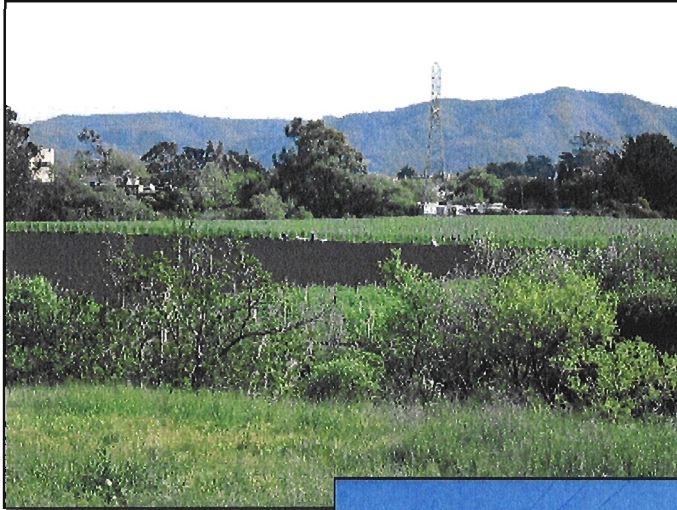
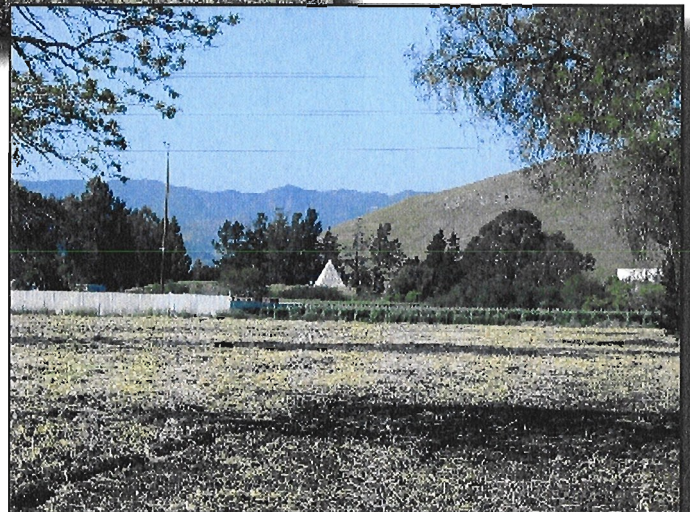
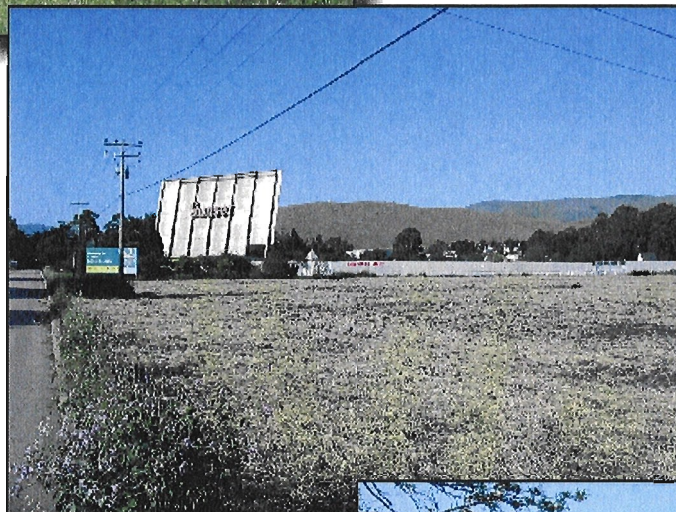


# *Sunset Medical Plaza*

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*City of San Luis Obispo*



*CRP 463 Senior Project*

*Spring 2007*

*Daniel Cermak and Dustin Emery*

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**Approval Page**

Title: Sunset Medical Plaza

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## **Executive Summary**

The Sunset Medical Center and Senior Assisted Living Project is a collaborative project between two Cal Poly San Luis Obispo Seniors, Daniel Cermak and Dustin Emery as a fulfillment of their Senior Project (CRP 463) Requirement. The work created for this project is part of a quarter long process to create a preliminary development proposal for the Sunset Drive-in theater Site. The development of our site plan is the result of the gathering, analyzing, and application of information derived from multiple sources including: city and county plans and guidelines, first hand analysis, and other design research information. The incorporation of these techniques were used in the creation of our assigned preliminary design proposal for a minimum 60,000 s.f. hospital and 40,000 s.f. administrative and classroom facilities for specialized nursing and E.M.T. training in emergency care, obstetrics and geriatric care with a 48-unit assisted care residential facility in conjunction with the training hospital.

The preparation of the design proposal began with preliminary site analysis and the research of applicable documents. On-site reconnaissance and the review of previous site studies inspired the creation a site analysis based on five different categories: existing and surrounding uses, site topography, circulation, as well as natural and man made features. These studies identified the sites physical conditions which were translated into site opportunities and constraints. In addition, a preliminary feasibility study was completed to identify the need for the project components and to determine if a project of this type would be economically practical.

One of the major challenges to development on the Sunset project site is the constraints caused by excessive noise. Restrictions set forth in both the City of San Luis Obispo's General Plan and the San Luis Obispo County's Airport Land Use Plan set strict noise levels for new uses and even prohibit the location of certain uses in high noise areas. The airport land use plan additionally places limitations on land uses located in potentially high-risk crash zones which have implications to our project design. Analysis of this plan prohibits the creation of a required project component, senior assisted living. In order to make the site uses comply, a series of mitigation and implementation measures were proposed to allow for the conformity of the preliminary site plan design.

In order to prepare for project design, we found two case studies to further generate ideas for our plan and compare similar components for design inspiration. The lessons learned from the case studies were then translated into individual concept designs for the project area to determine what features we felt were important and how they could fit spatially. The qualities of concept designs that best fit the program goals were then taken and converted into features of our preliminary development plan.

The overall project design incorporated the minimum class requirements and combined them with the concepts derived from case study design research, site analysis and conformity to local regulations. By developing this program, we are providing the City of San Luis Obispo with opportunities to incorporate a new training facility with a multi-purpose medical facility that will serve an area of town that does not currently have adequate nearby medical services. The inclusion of assisted care living residences and senior housing is a step toward addressing the future of the growing retired population and providing for them specialized care. The vision for the proposed Sunset Medical Center Development is conveyed through an overall site plan, sections/elevations, sketches and a three-dimensional model.

Overall, the Sunset Medical Center provides needed future services on 42 acres in central San Luis Obispo. The addition of the proposed facilities will help to meet the future needs of the City and the greater region by adding much needed senior housing, a new multipurpose hospital with training facilities and new medical and general office buildings. The Sunset Medical Center Project is a preliminary plan that could be used as a reference for future development of this project site.

## 1.1 Introduction

### Site Location and Intent

The Sunset Project area is a large infill site located at the intersection of Prado Road and State Highway 101. The great highway access and visibility is likely to be the subject of considerable private developer interest in the near future. The Dalidio Marketplace project was recently approved by voters in San Luis Obispo County, located adjacent to the site, and may be in development planning and construction phases within the next 18-24 months. The City has also identified the nearby South Higuera Area as a “special planning and optional design area” and the site is linked or may have future links to office, service-commercial, retail commercial, residential, public facility, and other land uses nearby. In addition to this, the development of the Dalidio property will likely require the extension of Prado Road over State Highway 101 and related full interchange. Finally, the City and Caltrans are planning the relinquishment of State Highway 227 between Tank Farm and South Street and rerouting the highway to either Tank Farm or Prado Road, thence to State Highway 101. All of these factors will bring added traffic and exposure to the Sunset Drive-In site, which all favor development.

As this site has such potential for mixed-use development, a project with a starting base of a 60,000-80,000 square foot hospital should occur on the Sunset Drive-In site. Also to be included in the development is at least 40,000 square feet of administrative and classroom facilities for specialized training for nursing and E.M.T.s in emergency care, obstetrics and geriatric care and an assisted care residential facility with a minimum of 48 units which is to be operated in conjunction with the training hospital.

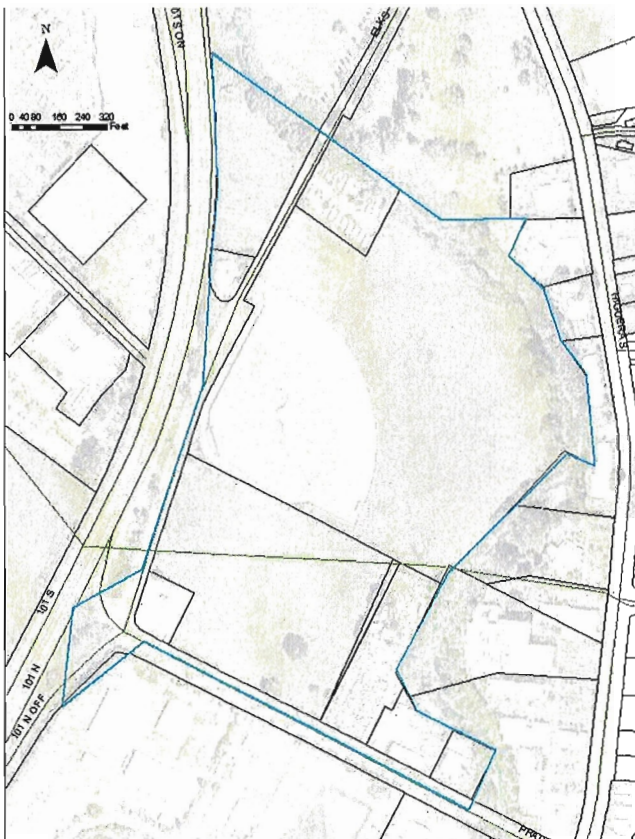


Figure 1.01: The Sunset Drive-In Site

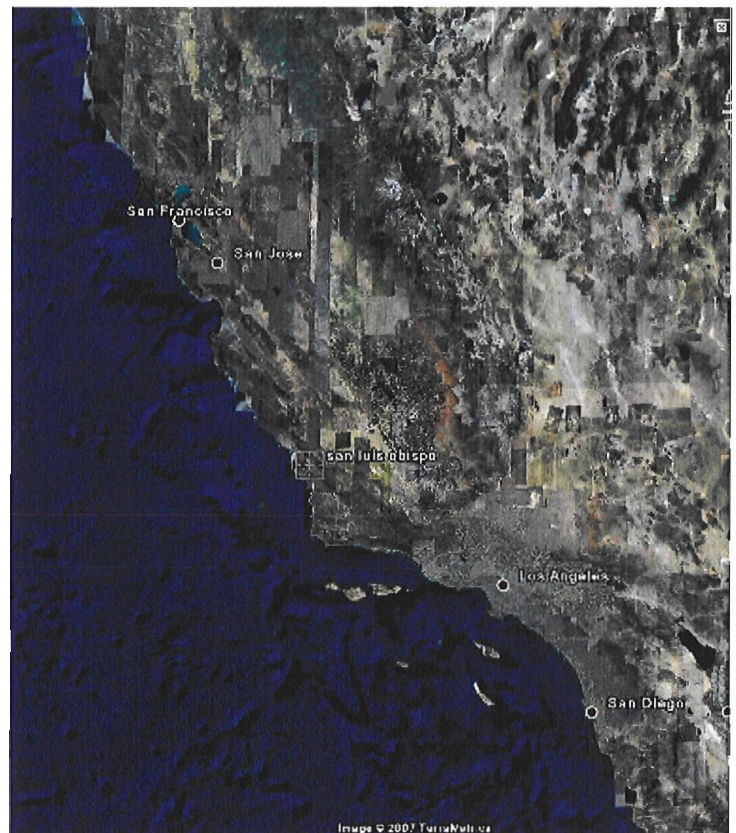


Figure 1.02: San Luis Obispo Regional Context



## 1.2 Site Analysis

### Existing Surrounding Uses

The area surrounding the site is primarily zoned for non residential uses. The most prominent zoning type, public facility and service commercial, are found primarily near the southern and eastern areas surrounding the site. A particular use that could present future problems for development is the water treatment plant located across Prado Road. This facility creates an unpleasant smell, and with certain wind condition, it could bring the scent to the site. Directly adjacent to the water treatment plan is the Prado Day Homeless Center. The transient individuals drawn to the area by the center may present potential loitering problems for future developments. In addition to these two public facilities the surrounding site area has a social security office, Department of Motor Vehicles and an array of other smaller public offices.

A larger land use north of the site is a historic Lady Family Sutcliff Cemetery. This cemetery has a large pyramid shaped landmark headstone on the border of the potential project site. The sheer size of the grave stone dominates the surrounding uses and will be in the view of a good portion of the proposed project site. Other surrounding uses include a handful of office buildings and some auto service establishments as well as small retail.

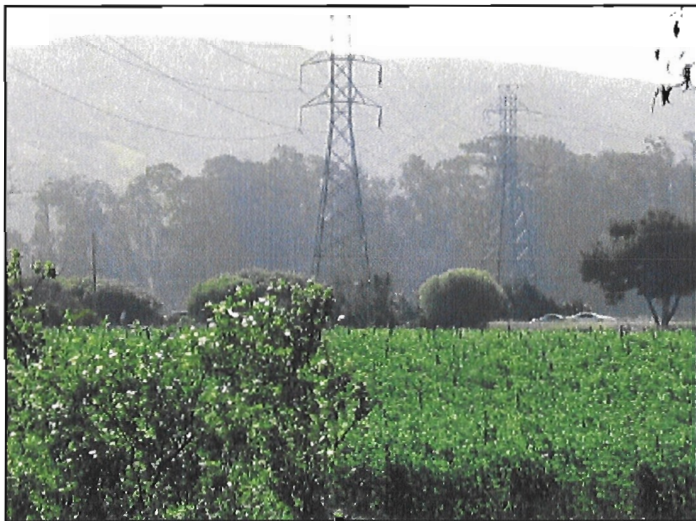


Figure 1.03: Orchard and transmission lines on site

### Project Site Existing Uses

A large portion of the site is made up of the Sunset Drive-In Movie Theater. This establishment has roots that lie back into the 1950's and may be soon listed as a San Luis Obispo historic building. To the north of the drive in theater is a small mobile home development with 23 units. Although this development may be viewed as substandard, it is protected by California State Law and there are strict procedures and restrictions to removal or modification of mobile home development. In the south of the site is a mixture of land uses including multiple auto oriented businesses and a truck rental building. One unintended use is a small dirt lot that serves as a parking area mostly for visitors to the Prado Day Center. In addition to the built uses, there is a sizeable portion of the site used as agriculture and general open space. The overall project area is zoned primarily as conservation open space, office and service commercial. The city's general plan encourages the location of public uses in this area of the city.



Figure 1.04: Developments that surround the site



## 1.2 Site Analysis

### Access and Circulation

The pedestrian and vehicular circulation around the site poses a handful of potential problems. One in particular is the Prado Road bridge over San Luis Creek. It lacks both bike lanes and pedestrian pathways on both sides of traffic. This presents potential dangers for people moving from South Higuera Street to the project site. The same problem arises again over San Luis Creek at the Elks Lane Bridge. One opportunity for this area is the already well established bus system, that has pick up sites on the two roads mentioned previously. A problematic vehicular constrain is the intersections of Elks Lane and South Higuera. The blind spot of turning left from the Elks Lane juncture is currently very dangerous and future added traffic would further increase risks.



Figure 1.05: Site Analysis Map

### Natural and Man Made Disturbances

The project site has multiple man made constraints both in and around its perimeter. One limitation being, large power lines and two large support structures running directly through the center of the project area. The lines, owned by Pacific Gas and Electric, cannot be relocated underground due to their voltage, and could create potential electromagnetic hazards. Adjacent to the western edge of the site are smaller telephone lines and a natural gas pipeline. The natural gas pipeline requires the use of careful planning in both the construction and maintenance to keep it from being disturbed. Both highway noise and airport noise will pose major problems that will need to be addressed to allow the site to conform with the cities minimum noise standards. The two natural constraints, the east blowing wind and the north flowing drainage pose little concern for the project area and will need light incorporation measures.



### 1.3 Opportunities & Constraints

The Sunset Drive-In Site provides a development area with a unique set of circumstances that present a number of good opportunities while presenting some constraints that are very limiting.

The opportunities and constraints of the Sunset Drive-In Site are outlined in the map in Figure 6 as well as the bulleted list on the following page. The proposal for the Sunset Medical Plaza fits very well into these opportunities and constraints.

