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STUDENT HOUSING SOUTH

ENVIRONMENTAL IMPACT REPORT

FINAL | MAY 2014

SCH #2013091085

ERRATA

The following is a compilation of amendments and edits to the EIR for incorporation into the final document.

Page/Location	Detail
Global	
Global	Replace all references to the "Board of Trustees" or "CSU Board of Trustees" with "The Board of Trustees of the California State University." Retain abbreviation to "Trustees."
Global	Reference most current site plan (refer to Errata Attachment A).
Global	All instances of or references to Project Objectives, including, but not limited to, pages ES-11 and 2-10 shall be amended as follows: "The purpose of the project is to provide approximately 1,475 beds in on-campus housing in accordance with the bed count programmed in the Master Plan. In addition to the purpose of the project, t~~T~~he project is being pursued with the following ~~additional~~ objectives: ▪ Progress towards the goal of housing 100 percent of the freshman class on campus. ▪ Address ongoing excess demand for on-campus housing. ▪ Co-locate freshman housing in a location with easy access to campus amenities such as dining and the recreation center. ▪ Reallocate beds currently occupied by freshmen in complexes designed for upperclassmen. ▪ Reduce the use of triple-bed configurations in standard double existing units. ~~▪ Address ongoing excess demand for on-campus housing.~~ ~~▪ Progress towards the goal of housing 100% of the freshman class on campus.~~ ▪ Continue to utilize campus lands for the "highest and best use," including reallocation of excess parking areas for instructional or residential uses within the developed campus instructional core. ~~▪ Continue to enrich and develop the residential community on campus.~~ ▪ Continue to reduce impacts associated with commuting students, including traffic and related air quality impacts. ▪ Continue to enrich and develop the residential community on campus. ~~▪ Continue to utilize campus lands for the "highest and best use," including reallocation of excess parking areas for instructional or residential uses within the developed campus instructional core~~."

Page/Location	Detail
Executive Summary	
ES-6/1st Paragraph	The following text will be amended: "Other occupants of the facility include a public preschool (Chris Jespersen School) and public children's therapeutic services."
ES-7/1st Paragraph	The following text will be amended: "With the completion of the student housing complexes ~~outlined~~ included in Table ES-1, Cal Poly offers 6,239 beds in student housing, a significant increase from the 2,838 beds available at the time of Master Plan adoption."
Chapter 2. Project Description	
2-7/Table 2-2	The following text will be amended: "Subsequent site review identified slope and drainage constraints which would severely limit potential bed count on-site and substantially increase~~s~~ costs."
2-9/Figure 2-5	The figure was amended to include the H-1 Parking Lot (refer to Errata Attachment B).
2-12/2nd Paragraph	The following text will be amended: "The University is pursuing Leadership in Energy & Environmental Design (LEED) certification for the project, and the site is being designed consistent with the guidelines for "Low Impact Development" (LID)." Add a footnote: "LID measures were designed to meet the new Central Coast RWQCB Post-Construction Storm Water Requirements (Resolution R3-2013-0032). This was discussed in the Civil schematic design specifications and formed the basis of design. The RWQCB webpage with links to Resolution R3-2013-0032 and supporting documentation and resources is located here: http://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.shtml The post construction requirements and calculation methods are included in Resolution Attachment 1."
2-11/2nd Paragraph	The following text will be amended: "The residential structures are designed oriented internally to the site; primary building ingress and egress points are likewise oriented north or internal to the site. Amenities within suites will include shared restrooms and showers, as well as space for a sink, microwave, and refrigerator. Full kitchens will not be provided in the units; however, communal kitchen spaces will be provided for each floor. Each floor will also include a central gathering/study area. Laundry facilities will be provided on site. The southernmost building (Building 4) will be designated programmatically a "Quiet Dorm."
2-11/3rd Paragraph	The following text will be amended: "Design is underway; structural design components will include articulated façades, and staggering of roofs, buildings, and façades. Preliminary axonometric

Page/Location	Detail
	projections and renderings are provided in Figures 2-6 through 2-9. Building facades that face the exterior of the site will have a more muted color palette blending with the existing university character."
2-13/Section 2.3.4	The following paragraph will be added: "Access for fire is addressed in the following project components: ▪ *Fire protection for all structures to Type 13 system rating* ▪ *Construct with Type IIIA non-combustible building construction techniques and materials* ▪ *Design and install fire access stairwells and access hatches to the roof tops* ▪ *Install fire hydrants located within 40 feet of all building risers"*
2-13/Section 2.3.5	The following text will be amended: ▪ "The completed housing project will support approximately 30 new professional staff positions. The project locates two 24-hour professional staff residences in the southwestern most buildings (Building 4 and 5). Staffing will otherwise be provided by current students and existing staff."
Chapter 3. Environmental Setting	
3-1/1st Paragraph	The following text will be amended: "This chapter of the EIR addresses the project area's environmental setting and existing and designated land uses in the project area, and provides an overview of relevant lands use plans and a policy consistency analysis."
3-8/Table 3-2	Section of Table 3-2 referencing the "City of San Luis Obispo Land Use Element"" will be amended to include the following text: "2.1.3: Neighborhoods should be protected from intrusive traffic. Proposed Action: Based on information presented in Section 4-6 of the RDEIR and in the Final EIR, the project improves traffic volumes along Grand and Slack, due predominantly to student commute trip capture and closure of the surface parking lot. The project will redirect existing commuter trips to other campus entrances to access other parking facilities, resulting in significant impacts at major intersections. The University has incorporated mitigation TC/mm-1 into the Final EIR to contribute a fair share component of the costs to improve affected intersections. However, impacts are concluded to be significant and unavoidable in the event funding to improve intersections is not attained. The project will redistribute trips to major intersections in the area designed to handle higher traffic volumes. Section 4.6 of the EIR states that the project will generally create an improved environment for pedestrians and cyclists in the immediate area. " 2.2.10: All multi-family development and large group-living facilities should be compatible with any nearby, lower density development. Proposed Action: The University is not subject to local land use control. Existing three-story student housing is located proximate to the site, and is therefore an existing component of the mix of uses in the area. Other compatibility-related

