Final Update for the

ENVIRONMENTAL IMPACT REPORT

FOR THE

CHINATOWN PROJECT

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

City of San Luis Obispo

amec

November 2007

Prepared for:

City of San Luis Obispo

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FOR THE CITY OF SAN LUIS OBISPO, CA

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1.0 INTRODUCTION

1.1 OVERVIEW

This document consists of updated material supplementing the Final Environmental Impact Report (EIR) which evaluates the proposed Chinatown Project in the City of San Luis Obispo, California. This Final EIR update, prepared by AMEC Earth & Environmental, Inc. (AMEC) has been produced in cooperation with City of San Luis Obispo staff and reflects a recent redesign of the proposed Chinatown Project submitted by the applicant. The proposed revisions to the project were made by the applicant in response to material contained in the Draft EIR, such as the Protection of Visual Resources Alternative, and in response to public concerns over the size, height, and scale of the original project. The updated material in this document is intended to be used in combination with the Chinatown Project Final EIR 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 reduce the amount of new development from approximately 310,544 square feet (sf) to 235,320 sf and reduce overall project height from five to six stories (up to 75 feet in height) to three to four stories (up to 50 feet in height), 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 for the Chinatown Project.

1.2 PURPOSE AND LEGAL AUTHORITY

The Chinatown Project Final EIR 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 additional material updates the Final EIR consistent with the standards provided in Section 15088.5 of the CEQA Guidelines, which set forth the conditions governing public review of an EIR prior to its certification. Under the guidelines provided in this

section, it is the City's determination that this update to the Final EIR to describe the revised project does not constitute significant new information and that no new public review period for this updated information would be required due to the following reasons:

- The revised project is generally consistent with the Protection of Visual Resources Alternative from the EIR, has impacts similar to that alternative, 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.
- The public has had ample opportunity to review the Final EIR and will have the chance to review this updated material consisting of the revised project description, an analysis of the changes in impacts and mitigation measures, and a revised impact summary table, prior to decision-maker hearings on the project.

Following hearings on the adequacy of the EIR, the document will represent the findings of the City of San Luis Obispo regarding potential impacts of constructing and operating the proposed Chinatown Project.

1.3 PUBLIC REVIEW AND COMMENTS

The revisions to the proposed project were submitted after the close of the public comment period for the EIR, but prior to formal decision-maker hearings before the Architectural Review Committee (ARC), Planning Commission, and City Council. 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. Due to the timing of the submittal of the proposed revised project after completion of the Final EIR, this additional review material has been provided to permit consideration by

the public, interested agencies, and City decision-makers in advance of upcoming decision-maker hearings.

1.4 REQUIRED APPROVALS

The following entitlements would apply to various project components:

- ARC final approval of Development Plan with input from the Cultural Heritage Committee;
- Cultural Heritage Committee review of proposed cultural resources mitigation measures;
- Consideration and approval by the City Council of a Tentative Map to combine existing parcels and allow for condominium ownership;
- Consideration and review of a Tentative Map and EIR by the Planning Commission; and
- Review and certification of the EIR by the City Council, which would include the adoption of Findings and a Statement of Overriding Considerations.

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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San Luis Obispo, CA 93406

Architect:

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Copelands' Properties
1028 Peach Street
San Luis Obispo, CA 93401

1.6 CONTENTS OF THE FINAL EIR UPDATE

This Final EIR Update is intended to be used in conjunction with the Chinatown Final EIR 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 and focuses 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. For example, the reduction in project generated traffic would substantially reduce long-term project emissions. However, because projected emissions would still exceed adopted thresholds, impacts would remain significant and the same mitigation measures would continue to apply. Because of this, the two 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 Update is organized into four sections. Section 1.0, *Introduction*, summarizes the background of the revised project, describes the statutory basis for the Final EIR Update, 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. 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 original project. This section should be used in conjunction with Sections 2.1 and 2.2 (pages 2-1 through 2-8) of the Project Description in the Final EIR which discuss project location and existing setting, and should *replace* Sections 2.3 and 2.4 (pages 2-8 through 2-32) 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 with substantial changes in impacts or mitigation measures associated with the revised project, including:

- Aesthetics and Visual Resources
- Cultural Resources
- Land Use

- Population and Housing
- Transportation and Traffic
- Utilities and Public Services

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 in its entirety.

2.0 REVISED PROJECT DESCRIPTION

2.1 REVISED PROJECT OVERVIEW

The revised project includes the development of the 2.12-acre site to accommodate a mixed-use center consisting of five linked multi-story buildings, a two-level subterranean parking structure, and a central plaza/walkway system. The proposed buildings would generally range from two to four stories in height and would support a range of uses including ground-floor retail and restaurant with upper stories dedicated to a mix of residential and live/work units and hotel uses. Retail storefronts would open onto Monterey, Palm, and Morro Streets and the new pedestrian plaza/walkway system. Proposed utilities/services and landscaping would remain essentially as described in the original project description in the Chinatown EIR, although landscape amenities would increase somewhat given the expansion of the plaza and walkway system. 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 be reduced from approximately 310,544 square feet (sf) to 235,320 sf (a reduction in scope by approximately 25 percent), with the largest proposed structure (Building A) being split into two smaller buildings. Project height would be reduced from five- to six-story buildings up to 75 feet in height to three- to four-story buildings up to 50 feet in height. All project elements would be reduced in size, with the most substantial reduction in residential uses from 59 to 36 units, a reduction by approximately 36 percent in residential square footage. Proposed parking would also be substantially reduced from 204 to 122 spaces. The revised project also includes rearrangement of proposed uses and expansion of the internal pedestrian plaza/walkway system.

Regarding architectural style, the proposed structures have been redesigned to be more compatible with the Main Street character of the Downtown Historic District. The proposed hotel (Building B) at the corner of Chorro and Monterey Streets has also been redesigned to incorporate specific details and character elements derived from the 1930s architecture of the historic Blackstone Hotel and Sauer Bakery buildings. In addition, elements of Chinese architecture have been incorporated into parts of the proposed

project located within the Chinese Historic District, including colors and materials, detailing, iron railings, tile-work, and reuse of the historic neon Shanghai Low Restaurant sign along Palm Street.

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

Table 2.2-1. Comparison of Revised Project Details

Use	Original Project		Revised Project	
	Details/Units	Size (sf)	Details/Units	Size (sf)
Retail	6 spaces [1]	55,750	10 spaces [2]	43,750
Office	1 space [3]	8,000	1 space [3]	4,600
Restaurant	Seating for 100 people	6,000	Seating for 100 people	6,000
Residential	59 units	83,804	36 units	53,570
Live/Work	5 units	6,840	4 units	4,000
Hotel	77 rooms	61,050	67 rooms	67,000
Parking	204 spaces	89,100	122 spaces	56,400
Total	**4 buildings**	**310,544**	**5 buildings**	**235,320**

[1] The original site plans currently show 6 individual retail spaces scattered through the project's lower levels ranging from 1,100 to over 20,800 sf in size; however, this general floor plan may not reflect long-term occupancy.
[2] The revised site plans currently 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.
[3] Offices spaces shown on site plans may be leased whole or subdivided into individual offices.

2.2.1 Demolition, Site Preparation, and Construction Activities

Demolition and construction activities would remain as described in the original project description in the Chinatown EIR. With regard to site preparation, though reduced by more than 10 percent, substantial site preparation would still be required; for example, grading would be necessary to level the site from Monterey Street back (north) more than two-thirds of the distance to the site's Palm Street border. Excavation would be required to lower the majority of the bottom level of the site to approximately the same elevation as the Monterey Street grade. This would require excavating up to approximately 25 feet below ground surface at the deepest areas of excavation (lowest level of the project) in the central-northern portion of the site. Excavation up to approximately 15 feet below ground surface would be required in the far northern portion of the site (second-to-lowest level of the project) along Palm Street. 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 45,500 cubic yards of excavation and the use of 3,000 one-way haul truck trips to remove soil and demolition debris. Demolition and site preparation activities are expected to require approximately 5 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

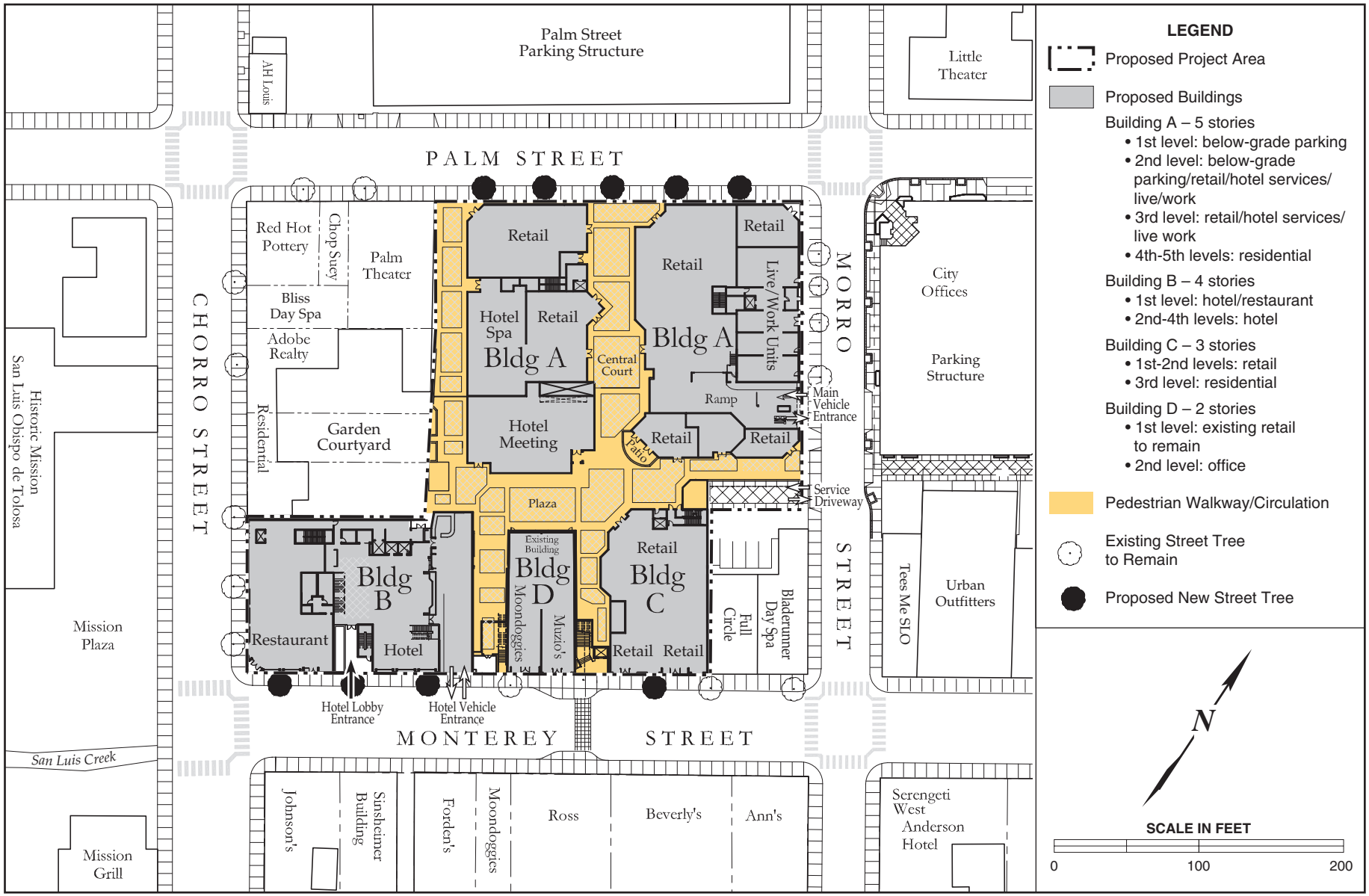
Activity	Original Project	Revised Project
Excavation	51,000 cy	45,500 cy
Debris Removal	3,600 one-way haul truck trips	3,000 one-way haul truck trips

2.2.2 Proposed Buildings

The proposed project would include the retention and seismic retrofit of the Muzio's building (Building D) and the construction of four buildings (Buildings A-East, A-West, B, and C) connected by a public plaza/walkways system (Figure 2.2-1). 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 stepped back from surrounding streets to provide architectural relief and minimize shading. Retail, restaurant, and hotel space would generally occupy the ground floor frontages, with the second stories comprising a mix of hotel, residential, office, and retail space. The third and fourth floors would consist of a mix of residential units and hotel rooms. 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

	Original Project			Revised Project		
Building	Height (ft)	Footprint Size (sf)	Total Size (sf)	Height (ft)	Footprint Size (sf)	Total Size (sf)
A (East and West)	75	43,300	209,744	43	34,600	132,070
B	68	17,400	64,000	50	14,650	66,000
C	50	9,400	26,000	50	7,550	28,050
D	50	4,600	10,800	30	4,600	9,200
Total	**75 (max.)**	**74,700**	**310,544**	**50 (max.)**	**61,400**	**235,320**



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Revised Overall Site Plan
Chinatown Project

FIGURE
2.2-1

Building A-East. Building A-East is proposed as a new five-level structure located within an approximately 19,030-sf building footprint at the corner of Palm and Morro Streets, in the northeastern portion of the project site. Two of these levels would be subterranean parking, below the grade of Palm Street, and three levels would be above the grade of Palm Street (i.e., a three-story building). The lowest level of the approximately 72,639-sf structure would consist of parking at approximately 20 to 25 feet below the existing Palm Street grade. The second, partially subterranean level would consist of additional parking, retail, and below-ground levels of live/work townhouse units. The third level (Palm Street Level 1) would consist of retail uses fronting on Palm and Morro Streets and the pedestrian plaza/walkway system, the Morro Street lobby entry to residential units above, and the Morro Street entrance levels of the live/work townhouse units. The fourth and fifth levels (second and third stories above ground at Palm Street) would consist of residential units. The maximum height of Building A would be approximately 43 feet. This would constitute the three visible above-grade stories of this proposed structure.