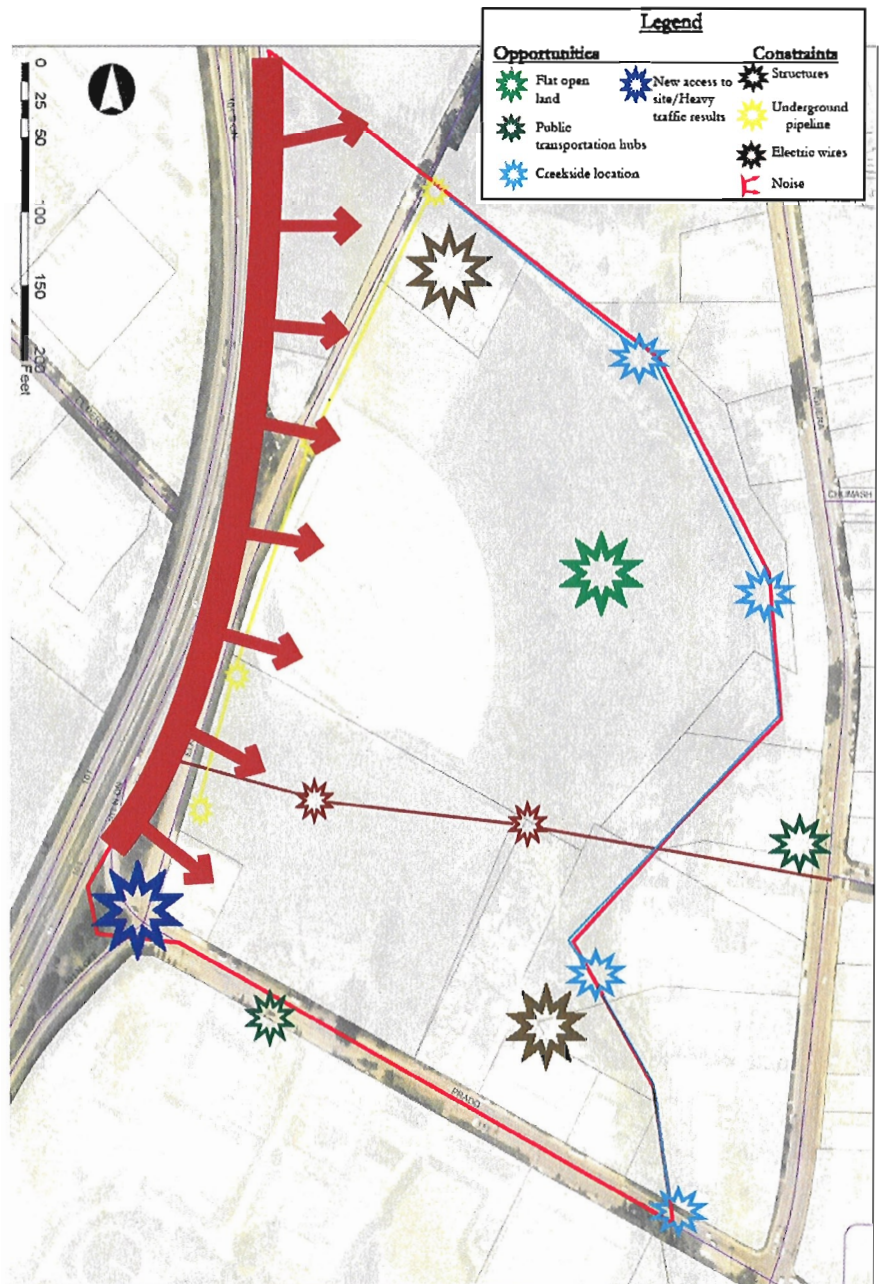


Figure 1.06: Opportunities and Constraints Map.

### 1.3 Opportunities & Constraints

#### **Opportunities**

- Since the land does not slope very much, the site needs very little grading for development preparation.
- There are bus stops on both Prado Road and Higuera Street providing very good public transportation access to the site. This includes Regional Transit Authority routes as well as SLO Transit routes.
- The proximity to San Luis Creek offers opportunities for pedestrian and/or bicycle pathways as well as recreational open space for residents.
- The new overpass at Prado Road will open up easy access routes to the site and enable the community to utilize the new medical services.

#### **Constraints**

- The mobile home park along Elks Lane is blighted and rundown, but will be difficult to replace because of mobile home protection laws.
- An underground gas pipeline runs all the way through the site along Elks Lane. Construction must be carefully done so that the pipeline is not disrupted.
- Major electrical wires run right the middle of the undeveloped land adjacent to the Sunset Drive-in movie theater, creating an eyesore and possibly creating an electromagnetic hazard.
- The proximity to Highway 101 and airplanes flying overhead create a high level of noise that must be alleviated and/or mitigated for.



Figure 1.07: Multiple Public Transportation Serving the Sunset Project Site



Figure 1.08: Close Proximity to State Highway 101



Figure 1.09: On-site Electrical Transmission Towers



## 2.1 Case Study: Sutter Medical Center

This project is a medical center design review and economic analysis for the Sutter Medical Center in Santa Rosa, California. The program includes a final 170 bed hospital and two 80,000 sq.ft. medical office buildings.

### Project Description

The Sutter medical center project sought to create a much needed hospital and medical office building center for the City of Santa Rosa. Uniquely located on the Luther Burbank Center for the Arts, the site shares an overall size of approximately 53 acres and encompasses a 25 acre portion towards the northern end of the site. The site was purchased from the center through an agreement that included the hospital exchanging another piece of vineyard property better suited for the expansion of the arts facilities located on the southern portion of the site.

The proposed hospital is designed to be approximately 50,000 square feet which translates into a general care facility, ambulatory care services and initially 124 private beds. In addition to the hospital building, the first phase includes a 30,000 square foot medical office building. In later phases the hospital will be expanded to include another forty six beds bringing the total to 170. The project also includes another 80,000 square foot medical office buildings to be built in later phases.

The case study also includes a regional economic analysis of the projects impacts to the surrounding health care industries. The anticipated cost for the new hospital development is around \$203 million dollars, some of which was raised through philanthropic donations.



Figure 2.01: Site Plan of Sutter Medical Center



## **2.1 Case Study: Sutter Medical Center**

### **Similarities to Sunset Medical Center**

This medical center is an excellent case study because of its similar project site area to the Sunset Site. The site plan gives a visual representation of possibilities for building layouts and the space relationships of their envelopes and parking. The similar size of the hospital to that of the Sunset site shows potential building design and multiple access points.

Another useful portion to this case study is that it is located directly adjacent to State Highway 101. This location is valuable in showing the noise mitigation measures used in dealing with the project's proximity to the highway. The highway on both sites is similar in width to San Luis Obispo and includes an adjacent interchange.

In addition to the many useful design aspects, this case study includes an economic impact study. The study includes an estimate of the costs of the hospital in both construction and operation. The similar size and conditions of this project allows for a cost estimate for the sunset site. This report also outlines the affects that the new hospital will have on the economy of the surrounding community in general and the affects on the health care industry.

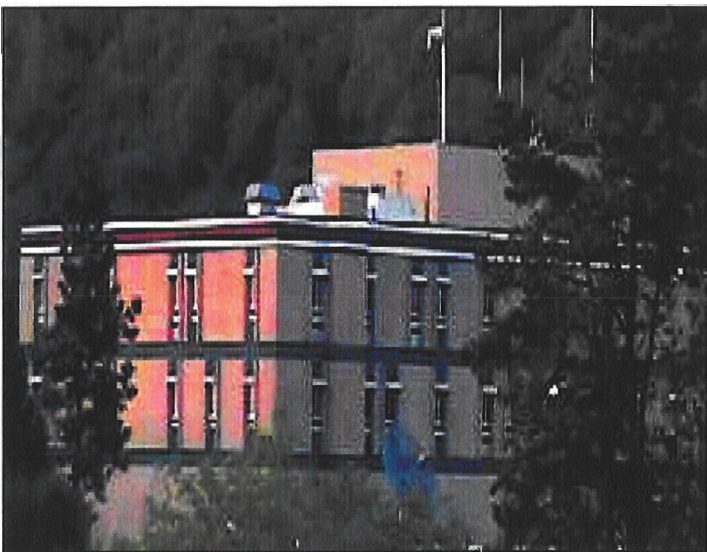


Figure 2.02: Sutter Medical Center Entrance

### **Lessons Learned**

The Sutter Medical Center case study helps with our project design due to the similar size and location. Similar to the Sunset site, the hospital only makes up a smaller portion of the overall development area. Learning how the hospital will fit spatially and the size of other uses helped to give a comprehensive look at the types and sizes of development components.

The project's proximity to highway 101 nearly mirrors the characteristic of the Sunset site's location and provided an idea of a possible highway interchange type. The adjacent highway location also provides a helicopter flight path for emergency air transport. In addition, the site plan and the attached descriptions detail noise mitigation strategies that can be translated into the Sunset Medical Center Preliminary Site Plan.

In relation to funding, the nonprofit nature of the project provided examples of alternative funding sources, such as community fundraising and state grants. The fiscal impact analysis attachment to the case study is a valuable resource for determining the impacts of a project to the surrounding community and assessing the financial feasibility.



Figure 2.03: Sutter Medical Center Rendering



This case study is a medical center and senior housing design review and economic analysis for the Health Center on Beaver Island, Michigan. The project includes a 7,600 square foot medical center and three six-unit connected senior housing units.

The second case study is a small health center project on Beaver Island in Michigan. This Medical Center project is a 7,600 sq. ft. medical center, followed by the first of 3 six-unit connected senior housing buildings. In order to finance the project, \$1,500,000 was procured through government grants and property for the facility was donated by Jeff Traudt.

[illegible]

Figure 2.04: Beaver Island Health Center Floor Plan

## 2.2 Case Study: Beaver Island Health Center

### Similarities to Sunset Medical Center

This medical center is a very nice case study which can be compared to the Sunset Medical Center. One aspect of the Beaver Island Health Center that ties in very closely to the Sunset Medical Center is the incorporation of senior housing into the project. The construction of assisted care housing units is a central aspect to the Sunset Medical Center and this example should prove to be extremely useful.

The floorplan and site photographs provide a lot of detail and guidance that will be useful when conceptualizing the site plan for the Sunset Medical Center. Although, the size of the medical facilities is dramatically different, the detail in the floor plan will help in design of the Sunset Hospital and the financial cost/benefit analysis.

The economic details included in the Beaver Island case study will offer a starting point of financial analysis for the Sunset Medical Center. The report also details important ways in which the surrounding community will be affected by the project. All of this will enable us to write a detailed feasibility assessment for the Sunset Medical Center project.

### Lessons Learned

The floorplan design included in this study demonstrated a fine example for us to follow when it came time to design our own plan for the Sunset Drive-In site. Although our project is much larger in scale, the layout of the building offered a needed understanding of what a medical facility encompasses.

The economic detail and fiscal analysis of the Beaver Island Health Center also gave us a strong starting point for the feasibility assessment. We should be able to extrapolate the financial numbers from this case to apply them to our own and reach a more solid feasibility assessment.

One other lesson we learned from this case is the power of public opinion. There were several instances in the case study where the article cited concerns raised by local citizens about funding. Public opinion is an important tool to utilize and gather for support of our project.

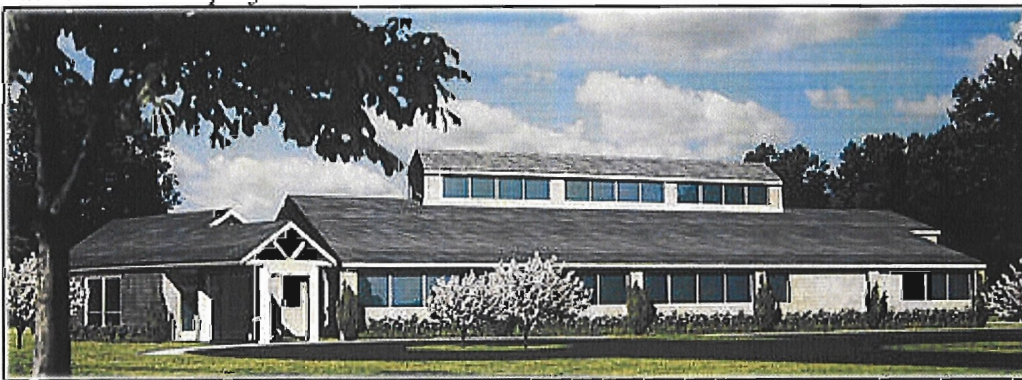


Figure 2.05: Rendering of Beaver Island Rural Health Center



Figure 2.06: Beaver Island Rural Health Center



### 2.3 Case Study Matrix

<b>Features and Improvements</b>	<b>Case Study A: Sutter Medical Center</b>	<b>Case Study B: Beaver Island Health Center</b>	<b>Design Features for Sunset Medical Center</b>
<b>Linkages</b>	CS A 1: Walkways Connecting Hospital to Medical Office Buildings CS A 2: Walkways Connect Hospital and Medical Office Buildings to Luther Burbank Center of the Arts Plaza	CS B 1: Central Hallway in Medical Plaza	C 1: Inclusion of a Central Plaza C 2: Inclusion of a Creekside Pedestrian Trail
<b>Circulation</b>	CS A 1: Close Proximity To Highway 101 CS A 2: Covered Bus Stop Located Centrally in site Plan CS A 3: Changes to Interchange Offramps	CS B 1: Separate Driveways for Patients and Medical Personnel	C 1: Inclusion of Covered Bus Stop with Connecting Pedestrian Pathways C 2: Creation of Highway 101 Interchange
<b>Building Orientation and Layout</b>	CS A 1: Clustering of Complementary Uses CS A 2: Distance from Noise Generators	CS B 1: Senior Housing Distance from Hospital CS B 2: Separate Driveways for Residents	C 1: Encouraging the Agglomeration of Land Uses C 2: Adequate Spacing from Highway 101
<b>Multimodal Transportation</b>	CS A 1: Proximity to Highway Allows for Helicopter Flight Path CS A 2: Nearby Arterial and Highway Allow for Local and Regional Bus Transportation CS A 3: Class II Bike Lanes Provided Adjacent to Roads	CS B 1: Public Transit Options Available for Seniors	C 1: Creation of Class II Bike Lanes on Major Roads Throughout Site C 2: Providing Bus Facilities to Serve Both Local and Regional Transit
<b>Sustainability</b>	CS A 1: Use of Storm Water Retention Basins CS A 2: Portions of Site Preserved in Agriculture	CS B 1: Use of Local Low-Maintenance Materials CS B 2: Fixed Glass Used to Provide Controllable Heating Areas	C 1: Skylights Incorporated to Provide Natural Lighting C 2: Storm Water Retention Features in Parking Lots

### 3.1 Concept Diagrams

#### Concept Alternative # 1 Rationale

San Luis Creek running towards the Eastern portion of the project site provides a unique riparian corridor that can be utilized as a backdrop for a pedestrian pathway. In order to keep with the existing bike and pedestrian corridors, the proposed creek side pathway would connect at both the north and south portions routes of South Higuera Street. The pathway would also serve as a walkway for an assisted living facility. This facility is set near the rear of the site, completely surrounded by development to limit the noise created by the highway. The assisted living areas would be set back at a far enough distance to not disturb the natural environment, but close enough to let a pedestrian enjoy its ambiance. The creek will provide pleasant views, a natural escape and complementary feature to the overall development.

A new street would be created that dissects the site and separates the senior assisted living with from the medical center area. The new road would carry the majority of the Elks Lane traffic and serve as the primary route to the City's Corporation Yard. Directly across this new street would be the new hospital facility and medical center at the intersection of Prado Road and Highway 101.

The importance of this location is the great vehicular access provided by the close proximity to the highway. The new access will provide the opportunity for the project to become a regional hospital and give high visibility to the new medical office buildings. Across Elks Lane from the proposed hospital site is additional nursing and E.M.T. training facilities. This area is intersected by San Luis Creek and in order to allow proper connectivity between the centers, a bridge would be constructed to allow internal circulation.