Page/Location	Detail
	impacts identified in the EIR include aesthetics, air quality, and noise. The EIR finds aesthetic compatibility with the neighborhood adverse and unavoidable. Operational air quality is identified as significant and unavoidable. The project is therefore "potentially inconsistent" with this policy. Finding: "Potentially inconsistent."
3-9/Table 3-2	Section of Table 3-2 referencing the "City of San Luis Obispo Circulation Element" will be amended to include the following text: "5.0.3: New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards. Proposed Action: The University is responsible for the determination of adequacy of sidewalks and pedestrian pathways within its property. The EIR addresses impacts related to pedestrian activity in Section 4-6 and finds impacts less than significant with mitigation. Mitigation TC/mm-2 includes coordination with City and SLCUSD planning for pedestrian routing in the vicinity of Grand and Slack Street.
3-10/Table 3-2	Amend T-1C as follows: "Called the ~~Transportation Choices Program (TCP~~) Back N Forth Club, success is dependent in part on Strategic Partners like Regional Rideshare and Ride-On Transportation jointly promoting transportation options to targeted employers."
3-10/Table 3-2	Amend "Proposed Action" as follows: "The project will not affect the location of boarding area or otherwise result in changes in local transit service. The project may result in slight decreases in peak-hour ridership resulting from increased on-campus housing options. Off-peak trips from campus may increase."
3-13/Table 3-2	Amend "Proposed Action" as follows "…The project conforms to LID standards to minimize runoff…" Add a footnote: "LID measures were designed to meet the new Central Coast RWQCB Post-Construction Storm Water Requirements (Resolution R3-2013-0032). This was discussed in the Civil schematic design specifications and formed the basis of design. The RWQCB webpage with links to Resolution R3-2013-0032 and supporting documentation and resources is located here: http://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.shtml The post construction requirements and calculation methods are included in Resolution Attachment 1."

Page/Location	Detail
Chapter 4. Environmental Impact Analysis	
4.1 Aesthetic Resources	
4.1-5/"Surrounding Neighborhoods"	The text on page 4.1-5 of the Final EIR will be amended as follows: "The section of Grand Avenue approaching campus is designated as a Scenic Roadway in the City's Circulation Element. The designation is a function of the ~~"boulevard" aesthetic along the roadway and the prominent campus gateway~~ relatively high quality views accessible from the roadway." 4.1-12/End of 2nd line Add the following references: "Applicable planning documents and previous studies relevant to the project and surrounding area were referred to for gaining an understanding of aesthetic values, including, but not limited to: ▪ Campus Land Use and Design Guidelines (2010) ▪ Cal Poly Master Plan (2001) ▪ City of San Luis Obispo Circulation Element (1994) ▪ City of San Luis Obispo Conservation Open Space Element (2006) ▪ Mustang Stadium and Parking Structure II EIR (2004) ▪ Student Housing North EIR (2003)" 4.1-25/AES Impact 1 AES Impact 1 shall be clarified to state: "The heights and locations of the proposed housing structures would block existing quality views of Bishop Peak, Cerro San Luis, and the Santa Lucia foothills as seen from the southern and middle portions of Grand Avenue adjacent to the project, and from viewpoints on Slack Street fronting the project and east of Grand Avenue, resulting in a direct long-term impact to the scenic vista. Trees and other landscaping placed in and around the proposed plaza area and surface parking lot at the northern end of the site has the potential to block existing quality views of Bishop Peak and Cerro San Luis as seen from portions of Grand Avenue and other public viewing locations, resulting in a direct long-term significant impact to the scenic vista." Mitigation AES/mm-1 shall be amended as follows: *AES/mm-1 Prior to approval of the development plan, the University shall prepare a comprehensive Landscape Plan for review and approval by the CSU. The Landscape Plan shall be prepared by a licensed Landscape Architect. The landscaping plan shall include the following minimum specifications for portions of the project fronting Slack Street and Grand Avenue south of Building 2:* *a. Trees will be planted from a minimum 48-inch box size.* *b. Trees and shrubs shall be planted along the southern and western perimeters of the project for the purpose of screening the new structures from off campus viewing locations to the south and west. Planting shall provide visual screening of ~~at least 50~~ 80 percent of the project at maturity as seen from public viewpoints on Slack Street and shall occur as soon as practical in coordination with the grading and construction plans and schedule.*

Page/Location	Detail
	c. The final site plan will ~~consider~~ use hardscape, fencing, and other features to reduce the impression of a continuous building surface. *The Landscape Plan, as it relates to the plaza and surface parking areas at the northern portion of the project site, shall include the following in conjunction with other view-preserving measures determined by the Landscape Architect:* *a. The minimum number of trees shall be planted which meet the aesthetic and climatological need of the site.* *b. Trees shall be clustered, leaving substantial open areas to allow views and sightlines from Grand Avenue to the Morros."*
4.1-25/AES Impact 1	Amend to include the following mitigation and renumber subsequent mitigation: *AES/mm-2 The final site plan shall be amended to specify three stories in Building 4 (the building fronting Slack Street).*
4.1-27/Section 4.1.5.2	The text incorrectly notes "the neighborhood" where impacts should reference "public roadways within the neighborhood." The text will be amended as follows: "As seen from the public roadways within the neighborhood immediately to the south along the Slack Street frontage, the project would appear out-of-scale with the residential character and low-profile institutional buildings of the existing neighborhood. The perception of height of the proposed buildings along the southern perimeter of the project would be exaggerated by the elevated building site above the adjacent roadways ~~and neighborhood~~ (refer to Figure 4.1-5)."
4.1-27/Section 4.1.5.2	"The conceptual project plan shows that the project would retain much of the existing mature screening vegetation along its southern and western perimeters, and that a number of new trees and planting areas would be included as part of the project. However, construction and grading may require removal of existing mature trees. Therefore, further refinement of this plan is recommended to increase the effectiveness of proposed landscaping in terms of aesthetic value and visual screening benefit."
4.1-27/AES Impact 2	The impact statement incorrectly notes "the neighborhood" where impacts should reference "public roadways within the neighborhood." AES Impact 2 will be amended as follows: "The project would potentially conflict with the visual character with portions of the surrounding community. The scale of the proposed residential structures bordering Slack Street would be visually incompatible with the adjacent neighborhood. Inappropriate or insufficient planting along the southern and western perimeters of the project could cause an increased visibility of the structures as seen from Slack Street and public roadways within the neighborhoods to the south, resulting in a direct significant long-term impact to the visual character of the site and surrounding.
4.1-30/AES Impact 4	Mitigation AES/mm-4 shall be amended as follows: *"AES/mm-4 Prior to approval of the development plan, the ~~applicant~~ University shall submit a comprehensive lighting plan for review and approval by the ~~State Architect~~ CSU. The Lighting Plan shall be prepared by a qualified engineer who is an active member of the Illuminating Engineering Society of*