Building A-West. Building A-West is proposed as a new five-level structure located within an approximately 15,570-sf building footprint at the northern-central portion of the project site on Palm Street. Two of these levels would be subterranean parking, below the grade of Palm Street, and three levels would be above the grade of Palm Street (i.e., a three-story building). The first two subterranean levels of the approximately 59,431-sf structure would consist of parking up to approximately 20 to 25 feet below the existing Palm Street grade. The third level (Palm Street Level 1) would consist of retail use fronting on Palm Street, and retail, hotel services (i.e., spa and meeting rooms), and the main entry to residential units above fronting on the pedestrian plaza/walkway system. The fourth and fifth levels (second and third stories above ground at Palm Street) would consist of residential units. The maximum height of Building A-West would be approximately 43 feet. This would constitute the three visible above-grade stories of this proposed structure.

Building B. Building B is proposed as a new four-story structure located within a 14,650-sf building footprint at the corner of Chorro and Monterey Streets, in the southwestern portion of the project site. The ground floor of the 66,000-sf building would consist of a full-service restaurant, the hotel lobby/breakfast area, and a skylit entry court to provide pedestrian access from Monterey Street. The ground floor of the

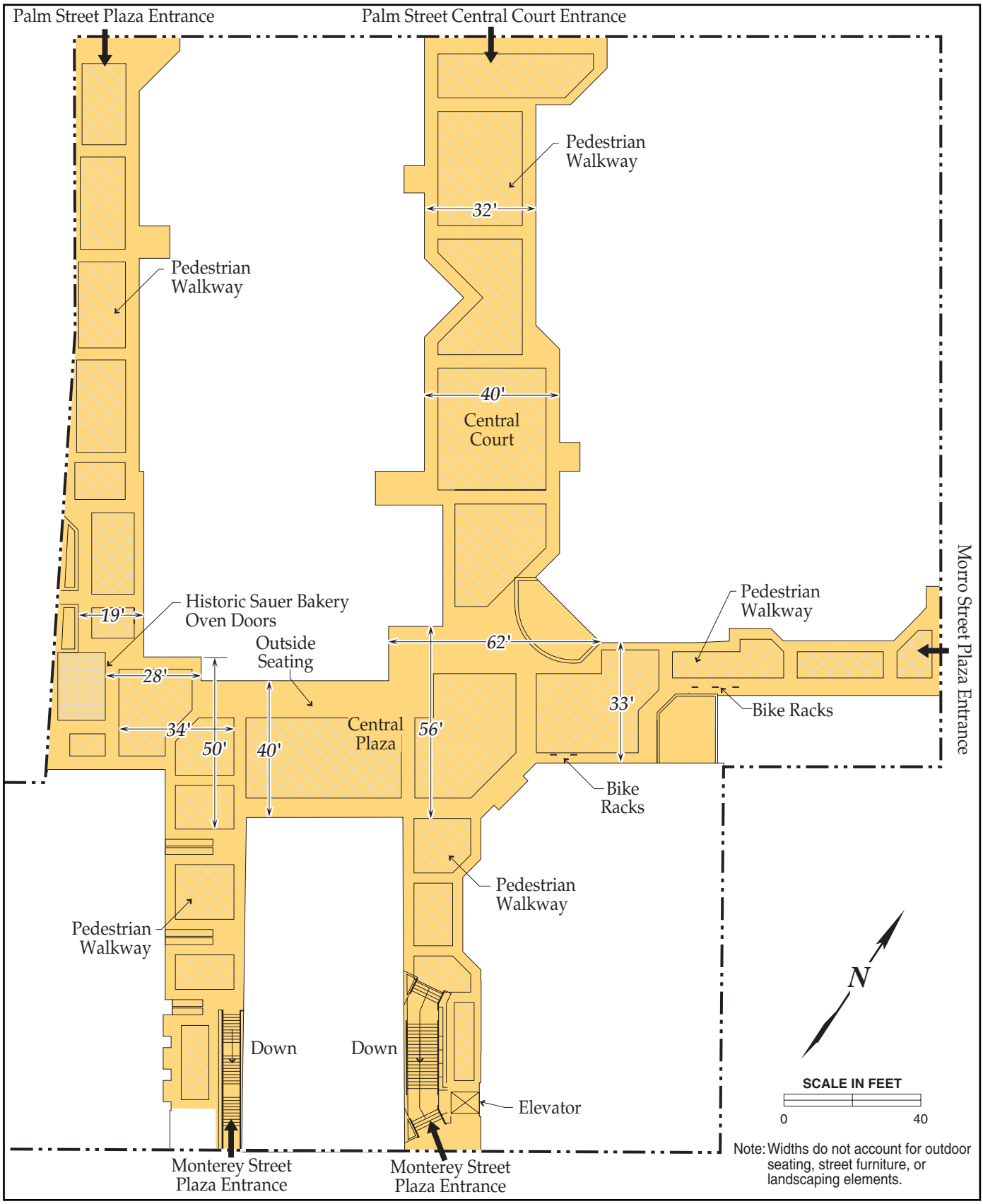
hotel would also include and a vehicle entry driveway from Monterey Street exclusively for use by hotel guests. The second floor of the hotel would consist of 13 guest rooms, the hotel lounge, library, garden room, and courtyard. The third and fourth floors of the hotel would include 27 additional guest rooms each. A hotel pool/pool deck would be located on the roof of the building. The façade of the proposed hotel would incorporate specific design details and character elements derived from the 1930s architecture of the historic Blackstone Hotel and Sauer Bakery buildings. The maximum height of Building B would be 50 feet above average natural grade.

Building C. Building C is proposed as a new three-story structure located within a 7,550-sf building footprint along Monterey Street, in the southeastern portion of the project site. The approximately 28,050-sf building would consist of two-levels of retail plus six residential units above on the third story. The maximum height of Building B would be 50 feet above average natural grade.

Building D. Building D is a remodel and retrofit of an existing historic two-story structure located within a 4,600-sf building footprint along Monterey Street, in the southern-central portion of the proposed site. The 9,200-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, as required; however, the front façade would remain as is. The existing wood stairway and decks at the rear would be removed. The first story would be remodeled and remain in retail use; the second story of the building would be remodeled into office space. The maximum height of Building D would remain at approximately 30 feet.

2.2.3 Pedestrian Circulation

Pedestrian circulation would be provided by five walkways with mid-block access points onto Palm, Morro, and Monterey Streets, and which would lead to central plazas and a central court located on the site's second level (Figure 2.2-2). Access to individual buildings and uses would be available off this plaza/walkway system and from Palm, Morro, and Monterey Streets. Two main entrance stairways to the plazas/walkway system would be located on Monterey Street on either side of the existing Moondoggies/Muzio's building (Building D). Another main pedestrian entrance would be provided via a street-level walkway/ramp from Palm Street located between Buildings



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Details of Revised Plaza/Walkway System
Chinatown Project

FIGURE 2.2-2

A-East and A-West. This walkway would serve as the entryway to the central court. Additional entrances would be provided via ramps from Palm and Morro Streets, as well as stairwells and elevators located throughout the site. A comparison of original and revised pedestrian circulation details is summarized in Table 2.2-4.

Table 2.2-4. Comparison of Revised Pedestrian Circulation Details

Amenity	Original Project	Revised Project
Walkways	4	5
Plazas/Courts	1	3
Total Area	23,100 sf	24,300 sf
% of Project Area	24 %	26 %

2.2.4 Vehicle Parking and Circulation

Proposed parking would consist of the two lowest levels of the project at approximately 20 to 25 feet below the existing Palm Street grade. Vehicle access to the proposed subterranean parking structure would be from Morro and Monterey Streets. A total of 60 parking spaces, mainly intended for use by hotel guests and some employees, would be provided on the lowest level. An additional 62 parking spaces on the second level would primarily be reserved for use by residents and their guests. All proposed parking would be dedicated and controlled and would serve uses within the project; however, specifics regarding parking space allocation and use of control devices have not yet been determined.

All parking would be controlled by gated access points. Occupants of the residential condominiums would all have dedicated assigned parking and be able to access the parking area via key cards. Parking for hotel guests would be accessed via temporary key cards for the duration of their stay. Some retail and office tenants may be assigned parking, which would also be on a controlled basis. No parking would be provided for the general public or for the majority of future project employees. A comparison of original and revised vehicle parking plans is summarized in Table 2.2-5.

Table 2.2-5. Comparison of Revised Vehicle Parking Details

	Original Project	Revised Project
Monterey Level Parking Spaces	136	60
Plaza Level Parking Spaces	68	62
Total Parking Spaces	**204**	**122**

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 majority of the bottom level of the proposed project to approximately the same elevation as the Monterey 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.