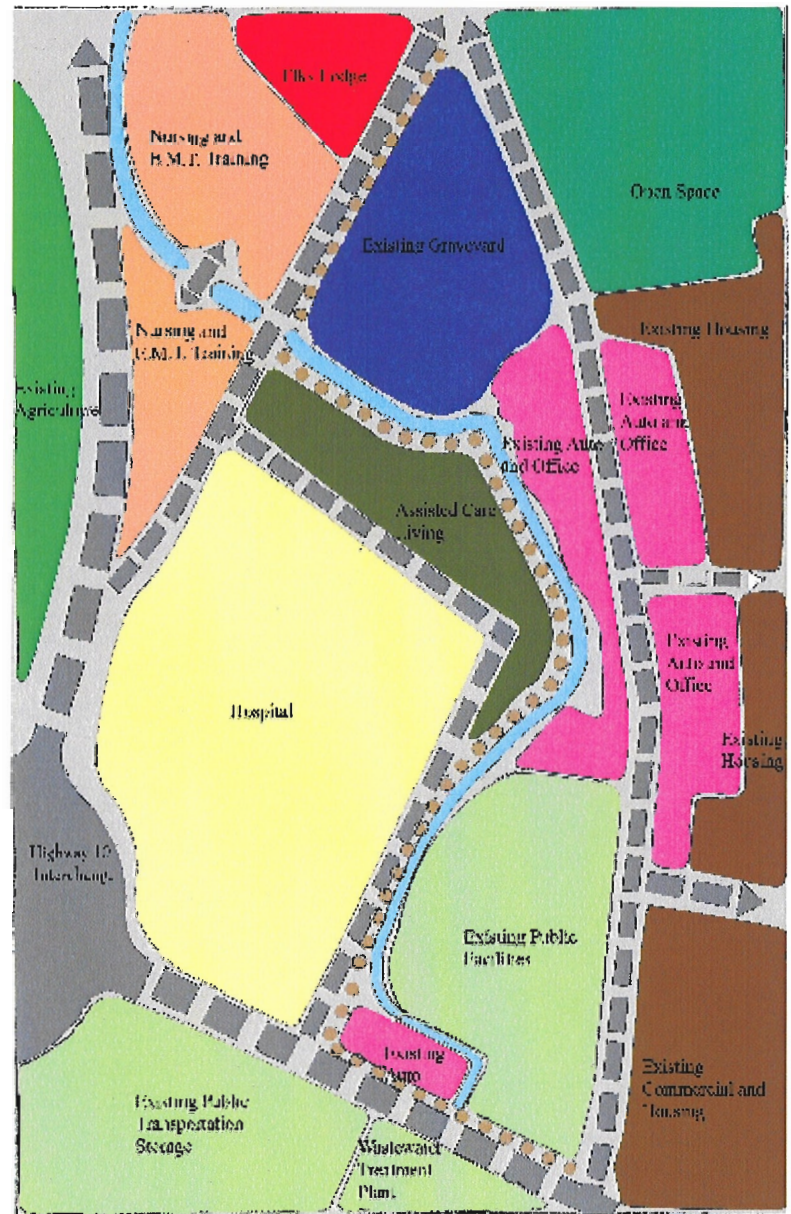


Figure 3.01: Sunset Medical Plaza Concept Alternative 1



### 3.2 Concept Diagrams

#### Concept Alternative # 2 Rationale

The creek provides for excellent opportunities for pedestrian pathways and recreational areas for the residents of an assisted care living center. The proximity of the site to the new Prado Road overpass will increase the noise levels on the corner of the site at Elks Lane and Prado Road to the point where it is not feasible to place assisted care residences anywhere near the intersection. The same factors create an ideal location for the hospital, though, because of the vehicular access the new overpass and intersection will provide.

By placing the E.M.T. and nurse training facility near both the hospital and the assisted care living center, it provides a unique opportunity for hands-on training and educational services. A new, smaller road going through the site will give better access for any parking inside the site for visitors and students.

Maintaining connectivity from Higuera Road to the City Corporation Yard is important, so rerouting Elks Lane through the site and curving the Corporation Yard entryway a bit more to the southeast enables the existing connection to continue despite the area taken up by the new Prado Road interchange.

The increase in vehicular access due to the installation of the overpass and interchange is a key aspect of what makes this location special. The potential to have the project become a regional medical facility in a location that is easily seen by many people is a big asset for the Sunset Medical Plaza program.

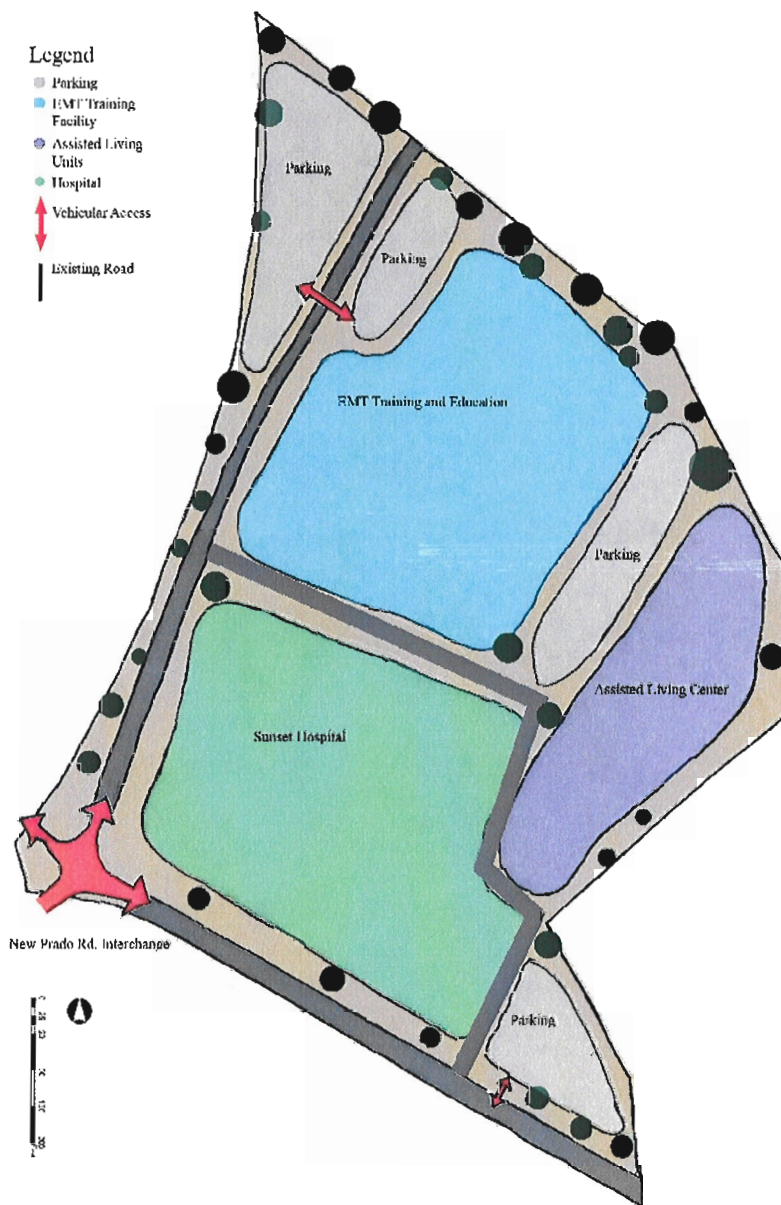


Figure 3.02: Sunset Medical Plaza Concept Alternative 2



### 4.1 Preliminary Development Plan

Development Program			
Number	Proposed Use	Square Footage	Units
1	Medical Office	10,035	-
2	Medical Office	11,433	-
3	Medical Office	43,840	-
4	General Office	16,250	-
5	General Office	20,248	-
6	Nursing / EMT Training	18,387	-
7	Medical Office	10,035	-
8	Medical Office	7,051	-
9	General Office	17,576	-
10	General Office	7,050	-
11	Pharmacy	11,711	-
12	Café/Deli	6,023	-
13	Café/Deli	3,197	-
14	Senior Apartment	76,166	30
15	Senior Apartment	45,234	55
16	Senior Apartment	25,926	35
17	Senior Apartment	27,970	15
18	Independent Senior Living	4,485	3
19	Independent Senior Living	16,840	8
20	Hospital	121,214	170 Beds



Figure 4.01: Preliminary Development Plan



## 4.2 Site Plan Design

**Hospital:** With the closing of the San Luis Obispo County General Hospital in July 2003, the county lost their last remaining public acute care hospital. The loss of this facility left a vacancy in the provision of public healthcare. The preliminary site plan for the Sunset Medical Center includes the design for a 121,000 square foot private/public acute care hospital. The partnership between the government and another industry could help raise the needed start up funds. The hospital will include obstetrics and geriatric care with space provided for administrative and training facilities. The design of the hospital is a 2-3 story structure with the two major entrances near parking and the proposed plaza area. The medical center has 175 licensed beds and serves a population of more than 290,000 people. The hospital would provide 24-hour emergency services to residents of San Luis Obispo County as well as a portion of northern Santa Barbara County. The broad spectrum of acute and specialty care services include: High Risk Obstetrics, Maternal/Neonatal Transport Service, Pediatrics, Adult Intensive Care, Transitional Care Unit, Cardiac Surgery and Interventional Cardiology Programs, In-patient and Out-patient Rehabilitation, Senior Health Center, Family Practice Center and Family Practice Residency Training Program affiliated with Cal Poly San Luis Obispo and Cuesta College.

**Training Facilities:** The County of San Luis Obispo lacks E.M.T. and nursing training facilities, so the addition of over 20,000 square feet of instruction areas in the preliminary site plan helps to meet the demands of this underutilized industry. The location of these amenities is in the hospital plaza area to allow students to relax in the plaza area as well as have direct access first hand learning in the hospital. The training facilities have the possibility of creating a partnership with the two nearby universities: Cal Poly San Luis Obispo and Cuesta College. This partnership could give new sources of financing and provide a better educational experience.



Figure 4.02: Site Section A



Figure 4.03: Site Section B

## 4.2 Site Plan Design

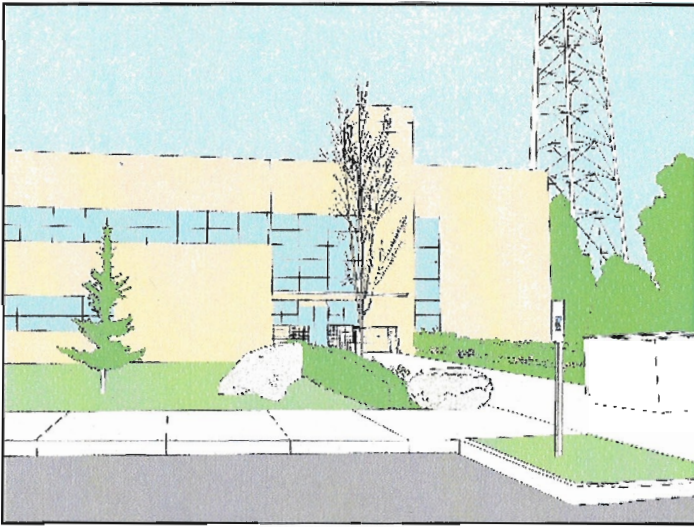


Figure 4.04: General Office Rendering

**General Office Buildings:** The general office buildings are primarily situated along the rerouted Elks Lane in order to maximize accessibility to San Luis Obispo's circulation network and subsequently Highway 101. These offices could be used for government uses which are encouraged by the city's general plan.



Figure 4.05: Senior Duplex Rendering



Figure 4.06: Senior Apartments Rendering

These buildings house seniors in apartment style units and provide 24 hour on-site health care and assistance. These buildings will also house the majority of the recreation facilities for residents of the entire development. All senior facilities were designed to be located close to the creek in order to minimize the effects of highway noise and allow residents to enjoy the creek's natural areas.



## 4.2 Site Plan Design

**Medical Office Buildings:** The reasoning behind incorporating medical office buildings into the preliminary site plan is to encourage the agglomeration of like uses near the hospital and to serve residents of the surrounding community. Additionally the great access to highway 101 allows this location to assume the role of a regional medical center to be used countywide. The medical office buildings are located near the southern and central portion of the site for good visibility from northbound Highway 101 traffic.

**Pharmacy and Cafés:** The proposed pharmacy in the preliminary site plan is designed to be medium sized and meet the needs of the local community. Since the nearest alternative is relatively far from the project site, a new pharmacy could not only serve the visitors to the medical center and the residents of the senior village, but the entire South Higuera Street area. The proposed cafés are easily accessible by the proposed bike trail for senior residents, as well as a place for workers of the hospital and office areas to eat lunch.



Figure 4.07: Medical Office Building Rendering



Figure 4.08: Hospital Entrance Rendering

### 4.3 SketchUp Birds-Eye View

#### SketchUp 3-D Modeling

A three-dimensional model of the Sunset Medical Plaza was created using the computer program SketchUp and began from the preliminary development plan site plan. These images show what a view from above the site might be (Figure 4.09) as well as what visitors to the site would first see upon entering the site from Elks Lane (Figure 4.010) and Prado Road (Figure 4.011).



Figure 4.09: Aerial View of Sunset Medical Plaza



Figure 4.010: The Entrance on Elks Lane



Figure 4.011: Sunset Hospital and Courtyard



### 5.0 General Plan Policy Matrix

Source		Policy Number	Title/Description	Consistant
San Luis Obispo City General Plan				
	<b>Land Use Element</b>	1.0.1	<b>Growth Management Objectives:</b> The City shall manage its growth so that: A. The natural environment and air quality will be protected. B. The relatively high level of services enjoyed by City residents is maintained or enhanced. C. The demand for municipal services does not outpace their availability.	Yes
		1.4	<b>Jobs/Housing Relationship</b> The gap between housing demand (due to more jobs and college enrollment) and supply should not increase.	Yes
		1.7.5	<b>Building Design and Siting Building Design and Siting</b> All new buildings and structures should be subordinate to and in harmony with the surrounding landscape.	Yes
		1.7.6	<b>Wildlife Habitat</b> Continuous wildlife habitat – including corridors free of human disruption – shall be preserved, and, where necessary, created.	Yes
		1.10.1	<b>Overall Intent</b> Overall Intent Growth rates should provide for the balanced evolution of the community and the gradual assimilation of new residents.	Yes
		1.11.1	<b>Overall Policy</b> Communication and cooperation between the City and nearby government institutions is important and must be maintained, because changes in the numbers of workers, students, and inmates of the three major public institutions near the City directly influence the City's economic base, land use, circulation, and ability to manage growth.	Yes
		2.1.3	<b>Neighborhood Traffic</b> Neighborhoods should be protected from intrusive traffic. All neighborhood street and circulation improvements should favor the pedestrian and local traffic.	Yes
		2.1.4	<b>Neighborhood Connections</b> All areas should have a street pattern that promotes neighborhood and community cohesiveness.	Yes
		2.1.5	<b>Neighborhood Open Links</b> The City should treat streets, sidewalks, and front setbacks as a continuous open link between all areas of the City and all land uses.	Yes
		2.2.1	<b>Mixed Uses &amp; Convenience</b> Neighborhoods shall include a mix of uses to serve the daily needs of nearby esidents, including schools, parks, churches, and convenience retail stores.	Yes
		2.2.2	<b>Separation and Buffering</b> Residential areas should be separated or screened from incompatible, nonresidential activities, including most commercial and manufacturing businesses, traffic arteries, the freeway, and the railroad.	Yes
		2.2.3	<b>Housing and Aircraft</b> New housing should not be allowed in areas where aircraft noise exposure and the risk of aircraft accidents are not acceptable.	No
		2.2.5	<b>Street Access</b> New residential developments, or redevelopments involving large sites, s should be designed to orient low-density housing to local access streets, and medium- or high-density housing to driveways accessible from collector streets.	Yes
		2.2.9	<b>Parking</b> Large parking lots should be avoided. Parking lots should be screened from street views. In general, parking should not be provided between buildings and the street.	No

### **5.0 General Plan Policy Matrix**

		2.2.10	<b>Compatible Development</b> Housing built within an existing neighborhood should be in scale and in character with that neighborhood. All multifamily development and large group-living facilities should be compatible with any nearby, lower density development.	Yes
		2.2.11	<b>Site Constraints</b> Residential developments shall respect site constraints such as property size and shape, ground slope, access, creeks and wetlands, wildlife habitats, native vegetation, and significant trees.	Yes
		2.3.2	<b>Separate Paths</b> Within the major expansion areas, bicycle and walking paths which are separate from roadways should connect residential areas with neighborhood commercial centers, schools, parks and, where feasible, other areas of the City.	Yes
		2.4.7	<b>Medium-High Density Residential</b> Medium-High Density Residential development should be primarily attached dwellings in two- or three-story buildings, with common outdoor areas and very compact private outdoor spaces.	Yes
		2.5	<b>Affordable Housing</b> The City will help conserve and increase residential opportunities for residents with very low, low, or moderate incomes.	Yes
		2.8.1	<b>Large Group Housing</b> Large group housing other than fraternities and sororities, such as retirement homes or homes for handicapped, may be concentrated in medium-high or high-density residential areas, or in suitable commercial or light-industrial areas, where services are convenient.	Yes
		2.8.2	<b>Small Residential Care Facilities</b> Small residential care facilities should be treated the same as individual houses.	Yes
		3.2.1	<b>Purpose and Included Uses</b> The City should have areas for Neighborhood Commercial uses to meet the frequent shopping demands of people living nearby. Neighborhood commercial uses include smaller-scale grocery stores, laundromats, and drug stores.	Yes
		3.2.2	<b>New or Expanded Areas of Neighborhood Commercial Use</b> New or expanded areas of neighborhood commercial uses should: A. Be created within, or extended into, nonresidential areas adjacent to residential neighborhoods; B. Provide uses to serve nearby residents, not the whole city; C. Have access from arterial streets, and not increase traffic on residential streets	Yes
		3.4.2	<b>Office Locations</b> C. Medical services should be near the hospitals, and may also be located in other commercial areas of the City.	Yes
		3.6.6	<b>Utility Service</b> Services and Manufacturing uses should connect to the City water and sewer systems, unless other means of providing service are identified in a City-adopted plan.	Yes
		7.2	<b>Airport Land Use Plan</b> Development should be permitted only if it is consistent with the San Luis Obispo County Airport Land Use Plan. Prospective buyers of property which is subject to airport influence should be so informed.	No
		8.6	<b>Sunset Drive-in Theater Area</b> This 25-acre area should be further developed only if flooding can be mitigated without significant harm to San Luis Obispo Creek. Any use drawing substantial regional traffic also depends on providing a full interchange at Prado Road and extending Prado Road to connect with Madonna Road.	Yes
	<b>Circulation Element</b>	1.7	<b>Promote Alternative Forms of Transportation</b> San Luis Obispo should: 3. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the city by 2000, and extend the system to serve new growth areas.	Yes