Page/Location	Detail
	North America (IESNA) using guidance and best practices endorsed by the International Dark Sky Association. The lighting plan shall address all aspects of the lighting, including but not limited to all buildings, infrastructure, surface parking lots, parking garage decks, portals and driveways, paths, recreation areas, safety, and signage. The lighting plan shall include the following in conjunction with other measures as determined by the illumination engineer: *a. The point source of all exterior lighting shall be shielded from off-site views;* *b. Light trespass from exterior lights shall be minimized by directing light downward and utilizing cut-off fixtures or shields;* *c. ~~L~~Illumination from exterior lights shall be the lowest level allowed by public safety standards;* *d. Exterior lighting shall be designed to minimize illumination onto exterior walls; and,* *e. Any signage visible from off-site shall not be internally illuminated.* *f. The use of reflective materials on the exterior of all structures shall be minimized."*
4.1-30/AES Impact 4	Amend the cumulative discussion as follows: "As seen from many viewpoints in the surrounding area, the project would appear consistent with the development patterns on campus, and would not be an unexpected visual feature. However, as seen from public viewpoints ~~and neighborhoods~~ immediately adjacent to it, the project would appear out-of-scale and would reduce views to identified scenic resources. Although the project is technically considered as in-fill, the interface between the large buildings along the perimeter would not have a harmonious visual transition to the surrounding community. Mitigation is recommended to reduce impacts related to blockage and scale, however, ~~T~~the project's would permanently alter the visual character at the campus and neighborhood interface and block access to views; cumulative effects on the visual environment would~~, therefore,~~ be considered *significant and unavoidable (Class I)*.
4.2 Air Quality	
4.2-13/AQ Impact 1	AQ Impact 1 will be clarified as follows: The project will exceed daily and quarterly construction emission thresholds for reactive organic gases (ROG)~~+~~ and nitrogen oxides (NOx), resulting in a direct significant impact. Mitigation AQ/mm-1 shall be amended as follows: *"AQ/mm-1 Prior to start of construction, ~~verify through written documentation submitted to the SLOAPCD that the following standards are met:~~ the University and its contractors shall submit a complete schedule to the APCD, including projected timing and duration of architectural coating application. The University and its contractors shall also update information regarding size of buildings, including the parking structure. Prior to the start of the application period, the University and its contractors shall provide a refined schedule to the APCD which specifically addresses application of architectural coating; the University and its*

Page/Location	Detail
	contractors will extend or vary application schedules to the extent feasible. In addition, the University and its contractor shall ensure that: *a. All construction equipment is equipped with Tier 3 or better engines, to the maximum extent feasible.* *b. Architectural Coatings specified meet VOC limits, including 50 g/L for Residential Interiors and Exteriors and 100 g/L for Non-residential Interiors and Exteriors.* *~~c. The schedule for Architectural Coatings application will be extended, limiting the daily coating activity.~~"*
4.2-15/AQ Impact 2	AQ Impact 2 will be clarified as follows: The project will exceed daily operational emission thresholds for ROG+NOx resulting in a direct significant impact.
4.2-17/AQ Impact 3	Mitigation AQ/mm-2 shall be amended as follows: *"AQ/mm-2 In order to minimize DPM impacts to sensitive receptors proximate to the project site, the following mitigation is proposed in conjunction with measures included in the project, and AQ/mm-1.* *a. Staging and queuing areas shall be located as distant as possible from sensitive receptors.* *b. ~~Diesel idling greater than 5 minutes is not~~ No idling is permitted.* *c. Signs specifying the no idling limitations shall be installed on-site for the duration of construction."*
4.2-18/AQ Impact 3	The text on page 4.2-18 will be amended as follows: *"AQ/mm-5a Prior to commencement of construction, the University shall file an exemption request for absence of Naturally Occurring Asbestos."* *AQ/mm-5b Provide EV charging stations in the parking lot or structure."*
4.2-21/Section 4.2.6	The text on page 4.2-21 will be amended as follows: "Greenhouse gas (GHG) impacts contribute cumulatively with those produced worldwide to affect climate change. However, the project will not exceed the San Luis Obispo Air Pollution Control District per service population threshold. Compliance with identified air quality, energy efficiency, and water conservation mitigation measures would reduce the project's contribution to cumulative GHG emissions, and subsequent climate change to a less than significant level. Therefore, cumulative GHG impacts are considered less than significant. However, because operational air quality impacts would remain significant with mitigation, the contribution of operational emissions to cumulative effects ~~are~~ is considered *significant and unavoidable (Class I)*."

Page/Location	Detail
4.3 Geology and Soils	
4.3-1	The referenced documents are the most current adopted versions of the City of San Luis Obispo Safety Element. The text on page 4.3-1 will be amended to state: "Active faults with the greatest potential to affect the project area include, <u>but are not limited to</u> the San Andreas, Los Osos, Nacimiento, Rinconada, and Hosgri-San Simeon Faults."
4.4 Noise	
4.4-9/Section 4.4.5.4	Text on page 4.4-9 will be amended as follows: "Commenters have identified concerns over noise associated with mechanical systems on site. The project has been designed with a central mechanical plant and shop space at the parking garage, approximately 1,000 feet away from the neighborhoods and other existing campus residences. The project does not include cooling towers or air conditioning units, but does include mechanical ventilation systems on individual buildings. The systems are typical of systems used for multi-family residences, and will not generate noise in excess of existing standards. <u>Section 134801 of the project specifications establish maximum permissible sound levels from mechanical equipment in paragraph E. The design/builder will be responsible for mitigating the sound levels from the rooftop equipment to meet all of the criteria in that paragraph.</u> <u>Specifically, the project specifications in §134801(E) state:</u> <u>3. Noise emissions from the mechanical, plumbing, elevator, and electrical equipment to the surrounding community shall be mitigated to be consistent with the requirements of the San Luis Obispo Municipal Code or any other applicable requirements.</u> <u>4. Mechanical, plumbing, elevator, and electrical equipment shall be designed so that noise levels at other nearby buildings (new or existing) do not exceed the measured ambient sound level. This requirement is only applicable during the equipment's hours of operation. Impulsive sources or sources with steady tones shall be at least 5 dBA less than the ambient level. Impulsive sources and steady tones shall be defined in accordance with the San Luis Obispo Municipal Code.</u> <u>5. The sound level in exterior public spaces from mechanical, plumbing, elevator, and electrical equipment must meet the requirements as described in the section on Sound Isolation and Acoustical Treatment."</u>
4.4-9/N Impact 1	N Impact 1 shall be clarified to state: Nighttime amplified noise events south of the ~~central~~ <u>Great L</u>awn may conflict with City noise ordinances.
4.4-10/Section 4.4.6	Text on page 4.4-10 will be amended as follows: "Continued increases in enrollment and staffing at the University, and implementation of proposed facility projects listed in the cumulative development scenario would incrementally increase noise in the area. Enrollment and staffing growth ~~may~~ <u>would</u> result in additional traffic; facility improvements on campus ~~are~~ <u>would</u> not otherwise ~~expected to~~ be significant source of <u>operational</u> noise <u>due to</u>