2.3.1 Monterey Street Level

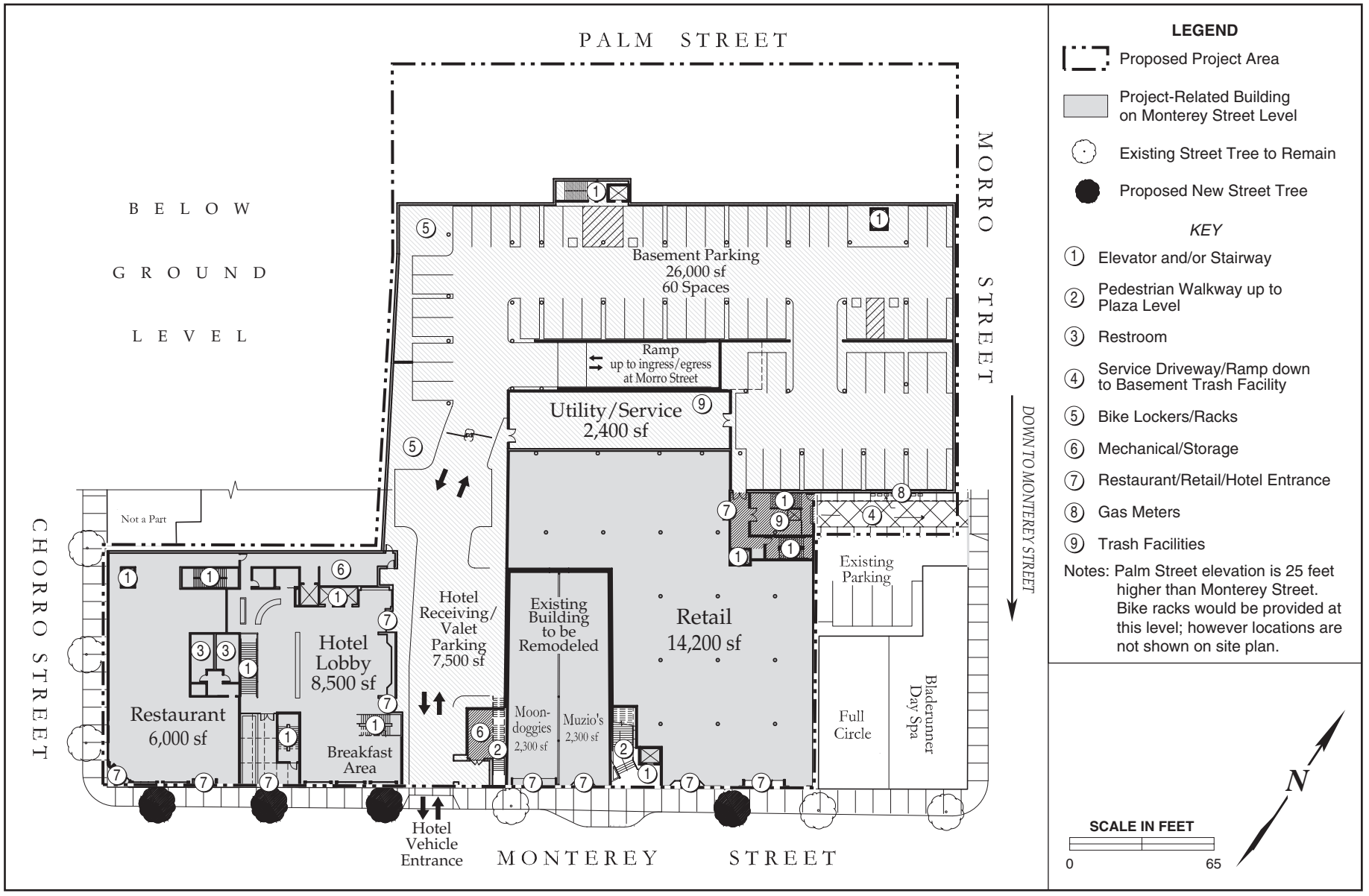
The Monterey Street Level is the lowest level of the proposed project. This level includes a total of approximately 69,200 sf, including subterranean parking in the site's northern-central section and ground floor retail storefronts, restaurant, and the hotel entrance/lobby along Monterey Street (Figure 2.2-3).

Key project elements on this level are described as follows:

- **Parking.** A 26,000-sf subterranean parking structure would consist of 60 parking spaces that would be accessed via an internal two-way ramp from the level above or an entrance/exit from Monterey Street used exclusively by guests of the proposed hotel. Bike storage lockers and bike racks would be provided.

- **Retail.** Retail would include a total of 18,800 sf along Monterey Street, including the project's largest retail space of 14,200 sf in Building C; and 4,600-sf in Building D (existing 2,300-sf Moondoggies/2,300-sf Muzio's building).

- **Hotel Lobby.** An 8,500-sf hotel lobby and breakfast area would occupy the hotel's ground floor and provide elevator/stairway access to the hotel above. A skylit entry court would provide pedestrian access to the hotel off Monterey Street. In addition, this level of the hotel would include vehicle access from Monterey Street exclusively for hotel uses, a hotel receiving and turn-around area



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Revised Monterey Street Level Floor Plans
Chinatown Project

FIGURE 2.2-3

to allow vehicle loading and unloading, internal secondary access points to the hotel lobby, and valet parking services. (All major deliveries would be restricted to the service driveway accessed from Morro Street.) The façade of the proposed hotel would incorporate specific design elements and character details derived from the 1930s architecture of the historic Blackstone Hotel and Sauer Bakery buildings.

- **Restaurant.** A 6,000-sf full-service restaurant would include seating for approximately 100 people. The restaurant would be operated in conjunction with the proposed hotel and provide room service. Primary access to this restaurant would be at the corner of Chorro and Monterey Streets, with a secondary access off Monterey Street. A service corridor would allow access behind the hotel lobby.

- **Pedestrian Access.** Pedestrian access to the site's central plazas and other levels above would be provided via the two main entrance stairways located on Monterey Street on either side of the existing Moondoggies/Muzio's building (Building D), as well as other stairwells and elevators located throughout the site. The two main entrance stairways are located within close proximity to the existing mid-block crosswalk on Monterey Street, providing direct pedestrian access across Monterey Street.

- **Service Access.** Existing commercial loading zones along Monterey Street would facilitate on-site delivery and loading. A 2,400-sf service area, including solid waste and recycling facilities, would be located in and accessed from the parking structure. Additional solid waste and recycling facilities at this level would be accessed from a service driveway from Morro Street located on the Plaza level above.

On the Monterey Street Level, major changes from the original project include:

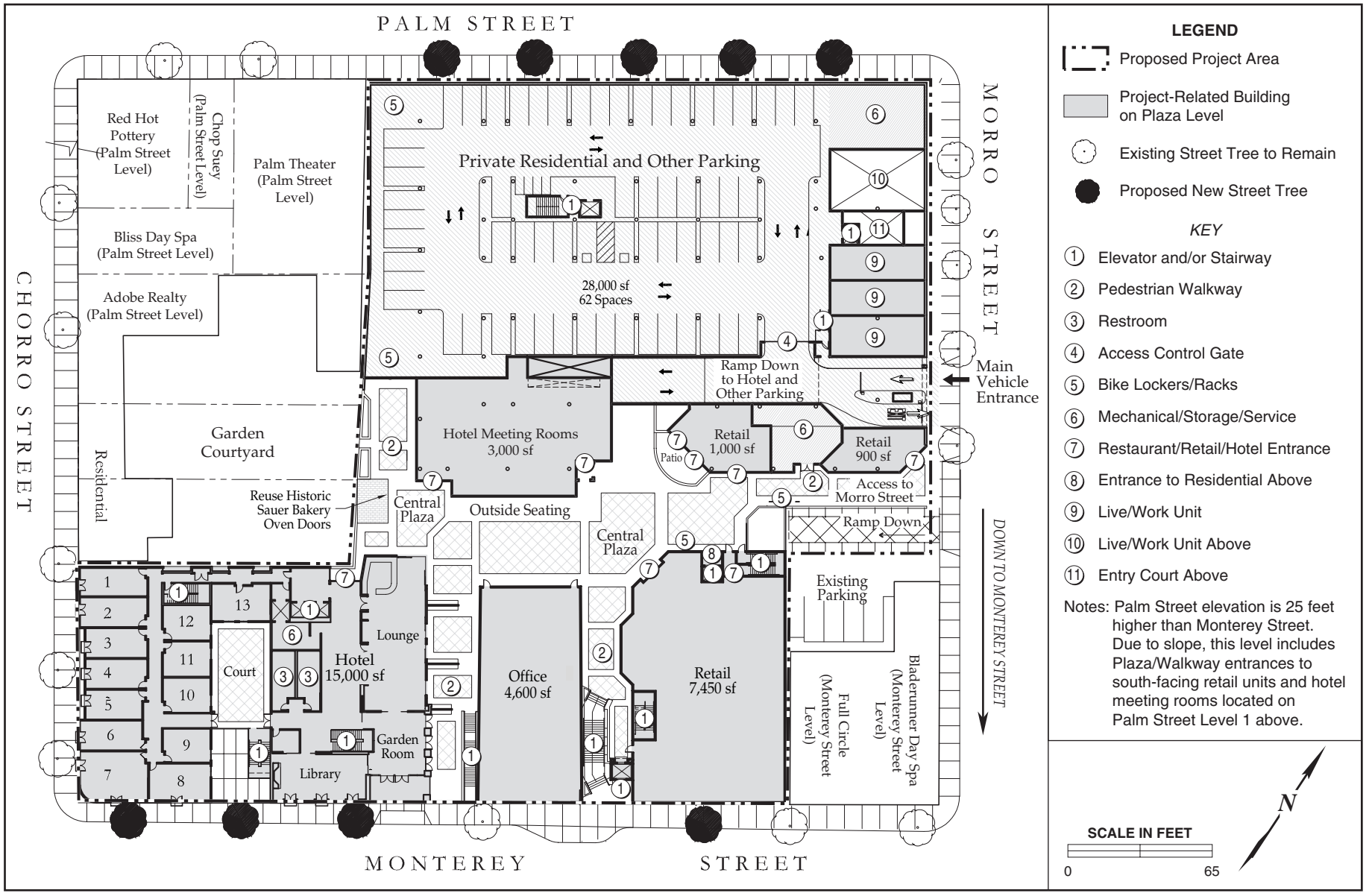
- leaving about 15,000 sf of the northern portion of this level adjacent to Palm Street undeveloped, reducing excavation and eliminating the parking originally proposed in that northern portion of the property;

- replacing large retail spaces at the corner of Chorro and Monterey Streets with restaurant use and an expanded hotel lobby; and

- incorporating specific design details and character elements derived from the 1930s architecture of the historic Blackstone Hotel and Sauer Bakery buildings.

2.3.2 Plaza Level

The Plaza Level is the next level above the Monterey Street Level (Figure 2.2-4). The approximately 55,050-sf of structures on this level would support subterranean parking



LEGEND

- Proposed Project Area
- Project-Related Building on Plaza Level
- Existing Street Tree to Remain
- Proposed New Street Tree

KEY

1. Elevator and/or Stairway
2. Pedestrian Walkway
3. Restroom
4. Access Control Gate
5. Bike Lockers/Racks
6. Mechanical/Storage/Service
7. Restaurant/Retail/Hotel Entrance
8. Entrance to Residential Above
9. Live/Work Unit
10. Live/Work Unit Above
11. Entry Court Above

Notes: Palm Street elevation is 25 feet higher than Monterey Street. Due to slope, this level includes Plaza/Walkway entrances to south-facing retail units and hotel meeting rooms located on Palm Street Level 1 above.

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Revised Plaza Level Floor Plans
Chinatown Project

FIGURE 2.2-4

along Palm Street, the second-story of the hotel, retail and office uses along Monterey Street, and lower-levels of proposed live/work units along Morro Street. This level would also include the centerpiece of the project, pedestrian plazas and walkways at approximately the center of the project site, which would allow access to the proposed hotel, retail, offices, and hotel meeting rooms 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 24,300 sf, approximately 26 percent of the project site.

Details of the Plaza Level are as follows:

- **Parking.** A 28,000-sf subterranean parking structure would provide 62 private parking spaces to serve residents of proposed condominiums and which would be accessed via controlled access from Morro Street. The Morro Street vehicle entrance at this level would also provide access to the internal two-way ramp down to the Monterey Street Level below. Bike storage lockers and bike racks would be provided.

- **Retail.** Retail would include a total of 7,450 sf in Building C as a second story above Monterey Street, with entrances off the proposed plazas/walkways. Due to the slope of the project site, this level would also include the plaza/walkway entrances to the south-facing retail units located on the Palm Street Level 1 above.

- **Office.** Office space on the Plaza Level would include 4,600 sf located above Monterey Street (Building C), with access to the proposed plaza/walkway systems.

- **Hotel.** The hotel at this Plaza Level would total 15,000 sf and would consist of the second floor of the four-story hotel. This level would include 13 hotel guest rooms, an internal courtyard, a library, and a hotel lounge and garden room with access to the plazas and walkways. Due to the slope of the project site, this level would also include the plaza/walkway entrances to the south-facing hotel meeting rooms located on Palm Street Level 1 above.

- **Live/Work Townhouses.** The Plaza Level would include the lower-levels of three two-level live/work townhouse units facing Morro Street. This level of the units would be accessed internally via Palm Street Level 1 above.

- **Plaza/Pedestrian Walkways.** Three of the five total pedestrian walkways would link Monterey Street and Morro Street to the proposed retail, offices, and hotel at this level. Walkway access would be provided via Morro Street up a ramp to this level. Pedestrian access from Morro Street via this ramp would be

provided 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 two main entrance stairways to the Monterey Street Level below (on either side of the existing Moondoggies/Muzio's building). Pedestrian walkways would converge at two central plaza areas near the hotel lounge and the retail stores. Walkway widths would generally range from 10 to 23 feet, while the central plaza areas would be up to 62 feet wide (refer to Figure 2.2-2). The plaza/walkway area outside the entrance to the hotel meeting rooms would accommodate outdoor seating, as well as support reuse and display of the historic Sauer Bakery oven doors currently located within the project site.