### 5.0 General Plan Policy Matrix

		1.8	<b>Manage Traffic</b> San Luis Obispo should: 12. Ensure that development projects and subdivisions are designed and/or retrofitted to be efficiently served by buses, bike routes and pedestrian connections.	Yes
		1.11	<b>Establish and maintain beautiful and livable street corridors.</b> The City will: 21. Pursue changes to existing corridors and support the design of new corridors that create safe, attractive, and useful environments for residents, patrons of adjoining land uses and the traveling public.	Yes
		3.0.1	<b>Transit Development</b> The City should encourage transit development, expansion, coordination and aggressive marketing throughout San Luis Obispo County to serve a broader range of local and regional transportation needs including commuter service.	Yes
		4.0.1	<b>Bicycle Use</b> Bicycle transportation should be encouraged.	Yes
		4.0.3	<b>Continuous Network</b> The City shall complete a continuous network of safe and convenient bikeways that connect neighborhoods with major activity centers and with county bike routes as specified by the Bicycle Transportation Plan.	Yes
		4.0.4	<b>New Development</b> New development should provide bikeways, secure bicycle storage, parking facilities and showers, consistent with City plans and standards.	Yes
		5.0.2	<b>Sidewalks and Paths</b> The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into city and county open areas that avoid sensitive areas.	Yes
		9.1.2	<b>Highway 227 Relocation</b> The City will ask the California Department of Transportation to designate Prado Road between Broad Street and Highway 101 as State Highway 227.	Yes
		9.1.3	<b>Prado Road Improvements</b> The City will ensure that changes to Prado Road (projects A.1, A.2, B.4 and C.1) and other related system improvements are implemented in a sequence that satisfies circulation demands caused by area development. The sponsors of development projects that contribute to the need for the Prado Road interchange (project C.1) will be required to prepare or fund the preparation of a Project Study Report for the interchange project. The Project Study Report shall meet the requirements of the California Department of Transportation.	Yes
		11.0.1	<b>Airport Land Use Plan</b> The City should respect the recommendations of the Airport Land Use Plan as it relates to noise and safety concerns.	No
		11.0.4	<b>Development Projects</b> The City will require development projects and subdivisions within Airport Planning Zones #1 through #4 to include measures that protect the health, safety and comfort of residents and employees.	Yes
		16.1.2	<b>Transportation Impact Fee</b> The City will adopt a transportation impact fee ordinance that requires developers to fund projects and programs that mitigate city-wide transportation impacts associated with their projects.	Yes
	<b>Housing Element</b>	3.6.2	When the City permits private development projects that displace affordable housing, it will require the developer to assist displaced residents find affordable local replacement housing.	Yes
		3.9.4	In general, housing developments of twenty (20) or more units should provide a variety of dwelling types, sizes or forms of tenure.	Yes
		3.14.3	Help fund neighborhood improvements, including sidewalks, traffic calming devices, crosswalks, parkways, street trees and street lighting to improve aesthetics, safety and accessibility.	Yes

### 5.0 General Plan Policy Matrix

		3.15.2	Preserve manufactured housing parks and support changes in this form of tenure only if such changes provide residents with greater long-term security or comparable housing in terms of quality, cost, and livability.	Yes
		3.16.2	Continue the mobile home rent stabilization program to minimize increases in the cost of mobile home park rents.	No
	Noise Element	1.1	<b>Minimizing Noise</b> The numerical noise standards of this element are maximum acceptable noise levels. New development should minimize noise exposure and noise generation.	Yes
		1.3	<b>New Development Design and Transportation Noise Sources</b> New noise-sensitive development shall be located and designed to meet the maximum outdoor and indoor noise exposure levels of Table I.	Yes
		1.8.1	<b>Mitigating Noise Sources</b> A. Arrange activity areas on the site of the noise-producing project so project features, such as buildings containing uses that are not noise-sensitive, shield neighboring noise-sensitive uses;	Yes
		1.8.2	<b>Mitigating Outdoor Noise Exposure</b> A. Provide distance between noise source and recipient; B. Provide distance plus planted earthen berms;	Yes
		1.8.3	<b>Mitigating Indoor Noise Exposure</b> A. Achieve indoor noise level standards assuming windows are open B. Achieve indoor noise level standards assuming windows must be closed (this option requires air conditioning or mechanical ventilation in buildings.)	Yes
		1.10	<b>Existing and Cumulative Impacts</b> The City will consider the following mitigation measures where existing noise levels significantly impact existing noise-sensitive land uses. D. Lowering traffic speeds through street or intersection design methods (see also the Circulation Element).	Yes
		1.13	<b>Noise Studies</b> Where a project may expose people to existing noise levels or projected built-out noise levels exceeding acceptable limits, the City shall require the applicant to provide a noise study early in the review process.	Yes
		1.14	<b>Assuring Compliance</b> The City will ensure that required noise mitigation measures are carried out as a project is built, including enforcement of the State Building Code Chapter 35.	Yes
	Safety Element	2.1	<b>Policy S: Flood Hazard Avoidance and Reduction</b> A. The City will develop and carry out environmentally sensitive programs to reduce or eliminate the potential for flooding in previously developed, floodprone areas of the city. C. No new building or fill should encroach beyond, or extend over, the top-of-bank of any creek.	Yes
		4.2	<b>Settlement and Liquefaction</b> The building code requires site-specific investigations and design proposals by qualified professionals in areas that are susceptible to settlement and liquefaction.	Yes
		4.7	<b>Policy S: Avoiding Liquefaction Hazards</b> Development may be located in areas of high liquefaction potential only if a site-specific investigation by a qualified professional determines that the proposed development will not be at risk of damage from liquefaction. The Chief Building Official may waive this requirement upon determining that previous studies in the immediate area provide sufficient information.	Yes
		7.0	<b>Policy S: Airport Land Use Plan</b> Development should be permitted only if it is consistent with the San Luis Obispo County Airport Land Use Plan. Prospective buyers of property that is subject to airport influence should be so informed.	No
		9.13	<b>Policy S: Emergency Access and Evacuation</b> Substantial development will be allowed only where multiple routes of road access can be provided, consistent with other General Plan policies on development location and open space protection.	Yes

### **5.0 General Plan Policy Matrix**

Conservation/ Open Space Element	2.1.1	<b>Goal Air Quality</b> Achieve and maintain air quality that supports health and enjoyment for those who live or work in the City and for visitors.	Yes
	2.3.1	<b>Employ best available practices in City operations</b> "Best available practices" means behavior and technologies that produce the least air pollutants for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects and the regulations of other agencies.	Yes
	2.3.3	<b>Alternative transportation/land use strategies</b> Implement public transit-, bicycle- and pedestrian-oriented land use and design strategies in new development	Yes
	3.3.1	<b>Historic preservation</b> Significant historic and architectural resources should be identified, preserved and rehabilitated.	No
	4.2	<b>Sustainable energy use</b> Increase use of sustainable energy sources such as solar, wind and thermal energy, and reduce reliance on non-sustainable energy sources to the extent possible with available technology and resources.	No
	4.4.1	<b>Pedestrian- and bicycle-friendly design</b> Residences, work places and facilities for all other activities will be located and designed to promote travel by pedestrians and bicyclists.	Yes
	4.4.2	<b>Alternative transportation</b> The City's transportation and circulation systems shall foster travel by modes other than motor vehicles, including walking, bicycles and public transit.	Yes
	4.4.3	<b>Compact, high-density housing</b> The City will promote higher-density, compact housing to achieve more efficient use of public facilities and services, land resources, and to improve the jobs/housing balance.	Yes
	5.2	<b>Efficient use of materials</b> The City will use materials efficiently in its buildings and facilities, services and operations, and encourage others to do the same.	Yes
	7.3.3	<b>Wildlife habitat and corridors</b> Continuous wildlife habitat, including corridors free of human disruption, shall be preserved and where necessary, created by interconnecting open spaces, wildlife habitat and corridors.	Yes
	7.5.3	<b>Heritage Tree Program</b> The City will continue a program to designate and help protect "heritage trees."	Yes
	7.7.9	<b>Creek Setbacks</b> As further described in the Zoning Regulations, the City will maintain creek setbacks to include: an appropriate separation from the physical top of bank, the appropriate floodway as identified in the Flood Management Policy, native riparian plants or wildlife habitat and	Yes
	8.4.2	<b>Open spaces access and restoration</b> The City intends to allow public access to open space that fosters knowledge and appreciation of open space resources without harming them and without exposing the public to unacceptable risk. The main goal is to protect open space and wildlife habitat, with a secondary goal of providing passive recreation where it will not harm the environment.	Yes
	8.5.5	<b>Passive Recreation</b> The City will consider allowing passive recreation where it will not degrade or significantly impact open space resources and where there are no significant neighborhood compatibility impacts, in accordance with an approved open space conservation plan.	Yes
	8.6.1	<b>Loss of open space</b> The City may permit loss of an open space resource as described in Goals 8.21 and 8.22 only when: B. There is a demonstrated need, based on public health, safety, or welfare, and there is no practical alternative to loss of the resource.	Yes
	9.2.1	The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so.	Yes

### **5.0 General Plan Policy Matrix**

		9.2.2	<b>Views to and from private development</b> Projects should incorporate as amenities views from and within private development sites.	Yes
		9.3.4	<b>Environmental and architectural review</b> Conduct environmental review and architectural review consistent with General Plan goals and policies regarding visual impacts and quality.	Yes
	<b>Parks and Recreation Element</b>	3.15.1	San Luis Obispo residents shall have access to a neighborhood park within .5 to 1.0 mile walking distance of their residence.	Yes
		3.16.1	A multi-use community center shall be provided to meet the indoor recreational needs of all segments of the community.	
Airport Land Use Plan				
		2.5.2.1	<b>Review of Specific Proposed Development Projects in Areas Under Jurisdiction of the City of San Luis Obispo</b> – In accordance with the recommendations of the Airport Land Use Planning Handbook of the California Department of Transportation, it shall be the policy of the ALUC to seek, encourage, negotiate, and enter into agreements with the City of San Luis Obispo to require voluntary review of proposed major individual development projects.	Yes
		4.2	<b>General Land Use Policies</b> b. Policy G-2: Notwithstanding any other provision of this ALUP, a proposed project or local action will be determined to be inconsistent with the ALUP if the proposal would, in the considered opinion of ALUC, present specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, overflight or obstacle clearance.	No
		4.3.2.1	<b>Extremely Noise Sensitive Land Uses</b> – land uses for which customary or anticipated activities may be disrupted to a significant degree by aviation noise impacts and for which sufficient mitigation to ensure compatibility with current or future airport operations is not feasible.	No
		4.3.2.4	<b>Projected 55 dB CNEL Contour</b> - For purposes of this ALUP, the term projected 55 dB CNEL contour shall mean the 55 dB CNEL contour defined for airfield capacity conditions by the noise study performed by Brown-Buntin Associates (April, 2001) or such other succeeding noise contour projections as may be accepted and deemed valid by the ALUC and adopted by amendment of this ALUP.	Yes
		4.4.4.2	<b>Aviation Safety Sub-Areas</b> - In consideration of the above, the ALUC has established and adopted, within Aviation Safety Area S-I, the Aviation Safety Sub-Areas shown in Figure 3. The Aviation Safety Sub-Areas are: a. Safety Area S-Ia – Those portions of Safety Area S-I which are located within 500 feet of the extended runway centerline of Runway 11-29 and within 5000 feet of an existing or planned runway end or which are within 250 feet of the extended runway centerline of Runway 7-25 and within 3000 feet of the runway end.	Yes

#### **Explanation for Non-conformities**

The first and most apparent non-conformity for the Sunset Medical Plaza project was a conflict with the City's zoning ordinance. The area is currently zoned for Interim Open Space and Office. The Sunset Medical Plaza project would require rezoning the land to Mixed Use and this is addressed as a mitigation measure in the Land Use portion of the Initial Environmental Study. The mitigation measure proposes application to the City Council to have the site area rezoned.

Many of the non-conformities found when looking at applicable policies of the Sunset project site involved noise issues. There are policies that govern what uses the project site may be used for both in the Noise Element of the San Luis Obispo City General Plan and the Airport Land Use Plan. According to the noise contours and guidelines set forth in these plans, senior housing and hospitals are discouraged. The safety guidelines in the Airport Land Use Plan prohibit senior housing.

### **Explanation of Non-Conformity**

Several mitigation measures are offered in the Initial Environmental Study ranging from policy mitigation to physical mitigation. One policy mitigation that is suggested is a proposed realignment of the safety contour in the Airport Land Use Plan in order to change the site from S-1b to S-2 in order to remove the prohibition on senior housing. Physical mitigations to resolve potentially significant noise impacts include providing as much distance as possible between development and State Highway 101, the installation of noise baffling windows, the use of building materials that block noise, and earthen landscaping berms.

Another non-conformity with the San Luis Obispo City General Plan relates to the Sunset Drive-In as a building that is recognized as a potentially historically significant structure. The removal of the Sunset Drive-In as part of the Sunset Medical Plaza project is in conflict with this, but the economic viability of the land and feasibility assessment show that the Sunset Drive-In is not performing to maximum financial capability.

Finally, the removal of the mobile home park does not conform with the City General Plan rent protection for mobile homes and provision of more affordable housing. The feasibility assessment addresses the procedures that must be followed to enable the relocation of the mobile home residents and the Sunset Medical Plaza project includes affordable units to help alleviate the loss of the mobile home park's affordable units. Another potential mitigation measure would be to help cover the relocation costs for residents in the mobile home park.

## **6.0 Initial Environmental Study**

**Final Determination:** EIR required

### **Potentially Significant Impacts**

Although our analysis shows minimal impact, a full analysis should be done in order to determine the effects the project will have on views to and from the site. As the hospital will be operational at night, lighting features for the parking lots shall be designed to direct lighting downward and minimize glare as much as possible from affecting drivers on State Highway 101 and nearby land uses.

In order to address potentially significant impacts on air quality, several mitigation measures are proposed. During construction, it is required that a dust management plan be in effect to prevent dust or spill into neighboring properties. In order to reduce the amount of long-term impacts, the development will be planned in a pedestrian- and bicycle-friendly manner, a bus stop and shelter will be provided, bicycle parking and shower facilities will be installed, and trees will be planted extensively in the parking areas to help reduce evaporative emissions from automobiles. After these mitigation measures are in place, the impact on air quality will not be considered significant.



Figure 6.01: Inclusion of Sheltered Bus Stop

The site lies in an area identified in the Safety Element of the General Plan as being in an area of High Liquefaction Potential. Consistent with recommendations in the Seismic Safety Element of the General Plan, a detailed soils engineering report must be completed at the time of building permit in order to address the potential for liquefaction. Grading and building must then be designed and performed in compliance with the soils engineering report.



## **6.0 Initial Environmental Study**

### **Potentially Significant Impacts (cont.)**

The increase in impervious surfaces due to parking and new buildings will result in more runoff from the site. The increased runoff will require mitigation due to the potential impact on San Luis Obispo Creek to the eastern portion of the site. Mitigation measures suggested in the Initial Environmental Study are the utilization of porous paving, landscaping, or other design elements. The developer shall also be required to replace any deficient storm drains and/or provide on-site retention facilities. Upon submittal of precise development plans for the project, the developer shall prepare a site drainage analysis evaluating the capacity of existing storm drains to accommodate projected run-off. The developer shall also install an oil and gas separator in the drainage system. It must be regularly maintained to ensure efficiency. Finally, the developer must obtain a National Pollutant Discharge Elimination System permit from the Central Coast Regional Water Quality Control Board.

The proposed Sunset Medical Plaza project proposes uses which are inconsistent with the current San Luis Obispo Zoning map. Proposed amendments would change the O-PD designation to PF, C-R, and O-MU in the Zoning map in order to allow the hospital, drugstore, and assisted living uses on the site. Additionally, the Sunset Medical Plaza project proposes to remove the mobile home park that is currently located on site. As there are strict restrictions concerning the removal and/or relocation of mobile home residents, the developer will be required to follow notice guidelines and procedures as outlined in the state Mobile Home Regulations. Further mitigation measures shall include relocation assistance for residents of the mobile home park.

There is potential for significant impact on energy resources as a result of the Sunset Medical Plaza development. In order to minimize the use of conventional energy for space heating and cooling and illumination, future site development shall include skylights to maximize natural day lighting, operable windows to maximize natural ventilation, and energy-efficient lighting systems for interior and exterior use.