Page/Location	Detail
	the largely academic nature of buildings proposed. Traffic growth is expected to be moderate, and would be dispersed to the various campus entry points. Affected roadways include California Boulevard, Foothill Boulevard, Santa Rosa Street (Highway 1), and Highland Drive; these roadways are heavily traveled and the increment of change would not alter noise levels perceptibly. The project would not add perceptibly to the long-term ambient noise environment in the area; cumulative impacts are therefore considered *less than significant (Class III)*.
4.5 Public Services and Recreation	
4.5-1/Section 4.5.1.1	In response to current comments, the text on page 4.5-1 will be amended in the Final EIR as follows: "The City Fire Department has a staff of approximately ~~55~~ 51 employees, including ~~45~~ 42 firefighters and ~~10~~ 9 administrative and fire prevention personnel."
4.5-1/Section 4.5.1.1	Text on page 4.5-1 will be amended as follows: "Existing fire-related calls to the fire department are low, as noted in the most recent Fire Services Agreement (2013) and the Annual Fire Safety Report for 2012. Approximately seven fire events occurred in 2012, and approximately ten fire or fire system events occurred in 2013, mainly associated with cooking in student residences. The City Fire Department also provides medical emergency response on campus. Medical emergencies on campus currently account for approximately 24% of all incidents managed by the nearest fire station. "
4.5-4 and 4.5-5/ Section 4.5.5.1	Text on pages 4.5-4 and 4.5-5 will be amended as follows: "~~The University regularly negotiates a service contract with the City Fire Department to cover service and associated costs~~. No specific additional improvements to facilities which could have an environmental impact have been identified. The proposed housing is a consolidation of bedcount approved under the existing Master Plan; the project does not increase bedcount, enrollment, or estimates of built space beyond Master Plan projections; therefore, assuming fire department planning accounts for development under the Master Plan, no additional impacts to facilities are anticipated. ~~Ongoing contract negotiation and revision will be sufficient to address the University's contribution to wear and tear on existing facilities~~. The City and the University entered into an agreement for the provision of fire and emergency medical services in July 2013. The agreement extends through 2018. No amendments or modifications to the agreement are contemplated at this time."
4.5-6 / Section 4.5.6	Text on page 4.5-6 will be amended as follows: ~~"The University continually reassesses its contract with the City of San Luis Obispo for fire protection; ongoing contract negotiations~~ The University's agreement with the City Fire Department and continued compliance with the provisions of the fire and building code will be sufficient to address potential cumulative impacts to fire protection."

Page/Location	Detail
4.6 Traffic and Circulation	
4.6-7/Table 4.6-2	Various amendments to Table 4.6-2 are proposed (refer to Errata Attachment C).
4.6-8/Figure 4.6-3	The heading of Figure 4.6-3 will be revised to "Existing Public Transit ~~Facilities~~ Routes."
4.6-21/Section 4.6.5.1	The EIR has been updated to include additional mitigation. The mitigation section for off-site traffic impacts will be amended as follows: "Impacts to intersections are a result of redistribution of parking trips. The TIA discusses various potential mitigation options, including the provision of additional general and residential parking on-site to reduce the number of trips redistributed, a Transportation Demand Management (TDM) Program (with monitoring) to reduce the number of trips, and other standard traffic mitigation options to reduce trips or accommodate additional capacity. ~~However, the likely success and feasibility of these measures is difficult to establish at this time due to the nature of the proposed project, as discussed below.~~ The following is an evaluation of the feasibility of TIA recommendations. ***On-Site Parking Replacement*** Providing ~~A~~additional parking ~~replacement~~ at the project site would facilitate ~~encourage~~ trips to campus ~~to be made~~ using existing travel patterns, thus reducing the redistribution of vehicle trips to California Boulevard and Santa Rosa Street and reducing impacts on intersections along those streets. In this regard, ~~Cal Poly staff has indicated that a~~ the proposed Parking ~~area~~ Structure may include ~~of~~ up to 500 spaces at the project site ~~may be possible~~, as referenced in the Project Description. ~~At this time, however, the ultimate financial feasibility of a 500-space parking area has not yet been determined.~~ However, ~~D~~development of a 500-space parking area alone would not be sufficient to mitigate project-related impacts at nearby intersections to a less than significant level, as detailed in the TIA (refer to Appendix F). Incorporating a 500-space garage as part of the project would reduce parking redistribution and lessen the severity of the intersection impacts, but because the project would continue to produce a net addition of trips to impacted study intersections, it would not fully mitigate the intersection impacts to a less than significant level under City and Caltrans thresholds. In order to reduce potential impacts to less than significant, the project-related trips at affected study intersections currently operating at deficient levels would need to be reduced to zero. The financial feasibility of a 500-space parking structure has yet to be determined; therefore, development of such a structure cannot be counted towards mitigation for the project's impacts. ***Transportation Demand Management and Monitoring Program*** Cal Poly already implements TDM measures that could be enhanced and improved upon by expanding the current program. The University could also implement additional TDM measures. ~~Available~~ Examples of TDM measures include: modifications to the number or price of residential parking permits; an expansion of existing carsharing or ridesharing programs; development of bicycle and pedestrian improvements to areas of high trip attraction; and development of increased amenities on campus to reduce the need for off-campus travel by students and faculty.