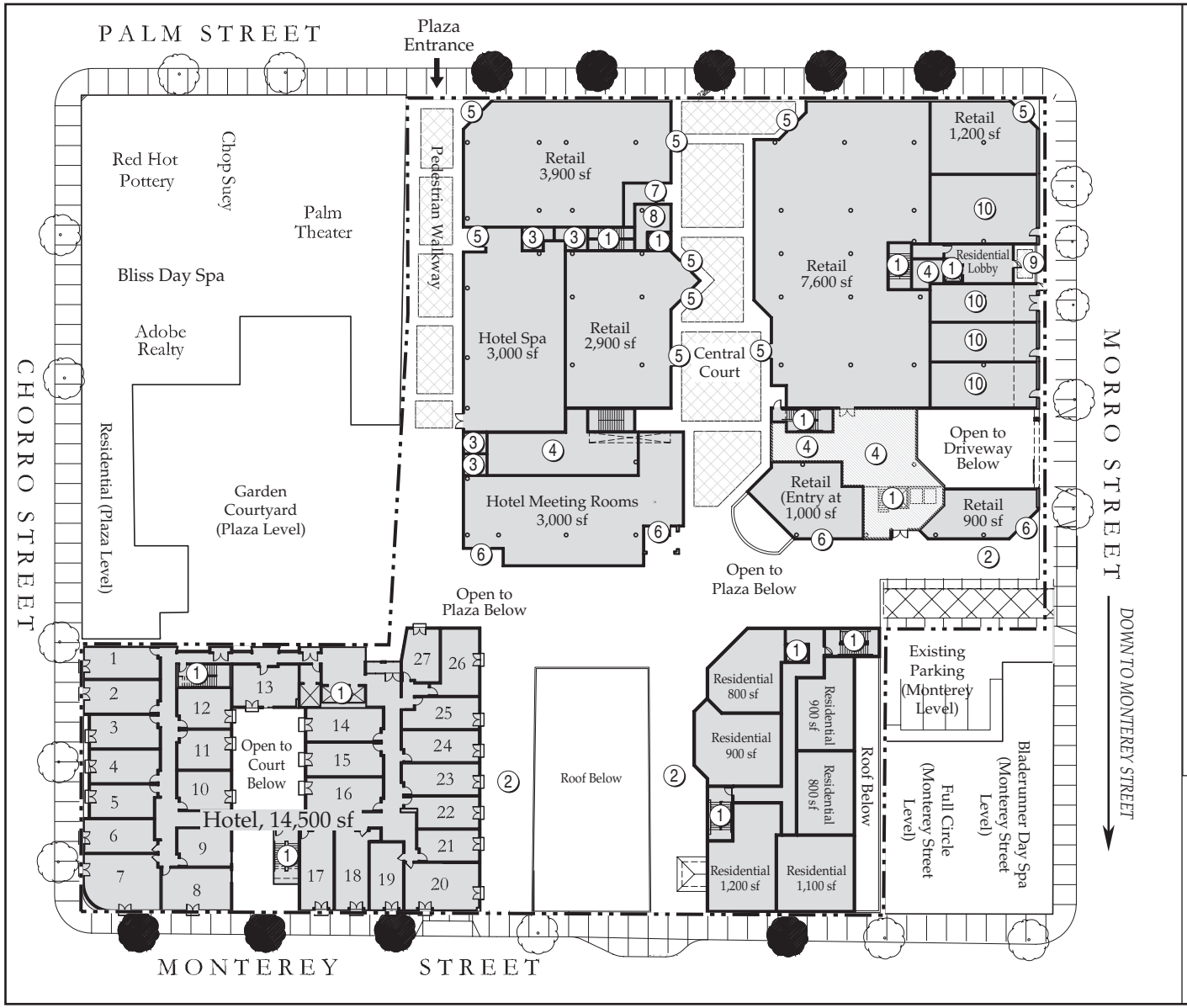
- **Service Access.** The service driveway entrance on Morro Street would allow access to the solid waste and recycling facilities located on the Monterey Street Level below. Other on-site delivery and loading would also be anticipated at the service driveway. Vehicles would be required to enter/exit Morro Street from this driveway in reverse due to lack of turning space. 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. The entrance to an additional service room on Palm Street Level 1 above would be located off the Morro Street entrance walkway ramp. The design of this service entrance would protect existing driveway access and parking for the Bladerunner and Full Circle Building.

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

- adding a second plaza and increasing the size and width of the plazas;
- reducing live/work units from five to four and eliminating associated live/work garage spaces;
- reducing parking spaces from 68 to 62;
- replacing hotel meeting room facilities on the second floor of the Moondoggies/Muzio's building (Building D) with office space; and
- replacing the interior stairwell with exterior doors at the rear of the Moondoggies/Muzio's building (Building D).

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 2.2-5).



LEGEND

- Proposed Project Area
- Project-Related Building on Palm Street Level
- Existing Street Tree to Remain
- Proposed New Street Tree

KEY

1. Elevator and/or Stairway
2. Open to Pedestrian Walkway Below
3. Restroom
4. Mechanical/Storage/Service
5. Hotel/Retail Entrance (Palm Level)
6. Hotel/Retail Entrance (Plaza Level)
7. Garage Exit
8. Entrance to Residential Above
9. Residential Entrance (Palm Level)
10. Live/Work – 1,000 sf

Notes: Palm Street elevation is 25 feet higher than Monterey Street. Due to slope, Plaza/Walkway entrances to south-facing retail units and hotel meeting rooms are located on Plaza Level below.

SCALE IN FEET

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Revised Palm Street Level 1 Floor Plans
Chinatown Project

FIGURE 2.2-5

This approximately 49,400-sf level includes ground-floor retail, lobby entrances to the residential units above, ground-floor live/work units along Morro Street, spa and meeting rooms associated with the hotel, and upper levels of the hotel and residential units (including affordable units) along Monterey Street. This level also includes a central court and two pedestrian walkways which extend from the walkways/plazas located on the Plaza Level below to provide access to Palm Street and proposed retail at this level.

Details the revised Palm Street Level 1 are as follows:

- **Retail.** Retail at this level would total 17,500 sf, with spaces ranging in size from 900 to 7,600 sf. Retail entrances are located off the walkways/central court as well as Palm and Morro Streets. Due to the slope of the project site, the plaza/walkway entrances to the south-facing retail units are located on the plaza level below.

- **Live/Work Townhouses.** Palm Street Level 1 would include the ground-level of three, two-level and one single-level townhouse units facing Morro Street. The street-facing component of these units at this level would total approximately 4,000 sf.

- **Hotel.** The hotel at Palm Street Level 1 would include 14,500 sf and would consist of the third floor of the four-story hotel. This level would include 27 hotel guest rooms. Interior guest rooms would be centered around the open courtyard on the level below.

- **Hotel Services.** Hotel services at Palm Street Level 1 would include the hotel spa, meeting rooms, and service facilities located across the pedestrian plaza/walkway system north of the hotel (at the southern portion of Building A-West). This would include a total of 3,000 sf of hotel meeting rooms, a 3,000-sf spa, and 1,000 sf of service facilities associated with the proposed hotel. Due to the slope of the project site, the plaza/walkway entrances to the south-facing hotel meeting rooms are located on plaza level below.

- **Residential Units.** Palm Street Level 1 residential units (third story above ground fronting Monterey Street) would consist of six two-bedroom residences totaling 6,400 sf in Building C. Four of these units are proposed to be designated for affordable to moderate-income households. Access would be provided by one elevator via the residential lobby located on the Plaza Level below, as well as two stairways. In addition, residential lobby entrances fronting Morro Street in Building A-East and the central walkway in Building A-West are located on this level to provide access to residential units above.

- **Central Court/Pedestrian Walkways.** Two of the five total pedestrian walkways would link Palm Street and the proposed retail and hotel services at

this level. 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. The walkway located down the center of the project site would include a Central Court up to 40 feet wide (refer to Figure 2.2-2). Walkway widths on this level would generally range from 19 to 32 feet. Although the potential exists for additional outdoor seating/dining to be located along the pedestrian walkways, the amount and space allocation that would be required by future tenants has not been determined at this time. Pedestrian access to other levels would be provided via stairwells and elevators located throughout the site.

- **Service/Delivery.** Commercial loading zones would be located along Palm Street on this level.

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

- reducing live/work units from five to four;
- separating the largest proposed structure (Building A) into two smaller buildings;
- separating the largest retail space, originally proposed for use as a neighborhood market, into smaller retail spaces fronting the pedestrian walkways;
- incorporating an additional large central walkway and Central Court area with street-level access from Palm Street;
- reusing the historic neon Shanghai Low Restaurant sign along Palm Street;
- relocating hotel meeting facilities from the second story of the existing Moondoggies/Muzio's building (Building D) to street level along the pedestrian walkway;
- relocating hotel spa facilities from the roof of the hotel to the pedestrian plaza;
- replacing second-story office space in Building C with residential units; and
- eliminating the hotel lounge addition on top of the existing historic Moondoggies/Muzio's building (Building D) and the associated bridge to the proposed hotel.

2.3.4 Palm Street Level 2

Palm Street Level 2 includes residential units located in Buildings A-East and A-West above Palm Street Level 1 (second story above ground fronting Palm Street)

(Figure 2.2-6). Residences would consist of two- to four-bedroom residences (ranging in size from approximately 783 to 1,892 sf). This level also includes the fourth story of the hotel (Building B) fronting Monterey Street.

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

- **Residential Units.** Residential units on Palm Street Level 2 would consist of 16 two- to four-bedroom residences totaling 12,660 sf in Building A-East and 10,090 sf in Building A-West. Residences facing the interior of the project site would include decks that open onto the Central Court and pedestrian walkways below. A large deck at the corner of Morro and Palm Streets would open onto the streets below. Access would be provided by two elevators via the residential lobbies located on Palm Street Level 1 below, as well as four stairways.

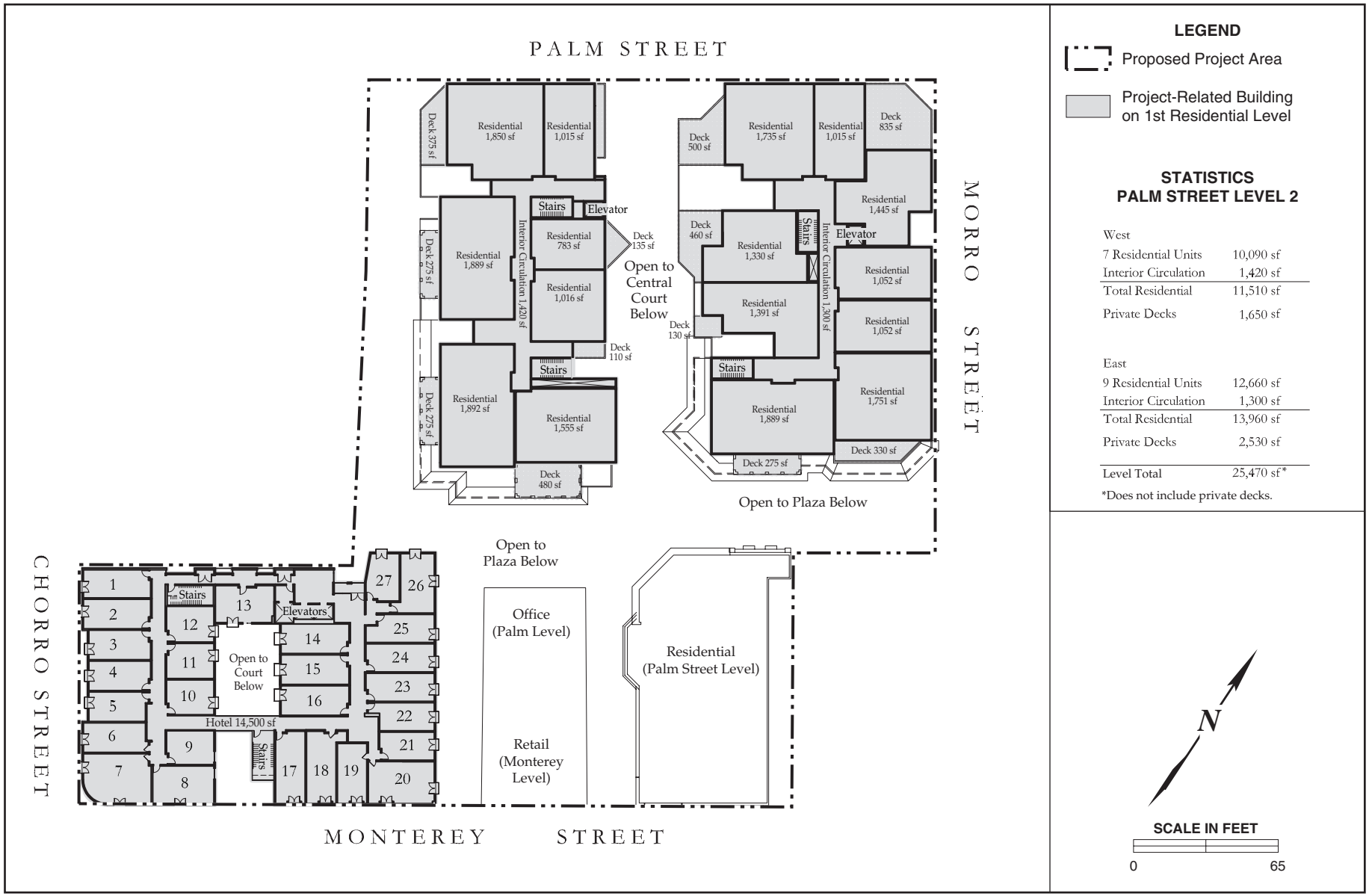
- **Hotel.** The hotel at Palm Street Level 2 would include 14,500 sf and would consist of the fourth floor of the four-story hotel. This level would include 27 hotel guest rooms. Interior guest rooms would be centered around the open courtyard below. Two stairways and three elevators provide access between floors.