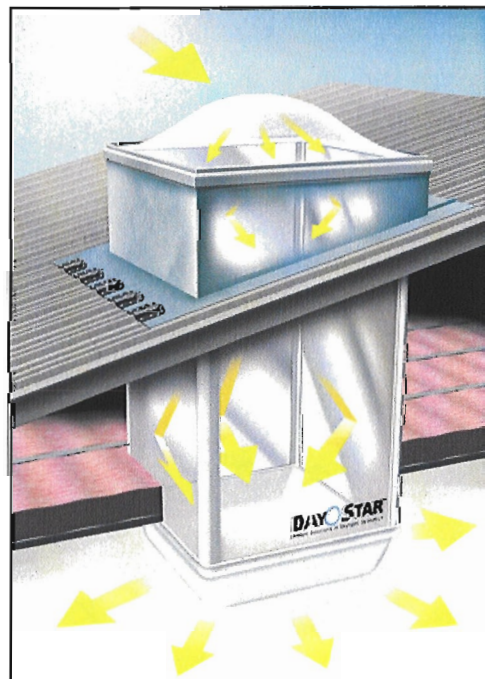


Figure 6.02: Installation of Skylights

## **6.0 Initial Environmental Study**

### **Potentially Significant Impacts (cont.)**

Noise is an area of concern in the Initial Environment Study as both a source of potentially significant impact and an area significantly affected by noise. Possible sources of considerable amounts of noise in the Sunset Medical Plaza are ambulance sirens and helicopters delivering patients to the hospital. The project is also expected to be exposed to a significant amount of noise. One source that is expected to cause a significant amount of noise for the project is the proposed Prado Road overpass and expected increase in traffic. Another issue that must be resolved with respect to noise is that the project site lies within a noise contour area in which many of the proposed uses are discouraged. Noise mitigation measures include providing as much distance as possible between the Prado Road interchange and noise-sensitive land uses, using building materials that shield and/or baffle sound, orienting building layout design to provide barriers from noise, and use noise baffling windows.



Figure 6.03: Non-conformities with the Airport Land Use Plan Must Be Resolved

Another area in which there could be a potentially significant impact is in traffic and circulation. With the construction of a new overpass and interchange at Prado Road and transfer of State Highway 227 from Broad Street to Higuera Street, a traffic study should be conducted in order to determine the effects on the site and whether mitigation measures will be required. The development plan will include pedestrian- and bicycle-friendly measures to attract other modes of transportation. As part of the transfer of State Highway 227, the Bob Jones Bike Trail will pass through the project site.

## **7.0 Feasibility Assessment**

### **Need for the Sunset Medical Center:**

#### **Policy Correlations:**

The current land use determinations for the Sunset project site, set the use for portions of the site as public facility and others as commercial service. Using the site as a hospital would be consistent with the city's zoning guidelines. The other buildings on the site may not fall into these categories, so rezoning would be needed in order to allow for retail and senior housing uses. In addition the City's General Plan concomitantly calls for the location of government services to be generally located at near the intersection of Prado Road and South Higuera. The Sunset project site is located adjacent to this intersection, and the proposed hospital is an encouraged land use. Encouraged by the city's general plan, the agglomeration of private health care office buildings near the hospital component is highly recommended. The location of the medical offices and the training buildings near the hospital support this policy.

#### **Economic Correlations:**

In the 2002 economic census, the City of San Luis Obispo has only two hospital facilities to serve its population, neither of which are publicly operated. Since The closing of the San Luis Obispo County General Hospital in June 2003, its services were arranged to be provided through a nonprofit healthcare center called the French Hospital. This closure of the county's only public hospital brought to major changes to the availability of health access to its uninsured and underinsured residents. San Luis Obispo County's growing population will require a new hospital to meet the increasing demand. Growing at over four percent in the last five years, the new residents will need a new regional hospital to provide adequate service. In addition the increasing number of retirees in the county will increase the demand for healthcare services. The proposed Sunset Medical Center Meets these needs by providing a private/public partnership that provides adequate service for all county residents.

The unique portion of the proposed project, the E.M.T. and nursing training to be provided in conjunction with the acute care hospital would be the only such project in the county area. The facilities, placed near the hospital and other medical offices provides an interactive learning environment. Opportunities lie in the two nearby universities, Cuesta Community College and Cal Poly San Luis Obispo. A partnership with the universities could offer new hands-on learning environments for new nursing and emergency care students.

With the site's superb location near Highway 101 and South Higuera Street, the possibility for medical office buildings is substantial. The site has ample visibility and access from the highway, which creates a favorable environment for the economic success of office businesses. In addition, the project area is distanced enough from other similar uses and provides service to a new market area far from other existing facilities.

Nineteen percent of the County of San Luis Obispo's population over the age of sixty. Many of the people in this age category are currently retired or will soon be retired. In addition the "baby boom" generation is nearing retirement and will soon be looking for new senior housing opportunities. The proposed assisted living facility for elder residents will help to meet this demand of the growing retired population. Moreover the cities large number of senior citizens proportionally to its overall population has created a healthy industry for new senior affiliated uses.



## 7.0 Feasibility Assessment

### Policy Inconsistencies

#### Airport Land Use Plan

According to Airport Land Use Plan Section 4 Policy N-2: "P Indicates that the lands use is prohibited in the specified noise exposure zone or aviation safety zone. No action can be taken by the Airport Land Use Commission that will render Prohibited uses permissible." The sunset medical center project falls under the list of prohibited uses. This major limitation to the development of this proposed project is due to the sites location in the Airport Safety Area 1-b. This classification gives specific land uses that are allowed in these areas due to the risks imposed by the flight patterns of airplanes. In order for a proposal of this nature to be approved, however unlikely, the city would have to override the restrictions set forth in the policy of the Airport Land Use Plan with a 4/5 vote by the city council. This would happen if the council decided that the need for the sites amenities were so great and there was no other feasible location. If the city council came to this conclusion they could override the safety precautions of the airport plan.

A more likely solution to the restrictions set forth by the Airport Land Use Plan's Safety Zones is the creation of a new safety study for the project area. Since the location of the site is near the border of the S-2 Safety Zone, the report may prove that this site no longer needs the prior limitations. The changing of safety zones would allow for the proposed senior uses but limit the density at a new level. The proposed senior housing would be allowed under the new safety zone.

	Airport Noise Exposure (dB CNEL)			Aviation Safety Area				
	More than 60	55 to 60	Less than 55	RPZ	S-1a	S-1b	S-1a	S-2
<b>Residential Uses (continued)</b>								
Homeless shelters	P	I	A	P	R5	R6	R7	R8
Home occupations	P	I	A	P	R5	R6	R7	R8
Mobilehomes, mobile home parks	P	I	A	P	R5	R6	R7	R8
Multifamily dwellings	P	I	A	P	R5	R6	R7	R8
Nursing, residential care, personal care facilities	P	I	A	P	P	P	P	SF
Organization houses	P	I	A	P	R5	R6	R7	R8
Secondary dwelling units	P	I	A	P	R5	R6	R7	R8
Single family residential	P	I	A	P	R5	R6	R7	R8
Temporary dwellings	P	I	A	P	R5	R6	R7	R8

Figure 7.01: Airport Land Use Plan Zone Use Restrictions

## 7.0 Feasibility Assessment

### **City of San Luis Obispo General Plan**

In the City of San Luis Obispo's Noise Element of the General Plan, it outlines Highway 101 running directly adjacent to the project site created noise levels in portions that exceed the City of San Luis Obispo's regulations for acceptable noise levels. The western side of the site has portions within the 60db and 65db noise contours. As outlined in the noise element of the General Plan it limits the number of decibels for outdoor activity areas at 60db. In order to mitigate the excessive noise generated by the freeway, a large tree and landscape barrier will be planted between the highway and development to serve a buffer. In addition, the projects building layouts will be generally farther from the highway, in the lower noise contour level and will employ noise management practices in their building materials. Some of these materials may include thicker insulation, a reduction of window space, landscaping, noise baffling drywall and windows.

### **California Mobile Home Residency Law**

State law sets out strict guidelines for the removal or change of use of mobile home developments. The 2007 California Mobile Home Residency Law has multiple time restrictions that the park owner must provide written notice and show that there is suitable replacement housing available in the area. The entire mobile home removal process will take approximately 18 months and consist of:

- 1) 15 days prior notice to all tenants that the owner will be petitioning the local government body for a change of use.
- 2) The city must justify that there is an adequate substitute of similar housing prior to the approval of the change of use request.
- 3) After the local government gives its approval the management must give the tenant a twelve month notice of the change of use and a six month notice of the termination of the lease.

The removal of mobile homes in California is highly discouraged; hence the strict restrictions to change of use procedures. In order for a project of this type to go forth, all guidelines and procedure must be followed by the developer as well as obtaining the approval of the city council.

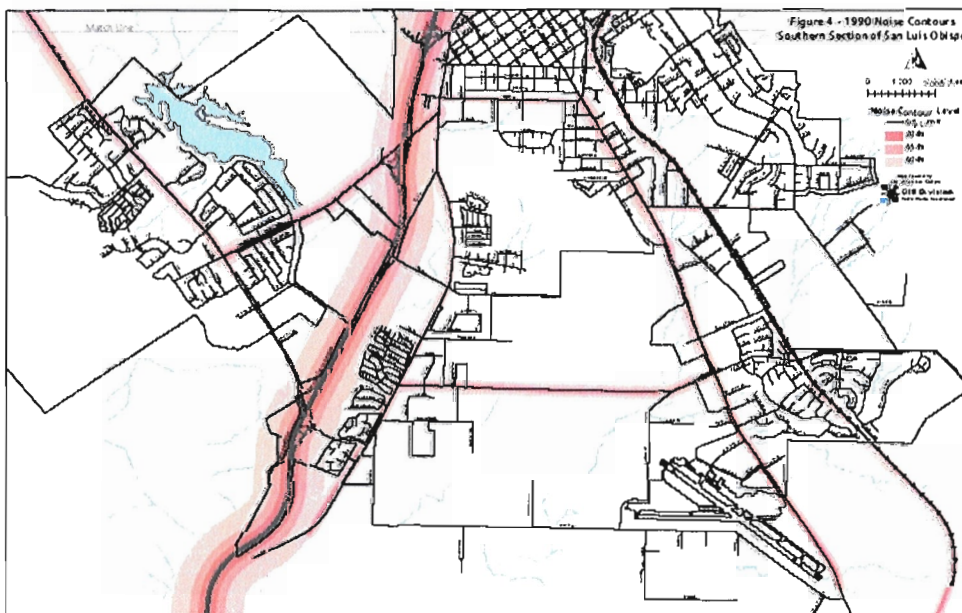


Figure 7.02: Airport Land Use Plan Zone Use Restrictions

## **7.1 Implementation Analysis**

### **Phase 1**

Feasibility/Needs Assessment – The first step of the development process is to determine the wants and needs of the public. An extensive report will analyze the need of health services to particular ailments and determine the benefits generated by the proposed hospital. The information gathered will help determine if the proposed development necessary and feasible.

### **Phase 2**

Grant Application and Financing- Being that this project involves a public/private partnership to sponsor the new hospital and training facilities, the team will likely need help from grants to provide these needed healthcare services. The State of California, California HealthCare Foundation, and other nonprofits offer large amounts of grant funding for new healthcare projects. Additionally, portions of the projects funding can be obtained through community fundraising.

### **Phase 3**

Land Acquisitions- With the necessary funds collected, the developer would next need to meet with the multiple property owners of the project area and negotiate the sale of the lands. With seven property owners on 10 different parcels, all would need to come to a deal for the project to proceed as planned.

### **Phase 4**

Interchange Project- Prior to the development of the Sunset Project Site, Cal Trans will begin the research and design of the Prado Road interchange. Construction could happen either concurrently or prior to the development of the project site. This allows for changes to be made to the design of the Sunset Site that may conflict with the highway interchange.

### **Phase 5**

Environmental Impact Report- Determined in the initial environmental study of the Sunset Project Site, there needs to be further research into the potential impacts of development. The EIR will address the projects affects to air quality, biological resources, cultural resources, geology and soils, land use and planning, noise, and circulation. The preparation of an environmental impact report will give further analysis to determine if potential impacts can be mitigated and help city officials to make informed decisions.

### **Phase 6**

City Permitting Process- The development will need to enter the city's approval process and once given permission to begin, applicant is required to pay the necessary fees, gain approval from design review, and obtain permits. Since the proposal endorses the public/private partnership, the city may choose to waive required fees to endorse a preferential land use.



## **Implementation Analysis**

### Phase 7

Mobile Home Change of Use Process- The mobile home change of use process begins with the notification of all residents that the city will be hearing a proposal for its removal. If the city deems that this is necessary, the notification and relocation process will begin and abide by the procedures and restrictions of the California Mobile Home Residency Protection Act. The approval of removing the mobile home park is necessary for the development of the proposed site plan and will be mitigated with the inclusion of affordable units in the proposed senior living facility and through other offsite measures.

### Phase 8

Construction Phasing- Due to the large size of the proposed project, the development will be constructed in two phases.

--Step 1: The first phase includes:

- Hospital
- Training Facilities
- Pharmacy
- Retail

The reasoning behind constructing the above uses first is to readily provide services to both patients and students, and to construct uses that will provide revenue to help with carrying costs and debt service.

--Step 2: The second phase includes:

- Remaining Offices
- Senior Assisted Living

The reasoning behind saving these two uses for the second phase is not only because of their location near the northern portion of the site, and other circumstances. One in particular is that postponing the development of the senior assisted living, allows for more time for the mobile home change of use process, which is fairly lengthy. Another reason for the building of these in the second phase, is that the proposed site plan requires the rerouting of Elks Lane to meet Prado Road in a different area. If the senior housing was completed prior to the construction of other components, the noise generated by construction vehicles and methods would be inconvenient to the senior residents.

## **8.0 References**

- Airport Land Use Commission of San Luis Obispo County. (2005). Airport Land Use Plan for the San Luis Obispo County Regional Airport. Amended May 18, 2005.
- Beaver Becon (2002). Health Center Building Project Update. Beaver Island, Michigan. Retrieved April 16, 2007, from <http://www.beaverbecon.com>
- City of San Luis Obispo. (2005). *Chinatown Historic District Project Initial Study Environmental Checklist Form* (ER # 69-05). City of San Luis Obispo: Pam Ricci.
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- City of San Luis Obispo. (2007). General Plan. Last updated 2006 by City Council.
- City of San Luis Obispo. (2006). Subdivision Regulations. Adopted March 2006.
- City of San Luis Obispo. (2005). *Zelman Development Plan Initial Study Environmental Checklist Form* (ER # 7-05). City of San Luis Obispo: Pam Ricci.
- City of San Luis Obispo. (2007). Zoning Regulations. Updated February 2007.
- Sutter Health Affiliate (2004). New Hospital Project. Sutter Medical Center of Santa Rosa, California. Retrieved April 18, 2007, from <http://www.suttersantarosa.org/hospital/>
- U.S. Census Bureau. (2005). American Community Survey: San Luis Obispo, California. Retrieved May 25, 2007, from <http://factfinder.census.gov>

Appendix A: Initial Environmental Study



# City of San Luis Obispo

## INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM For ER # 01-07

**1. Project Title:**

Sunset Medical Plaza Project

**2. Lead Agency Name and Address:**

City of San Luis Obispo  
990 Palm Street  
San Luis Obispo, CA 93401

**3. Contact Persons and Phone Numbers:**

Daniel Cermak, Cal Poly Senior  
(805) 459-1241

Dustin Emery, Cal Poly Senior  
(949) 413-2032

**4. Project Location:**

The site is located at the intersection of Prado Road and State U.S. Highway 101. It will focus on the Sunset Drive-in property, a large infill site in the central portion of the City of San Luis Obispo. Parcels proposed for development include:

- 053-041-026 (333 Elks, Valle Vista Trailer Park)
- 053-011-027 (240 Elks)
- 053-011-006 (350 Elks B, Simon Enterprises)
- 053-041-025 (255 Elks, Sunset Drive-In)
- 053-041-034 (40 Prado)
- 053-041-027 (253 Elks, Prado Road U-Haul)
- 053-041-036 (40 Prado)
- 053-041-037 (46 Prado)
- 053-041-032 (56 Prado, Westside Auto)
- 053-041-031 (70 Prado, XK's Unlimited)

**5. Project Sponsor's Name and Address:**

Sierra Vista, LLP  
P.O. Box 1234  
San Luis Obispo, CA 93406

**6. General Plan Designation:**

Proposed: Mixed-Use, Offices, Public Facility, Retail  
Existing: Offices, Interim Open Space

**7. Zoning:**

Proposed: Public Facility (PF), Commercial-Retail (C-R), and Office (O) with the Mixed Use overlay (O-MU)  
Existing: Office (O), Conservation/Open Space (C/OS), and Service-Commercial (C-S) with the Planned Development overlay (O-PD)

**8. Description of the Project:**

The proposed "Sunset Medical Plaza" project is the development of a 60,000-80,000 square foot hospital and 40,000 square feet of administrative and classroom facilities for specialized nursing and E.M.T. training in emergency care, obstetrics, and geriatric care with a 48-unit assisted care residential facility in conjunction with the training hospital.