Page/Location	Detail
	However, as noted above, ~~P~~pursuant to the City and Caltrans thresholds identified above, the addition of even one trip to an intersection that currently operates at an unacceptable LOS would be considered a potentially significant impact. Therefore, implementation of any recommended TDM program would need to result in a zero net trip increase at the impacted study intersections in order to reduce the impacts to less than significant. ~~be monitored to ensure compliance with the strict zero net trip increase threshold at the impacted study intersections.~~ A combination of on-site parking replacement and a monitored TDM program could ~~produce~~ reduce intersection impacts~~ that are less than significant with mitigation~~. However, because the project site plan has not been finalized and the level of parking replacement on-site is still to be determined, development of a TDM and monitoring plan of appropriate detail and scope is not possible at this time. There are additional limits on the feasibility of TDM as mitigation for the effects of this project. These include the following: (1) funding cannot be guaranteed, most TDM programs on campus are grant-funded, (2) the effectiveness of TDM as it relates to the particular impacts of this project cannot be quantified and (3) participation and funding of TDM cannot be guaranteed long-term.~~ Upon finalization of the project site plan and determination of the feasible number of parking spaces that can be provided on site, it may be conclusively established that appropriate mitigation is available to reduce significant impacts to intersections. However, b B~~ecause the effects of the TDM measures cannot be fully developed and quantified at this time For these reasons, ~~significant impacts to intersections in the project vicinity would remain *significant and unavoidable (Class I)*.~~the implementation of TDM does not constitute feasible mitigation for the project. ~~*Other standard mitigation measures were also considered to reduce impacts to intersections, including reducing the project size, physical improvements to roadways, and payment of in lieu fees. These measures are typically considered as an integral component of traffic studies for other development projects; however, their implementation may not be feasible or appropriate due to the unique nature of this project.*~~ ***Reduced Housing Alternative*** Reduced projects are typically addressed as alternatives (refer to Chapter 5, Alternatives Analysis). In this case, a reduced project would lessen the beneficial commute trip reduction associated with moving students onto campus, potentially exacerbating intersection impacts. For this reason, implementation of a reduced size project as mitigation would not be feasible since it would preclude meeting project objectives." *Roadway Improvements* Impacts to area intersections could alternately be addressed by improvements in physical capacity or performance. The City has identified several improvements to impacted intersections in several planning documents. These include: ▪ Foothill & Santa Rosa: Intersection widening (identified in the Highway 1 Major Investment Study.) ▪ California & Taft: Signalization or roundabout control upgrade. ▪ US 101 & California: Modification of painted median / TWLTL to accommodate a two-stage left turn. Cumulative signalization or

Page/Location	Detail

roundabout control upgrade.

No physical improvements have been identified by the City for the Walnut and Santa Rosa Street intersection or the Highland Drive and Santa Rosa Street intersection.

Intersection improvements, including widening Santa Rosa Street to three lanes in each direction, would improve affected intersection operations, but would not reduce the number of project-related trips traveling through the intersections. Physical improvements may ~~also~~ have secondary impacts associated with the improvement, such as increasing pedestrian crossing distances, and environmental impacts associated with construction, including additional air quality, erosion, and noise impacts. Increasing the crossing distances would necessitate signal timing adjustments along the corridor which may lead to degradation in intersection operations. Widening could also be physically infeasible in constrained areas.

Physical improvements ~~could be funded~~ identified above are ultimately the jurisdiction of the City and/or Caltrans, and may involve the County of San Luis Obispo or SLOCOG. The impact of project-related trips could be offset by participation in funding through CSU fair-share percentage contribution to the costs to construct identified improvements. ~~However, since an established City capital program for addressing such improvements is not in place, the potential impacts to intersections are identified as significant and unavoidable (Class I).~~

~~Mitigation options are discussed above in an attempt to reduce project impacts. However, because the mitigation will ultimately be formulated by what is determined to be feasible by project design, cost, campus goals, and guidelines in the Master Plan, there is insufficient evidence to assume the mitigation options will reduce potential impacts to intersections. Therefore, potential impacts to intersections are identified as significant and unavoidable (Class I).~~

The following mitigation is proposed to address impacts to off-campus intersections:

TC/mm-1 CSU/Cal Poly shall pay to the City of San Luis Obispo its fair-share of the identified infrastructure improvement costs to construct the following improvements located within the City's jurisdiction, provided that: (a) the state Legislature appropriates the funds for the improvements as requested by CSU in the state budget process, (b) a capital improvement plan or similar plan has been adopted to ensure implementation of the improvements, and (c) the City's (or other agency's) share of the mitigation improvement cost has been allocated and is available for expenditure, thereby triggering CSU's fair-share contribution payment:

- *Foothill & Santa Rosa: Intersection widening as identified in the Highway 1 Major Investment Study (Fair Share Percentage: Existing + project (1.9%) and cumulative (1.6%)).*
- *California & Taft: Signalization or roundabout control upgrade (Fair Share Percentage: Existing + project (2.6%) and cumulative (2.0%)).*
- *US 101 & California: Modification of painted median / two-way left turn lane to accommodate a two stage left turn. (Fair Share Percentage: Existing + project (2.5%)); and signalization or roundabout control upgrade (Fair Share Percentage: Cumulative 1.8%).*
- *Walnut Street and Santa Rosa Street. The university estimates its fair*

Page/Location	Detail

share for the improvements of this intersection to be 2.4 percent cost of the improvements using the existing plus project condition. Physical improvements for this intersection have not been identified to the university at this time.

- *Highland Drive and Santa Rosa Street. The university estimates its fair share for the improvements of this intersection to be 2.3 percent cost of the improvements using the existing plus project condition. Physical improvements for this intersection have not been identified to the university at this time.*

As to those improvements identified above that are located within the jurisdiction of Caltrans, CSU will support Caltrans in its efforts to obtain the appropriate funding through the state budget process, and will look to the City of San Luis Obispo to join in that support.

With the addition of new TC/mm-1, existing TC/mm-1 et seq. will be renumbered sequentially.

The CSU has negotiated in good faith with the City of San Luis Obispo regarding its fair-share of the costs to construct improvements in the city's jurisdiction related to this project. While agreement with the city was not reached, the campus is seeking trustee approval to request a total of $534,000 in capital funding from the governor and legislature for the identified off-site mitigation measures below. Payment is contingent upon (a) the state Legislature appropriating the funds for said improvements as requested by the CSU in the state budget process; and (b) the city allocating its share of the mitigation improvement costs and ensuring said amount is available for expenditure, thereby triggering the CSU's fair share contribution payment. The improvements which have been identified by the city and included as mitigation measures in the EIR are as follows:

- Foothill Boulevard and Santa Rosa Street: The existing conditions are already at a Level of Service D and will be at Level of Service F under cumulative conditions (due to planned city and other projects). Therefore, due to cumulative conditions and the addition of the project, the intersection needs widening as identified in the City of San Luis Obispo's State Route 1 Major Investment Study. The university estimates its fair share for the improvements of this intersection to be $342,166 based on the project contributing a 1.9 percent increase to the number of existing intersection trips.
- California Boulevard & Taft Street: The existing conditions are already at a Level of Service F and will be at Level of Service F under cumulative conditions. Therefore, due to cumulative traffic and the addition of the project, the intersection needs signalization or a roundabout control upgrade. The university estimates its fair share for the improvements of this intersection to be $97,547 based on a 2.6 percent net trip increase in existing conditions.
- US Highway 101 & California Boulevard: The existing conditions are already at a Level of Service F and will be at Level of Service F under cumulative conditions. Therefore, due to the project traffic, the intersection needs modification to provide a painted median and two-way left turn lane to accommodate a two-stage left turn, while due to cumulative traffic the intersection needs improved signalization, or roundabout control upgrade. The University estimates its fair share for