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

- elimination of live/work units;
- elimination of residential entry and courtyard from Palm Street; and
- increasing residential space from 14 to 16 units and from 16,686 sf to 22,750 sf.

2.3.5 Palm Street Level 3

Palm Street Level 3 includes residential units located in Buildings A-East and A-West above Palm Street Level 2 (third story above ground fronting Palm Street) (Figure 2.2-7). Residences consist of two- to four-bedroom residences (ranging in size from approximately 1,555 to 2,430 sf). This level also includes the rooftop pool/pool deck of the hotel (Building B) fronting Monterey Street.



LEGEND

Proposed Project Area

Project-Related Building on 1st Residential Level

STATISTICS
PALM STREET LEVEL 2

West	
7 Residential Units	10,090 sf
Interior Circulation	1,420 sf
Total Residential	11,510 sf
Private Decks	1,650 sf
East	
9 Residential Units	12,660 sf
Interior Circulation	1,300 sf
Total Residential	13,960 sf
Private Decks	2,530 sf
Level Total	25,470 sf*

*Does not include private decks.

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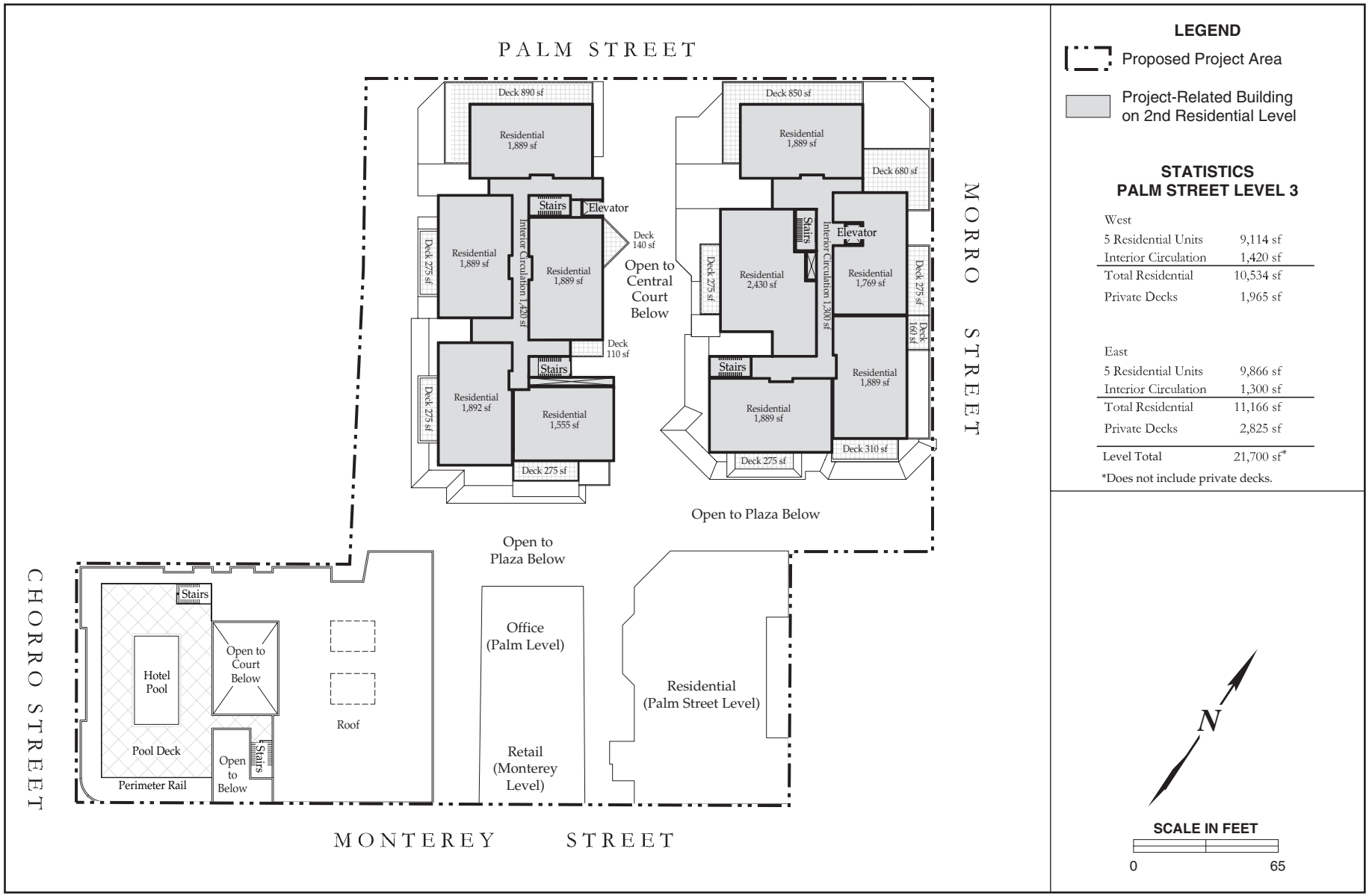
Revised Palm Street Level 2 Floor Plans
Chinatown Project

FIGURE 2.2-6



LEGEND

Proposed Project Area

Project-Related Building on 2nd Residential Level

STATISTICS
PALM STREET LEVEL 3

West	
5 Residential Units	9,114 sf
Interior Circulation	1,420 sf
Total Residential	10,534 sf
Private Decks	1,965 sf
East	
5 Residential Units	9,866 sf
Interior Circulation	1,300 sf
Total Residential	11,166 sf
Private Decks	2,825 sf
Level Total	21,700 sf*

*Does not include private decks.

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Revised Palm Street Level 3 Floor Plans
Chinatown Project

FIGURE 2.2-7

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

- **Residential Units.** Residential units on Palm Street Level 3 would consist of 10 two- to four-bedroom residences totaling 9,866 sf in Building A-East and 9,114 sf in Building A-West. Residences facing the interior of the project site would include decks that open onto the Central Court and pedestrian walkways below, while units facing Palm and Morro Streets would include decks that open onto the streets below. Access would be provided by two elevators via the residential lobbies located on Palm Street Level 1, as well as four stairways.

- **Hotel Pool/Pool Deck.** The hotel at the Palm Street Level 3 would include a rooftop 4,000-sf pool and pool deck to serve hotel guests. Access would be provided by two stairways from the floors below.

Major changes on this level of the project include:

- relocating the hotel spa from the top floor of the proposed hotel to street level along the pedestrian walkway; and

- reducing residential units from 16 to 10.

Tables 2.3-1 and 2.3-2 provide a comparison between the types of commercial and residential uses proposed on each of the five levels under the original and revised projects. Commercial, hotel, live/work units, limited residential, and parking spaces would mainly be located on the first three levels with the upper two levels consisting of residential and hotel. Figures 2.2-8 and 2.2-9 display the proposed project elevations from surrounding streets. Figure 2.2-10 displays proposed project cross sections.

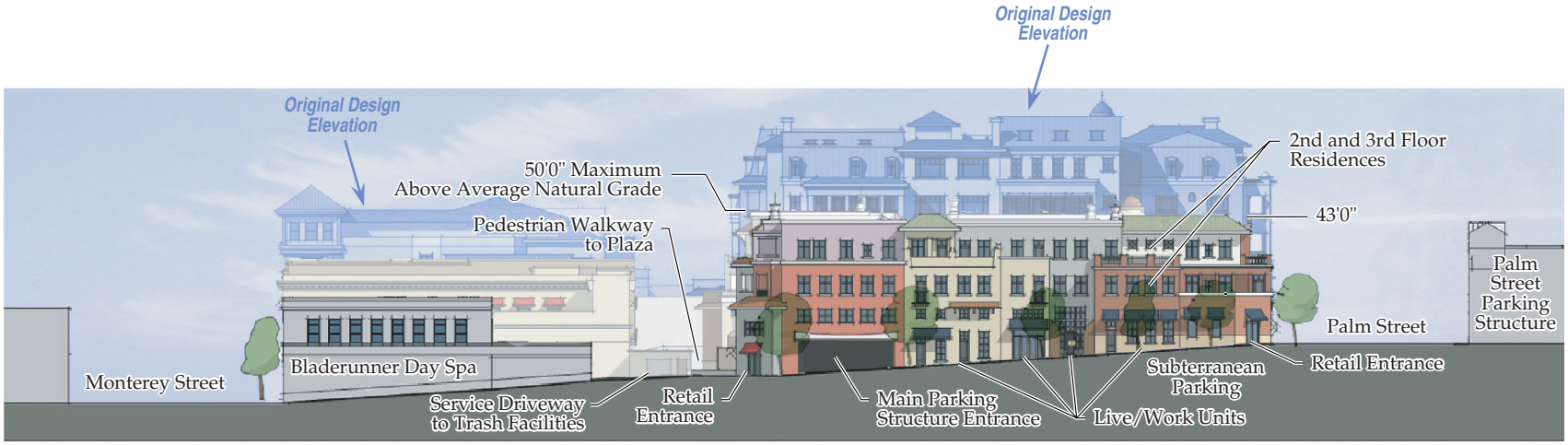
Table 2.3-1. Comparison of Commercial Area (Square Footage) by Floor Level

	ORIGINAL PROJECT				REVISED PROJECT			
Level	**Retail**	**Restaurant**	**Office**	**Hotel**	**Retail**	**Restaurant**	**Office**	**Hotel**
Monterey Street	9,150 4,600 9,300			2,450	14,200 4,600	6,000		8,500 7,500
Plaza	8,700	6,000		15,000	7,450		4,600	15,000
Palm Street 1	1,100 2,100		8,000	4,600 15,000	3,900			14,500
	20,800			1,600	2,900 7,600			4,000 3,000
					1,200			
					1,000			
					900			
1st Residential/ Palm Street 2				15,000				14,500
2nd Residential/ Palm Street 3				7,400				
3rd Residential								
4th Residential								
Subtotal	**55,750**	**6,000**	**8,000**	**61,050**	**43,750**	**6,000**	**4,600**	**67,000**
TOTAL COMMERCIAL	**130,800**				**121,350**			

