the project shall provide a plan for the disposal, storage, and collection of solid waste material for both the residential and commercial components of the project. The development of the plan shall be coordinated with the City's franchised solid waste collection and disposal firm, San Luis Obispo Garbage Company. The plan must be submitted for approval by the City's Utilities Conservation Coordinator and the Community Development Director. MM UT-3c Newly established retail, residential, restaurant, and hotel operations shall include convenient facilities for interior and exterior on-site recycling. MM UT-3d Recycled-content materials shall be used in structural and decorative building components and in surfacing wherever feasible.	Implementation of the standard regulatory conditions, in addition to department- and consultant-recommended mitigation measures would reduce residual impacts to utilities and public services to less than significant.
UT-4 The project could potentially consume energy resources beyond existing service provider capacity levels.	MM UT-4 The applicant shall comply to the maximum extent feasible with all adopted City policies regarding energy consumption, such as: • Incorporation of cost-effective, renewable, non-depleting energy resources into the project design, wherever possible. • Site and building design to avoid unwanted heat gain from solar exposure. Features that provide shading at suitable times of the day and year generally shall be "passive" or automatic, avoiding the need for occupants to regularly monitor or adjust them.	Implementation of the standard regulatory conditions, in addition to department- and consultant-recommended mitigation measures would reduce residual impacts to utilities and public services to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated To Less Than Significant Levels (continued)

Impacts	Mitigation Measures	Residual Impacts
3.11 Utilities and Public Services (continued)		
UT-5 The project would potentially increase demand on the SLOPD as additional new commercial, office, residential, and parking areas would need to be patrolled by police officers.	MM UT-5 The applicant shall develop a security plan for the parking structure, the courtyard areas, the residential parking area and elevator entry, and public stairways and elevators as a condition of their development application. The security plan will identify the locations of 911-capable phones in the parking structure, will establish rules and regulations for public use of the courtyard areas, and after consultation with the Police Chief, establish timeframes for private security patrols of public use areas to be in place as appropriate. The plan shall be subject to review and approval by the Police Chief.	Implementation of the standard regulatory conditions, in addition to department- and consultant-recommended mitigation measures would reduce residual impacts to utilities and public services to less than significant.
UT-6 The project would potentially increase the demand for SLOFD services due to additional commercial and residential uses in the downtown area and exceeded height capabilities of existing SLOFD vehicles and equipment.	MM UT-6a The applicant shall incorporate all design features required by the Fire Marshal (outlined in the memorandum dated 27 May 2005) into the project site design to ensure adequate access to the SLOFD in the case of emergency, including: • adequate fire department access; • proper placement of street numbers; • water supply capable of providing adequate fire flow; • knox box; • installation of fire protection systems and equipment; • implementation of fire safety measures during construction; and • portable fire extinguishers.	Implementation of the standard regulatory conditions, in addition to department- and consultant-recommended mitigation measures would reduce residual impacts to utilities and public services to less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant

Impact	Mitigation Measures	Residual Impact
3.1 Aesthetics and Visual Resources		
VIS-1 Visual impacts, in terms of the compatibility of height and mass of the proposed mixed-use structure (Building A) and hotel (Building B), are significant and unavoidable.	No mitigation measures would be required.	Impacts would be less than significant.
3.2 Air Quality		
AQ-4 The proposed project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.	No mitigation measures would be required.	Impacts would be less than significant.
3.3 Cultural Resources		
CR-4 The proposed project would result in significant and unavoidable impacts to a historic resource included on the City's Master List of Historic Resources, as a result of demolition of the Sauer Bakery Building located at 848 Monterey Street.	No mitigation measures would be required.	Impacts would be less than significant.
3.4 Geological Resources		
GEO-4 The proposed project would potentially result in soil erosion or the loss of top soil during construction and excavation activities.	No mitigation measures would be required.	Impacts would be less than significant.
3.5 Land Use		
LU-2 The proposed project may be potentially inconsistent with the some of the goals established for taller buildings under Land Use Element Policy 4.16.4 and with the proposed ordinance for zoning regulations implementing the policy in the CD-zone.	No mitigation measures would be required.	Impacts would be less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant (continued)

Impact	Mitigation Measures	Residual Impact
3.8 Noise		
NO-3 Long-term noise impacts associated with the project could result in the exceedance of thresholds in the City of San Luis Obispo, General Plan Noise Element and Noise Guidebook.	MM NO-3a Measures to achieve an indoor noise level of not more than 45 dB shall be incorporated into design and construction of proposed residential units at the corner of Palm and Morro Streets and shall include, but not be limited to the following: • specially designed doors and windows; • attic insulation; • baffled attic and exhaust vents; and • specifically designed cooling and heating systems and ducts to reduce noise infiltration. MM NO-3b All noise-creating rooftop building equipment, such as air conditioners and kitchen ventilation systems, shall be installed away from existing and proposed noise-sensitive receptors (i.e., residences) or be placed behind adequate noise barriers.	Impacts would be less than significant.
3.9 Population and Housing		
PH-1 The proposed project may increase the gap between housing demand and supply, conflicting with Growth Management Policy LU 1.4, and may exacerbate the affordable housing imbalance in the City of San Luis Obispo.	No mitigation measures would be required.	Impacts would be less than significant.
PH-2 The proposed project would create significant impacts through demolition and removal of modestly priced rental units, which would potentially conflict with the requirements of the City of San Luis Obispo General Plan Goal 3, Housing Conservation, and Goal 4, Mixed-Income Housing.	No mitigation measures would be required.	Impacts would be less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant (continued)

Impact	Mitigation Measures	Residual Impact
3.10 Transportation and Traffic		
TT-1 The proposed project would not result in significant impacts to intersection LOS or intersection queuing in the downtown core.	No mitigation measures would be required.	Impacts would be less than significant.