**9. Surrounding Land Uses and Settings:**

The project area is located near Lady Family Sutcliffe Cemetery off of South Higuera Road. Much of the surrounding land uses are automotive related with a governmental complex, including the Department of Motor Vehicles also nearby. The open setting reveals views of Cerro San Luis from most points on the site, although there is an attractive view of U.S. Highway 101 as well.

**10. Project Entitlements Requested:**

- Architectural Review and Cultural Heritage Committee Review of project design
- Approval of an amendment to the map of the Land Use Element to change land use designation from Offices to Mixed-Use.
- Rezoning of a majority of the site from Office (O), Conservation/Open Space (C/OS), and Service-Commercial (C-S) to Public Facility (PF), Commercial-Retail (C-R), and Office with the Mixed Use overlay (O-MU).



**11. Other public agencies whose approval is required:**

Pacific Gas & Electric Company - review project for compliance with use restrictions in their 80-foot wide utility easement (overhead power lines).





## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

X	Aesthetics	X	Geological Problems		Public Services
	Agricultural Resources		Hazards & Hazardous Materials		Recreation
X	Air Quality	X	Hydrology/Water Quality	X	Transportation & Traffic
	Biological Resources	X	Land Use and Planning	X	Utilities and Service Systems
X	Cultural Resources	X	Noise	X	Mandatory Findings of Significance
X	Energy and Mineral Resources		Population and Housing		



## DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made, or the mitigation measures described on an attached sheet(s) have been added and agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	X
I find that the proposed project MAY have a "potentially significant" impact(s) or "potentially significant unless mitigated" impact(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Due to potentially significant effects on the environment with respect to noise, traffic/circulation, hydrology, and proposed land use zoning changes, we determined that an Environmental Impact Report must be done with the following components:

- Traffic analysis study
- Noise analysis study
- Runoff calculations and analysis

\_\_\_\_\_  
Signature

\_\_\_\_\_  
June 14, 2007  
Date

\_\_\_\_\_  
Dan Cermak, Development Review  
Printed Name

\_\_\_\_\_  
For: Jeff Hook,  
Community Development Director



## EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the analysis in each section. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The explanation of each issue should identify the significance criteria or threshold, if any, used to evaluate each question.
3. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D) of the California Code of Regulations. Earlier analyses are discussed in Section 17 at the end of the checklist.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion. In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.





Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista or scenic highway?					X
b) Have a demonstrable negative aesthetic effect?				X	
c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

a) This portion of U.S. Highway 101 adjacent to the site is not designated as a scenic roadway. Features of the building and site design minimizing the visual impacts of the project will be reviewed by the Architectural Review Commission. Parking lot facilities are planned to over a large portion of the western part of the project site. There is the potential for glare from parking lot lighting to impact nearby land uses.

**Mitigation Measure:**

The applicant shall submit project plans and elevations and a massing model of the entire block in order that a complete visual analysis of the impact of the project on views of the surrounding hillsides, especially Cerro San Luis can be performed.

b) Specific features of site and building design to minimize the visual impacts of the project will be reviewed by the Architectural Review Commission.

**Mitigation Measure:**

The ARC shall review the project to evaluate its compliance with the City's Community Design Guidelines and General Plan, as well as the following design performance standards:

- a.) New development shall be consistent with the massing, forms and heights of surrounding land uses and in scale with adjacent streets. New buildings shall be designed to provide a smooth transition from new to old, rather than dominate or compete with them.
- b.) Proposed buildings shall have façade proportions that range from slightly vertical, to square, to slightly horizontal, rather than have exaggerated proportions.
- c.) Setbacks for buildings shall be utilized to address massing concerns, provide view corridors, and to accommodate pedestrian movement.
- d.) Proposed project lighting shall provide for adequate security and safety, but not cast undue glare onto adjacent properties or streets.
- e.) The appropriateness of specific architectural design themes based on the context of the setting.

c) Parking lot facilities are planned to cover a large portion of the project site. There is the potential for glare from parking lot lighting to impact nearby land uses.

**Mitigation Measure:**

Parking lot lighting shall be designed to be directed downward and not cast glare onto adjacent properties. The specific design of lighting shall be to the approval of the Architectural Review Commission. The ARC shall carefully review the height and type of lighting fixtures.

2. AGRICULTURE RESOURCES. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?					X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X	

The project development with public mixed uses will terminate its use for agricultural production. The site is within the city limits and is identified on the LUE map as Office. The LUE acknowledges and anticipates that the site will be developed with urban scale uses. In adopting the LUE and Conservation and Open Space Element, the City Council determined that this particular agricultural property was so situated and of such a size that it is more appropriate for urban development. The Council adopted a "statement of overriding considerations" on the issue of agricultural impacts as part of the certification of the LUE EIR. Therefore, development of the site for public facilities and medium residential uses is consistent with the LUE and Conservation and Open Space Element in terms of the issue of the conversion of prime agricultural farmland soils.

### 3. AIR QUALITY. Would the project:

a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	1,13, 14,15, 17		X		
b) Alter air movement, moisture, or temperature, or cause any change in climate?					X
c) Expose sensitive receptors to substantial pollutant concentrations?			X		
d) Create objectionable odors affecting a substantial number of people?				X	

a) Site development will impact air quality as a result of construction activity and traffic generated by uses established. The local APCD office must review project plans detailing recommended project conditions.

#### Short-term Impacts

During project construction, there will be increased levels of fugitive dust associated with construction and grading activities, as well as construction emissions associated with heavy-duty construction equipment. Air quality impacts may also result from soil remediation. Depending on the method used, soil remediation can have adverse air quality impacts.

#### Mitigation Measure:

Consistent with Municipal Code Section 15.04.040 X. (Sec. 3307.2), all graded surfaces shall be wetted, protected, or contained in such a manner as to prevent dust or spill upon any adjoining property or street. The following measures shall constitute the project's dust management plan and shall remain in effect during all phases of project construction:

- Regular wetting of roads and graded areas (at least twice daily with complete coverage of all active areas);
- Increasing frequency of watering whenever winds exceed 15 mph;
- Cessation of grading activities during periods of winds over 25 mph;
- Direct application of water on material being excavated and/or transported onsite or offsite;
- Watering material stockpiles;
- Periodic washdowns, or mechanical street sweeping, of streets in the vicinity of the construction site; and



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

g. Non-potable water is to be used in all construction and dust control work.

### Long-term Impacts

The County of San Luis Obispo is currently considered "non-attainment" for the State ozone and PM<sub>10</sub> (fine particulate matter, 10 microns or less in diameter) air quality standards. The California Clean Air Act requires that emissions of non-attainment pollutants and their precursors be reduced by at least 5% per year until the standards are attained. The 2001 CAP for the County of San Luis Obispo was developed and adopted by the APCD to meet that requirement. The CAP is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources, as well as from motor vehicle use. Land Use Element Policy 1.18.2 states that the City will help the APCD implement the Clean Air Plan.

Motor vehicles account for about 40% of the precursor emissions responsible for ozone formation, and are also a significant source of PM<sub>10</sub>. Thus, a major requirement in the CAP is the implementation of transportation control measures designed to reduce motor vehicle trips and miles traveled by local residents. The District has identified appropriate mitigation strategies for various types of development in both the CAP and in separate guideline documents for new development. All jurisdictions are expected to incorporate applicable strategies in their project review process to ensure that motor vehicle emissions resulting from new development are minimized to the maximum extent possible.

### Mitigation Measures:

The project shall include:

- bicycle parking and shower and locker facilities for employee use;
- shared-use parking reduction;
- on-site food facilities to encourage employees to stay on site during the lunch hour;
- extensive tree planting in the parking areas to help reduce evaporative emissions from automobiles;
- provision of a bus stop and shelter;
- pedestrian friendly site planning to the approval of the Architectural Review Commission; and
- roadway changes that minimize the impact on pedestrians and bicyclists.

b) Not applicable.

c) See discussion and recommended mitigation under section 3 a).

d) See discussion and recommended mitigation under section 3 a).

### 4. BIOLOGICAL RESOURCES. Would the project result in:

a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, or birds)?	20				X
b) Locally designated species (e.g. heritage trees)?	21			X	
c) Locally designated natural communities (e.g. oak forest, coastal habit, etc.)?					X





Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

d) Wetland habitat (e.g. marsh, riparian, and vernal pool)?				<b>X</b>	
e) Wildlife dispersal or migration corridors?				<b>X</b>	

a) The City's Informational Map Atlas does not show any rare or endangered flora or fauna species in existence on the project site.

b) The site contains several mature trees in the southeastern part of the site. Existing trees are not shown on the conceptual site plan. It appears that most existing trees would need to be removed to accommodate project plans.

None of the existing trees are rare species, unique specimens, or provide significant wildlife habitat. However, there are several large and attractive trees including a 20-inch Black Locust, a 48-inch Eucalyptus, and two Cypresses - one 70 inches and the other 36 inches. The removal of these trees will change the number and diversity of plant species on the site. These trees must be plotted accurately on the site plan and their status with development indicated. The City Arborist and the Architectural Review Commission will review tree proposals with the submittal of precise development plans.

#### **Mitigation Measure:**

Existing mature street trees shall be retained and incorporated into the project landscaping plan. Where it is physically infeasible to retain mature trees, the applicant shall incorporate new trees into the landscaping plan to compensate for trees removed to the approval of the City Arborist and the Architectural Review Commission.

c) There are no locally designated natural communities on site.

d) There are no jurisdictional wetlands on the project site.

e) The riparian area of San Luis Obispo Creek to the east provides habitat to wildlife, mainly birds, but also amphibians, small reptiles and mammals, and insects. A small portion of the creek is included on the project site but will not be modified as a result of project development. Previous project approvals near creeks have required setbacks from riparian areas which have served as mitigation to protect wildlife. The Sunset Medical Plaza project will contain setbacks that exceed the current standards in order to mitigate the potential impact of runoff pollution into San Luis Obispo Creek.

#### **5. CULTURAL RESOURCES. Would the project:**

a) Cause a substantial adverse change in the significance of a historic resource as defined in CEQA Guidelines §15064.5.			<b>X</b>		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5)			<b>X</b>		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>27</b>		<b>X</b>		
d) Disturb any human remains, including those interred outside of formal cemeteries?			<b>X</b>		

a) The project would result in the loss of the historic Sunset Drive-in. The City has designated the Sunset Drive-in a threatened and endangered structure. It is 57 years old and is one of only a few hundred operational drive-ins left in the United States.

b) The site, near San Luis Obispo Creek, may have hosted Chumash use before European settlement. For that reason, the City requested that a previous applicant contract with a certified archaeologist to perform a surface survey and prepare a report of findings. That report is incorporated into the initial study by reference.



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

- c) Previously, a surface survey was conducted and a report of findings prepared. That report did not identify the potential for paleontological resources or any remains of Chumash habitation. Natural changes within the flood plain and soil disturbance from construction after European settlement have apparently removed or damaged any pre-historic or cultural materials associated with past uses at the site. However, there may be pre-historic or cultural materials under the current surface level of the site.

**Mitigation Measures:**

1. A qualified archaeologist will be retained to monitor project grading and trenching activities. If excavations encounter significant paleontological resources, archaeological resources, or cultural materials, then construction activities which may affect them shall cease until the extent of the resource is determined and appropriate protective measures are approved by the Community Development Director. The Community Development Director shall be notified of the extent and location of discovered materials so that they may be recorded by a qualified archaeologist.
2. If pre-historic Native American artifacts are encountered, a Native American monitor should be called in to work with the archaeologist to document and remove the items. Disposition of artifacts shall comply with state and federal laws. A note concerning this requirement shall be included on the grading and construction plans for the project.

- d) See discussion and recommended mitigation under section 5 c).

**6. GEOLOGY AND SOILS. Would the project result in or expose people to potential impacts involving:**

a) Fault rupture?	8				X
b) Seismic ground shaking?	9			X	
c) Seismic ground failure, including liquefaction?	9		X		
d) Seiche, tsunami, or volcanic hazard?					X
e) Landslides or mudflows?	9				
f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?	9			X	
g) Subsidence of the land?	9			X	
h) Expansive soils?	9			X	
i) Unique geologic or physical features?	9				X

- a) There are no known fault lines on site or in the immediate vicinity.
- b) The City of San Luis Obispo is in Seismic Zone 4, a seismically active region of California and strong ground shaking should be expected during the life of proposed structures. Structures must be designed in compliance with seismic design criteria established in the Uniform Building Code.
- c) The site lies in an area identified by the Safety Element of the General Plan as being in an area of High Liquefaction Potential. As defined in the Safety Element, liquefaction is "the sudden loss of the soil's supporting strength due to groundwater filling and lubricating the spaces between soil particles as a result of ground shaking." In extreme cases of liquefaction, structures can tilt, break apart, or sink into the ground. The likelihood of liquefaction increases with the strength and duration of an earthquake. The risk of settlement for new construction can be reduced to an acceptable level through careful site preparation and proper foundation design.

**Mitigation Measure:**

Consistent with the recommendations included in the Seismic Safety Element, a detailed soils engineering report must be completed at the time of building permit which considers special grading and construction techniques necessary to address the potential for liquefaction.



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

d) Not applicable.

e) The site is not in a location subject to landslides.

f) A soils engineering report will be required in conjunction with any building or grading permit necessary for this project. It will identify the soil profile on site and provide site preparation recommendations to ensure against unstable soil conditions. Grading and building must be designed and performed in compliance with the soils engineering report. Mitigation outlined under 6 c) above.

g) See discussion under 6 f) above.

h) See discussion under 6 f) above.

i) There are no unique geologic or physical features on site.

#### 7. HAZARDS AND HAZARDOUS MATERIALS. Would the project involve:

a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?					X
b) Possible interference with an emergency response plan or emergency evacuation plan?					X
c) The creation of any health hazard or potential health hazard?					X
d) Exposure of people to existing sources of potential health hazards?	21			X	
e) Increased fire hazard in areas with flammable brush, grass or trees?					X

d) Pacific Gas and Electric Company has an 80-foot wide easement across the northern part of the site. A 115 kilovolt (kV) transmission line and one tower structure are included in the easement on this site. The transmission line, running from Morro Bay, also crosses through Central Coast Plaza and is located down the center of Margarita Avenue.

High-voltage power lines generate electric and magnetic fields (EMF). The strength of the fields is dependent on the amount of current flow and diminishes with distance from the source. The amount of current flow is dependent on energy consumption; and therefore, varies with the season and time of day.

Some studies have found a positive association between exposure to EMF and disease (typically cancer), although other studies have shown no association. Despite the indications from the epidemiological studies, the scientific community has not established any precise threshold for safe exposure to EMF. The particular aspects of EMF that are responsible for the observed higher rates of cancer and other health effects have also been heavily debated.

Most of the land use restrictions related to EMF and power lines have applied to school sites and residential uses. For example, the California State Board of Education requires new schools to be sited at least 100 feet from the edge of 100-110 kV power line right-of-way. Where standards have been set in other communities, they have been typically instituted for long-term facilities such as playgrounds, kitchens, or bedrooms where people spend a considerable amount of time. A recent Supreme Court of California decision has further limited the ability of communities to set their own standards. In *San Diego & Electric Company v. The Superior Court of Orange County*, the Court found that the California Public Utilities Commission has jurisdiction over "property damage allegedly caused by the electric and magnetic fields arising from power lines owned and operated by a public utility."

The City has not adopted standards for safe exposure levels or appropriate setbacks from power lines for any uses, including public facilities, parking lots, and residential. Given this lack of standards, the City needs to evaluate the project





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in terms of the reasonableness of the design in light of the current scientific knowledge. Optimally, in terms of magnetic fields, it would be best to locate buildings as far away as possible on the site from the easement. However, given the angle of the power line easement across the site, and the additional property that is dedicated in the westerly portion of the site for the U.S. Highway 101 interchange, there are very few options available for locating buildings on the site. Therefore, it is anticipated that the submitted site plan will closely resemble the detailed plans that are eventually submitted for use permit and architectural review.

According to the current City's Land Use Inventory and Geographic Information System database, the project site is not included on any lists of known hazardous materials sites. However, with grading and site work preparation, there will be excavation that may unearth contaminants associated with past uses. Therefore, a review of site conditions and historical uses of the properties will need to be completed to confirm that the sites are free of contamination.

#### **Conclusion:**

Given site constraints, the lack of standards for setbacks from power line easements on public facility properties, and the currently inconclusive body of information on the safety risks associated with EMF, the conceptual site plan depicts a reasonable approach to developing the site. The City will continue to monitor the issue in light of the emerging research on the health effects of EMF on humans. The City will also continue to maintain a public information program on the current state of knowledge about EMF and make this available to interested citizens. No further mitigation is necessary.

e) The site is not in a high fire hazard area.