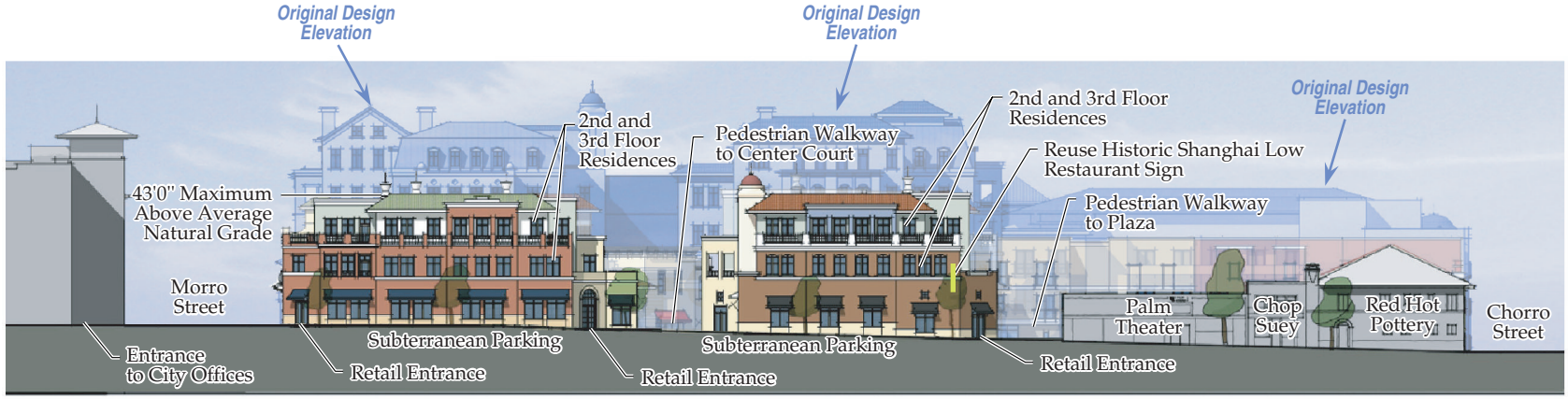
Table 2.3-2. Comparison of Residential Area (Square Footage) by Floor Level

	ORIGINAL PROJECT			REVISED PROJECT		
Level	**Residential**	**Live/Work**	**Parking[1]**	**Residential**	**Live/Work**	**Parking[1]**
Monterey Street			57,600			26,000 2,400
Plaza		3,000	31,500			28,000
Palm Street 1				6,400	4,000	
1st Residential/ Palm Street 2	19,254	3,840		25,470		
2nd Residential/ Palm Street 3	21,811			21,700		
3rd Residential	21,811					
4th Residential	20,928					
Subtotal	**83,804**	**6,840**	**89,100**	**53,570**	**4,000**	**56,400**
TOTAL RESIDENTIAL	**179,744**			**113,970**		

[1] Parking will accommodate both residential and hotel uses.
Source: SLO Chinatown LLC/R^{2}L Architects 2007.



East Elevation – Facing Morro Street



North Elevation – Facing Palm Street

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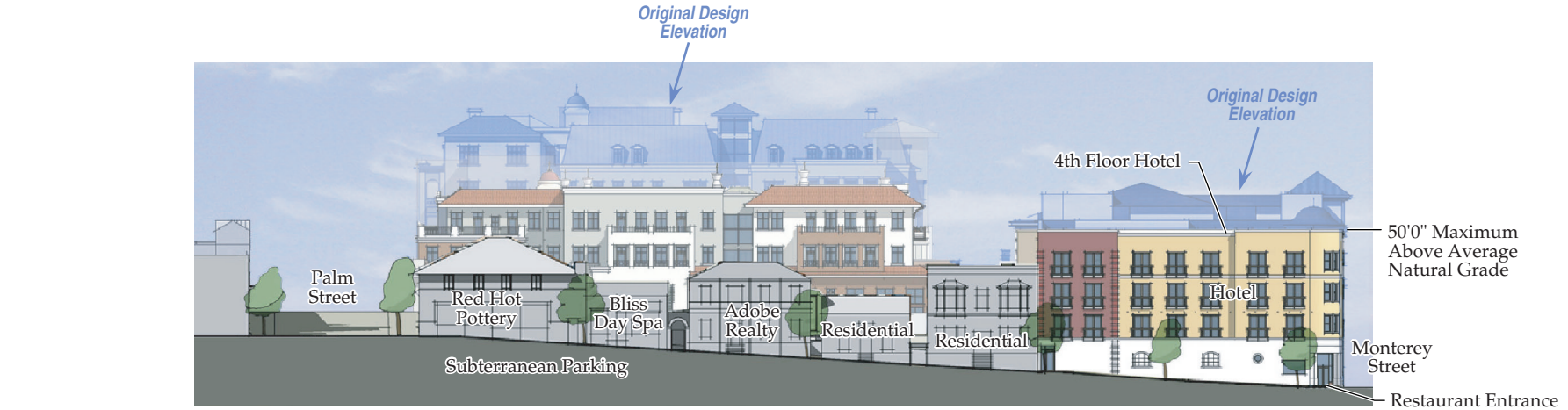
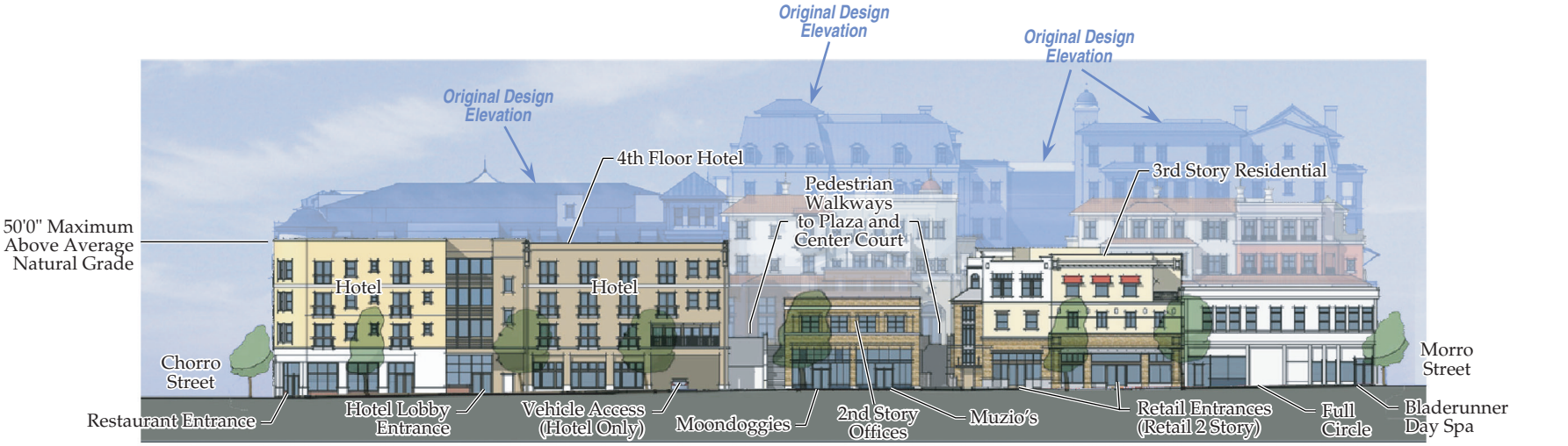
Revised Morro and Palm Street Elevations
Chinatown Project

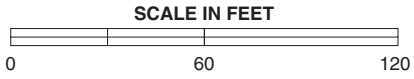
FIGURE 2.2-8



West Elevation – Facing Chorro Street



South Elevation – Facing Monterey Street



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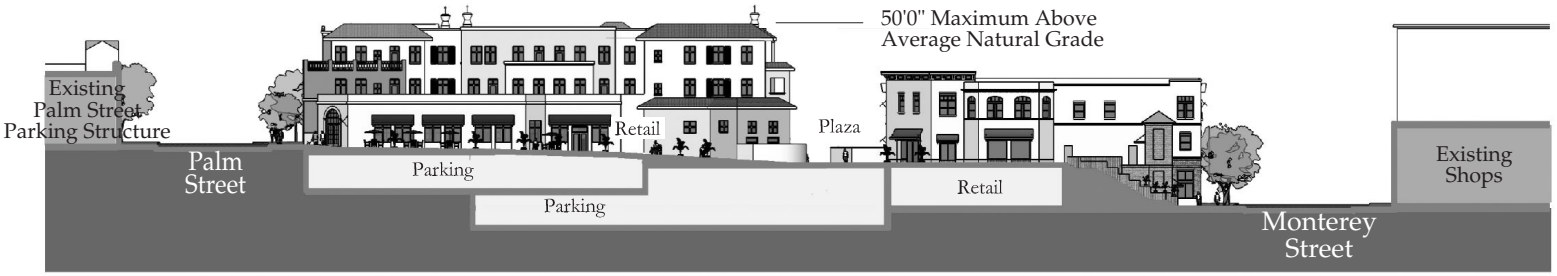
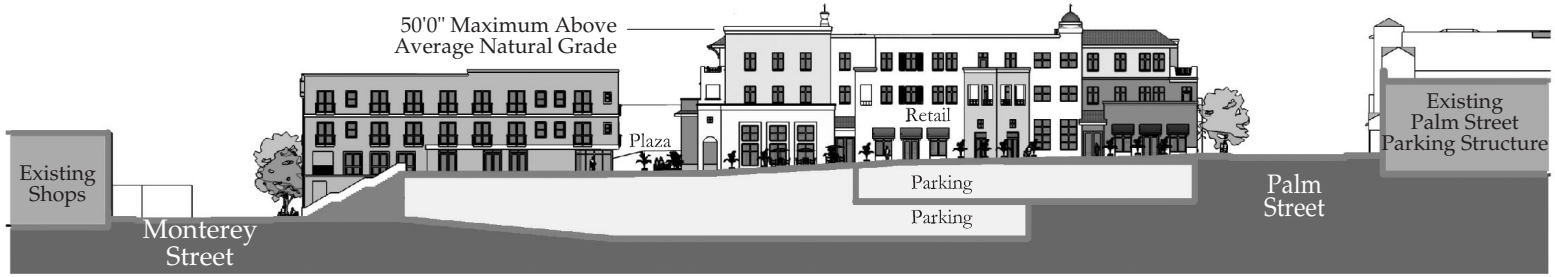
Revised Chorro and Monterey Street Elevations
Chinatown Project

FIGURE 2.2-9



Looking Northeast (toward Morro Street)



Looking Southwest (toward Chorro Street)

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Revised Project Cross Sections
Chinatown Project

FIGURE
2.2-10

3.0 REVISED PROJECT IMPACTS AND MITIGATION MEASURES

3.1 OVERVIEW

This section summarizes the substantive changes in project impacts and the effect on required mitigation measures, as a result of revisions to the proposed project. In general, the reductions in project size and height, along with other changes identified in Section 2, have led to reductions in the severity of project impacts. This section focuses on the most significant changes to the key issue areas identified in the Chinatown Project Final EIR and includes a comparison table of key impacts and mitigation measures associated with the original 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. The discussion in this Final EIR Update should be used in conjunction with the discussion in the Final EIR to understand the impacts of the revised Chinatown Project and changes in required mitigation measures.

3.2 MAJOR ENVIRONMENTAL RESOURCES POTENTIALLY AFFECTED

3.2.1 Aesthetics and Visual Resources

The revised Chinatown Project would reduce maximum project height from five- to six-story buildings up to 75 feet in height, to three- to four-story buildings up to 50 feet in height. All construction elements of the project would be reduced in size, while the internal pedestrian plaza/walkway system would be expanded. This reduction in size, scale, and bulk would allow the project to be more compatible with the overall 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 have reduced impacts on aesthetics and visual resources. Impact VIS-1, associated with height and mass of proposed multi-story structures, would be reduced from significant and unavoidable under the original project to less than significant under the revised project. Impact VIS-2 and associated measures to mitigate impacts to architectural compatibility would be reduced and would remain less than significant, as discussed in the Final EIR. Impact VIS-3 and the originally required mitigation measures would remain unchanged. Changes to aesthetics and visual resources impacts are summarized below.

Impact VIS-1. The proposed hotel (Building B) at the corner of Chorro and Monterey Streets has been redesigned to incorporate specific details and character elements derived from the 1930s architecture of the existing Blackstone Hotel and Sauer Bakery buildings. The revised structure would be reduced from five stories, as originally proposed, to four stories above ground.

The revised design would reduce the proposed visual dominance and contrast of Building B with the surrounding area by:

1. reduction of the height, especially elimination of the previously proposed highly visible corner tower;
2. change of color from the highly contrasting white to the less contrasting yellow; and
3. simplification of the architectural forms from highly articulated and rounded forms with gables to the more standard Main Street Commercial Classic form more typical of San Luis Obispo.