Page/Location	Detail
	the improvements of this intersection to be $93,795 based on a 2.5 percent net trip increase to existing conditions. In addition, the project will have a significant impact on the following intersections: • Walnut Street and Santa Rosa Street. The existing conditions are already at a Level of Service E in the a.m. peak and Level of Service D in the p.m. peak. The university estimates its fair share for the improvements of this intersection to be 2.4 percent based on the net trips added to existing conditions. Physical improvement plans for this intersection have not been identified to the university at this time. • Highland Drive and Santa Rosa Street. The university estimates its fair share for the improvements of this intersection to be 2.3 percent cost of the improvements using the existing plus project condition. Physical improvement plans for this intersection have not been identified to the university at this time. The net trips added by the project to the above intersections range from -5 (meaning trips were reduced) during the morning peak period and up to 79 trips added at intersections during the afternoon peak period. If all of the improvements identified in mitigation measure TC/mm-1 were constructed, including as yet identified improvements to the intersections of Walnut Street and Santa Rosa Street and Highland Drive and Santa Rosa Street, the project's impacts would be reduced to less than significant since overall system performance would improve to acceptable levels. However, because the Legislature may not provide funding to CSU in the amount requested, or because funding may be delayed, or because even if the requested funding is appropriated, the City and/or applicable transportation agencies may not obtain the remaining funds necessary to implement the improvements, the above mitigation cannot be relied upon to reduce impact findings to a less than significant level. There are no other feasible mitigation measures that would reduce the identified impacts to less than significant applying the City and Caltrans thresholds. Therefore, there are no feasible mitigation measures that will reduce the identified significant impacts to a level below significant and these impacts are considered significant and unavoidable even after implementation of all feasible transportation/circulation mitigation measures. Likewise, there are limits on the feasibility of Transportation Demand Management (TDM) as mitigation for the effects of this project. These include the following: (1) funding cannot be guaranteed, most TDM programs on campus are grant-funded, (2) the effectiveness of TDM as it relates to the particular impacts of this project cannot be quantified and (3) participation and funding of TDM cannot be guaranteed long-term, and are not sufficient to reduce the impact severity to a less than significant level. Therefore, there are no feasible mitigation measures that will reduce the identified significant impacts to a level below significant and these impacts are considered significant and unavoidable even after implementation of all feasible transportation/circulation mitigation measures. Therefore, impacts to intersections are identified as *significant and unavoidable (Class I)*."
4.6-28/Table 4.6-8	To maintain consistency with text, the impact finding under SLO for Intersection 1 (Highland and Santa Rosa) will be changed from "no" to "yes."

Page/Location	Detail
4.8 Less than Significant Impacts	
4.8.2 Biological Resources	
4.8-7/BR Impact 2	Mitigation shall be amended as follows: *Implement BR/mm-1 and AES/mm-~~2~~-3.*
4.8.4 Hazards and Hazardous Materials	
4.8-14/Section 4.8.4.4	The following paragraph will be added to Section 4.8.4.4: "The University reviewed existing aerials and maps, as well as Phase I ESAs completed for other campus projects (including, but not limited to, a Phase I ESA completed for property just east of the site across Grand Avenue in 2009), and determined that given existing and historical use of the site for parking, no further site-specific assessments were needed."
4.8-15/HAZ Impact 1	Mitigation shall be amended as follows: *Implement AQ/mm-2, ~~and AQ/mm-3~~ AQ/mm-4, and AQ/mm-5.*
4.8.5 Hydrology and Water Quality	
4.8-19/4.8.5.5	Add the following footnote to the discussion under "Exceed Stormwater Capacity": "LID measures were designed to meet the new Central Coast RWQCB Post-Construction Storm Water Requirements (Resolution R3-2013-0032). This was discussed in the Civil schematic design specifications and formed the basis of design. The RWQCB webpage with links to Resolution R3-2013-0032 and supporting documentation and resources is located here: http://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.shtml The post construction requirements and calculation methods are included in Resolution Attachment 1."
Chapter 5. Alternatives Analysis	
5-1/Section 5.2	The following text will be amended: "The University has considered several alternatives to the proposed site, including those depicted in Figure 5-1. The northern site (8.7 acres) was ~~rejected~~ not considered further during the planning process because of lack of proximity to existing communal dining facilities (Building 19 and Vista Grande) and student activity centers at the University Union and Recreation Center."

Page/Location	Detail
5-9/1st Paragraph	The following text will be amended: "The proposed project location was selected in part because of proximity to other existing freshman housing and existing communal dining facilities (Building 19 and Vista Grande). Locating the housing to the H-12 and H-16 parking lots under this Location Alternative would require the development of additional dining facilities. Development of dining facilities or development of a shuttle system to access existing dining facilities would add to the cost of the project, and would have secondary congestion and air quality impacts."
Chapter 5	The following information will be appended to the alternatives analysis to clarify feasibility of various alternatives, in particular, those alternatives determined to be environmentally superior to the proposed project: ▪ Site Constraints. The EIR provides general and preliminary information regarding constraints at each identified alternative; however, additional work would be required in the event of a specific project proposal. Commenters, in general, placed more importance on impacts to the neighborhood, than to other residential areas and populations on campus. However, under the CEQA thresholds defined in the EIR, sensitive populations include student residents on campus, and visual, biological, and other resources are not lessened in importance because of the campus location. The evaluation in the EIR holds all identified resources equal, based on the inherent value independent of location. ▪ Project Budget. The funding and budget process associated with the proposed project create unique issues related to the feasibility of alternatives: o Housing, parking and dining are not state-supported and must therefore be self-supporting. The University has a set budget to complete the entire project. The costs to construct and operate project components must be weighed against the income from rents. The project has a required 30-year payback period, in which time debt obligations must be cleared. This informed the development of the site plan. The following are important considerations to achieve budget objectives: ▪ Utilizing existing adjunct facilities, such as dining, wherever feasible. The addition of a separate dining hall to serve a single residential development, including additional staff, distribution infrastructure, etc. would add approximately $25,000,000 to the project budget, and would make development infeasible given current budget limitations. ▪ Combining program components, including staffing, gathering spaces, as supportive services, wherever feasible. Several commenters have disagreed with statements in the EIR that the co-location of new freshman housing with existing freshman, as opposed to upper-classmen, housing, is an important consideration in the location of the project. The University has stated in the EIR, at community forums, and in correspondence dated April 17, 2014 that co-location is critical to the success of the freshman housing program. In particular, University staff note that; • First year students are commonly at a similar stage of personal and cognitive development, as they begin their college education. Housing first year students in residence hall communities in close proximity allows for more intentional and focused educational and student development based programming that supports the

Page/Location	Detail

personal and cognitive development, a strong factor in first year student retention.