#### **8. HYDROLOGY AND WATER QUALITY. Would the project result in:**

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	1		X		
b) Exposure of people or property to water related hazards such as flooding?			X		
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen, or turbidity)?			X		
d) Changes in the amount of surface water in any water body?				X	
e) Changes in currents, or the course of direction of water movements?					X
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?				X	
g) Altered direction or rate of flow of groundwater?					X
h) Impacts to groundwater quality?					X
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?					X

a) Development of the buildings and parking lot areas will increase the amount of impervious surfaces on the site and decrease the ability for surface drainage to percolate effectively into the soil. Development must also provide for acceptance of upstream drainage and conveyance of drainage to an adequate point of disposal.

#### **Conclusion:**

The existing storm drain in Prado Road may need to be upgraded to accommodate the increased surface flow created by the



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proposed development of the site. Limiting the amount of impervious surfaces on the site will decrease the amount of surface runoff.

**Mitigation Measures:**

1. The project shall utilize porous paving, landscaping, or other design elements to reduce surface water runoff consistent with Land Use Element Policy 6.4.7.
  2. The developer shall replace any deficient storm drains crossing Prado Road and/or provide on-site detention facilities to the satisfaction of the Public Works Director. If oversizing of the storm drain is desired by the City, then the City will be responsible for the cost differential for installation of the larger storm drain. With submittal of precise development plans for the project, the developer shall prepare a site drainage analysis evaluating the capacity of existing storm drains to accommodate projected run-off.
- b) Prior to 1992, the site was designated as Interim/Conservation Open Space because of flooding concerns. Flooding would be due primarily to overflow from San Luis Obispo Creek to the east. During heavy storms, Prado Road and Elks Lane near their intersection act as a levee trapping water on the site causing ponding.
- (For the purposes of the Sunset Medical Plaza Project, the site is no longer considered to be in the 100-yr flood plain.)
- c) The storm drain that collects surface runoff eventually discharges directly into San Luis Obispo Creek. Runoff from parking lot areas contains oils, greases, and heavy metals. Although the oils and grease degrade with time, the heavy metals do not.

**Conclusion:**

The project will incrementally increase the quantity of heavy metals which are eventually deposited in San Luis Obispo Bay.

**Mitigation Measures:**

1. The developer shall install an oil and gas separator at an appropriate location in the storm drainage system to the approval of the Public Works and Utility Directors. The separator must be regularly maintained to ensure efficient pollutant removal.
  2. Since the project involves the grading of more than five acres of land, the developer shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Central Coast Regional Water Quality Control Board (Cal/EPA).
- d) See discussion under 4 a) above.
- e) Plans for flood control discussed in 4 b) above do not propose changes to the location or configuration of San Luis Obispo Creek.
- f) Surfacing most of the site with nonporous paving and buildings will reduce the site's capability of groundwater recharge. Additional runoff will be directed into the storm drain system unless some of it is able to be retained on site consistent with Land Use Element Policy 6.4.7. See discussion and recommended mitigation above.
- i) Well water use is not proposed as part of this project.

**9. LAND USE AND PLANNING. Would the project:**

a) Conflict with general plan designation or zoning?	1,2,3,4		X		
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?					X



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c) Be incompatible with existing land use in the vicinity?			X		
d) Affect agricultural resources or operations (e.g. impact to soils or farmlands, or impacts from incompatible land uses)?	1,5,6,7			X	
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?			X		

- a) The proposed amendments would change the designation O-PD (Zoning map) to O-MU, PF, and C-R (Zoning map). This will allow the applicant to pursue development of the site with medical facility and assisted care residence uses. General plan policies relevant to the request are discussed as follows:

#### **Land Use Element**

##### **LU 5.1.5b: Health Care**

Other public or private offices or health facilities found to support the continued viability of General Hospital. If County General Hospital is to be rebuilt, the City will evaluate other sites within the City for public health care facilities, including consideration of convenient access from regional transportation systems.

**Conclusion:** The County General Hospital is not being rebuilt, but an additional health care facility on the project site will support the continued viability of General Hospital by alleviating pressure on the existing hospital and training new nurses and E.M.T.s who may be hired to staff General Hospital. The project site provides some of the most convenient access to regional transportation systems in the City with SLO Transit and Regional Transit Authority bus stops located in proximity to the proposed medical facilities

##### **LU 5.1.12 Building Intensity**

Buildings in Public Facility areas will have a wide range of characteristics, since they can range from downtown offices and meeting rooms to fire stations and maintenance yards at the edges of the City. The appropriate building intensity for each location will be decided through use permit and architectural review. Generally, the ratio of building floor area to site area should not exceed 1.0 in outlying locations, and 2.0 downtown. The Zoning Regulations will establish maximum building height and lot coverage, and minimum setbacks from streets and other property lines, generally to reflect the standards for these items in neighboring land use districts. Dwellings may be provided only as caretaker quarters, as shelters (with discretionary review), or as part of a specially approved mixed-use development. The appropriate residential density would be set considering the maximum residential density allowed in any neighboring land use district.

**Conclusion:** Dwellings on the site are part of a combined development with the medical center and the educational facility.

##### **LU 3.8 Mixed Uses**

Compatible mixed uses in commercial districts should be encouraged.

**Conclusion:** The different uses that make up the Sunset Medical Plaza Project all tie in together. The hospital and assisted care living units provide excellent experience and training areas for the E.M.T. and nursing students at the on-site educational facility. The medical offices, pharmacy, and coffee shop included in the project serve the staff and patients at the medical center and the assisted care residents.

##### **LU 4.16.4: Building Height**

New buildings should fit within the existing vertical scale. They should respect street-level views of the hills, allow sunlight to reach public open spaces, and defer to a few tall, "landmark" buildings. Generally, new buildings should not exceed two or





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three stories (about 35 to 50 feet). Where necessary to protect significant views, sunlight, and street character, new buildings should be limited to two stories, or about 25 to 35 feet tall. A few taller, landmark buildings (about five stories or 75 feet) may be developed where they will not obstruct views or sunlight for public spaces. These taller buildings would be more appropriate at mid-block than at corners, and their floors above the second or third level should be set back to maintain a lower street facade. The tall buildings should include publicly accessible, open viewing spaces at the upper levels.

**Conclusion:** The proposed hospital and assisted care residences do not exceed three stories. The buildings fit within the existing vertical scale of the area and do not obstruct views or sunlight for surrounding public spaces. The hospital will also be set back from the corner of Prado Road and Elks Lane.

#### **Housing Element:**

##### **H 8.2.1 Special Housing Needs**

Encourage housing development that meets a variety of special needs, including large families, single parents, disabled persons, the elderly, students, the homeless, or those seeking congregate care, group housing, single-room occupancy or co-housing accommodations, utilizing universal design.

**Conclusion:** The residential aspect of the proposed development is focused entirely on the elderly and a population with special medical care needs.

The Drive-in Theater Area is designated in the LUE as a special design area. The reference to the area in the LUE is as follows:

##### **LU 8.6 Sunset Drive-in Theater Area**

This 25-acre area should be further developed only if flooding can be mitigated without significant harm to San Luis Obispo Creek. Until flood hazards are mitigated, continued agricultural use and low-intensity recreational use are appropriate. Any use drawing substantial regional traffic also depends on providing a full interchange at Prado Road and extending Prado Road to connect with Madonna Road. Once flooding and access issues are resolved, and agricultural preservation requirements are met, the area would be suitable for government agencies' regional offices (see also policy 5.1.6).

**Conclusion:** The project site includes the Sunset Drive-in Theater Area and a portion of San Luis Obispo Creek. The project limits any effects development will have on the Creek by establishing a 35-foot buffer zone between the walkway behind assisted care living units and San Luis Obispo Creek. The project site does not lie within the 100-year flood plain of the creek, but does lie within the 500-year flood plain. The City's Flood Damage Prevention Regulations will require that finish floors of buildings be at least one foot above the 500-year flood level and that development not displace flood water sufficient to raise the flood elevation. These requirements would apply regardless of land-use zone. When the site was rezoned in 1992 from Interim Conservation Open Space to Offices, part of the review of that change to the land use designation considered flooding impacts. Mitigation measures were approved that required that the floor elevations of buildings be raised above flood levels. The proposed change from offices to public facilities will not affect this strategy. No further mitigation measures are necessary here.

- b) The proposal will not result in the need for special environmental permits from other regulatory agencies. However, Pacific Gas & Electric Company will review the request for compliance with use restrictions within its 80-foot wide easement across the site (overhead transmission lines) and the County of San Luis Obispo Airport Land Use Commission (location is within an airport land use planning area).
- c) The project site is located in a transitional area that is not currently developed to its full urban potential. The City's Corporation Yard and Prado Day Center are located directly to the south, the Sunset Drive-in and a small mobile home park are located to the north, the Dalidio property is across the freeway to the west, and a mix of industrial uses are to the immediate east and government offices to the further east (across the creek). Prior to being rezoned to Office in 1992, the



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project site was designated on the LUE as Interim Conservation Open Space. The reason for the designation was the site's location within the floodplain of San Luis Obispo Creek and the concern that the flood hazard of the site be appropriately mitigated with development. As previously mentioned, for the purposes of this project, the site is no longer in the 100-year flood zone. Similarly, the Sunset Drive-in area to the immediate north of the site is designated in the current LUE as a special design area because of flooding and access concerns. The site has a range of physical constraints that limit development potential. The proximity of the highway, the loss of net land area with the development of the full Prado Road overpass and highway interchange, and the 80-foot wide easement for the overhead electrical transmission lines are all factors that severely constrict the site's available development envelope.

Other factors that influence site development include previously-mentioned flooding issues, the site's location within an airport land use compatibility zone, and the proximity of the overhead power lines (concerns with public health and safety because of the electro-magnetic fields associated with these type of transmission lines).

#### **Mitigation Measure:**

The proposal shall be modified to rezone the site O-MU and O-S. With the "S" overlay zone, special considerations for the site can be documented in the ordinance approving the proposed zone change. The existing zoning regulations require the processing of an administrative use permit with the development of a site that has the "S" overlay zone. Therefore, the specific improvements needed and any special requirements related to development, beyond strictly environmental mitigation measures, could become conditions of the required use permit approval.

- d) The Soil Survey of San Luis Obispo shows the soil type of the site as Salinas silty clay loam, with zero to two percent slopes. The soil is described as being deep, well-drained, nearly level, with moderately slow permeability and high water-holding capacity. The soil has no limitations for farming, is well suited to rangeland and is often used for urban development.

Development of the site as proposed with mixed-use and office uses will terminate its use for agricultural production. The site is within the city limits and is identified on the Land Use Element map as Office. The Land Use Element acknowledges and anticipates that the site will be developed with commercial urban scale uses. In adopting the Land Use Element and Conservation and Open Space Element, the City Council determined that this particular agricultural property was so situated and of such a size that it is more appropriate for urban development. The Council adopted a "statement of overriding considerations" on the issue of agricultural impacts as part of the certification of the Land Use Element EIR. Therefore, development of the site for mixed-uses is consistent with the Land Use Element and Conservation and Open Space Element in terms of the issue of the conversion of prime agricultural farmland soils.

- e) The existing mobile home park on the site will be removed as part of the proposal. Provisions for the mobile home owners residing there exist in state mobile home regulations.

#### **Mobile Home Regulations**

*798.56 Seven Authorized Reasons for Termination of Tenancy*

- (g) Change of use of the park or any portion thereof, provided:

- (1) The management gives the homeowners at least 15 days' written notice that the management will be appearing before a local government board, commission, or body to request permits for a change of use of the mobile home park.  
*2007 California Mobilehome Residency Law 25*
- (2) After all required permits requesting a change of use have been approved by the local government board, commission, or body, the management shall give the homeowners six months' or more written notice of termination of tenancy. If the change of use requires no local governmental permits, then notice shall be given 12 months or more prior to the management's determination that a change of use will occur. The management in the notice shall disclose and describe in detail the nature of the change of use.



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**Conclusion:**

The proposal includes land uses that are in conflict with the existing mobile home park. Proper notice time frame laws and guidelines will be followed in order to grant residents of the on-site mobile home park as much time as possible to find alternative residence sites and mitigation for relocation is in order.

**Mitigation Measure:**

The residents of the mobile home park will be offered relocation assistance in order to ease financial difficulties related to moving homes off of the site.

**10. MINERAL AND ENERGY RESOURCES. Would the project:**

a) Conflict with adopted energy conservation plans?	22		X		
b) Use non-renewable resources in a wasteful and inefficient manner?	22		X		
c) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?					X

a) The Energy Element states that, "New development will be encouraged to minimize the use of conventional energy for space heating and cooling, water heating, and illumination by means of proper design and orientation, including the provision and protection of solar exposure." The City implements energy conservation goals through enforcement of the California Energy Code which establishes energy conservation standards for residential and nonresidential construction. Buildings proposed as part of this project must meet those standards. The City also implements energy conservation goals through architectural review. Project designers are asked to show how a project makes maximum use of passive means of reducing conventional energy demand, as opposed to designing a particular image and relying on mechanical systems to maintain comfort.

b) To avoid using non-renewable resources in an inefficient manner, the following standard mitigation is recommended:

**Mitigation Measure:**

Future site development shall incorporate:

- ◆ Skylights to maximize natural day lighting.
- ◆ Operable windows to maximize natural ventilation.
- ◆ Energy-efficient lighting systems for both interior and exterior use.

In the event operable windows and skylights are not feasible alternatives for tenant operational reasons, buildings should be designed to exceed energy conservation standards in the California Energy Code by 10%

c) There are no known mineral resources that will be adversely impacted by the proposed project.

**11. NOISE. Would the project result in:**

a) Increase in existing noise levels?	25			X	
b) Exposure of people to severe noise levels?					X
c) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		X			



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d) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

X

a) The proposed mixed uses are conditionally acceptable as designated by the Noise Element. The noise exposure from surrounding areas shows that development may be permitted if the project is designed to meet noise exposure standards. The Airport Land Use Plan map contour divides the site in half, with the southwest portion lying in the 55db range and the northeast portion lying in 50db range. Taking into account traffic noise, the Noise Contour Map included in the Noise Element shows existing noise levels at the site to be 65db in the western third closest to U.S. Highway 101, and between 60db and 65db in the eastern part of the site. Combining these sources of noise suggests that the project will require mitigation to meet City standards.

**Conclusion:** Potentially significant issue.

#### **Noise Element:**

#### **Noise 1.2 Land Use & Transportation Noise Sources**

Figure 1 shall be used to determine the appropriateness of designating land for noise-sensitive uses, considering noise exposure due to transportation sources. Figure 1 shows

In conditionally acceptable noise environments, development should be permitted only after noise mitigation has been designed as part of the project, to reduce noise exposure to the levels specified by the following policies. In these areas, further studies may be required to characterize the actual noise exposure and appropriate means to reduce it.

#### **Noise 1.8.2 Mitigating Outdoor Noise Exposure**

- A. Provide distance between noise source and recipient;
- B. Provide distance plus planted earthen berms;
- C. Provide distance and planted earthen berms, combined with sound walls;
- D. Provide earthen berms combined with sound walls;
- E. Integrate buildings and sound walls to create a continuous noise barrier.

#### **Noise 1.8.3 Mitigating Indoor Noise Exposure**

- A. Achieve indoor noise level standards assuming windows are open;
- B. Achieve indoor noise level standards assuming windows must be closed (this option requires air conditioning or mechanical ventilation in buildings).

#### **Noise 1.10 Existing and Cumulative Impacts**

The City will consider the following mitigation measures where existing noise levels significantly impact existing noise-sensitive land uses, or where cumulative increases in use levels resulting from new development significantly impact existing noise-sensitive land uses. (See also Chapter 2 of the Land Use Element, concerning residential neighborhoods.)

- A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Circulation Element, and which do not adjoin noise-sensitive land uses.
- B. Rerouting trucks onto streets that do not adjoin noise-sensitive land uses.
- C. Constructing noise barriers.
- D. Lowering traffic speeds through street or intersection design methods (see also the Circulation Element).
- E. Retrofitting buildings with noise reducing features.





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- F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or establishment of developer fees to pay for noise mitigation or trip reduction programs.

**Mitigation Measure:**

The assisted care living units included in the proposal are located on the eastern portion of the site, the maximum distance possible from the new Prado Road overpass and U.S. Highway 101 interchange.

**Mitigation Measure:**

Building design is oriented so that noise-sensitive rooms in both assisted care living residences and the hospital are shielded from noise generated by U.S. Highway 101 and Prado Road by other rooms in the building. Also, fireplaces will not be a part of building design and ceilings will be attached to joists with resilient channels.

**Mitigation Measure:**

Specially designed baffling windows will be used during construction to reduce the amount of noise that leaks through. The windows shall have a laboratory-tested STC rating of 30 or more, with the windows having thicker glass and increased air space between panes.