These changes would result in the project's visual contrast dropping from *moderate/high* to *moderate* and the project's dominance dropping from *high* to *moderate/high*. The net result would be that the visual impact severity drops from *moderate/high* to *moderate* for both key visual areas (KVAs) 2 and 3. These changes would reduce the visual impacts of Building B to below the threshold of significance, a less than significant impact.

As part of the redesigned project, the largest proposed structure (Building A) would be split into two smaller buildings. The structure would be reduced from five to six stories above ground, as originally proposed, to three to four stories above ground under the revised project. In addition, the third story of the structure would be set back 12 feet off the Palm and Monterey Street frontages, reducing the effects of shade and shadow and "canyonization" on Morro Street. From Palm Street, the projecting patio/portico portion of the upper floors has been removed from the original project, further reducing the visual dominance of the proposed structure along the street frontage.

The degree of change in project design (i.e., elimination of generally one to two stories) reduces impacts associated with compatibility of height and mass of the proposed mixed-use structure (Building A) and hotel (Building B) from significant and unavoidable under the original project, to less than significant under the revised project.

Impact VIS-2. Regarding architectural style, the proposed structures have been redesigned to be more compatible with the Main Street character of the Downtown Historic District. The proposed hotel (Building B) at the corner of Chorro and Monterey Streets has been redesigned to incorporate specific details and character derived from the 1930s architecture of the historic Blackstone Hotel and Sauer Bakery buildings. In addition, the towers and architectural projections on Monterey Street associated with the proposed hotel (Building B) under the original project have been eliminated. Although a digital 3-D model of proposed buildings would be provided as part of the revised project, submittal of a physical architectural model under mitigation measure MM VIS-2 (1) would still be required for final Architectural Review Commission (ARC) review. 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. Mitigation measures MM VIS-1a, MM VIS-1b, MM VIS-2 (2) through (4) would no longer 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.

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

3.2.2 Cultural Resources

The revised Chinatown Project would incorporate several cultural resources that were not included in the originally proposed project, and as such would have reduced impacts on cultural resources. Redesign of the proposed project would include preservation of the historic Muzio's building, reuse of parts of the historic Sauer Bakery brick oven, incorporation of 1930s architectural style elements, and incorporation of features of Chinese architecture, such as the reuse of the historic neon Shanghai Low Restaurant sign. Impacts CR-3 and CR-6 would be reduced to less than significant under the revised project and originally required mitigation measures would no longer apply. However, impacts CR-4, CR-5, and CR-7 would remain significant and unavoidable as a result of demolition 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. Revisions to the proposed Chinatown Project would include eliminating the hotel lounge addition on top of the existing historic Moondoggies/Muzio's building (Building D) and the associated bridge to the proposed hotel. In addition, the interior stairwell proposed as part of the original project would be replaced with two Plaza Level exterior doors at the rear of the Moondoggies/Muzio's building (Building D), allowing access to the pedestrian walkway. As a result, proposed alterations to the historic structure would be consistent with the Secretary of Interior's Standards for Rehabilitation, and the integrity of the structure would be retained. Therefore, impacts associated with alterations to the historic Muzio's Building would be reduced and would remain less than significant under the revised project.

Impact CR-4. As part of the revised project, the doors and related hardware of the historic Sauer Bakery brick oven would be reused and displayed along a plaza/walkway within the project site. However, the revised project would still require demolition of the Sauer Bakery Building which is included on the City's Master List of Historic Resources. Impacts to cultural resources as a result of demolition of the Sauer Bakery Building would remain significant and unavoidable, even after mitigation, under the revised project.

Impact CR-5. Similar to the original project description, the revised Chinatown Project would still require the demolition of three buildings identified as contributing resources to historic preservation districts (Cornerstone/historic Blackstone Hotel, Bello's, and Palm Street Buildings). Although the redesign of the project would incorporate specific details and character derived from the 1930s architecture of the existing Blackstone Hotel and Sauer Bakery buildings, impacts as a result of proposed demolition of these contributing elements to recognized historic districts would remain significant and unavoidable.

Impact CR-6. The revised project would incorporate elements of Chinese architecture into parts of the proposed project located within the Chinese Historic District, including colors and materials, detailing, iron railings, tile-work, and reuse of the historic neon Shanghai Low Restaurant sign on the building façade in the same general location along Palm Street. Therefore, impacts originally determined to be significant as a result of demolition of this contributing element of a recognized historic district would be reduced to less than significant.

Impact CR-7. Similar to the original project description, the revised Chinatown Project would still require the demolition of contributing structures to the Chinatown Historic District and the Downtown Historic District. Although the redesign of the project would incorporate elements of Chinese architecture into parts of the proposed project located within the Chinese Historic District, impacts as a result of proposed demolition 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. 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 measures MM CR-3 and MM CR-6 would no longer apply to the revised Chinatown Project. All other mitigation measures associated with cultural resources identified in the Chinatown Project Final EIR 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 under the original project.

3.2.3 Land Use

The redesign of the Chinatown Project includes a reduction from five- to six-story buildings up to 75 feet in height to three- to four-story buildings up to 50 feet in height, and as such would result in reduced impacts on land use, because potential inconsistencies with the Downtown Plan would be reduced, while inconsistencies associated with the amended Land Use Element Policy 4.16.4 would no longer apply. Impacts discussed under Impact LU-1 would remain less than significant and mitigation measures would remain similar to those discussed in the Chinatown Project Final EIR. Impact LU-2 would be reduced to less than significant and mitigation measures would no longer apply. Changes to land use impacts are discussed below.

Impact LU-1. As part of the revised project, upper-story residential units have been redesigned to be oriented around the plaza/walkway system, consistent with the *Conceptual Physical Plan for the City's Center* (Downtown Plan). Therefore, potential inconsistencies with specific and conceptual goals for Area 5 of the Downtown Plan

would be reduced. Impacts to land use would be similar to those under the original project and would remain less than significant.

Impact LU-2. The revised Chinatown Project height would be reduced from up to 75 feet to a maximum of 50 feet in height. As a result, goals established for taller buildings under the amended Land Use Element Policy 4.16.4 would no longer apply. Therefore, no impacts would occur regarding inconsistencies with amended Land Use Element Policy 4.16.4.

Mitigation Measures. Mitigation measures MM LU-2a through MM LU-2c would no longer apply to the revised Chinatown Project. All other mitigation measures associated with land use identified in the Chinatown Project Final EIR would still be required.

Residual Impacts. Residual impacts associated with the revised project would remain less than significant.

3.2.4 Population and Housing

Population and housing impacts from the revised Chinatown Project would be reduced as project employment opportunities would be reduced and because the revised project includes four affordable residential units set aside for moderate-income households. Project-related impacts discussed under Impact PH-1, including the City affordable housing imbalance would remain less than significant as discussed in the Chinatown Project Final EIR, and the originally required mitigation measures would remain unchanged. Project-related impacts discussed under Impact PH-2 would remain less than significant, with incorporation of revised mitigation. Changes in impacts and mitigation measures related to population and housing are summarized below.

Impact PH-2. Similar to the originally proposed project, the revised Chinatown Project would still require the removal of six affordable rental units currently located in the Moondoggies/Muzio's building (Building D). As part of the revised project, four of the residential units in Building C would be designated as affordable housing for moderate-income households. Potential conflicts with Housing Element Policy H 3.7.2 and with Policy H 3.5.2, which encourage affordable housing in residential condominium projects and discourage removal of existing affordable housing, would be reduced; however, two additional affordable units would still be required to fully mitigate the permanent loss of

the existing six affordable units. Therefore, impacts to population and housing would be similar to those under the original project and would remain less than significant with incorporation of mitigation.

Mitigation Measures. Mitigation measure MM PH-2 would still apply to the revised project; however, the minimum affordable housing units to be provided would be reduced from six to two. All other mitigation measures associated with population and housing identified in the Chinatown Project Final EIR would still be required.

Residual Impacts. Similar to the original project, residual impacts associated with the revised project would be reduced to less than significant after implementation of mitigation measure MM PH-2.

3.2.5 Transportation and Traffic

The revised Chinatown Project would be approximately 75 percent of the size of the originally proposed project and as such would have reduced impacts on transportation and traffic. Project-related trip generation would be reduced by as many as 199 new trips in the PM peak hour (Table 3.2-1), along with associated project-related traffic on downtown streets, and would remain less than significant. Parking demand associated with on-site uses would also be reduced (Table 3.2-2), along with the proposed supply of on-site parking, although the impacts associated with the loss of public parking and on-site parking that is not preserved and maintained available to 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, and TT-8, including intersection LOS, construction, bicycle, motorcycle, transit, and emergency access-related impacts, would remain substantially the same as discussed in the Final EIR, and the originally required mitigation measures would remain unchanged. Changes in project impacts associated with pedestrian facilities, parking demand, and safety are summarized below, along with changes to Impacts TT-3, TT-7 and TT-9.

Impact TT-3. Under the revised project, pedestrian activity and associated potential for sidewalk congestion would be reduced as a result of the decrease in overall project size (residents would be reduced from approximately 142 to 89, retail employees would be reduced from 245 to 175, hotel patrons of a 77-room hotel would be reduced to those of a

Table 3.2-1. 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 and Live/Work Units[2]	43 du	0.36	0.22	0.58	16	10	26
Boutique Hotel[3]	67 rooms	0.25	0.26	0.51	17	18	35
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]	39,150	1.80	1.95	3.75	71	76	147
Office[7]	4,600 sf	0.25	1.24	1.49	1	6	7
Subtotal					**135**	**200**	**335**
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]					25	23	48
25% Existing Uses Internalization Reduction[9]					5	4	9
Total Net New Trips under Revised Project					**97**	**160**	**257**
Total Net New Trips under Original Project					198	258	456
Difference in New Net Trips					(101)	(98)	(199)

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 3.2-2. Revised Vehicle Parking Requirements

Land Use/Size	Standard	Stalls Required	New Stalls Provided
Proposed Uses			
17 2-bedroom condominiums	1 per unit	17	
14 3-bedroom condominiums	1.25 per unit	17.5	
1 4-bedroom condominium	1.50 per unit	1.5	
4 live/work townhouses	1 per unit	4	
Residential complex (guest) parking	0.1 per unit	3.6	
Residential Subtotal		***43.6***	*62*
67-room boutique hotel	.5 per room/suite + .5 per manager	34	
3,000 sf meeting room	1 per 350 sf	9	
6,000 sf restaurant	1 per 350 sf	17	
43,750 sf retail	1 per 500 sf	87.5	
3,000 sf hotel spa	1 per 500 sf[1]	6	
4,600 sf office	1 per 500 sf	9	
Non-Residential Subtotal		***162.5***	*60*
Estimated Project Parking Demand		*206.1*	
Credit for Existing Uses *-Occupied square footage – 22 spaces* *-Unoccupied square footage – 73 spaces*		***(95)***	
Total Net New Parking Demand		*111*	*122*

[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 72 long-term spaces for residential, 12 short-term spaces for customers, and 11 long-term spaces for employees. Revised motorcycle requirements would include 6 spaces. Impacts to bicycle and motorcycle parking would remain less than significant within implementation of existing mitigation measures (MM TT-4 and MM TT-5).

Sources: City of San Luis Obispo 2004; SLO Chinatown LLC/R2L Architects 2007.

67-room hotel, and consumers would be reduced due to decrease in retail space from 55,750 to 43,750 sf). However, the revised project would include an additional large central walkway and Central Court area linking proposed retail and hotel services with street-level access at mid-block on Palm Street. This additional component could potentially increase the number of pedestrians jaywalking across Palm Street to and from the existing 842 Palm Street parking structure. Existing mitigation measure MM TT-3c

to commission studies to evaluate the need for a mid-block crosswalk on Palm Street would sufficiently address this issue; therefore, impacts regarding pedestrian safety would remain less than significant with incorporation of existing mitigation.

The revised project plans also indicate the inclusion of sidewalk dining, street furniture, and landscaping on the proposed new Central Court/Walkway. This could potentially restrict available effective pedestrian passage, resulting in congestion within proposed plazas and walkways. Therefore, proposed mitigation measure MM TT-3 has been amended to include an additional requirement for a Plaza/Walkway Management Plan, including minimum 10-foot-wide pedestrian clearance within proposed interior plazas and walkways. Impacts to pedestrian facilities would remain less than significant with incorporation of mitigation.