- Having first year students living in residence halls in close communities with each other allows for a greater connection to the campus resources that are critical to the transition and success of first year students - dining, University Union, recreation center, etc.
- Poly Canyon Village and Cerro Vista were specifically designed to provide a type of housing and living style more reflective of private residential options to retain older students in on-campus housing. The Village and Cerro Vista were designed to allow students to cook in their units.

▪ Specific Alternatives: Alternatives identified as environmentally superior in Chapter 5 included:

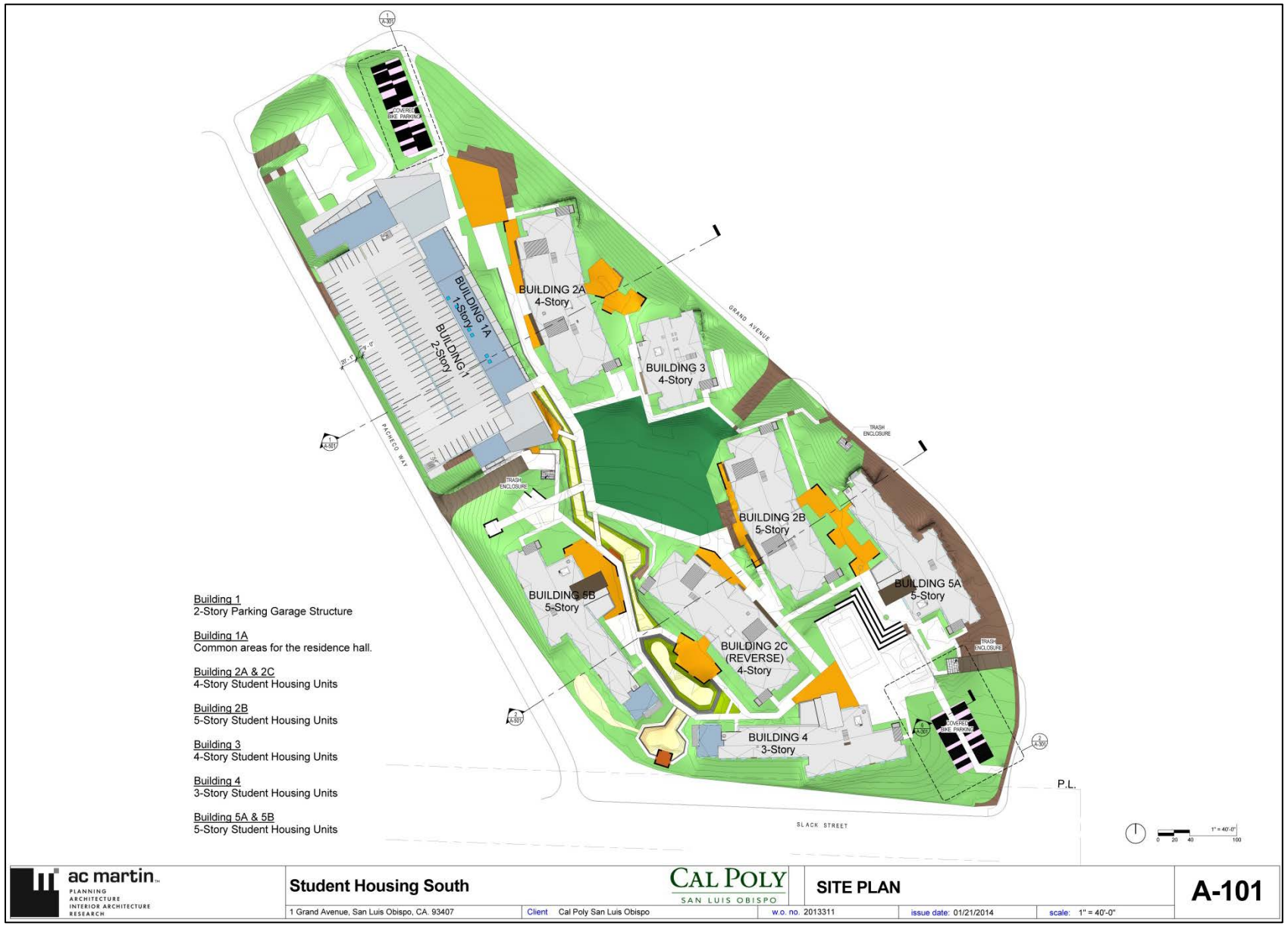
- o No Project – No Development Alternative
- o H12/H16 Alternative
- o No Parking Garage Alternative

The feasibility of each alternative is addressed below:

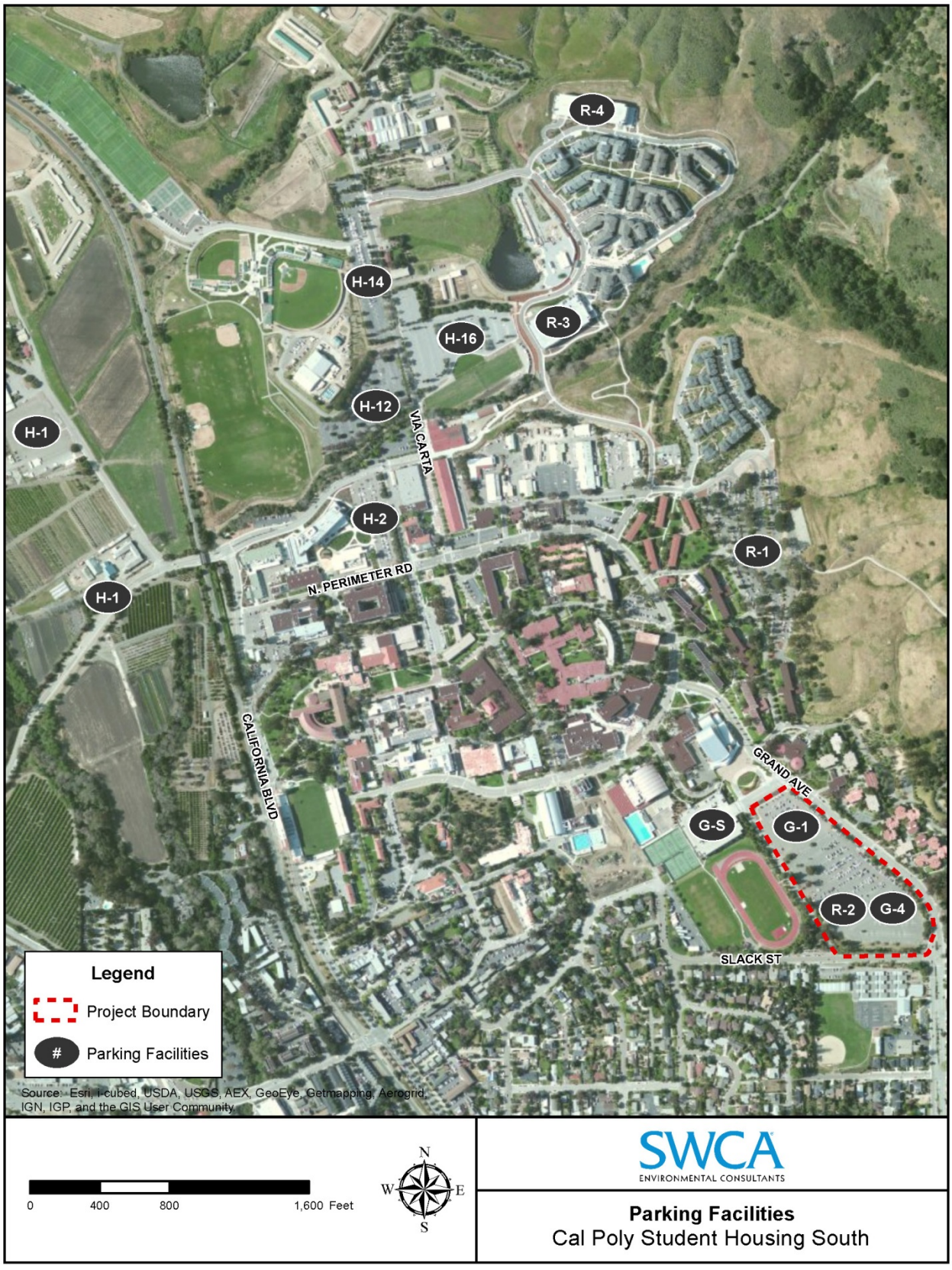
- o The No Project alternative is not feasible, in that no residences would be built, and therefore the various project objectives, and Master Plan objectives, would not be met.
- o The H12/H16 Alternative is infeasible in that it would:
  - ▪ Require the development of dining and additional activity/gathering space, exceeding the available budget and increasing impacts related to construction.
  - ▪ Require taller buildings - the program requirements and the addition of a dining facility with a site area of 8.7 acres would most likely require some if not all of the buildings be increased to 6 stories. Costs to construct six stories are exponentially higher due to code requirements.
  - ▪ Not achieve objectives of the Housing Program to expand and co-locate the freshman housing program
  - ▪ Require the replacement of the bridge at Via Carta.
  - ▪ Require the conversion of Prime agricultural land. (note: see page 55 of the Master Plan)
  - ▪ Increase the project budget by approximately $25,000,000 with the addition of a project specific dining hall, with additional costs related to code requirements and bridge replacement.
- o The No Parking Garage Alternative would remove replacement parking, but would significantly increase redistributed trips at area intersections. This alternative would not meet the objectives of the project due to the lower bed count resulting from the reduction of scale of residential structures. This alternative is infeasible because of the many concurrent events

Page/Location	Detail
	on campus that require parking in the general proximity. Should the campus have an event at the Performing Arts Center and the Robert A. Mott Gymnasium, the closest large parking lot would be north of Brizzolara Creek.
Chapter 7. Mitigation Monitoring and Reporting Plan	
Global	All changes to mitigation above will be incorporated into the final MMRP.
Appendix F. Traffic Impact Analysis	
Global	All changes above regarding traffic supersede any statements or conclusions in the TIA.

ATTACHMENT A: Revised Site Plan



ATTACHMENT B: Revised Figure 2-5



ATTACHMENT C: Revised Table 4.6-2

Table 4.6-2. Existing Transit Service Summary

Route	From[1]	To[1]	Distance to Nearest Stop[2]	Weekdays		Weekends	
				Operating Hours	Peak Hour Headway[3] (minutes)	Operating Hours	Headway[3] (minutes)
SLO Transit							
4[4]	Madonna/ Los Osos Valley Road	Downtown Transit Center	0.25	6:34 a.m. – 10:44 a.m.	30	8:10 a.m. – 6:05 p.m.	60
5[4]	Downtown Transit Center	Madonna/ Los Osos Valley Road	0.20	6:20 a.m. – 7:22 p.m.	30	8:20 a.m. – 6:17 p.m.	60
6a	Cal Poly Kennedy Library	Ramona/ Palomar	0.75	7:16 a.m. – 10:19 p.m.	30	9:10 a.m. – 5:29 p.m.	60
6b	Cal Poly Kennedy Library	Downtown Transit Center	0.25	7:02 a.m. – 10:56 p.m.	30	8:45 a.m. – 5:56 p.m.	60
RTA							
9	Downtown San Luis Obispo	San Miguel	0.25	5:30 a.m. – 9:40 p.m.	30-60	7:01 a.m. – 8:54 p.m.	120 – 180
10[5]	Cal Poly Kennedy Library	Santa Maria	0.75	~~5:45 a.m. – 6:20 p.m.~~ AM and PM Express Runs Only	~~30~~ AM and PM Express Runs Only	No weekend service to Cal Poly campus	
12x[5]	Downtown San Luis Obispo	~~Morro Bay~~ Los Osos	0.75	6:30 a.m. – 5:38 p.m.	NA	No weekend service to Cal Poly campus	

Notes:

General: The above information is applicable during normal University sessions; alternate schedules and routes are in effect in summer.

[1] ~~Routes run in both directions, except SLO Transit routes 4 and 5.~~ All routes are one way loops except for 6B

[2] Distance in miles from nearest stop to center of project site.

[3] Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.

[4] Routes generally follow the same roadways and routes, but run in opposite directions.

[5] Cal Poly express service only.

Source: SLO Transit and RTA websites, July 2013.