Impact TT-7. Although overall project parking demand would be reduced as summarized in Table 3.2-2, parking impacts identified in Impact TT-7 would remain substantially unchanged. Parking requirements for the hotel spa have been added due to the relocation of the hotel spa to a more centrally located area with access to the general public. The revised project would continue to exceed City ordinance requirements for provision of on-site parking by constructing 122 subterranean parking spaces (11 more than ordinance requirements), although parking for most project-related employees and patrons of the site's businesses would not be provided on site and so employees and patrons that drive would rely on the adjacent parking structures and on-street spaces for parking. In addition, the project would 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 exceed the available effective supply of parking spaces within these structures.

Per the City's Zoning Ordinance Regulations, the revised project, with 122 proposed on-site spaces, would technically result in a surplus of 11 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 122 spaces proposed. Section 17.16.060G of the City's Zoning Regulations states that "the right to occupy and use any premises shall be contingent on presenting the required parking and maintaining its availability to the

residents, staff, and/or customers." Subtracting the surplus of 11 spaces from the 155 on-site parking spaces lost results in a net increase in demand of 144 parking spaces associated with implementation of the proposed project. This shortfall of spaces associated with displacement of existing public parking and increased public demand is summarized in Table 3.2-3. Although the revised Chinatown Project provides on-site parking in excess of what is required by City Codes, the potentially restricted use of that parking and the loss of existing public parking would still constitute a significant impact.

Table 3.2-3. Revised Parking Estimates Summary

Item	Spaces
Parking Demand Per City Code	206
Displaced Surface Parking	155
Existing Use Credit Per City Code	(95)
Proposed Spaces	(122)
Net Unmet Parking Demand	**144**

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

Impact TT-9. As part of the revised project, the proposed parking structure, including interior circulation, would be redesigned. Vehicles approaching the lower-level ramp would no longer be required to make a sharp 180-degree turn in a very small area to enter the ramp, as proposed in the original project. Since this specific safety issue would no longer apply, impacts would be reduced; however, a review of proposed vehicle circulation within the redesigned parking structure would still be required to ensure that circulation can be accommodated efficiently and safely. Therefore, impacts to transportation and traffic would be similar to those under the original project and would remain less than significant with incorporation of mitigation.

Mitigation Measures. Mitigation measure MM TT-3 would still apply to the revised project; however, an additional component, MM TT-3h, has been included to require a Plaza/Walkway Management Plan, as follows:

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.

Mitigation measure MM TT-7a would still apply to the revised project; however, the redesign of the project could create another potentially feasible mitigation option to address at least part of the impacts to unmet parking demand. This option would reduce or eliminate the payment of in-lieu fees in exchange for providing additional parking on site. Because the project redesign leaves approximately 15,000 sf of the Monterey Street Level unexcavated, this area could potentially accommodate 40 or more additional parking spaces. This parking could be provided for use by the project's retail patrons and project employees. Providing such spaces on site would reduce demand on the existing Palm Street public parking structures associated with the loss of the existing public surface lot and would provide spaces in a proposed parking structure in the heart of the Downtown Core and in an area of high parking demand. Therefore, proposed mitigation measure MM TT-7a has been altered to include an option to provide additional on-site spaces over and above ordinance demand to replace all or part of the project's recommended in-lieu fee payment, as follows:

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 (144) included in Table 3.2-3 of the Final EIR Update or provide for additional on-site parking as described below. 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 44 parking spaces to be set aside for residents and residential guests, each space above the 44 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; or,*

If the applicant determines that provision of additional on-site parking spaces is preferable to payment of in-lieu fees, the applicant shall consult with the City and provide 40 or more additional parking spaces on the

Monterey Street Level for use by project patrons and employees. If this mitigation measures is implemented, the City shall determine the appropriate discount for required payment of in-lieu fees (if any) after implementation of this measure.

Mitigation measure MM TT-9 would still apply to the revised project; however, the requirement to modify the Monterey Street Level parking structure layout from the original project plans would no longer apply. Review of vehicle access and circulation within the revised parking structure would still be required to ensure that circulation can be accommodated efficiently and safely. This would address any vehicle turning issues as well as any issues associated with the redesign of the proposed Monterey Street entrance.

All other mitigation measures associated with transportation and traffic identified in the Chinatown Project Final EIR would still be required.

Residual Impacts. Similar to the original project, residual impacts associated with the revised project would be reduced to less than significant after implementation of mitigation measures.

3.2.6 Utilities and Public Services

Overall size of the revised Chinatown Project, including a reduction from five- to six-story buildings up to 75 feet in height to three- to four-story buildings up to 50 feet in height, would result in reduced impacts on utilities and public services. Project-related impacts discussed under Impacts UT-1, UT-2, UT-3, and UT-5 would remain less than significant as discussed in the Final EIR, and the originally required mitigation measures would remain unchanged. Project-related impacts discussed under Impacts UT-4 and UT-6 would be reduced and would remain less than significant, with incorporation of revised mitigation. Changes in utilities and public services impacts are summarized below.

Impact UT-4. The revised Chinatown Project height would be reduced from up to 75 feet in height to a maximum of 50 feet in height. As a result, goals established for taller buildings under the amended Land Use Element Policy 4.16.4 would no longer apply. However, mitigation measures to ensure conformance with City policies outlined in the

Land Use and Conservation Elements of the General Plan would still be required to address the consumption of energy by the proposed project and the design of the project buildings with regard to energy use. Therefore, impacts would be similar to those under the original project and would remain less than significant with incorporation of mitigation.

Impact UT-6. As previously stated, the revised Chinatown Project height would be reduced from 75 feet in height to a maximum of 50 feet in height. As a result, the potential for proposed buildings to exceed the height capabilities of existing San Luis Obispo City Fire Department (SLOCFD) vehicles and equipment would not occur. However, standard regulatory mitigation measures would still be required to ensure that the project's increased demand on fire services in the downtown area would be addressed. Therefore, impacts would be similar to those under the original project and would remain less than significant with incorporation of mitigation.

Mitigation Measures. Mitigation measures MM UT-4a, MM UT-6b, and MM UT-6c would no longer apply to the revised Chinatown Project. All other mitigation measures associated with utilities and public services identified in the Chinatown Project Final EIR would still be required.

Residual Impacts. Similar to the original project, residual impacts associated with the revised project would be reduced to less than significant after implementation of mitigation measures.

Table 3.2-4. Comparison Summary of Impact Determination for Major Issues

Original Impact Description	Original 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 I 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.	Class II Impacts	Class III 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 I 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.	Class II Impacts	Class III 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
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).	Class II Impacts	Class II Impacts
LU-2 The proposed project may be potentially inconsistent with 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 Downtown Commercial zone.	Class II Impacts	No Impacts

Table 3.2-4. Comparison Summary of Impact Determination for Major Issues (Continued)

Original Impact Description	Original Project	Revised Project
Population and Housing		
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.	Class II Impacts	Class II 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
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
TT-9 The design of the proposed parking structure would result in potentially significant impacts on vehicle safety and interior circulation efficiency.	Class II Impacts	Class II Impacts
Utilities and Public Services		
UT-4 The project could potentially consume energy resources beyond existing service provider capacity levels.	Class II Impacts	Class II Impacts
UT-6 The project would potentially increase the demand for SLOCFD services due to additional commercial and residential uses in the downtown area and exceeded height capabilities of existing SLOCFD vehicles and equipment.	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

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 in its entirety. The revisions in this section results of the reflect the results of the analyses summarized in Section 3 for changes to impacts to major issue areas such as Aesthetics and Visual Resources, Cultural Resources, Land Use, Population and Housing, Transportation and Traffic, and Utilities and Public Services. 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 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 in the Final EIR). Implementation of standard APCD-recommended measures at the project site would minimize construction-related air quality impacts; however, this impact would remain significant and unavoidable, even after mitigation. Air emissions 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 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. Despite the unavoidable "significant" level of air pollutant emissions, this amount of growth and corresponding air emissions from the project is consistent with the City's Land Use Plan and conforms to the CAP. Therefore, the construction and operation of the proposed project would not interfere with local and regional air quality and the attainment of state and federal ambient air quality standards.

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 at (805) 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 at (805) 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.	

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-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 Engineer who will submit, for APCD 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 prior to 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.	

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)		
	• 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-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 discovery of 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.	
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.	

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 Coalition, shall be provided in the proposed parking structure 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 Coalition and submitted to the APCD for review and 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), applicant-funded "Gold Passes" to be distributed to employees and information regarding parking and transportation options for customers.	

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)		
	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. 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 an APCD-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., 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:	

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)		
	• 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.). • 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(s). 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;	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

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)		
	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 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.	in which no interments have been made for a period of two years, which are within the city, or 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. Implementation of MM CR-4 and 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. (Similarly, 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.)
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.	MM CR-4 The following measures shall be implemented to preserve information about the historic Sauer Bakery Building (848 Monterey Street) 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 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;	

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)		
	• Disassemble the brick oven before demolition and reassemble it within the complex after construction with an informational sign that explains its importance and relevance to the site; 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.	
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 all the affected structures in accordance with the procedures of the 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 as well as portions of the original structure into the new construction; 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.	

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)		
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 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 who shall 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 shall be documented per MM CR-5. MM CR-7d The Sauer Bakery, Cornerstone Building/Blackstone Hotel, and Bello's Building shall be documented per MM CR-4 and MM CR-5.	
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.	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)		
	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. • 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 further major project redesign should be pursued by 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 consultant-recommended 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 ARC. 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.
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 the 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	Implementation of MM CR-1 and MM CR-8 would reduce impacts to all other 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)		
	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 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 City shall adopt 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-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.	

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

Impacts	Mitigation Measures	Residual Impacts
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.
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 MMs GEO-2 and GEO-3, other impacts to geologic resources 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.	

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		
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 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).	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-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.	
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).	

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-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.	
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. 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.	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. 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. Impacts to structures near the 100-year floodplain along the Monterey Street frontage would also be less than significant upon implementation of mitigation measures. Therefore, no significant residual impacts would occur.

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)		
	• 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. ▪ 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.	

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)		
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.	
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: • 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	

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)		
	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.	
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 in the Final EIR) with their subdivision map.	Implementation of mitigation measures would ensure consistency with all City policies and would reduce land use 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
3.7 Land Use and Planning Policies (continued)		
	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; and • provide a parking structure at the site.	
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.
3.9 Population and Housing		
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.	MM PH-2 The applicant shall provide two additional affordable units as part of the proposed project, in price ranges consistent with City policy guidance. These affordable units should be comparable in appearance and basic quality to the market-rate units.	The construction of two additional onsite units of affordable housing would mitigate the affordable housing impact of the direct potential conflict with Housing Element Policy H 3.7.2 and Policy H 3.5.2. Implementation of this mitigation measure would reduce residual 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. Further, 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)		
	• 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, potential 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 and the Downtown Association prior to the discretionary hearing on this project by the ARC.	

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-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. 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	

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)		
	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 exiting 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 to pull into a parking space before loading, unloading, or transferring their car to a valet. This will prevent spillback from the driveway entrance from affecting sidewalk and traffic operations on Monterey 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.	
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.	
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.	

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-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 and trolley stop 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.	
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 (144) included in Table 3.2-3 of the Final EIR Update or provide for additional on-site parking as described below. 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 44 parking spaces to be set aside for residents and residential guests, each space above the 44 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; or If the applicant determines that provision of additional on-site parking spaces is preferable to payment of in-lieu fees, the applicant shall consult with the City and provide 40 or more additional parking spaces on the Monterey Street Level for use by project patrons and employees. If this mitigation measures is implemented, the City shall determine the appropriate discount for required payment of in-lieu fees (if any) after implementation of this measure. 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:	

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)		
	• 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.	
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.)	

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-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.	
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.	
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.	
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	

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)		
	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.	
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.	
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.	
UT-6 The project would potentially increase the demand for SLOFD services due to additional commercial and residential uses in the downtown area.	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;	

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)		
	• knox box; • installation of fire protection systems and equipment; • implementation of fire safety measures during construction; and portable fire extinguishers.	

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), would create adverse but not significant impacts.	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-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.	No mitigation measures would be required.	Impacts would be less than significant.
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.	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.
3.7 Land Use and Planning Policies		
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 Populations 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.
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.