**Mitigation Measure:**

Hospital construction will follow normal construction practices and the Uniform Building Code. In addition, air conditioning must be provided so windows and doors may remain closed, windows and sliding glass doors will be mounted in low air infiltration rate frames, glass area in windows and doors will be kept below 20% of floor area in a room, and roof or attic vents facing the noise source will be baffled.

b) Proposed on-site uses and adjoining uses are not designated as noise sensitive in the Noise Element.

c) See discussion and recommended mitigation in section 11 a).

d) See discussion and recommended mitigation in section 11 a).

**12. POPULATION AND HOUSING. Would the project:**

a) Cumulatively exceed official regional or local population projections?	1,6			X	
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or major infrastructure)?	1			X	
c) Displace existing housing, especially affordable housing?				X	

a) Development of the site would create some growth in the number of workers seeking housing in San Luis Obispo. However, the inclusion of residences in the project mitigate much of the associated impacts in creating a mixed-use project.

b) Development of the site as proposed may encourage other surrounding land owners to redevelop or intensify land uses on their properties. The project site, as well as surrounding properties to the north and to the east are within the City limits and commercially zoned. Further development of these properties would be consistent with the LUE with the appropriate processing of project applications by the City. As mentioned earlier, the redevelopment of the Drive-in theater property is acknowledged in the LUE as a special design area (Policy 8.6).



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c) See discussion and recommended mitigation above in section 9 e).

**Conclusion:** Less than significant impact.

Impacts in this issue area are anticipated to be minimal since a certain amount of increased housing demand will be offset by the project, which includes a residential component.

**13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

a) Fire protection?				X	
b) Police protection?				X	
c) Schools?	1				X
d) Parks?				X	
e) Other public facilities?	1			X	

**Public Facilities**

The proposal includes altering Elks Lane into a street going through the site. The City will have maintenance responsibilities for this street, but this additional responsibility will not have a significant impact on the City. The incorporation of a new U.S. Highway 101 interchange will increase the amount of service needed for Prado Road, but as the project proposes moving State Highway 227 to Prado Road and on to South Higuera Street, this additional responsibility will be shared with the California Department of Transportation (CalTrans).

**Fire Protection**

Fire protection would be augmented by sprinkler requirements in all proposed buildings. The Fire Marshall will review plans submitted with a building permit application for compliance with fire codes and to make sure that adequate points of entry are maintained to allow fire apparatus to get access to remote parts of the project, per City standards.

**Police Protection**

This is an infill project which will not result in the need for new or altered police service.

**Conclusion:**

Less than significant impact.

**14. RECREATION. Would the project:**

a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	32, 33			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					X

Demand for additional park and recreation facilities is typically associated with new residential development, but the residential development proposed is assisted care living facilities for elderly and disabled. A recreational walkway area has been set aside near San Luis Obispo Creek, but the demand for recreation facilities is not likely to be high from the targeted population.

**Conclusion:** Less than significant impacts.



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15. TRANSPORTATION/TRAFFIC. Would the project:					
a) Increased vehicle trips or traffic congestion?	2,3,4,16		X		
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	4,17		X		
c) Inadequate emergency access or access to nearby uses?	4,17		X		
d) Insufficient parking capacity on-site or off-site?				X	
e) Hazards or barriers for pedestrians or bicyclists?	4,16,17		X		
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	16,17		X		
g) Rail, waterborne, or air traffic impacts (e.g. compatibility with San Luis Obispo Co. Airport Land Use Plan)?	18,19		X		

### Setting

The site is bordered by:

Prado Road, designated and used as an arterial street, which has an 84-foot-wide right-of-way but for most of its length has only two travel lanes. Prado Road connects north-bound U.S. Highway 101 "on" and "off" ramps with South Higuera Street and nearby agency and commercial uses.

Elks Lane, designated and used as a local street, has a variable right-of-way width, and is developed as a narrow, two-lane roadway with no or limited frontage improvements (curbs, gutters, or sidewalks). Elks Lane runs roughly parallel to U.S. Highway 101, connecting Prado Road and the freeway ramps with South Higuera Street, about two-thirds of a mile north of the Prado-Higuera intersection.

The Bicycle Transportation Plan (1993) calls for the installation of Class II bike lanes on Prado Road. With Prado Road and South Higuera Street becoming State Highway 227, a portion of the streets shall be allocated for continuation of the Bob Jones Regional Bike Trail. The Plan also designates Elks Lane as a "Bike Route."

The closest existing formal transit stops are on South Higuera Street, north and south of Prado Road and one stop on the south side of Prado Road next to the entryway to the Prado Day Center. There is no continuous sidewalk system that connects existing transit stops or nearby residential area with the project site. The bridge that crosses San Luis Obispo Creek on Prado Road does not include sidewalks or bike lanes. Recently the City modified the routing of the SLO Transit system. Route 3 was modified to route buses eastbound on Prado Road between U.S. Highway 101 and South Higuera Street.

### Background

Given the scale of the project (about 53 acres), the potential for congestion and degradation of Level of Service (LOS) may be significant. The construction of the full interchange and overpass at the intersection of Prado Road and U.S. Highway 101 will generate significantly more traffic.

### Prado Road Interchange

The Prado Road/U.S. Highway 101 interchange would include a four-lane overpass with double left-turn pockets, 2 meter (6.6 foot) raised median, two standard bike lanes, and a 2.4 meter (7.9 foot) wide sidewalk on the north side of the structure. The facility would connect the existing Prado Road on the east side of U.S. Highway 101 with the proposed Prado Road Extension (Dalidio Drive) on the west side of the freeway. The proposed overcrossing would be a two-span pre-stressed



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concrete box girder structure with a total width of 33.8 meters (111 feet) and a total length of 63.5 meters (208 feet).

Construction of the proposed interchange would involve realignment of Elks Lane. The existing Elks Lane will be relocated to traverse through the project and open to Prado Road in alignment with the City Corporation Yard's main access driveway. Underground utility lines will be relocated, so as to remain serviceable, accessible, and at the proper depth.

#### a) Traffic Volumes Increase and Area Circulation

A traffic analysis study must be conducted working with City staff to complete a report identifying immediate- and long-term mitigation requirements. The impact analysis and related mitigation measures will be derived from the traffic report.

Without changes to Prado Road, LOS in the immediate vicinity of the project would degrade and conflicts with City Corporation Yard activities on the south side of the road would be anticipated.

The City's Circulation Element calls for the widening of Prado Road to accommodate traffic from local area growth, and development elsewhere within the City's Urban Reserve. Furthermore, as a regionally significant corridor, Prado Road will provide connections between State Route 227 and U.S. Highway 101.

#### Mitigation Measures:

Consistent with the Circulation Element, the applicant shall widen Prado Road across the property's frontage to provide for a four-lane arterial street. The specific design of these street facilities (including the extent of interim and permanent frontage improvements for pedestrians and transit access) shall be established and must be accepted by the City as a prerequisite to the submittal of development plans for the 40 Prado Road property.

#### **Demand for Access to Regional Corridors**

The purpose of the proposed rezoning is to accommodate medical care and educational facilities targeted at serving the community throughout the region. As such, the project will significantly *contribute* to the need for improved access to U.S. Highway 101.

The City's Circulation Element calls for the construction of a freeway bridge and full interchange on U.S. Highway 101 at Prado Road. This interchange would provide requisite access to the highway for anticipated land uses. In cooperation with CalTrans, the City must complete a *Project Study Report* for this new interchange and it shall be reviewed for acceptance by CalTrans officials.

#### Mitigation Measure:

As a prerequisite of development, the applicants shall execute an agreement with the City, to be recorded against the land, to not oppose the formation of an assessment district or other financing mechanism (to the City's approval) that includes the project site and is established for the purpose of constructing the Prado Road interchange, related new facilities and modifications to existing facilities. The specific contents of this agreement shall be established to the satisfaction of the City as a prerequisite to the approval of development plans for the development property.

As a further mitigation measure, the applicants shall dedicate slope easements of the future Prado Road overpass and northbound on-ramp to U.S. Highway 101 consistent with the standard diamond design identified in the Prado Road Project Study Report (PSR). Easements may provide for interim parking areas and landscaping, but shall exclude all permanent buildings.

b) The submitted project site plan is labeled as conceptual. However, the location of the proposed building footprints and site access points have been carefully worked out between City Public Works staff and the applicants and their representatives in light of the site's physical constraints, including the right-of-way needed to accommodate the future freeway interchange and the PG&E easement for towers and overhead transmission lines. Although eventual approval of the requested rezoning and general plan amendment do not include the adoption of the conceptual site plan, it can be expected that specific





Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

development plans submitted for a use permit and architectural review will include a site plan very similar to that shown on the conceptual site plan.

A key recommendation of the traffic study is that the new access street proposed through the project aligns with a realigned City corporation yard driveway. The new intersection will be reserved for future street signalization.

**Conclusion:**

Realignment of the City corporation yard driveway with the new access street will provide for fewer conflicts in turning movements onto Prado Road from the two sites.

**Mitigation Measure:**

Mitigation measures will be derived from the traffic study.

- c) Emergency access will be improved with the new overpass and off-ramp at Prado Road. Emergency services are located on-site as part of the project and access to fire and police services are maintained and improved with Prado Road and Elks Lane improvements.

**Mitigation Measure:**

Project approvals shall incorporate the recommendations of the traffic study regarding the alignment and changes to Elks Lane to insure that adequate emergency access continue to serve the site and the surrounding area.

- d) Through the required use permit and architectural review applications, the project's parking will be evaluated in terms of its compliance with ordinance standards, efficiency of design and landscaping. The easement necessary to accommodate the freeway interchange needs to be factored in when areas dedicated to parking are reviewed. The project may qualify for shared and mixed use parking reductions up to 30% of the total project parking requirement. The building design may need to be modified if adequate parking consistent with City standards cannot be provided. The existing planning review process for the project can adequately evaluate the project's parking needs. No further mitigation measures are necessary.

**e) Pedestrian and Bicycle Access to the Site**

The project will attract pedestrians from surrounding residential areas and transit patrons from South Higuera Street. Also, employees of the anticipated development may want to access facilities at Padre Plaza, located on the northwest corner of Higuera Street at Prado Road.

Currently, sidewalks along Prado Road are not continuous. Most importantly, there are no sidewalks or bicycle lanes on the bridge that crosses San Luis Obispo Creek with only minimal shoulders. With development of the project, traffic volumes (including significant truck volumes) on the bridge will increase significantly. Also, given the service commercial/industrial character of land uses in the area, the volume of truck traffic on the bridge may be significant. Without improvement, the bridge poses a safety hazard for pedestrians and bicyclists.

The Circulation Element calls for the widening to the bridge over San Luis Obispo Creek and this project is included in the City's Traffic Impact Fee (TIF) program. Furthermore, the adopted Bicycle Transportation Plan (1993) calls for the installation of Class II bicycle lanes on Prado Road.

**Mitigation Measure:**

As a prerequisite of development of the Sunset Medical Plaza site, the applicant shall design and construct a pedestrian-bicycle friendly bridge crossing San Luis Obispo Creek on the north side of Prado Road. The bridge must be installed and fully accessible to the public at the time that operations begin on the Sunset Medical Plaza site. (This project is eligible for a City Traffic Impact Fee (TIF) credit.)



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

The provision of bicycle racks and interior lockable bicycle storage is a requirement of the City's Bicycle Transportation plan. Compliance with the requirements of this plan for appropriate bicycle storage is assured by planning staff's review of specific development plans at the time of architectural review.

The project site is located on the County of San Luis Obispo's Airport Land Use Plan map. The map divides the territory it covers into areas which are based on their proximity or sensitivity to airport operations. The project site contains portions of two of these areas. The westernmost portion of the site is located in Area 5 which is identified as "other areas between runway extensions and with noise impact – those areas with a lesser degree of safety and/or noise consideration."

#### **Mitigation Measures:**

1. All buildings shall be provided with adequate sound-proofing to meet the City's Noise Element requirements for interior noise levels based on the sound created by departing aircraft.
2. No radio transmissions shall be allowed that would interfere with aircraft operations.
3. The property owner shall grant an avigation easement to the City of San Luis Obispo via an avigation easement document prepared by the City.

#### **Issue Area Workscope (Traffic Study):**

A traffic study will need to be prepared by a licensed Traffic Engineer and incorporated into the EIR. The traffic study shall adhere to the City of San Luis Obispo *Traffic Impact Study Guidelines (June 2000)*. Project trip generation characteristics and distributions are to be submitted to the City for review and comment/approval prior to proceeding with the traffic analysis.

The consultant shall utilize the San Luis Obispo Citywide Traffic Model (SLOCTM), or equal, to develop the background traffic projections for future year analyses. The study facilities are to be analyzed as a) existing and b) existing with traffic generated by the proposed project. The consultant shall supply exhibits illustrating proposed mitigations. Along arterial corridors, a traffic signal progression analysis may be necessary for Level of Service determinations and mitigations.

Regarding the SLOCTM, the consultant shall provide the City with a copy of the computer disk and documentation with the project land uses and loaded network. If the consultant utilizes another software other than MINUTP, a licensed copy of the program shall be provided to the City along with the project disks.

Specific concerns and tasks that must be addressed in the required traffic study include:

1. **Final EIR for the Parking** - review the EIR to: validate this previous EIR's conclusions; determine the validity of, and incorporate, pertinent mitigation measures identified in the EIR into the design of this project; determine whether residual significant transportation impacts exist; and present supplemental mitigation measures as necessary.
2. **Trip Generation** - provide specific trip generation numbers to determine the extent to which this project will increase traffic volumes, and perhaps congestion, in the downtown core.
3. **Intersection Impacts** - evaluate the adequacy of vehicle storage for left and right turns at impacted intersections within the commercial core in close proximity to the project sites (and the secondary impacts on the existing supply of curb parking).
4. **Traffic Signals** - look at signal coordination between impacted intersections and the potential need for new traffic signals.
5. **Pedestrian Facilities** - evaluate the need for improvements to pedestrian facilities along downtown streets, traffic signals, and at mid-block and intersection locations, to safely accommodate increased pedestrian volumes associated with the project.



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

6. **Project Support Access** - determine whether adequate service, delivery, refuse collection, and emergency access to the proposed project sites is provided to avoid conflicts with vehicle and non-vehicular circulation.
7. **Parking Facility Access Points** - the location and adequacy of vehicular access to the proposed parking facilities, their impacts on vehicle circulation, parking, and pedestrian safety within adjoining public street rights-of-way.
8. **Parking Facility Internal Efficiency** - review and recommend changes to, if any, the proposed parking structure regarding, circulation, efficiency, and the ability to allow at a minimum: 60 ingress vehicles per hour and 60 egress vehicles per hour, in a safe and effective manner.
9. **Parking Adequacy Issues** - summarize parking demand and supply, and identify alternative parking strategies as mitigation measures, such as supplemental parking supply, Parking Demand Reduction, Transportation Demand Management, and pricing, to reduce potential impacts of the proposed parking deficiency to less than significant levels.
10. **Access Mitigation Strategies** - provide an evaluation of how access levels to the downtown for employees and patrons can be maintained during the phased construction of the project. At a minimum, mitigation strategies shall include TDM measures, supplemental parking, and/or alternative parking techniques and programs.

**16. UTILITIES AND SERVICE SYSTEMS. Would the project result in the need for new systems for the following utilities:**

a) Power or natural gas?					X
b) Communication systems?					X
c) Local or regional water treatment or distribution facilities?				X	
d) Sewer or septic tanks?					X
e) Storm water drainage?			X		
f) Solid waste disposal?	26		X		
g) Local or regional water supplies?	36			X	

- a) Electrical and gas service is available to serve the new development.
- b) Telephone service is available to serve the new development.
- c) The developer's statement indicates that an on-site well may be used to provide landscape irrigation. Use of well water may reduce the developer's required water offsets as described below. The developer will need to provide additional well data with plans submitted for construction permits. Ultimately, the well will need to be approved by the County of SLO Health Department and a plumbing/electrical permit issued by the City.
- d) The developer is proposing to hook-up to City sewer and will be required to pay sewer impact fees. Any special requirements for the development will be reviewed with the submittal of use permit and architectural review applications.
- e) See discussion in section 8 c) above.
- f) Background research for the Integrated Waste Management Act of 1989 (AB939) shows that Californians dispose of roughly 2,500 pounds of waste per month. Over 90% of this waste goes to landfills, posing a threat to groundwater, air



Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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quality, and public health. Cold Canyon landfill is projected to reach its capacity by 2018. To help reduce the waste stream generated by this project, consistent with the City's Source Reduction and Recycling Element, recycling facilities must be accommodated on the project site and a solid waste reduction plan for recycling discarded construction materials should be submitted with the building permit application. The project should include facilities for both interior and exterior recycling to reduce the waste stream generated by the project consistent with the Source Reduction and Recycling Element.

#### **Mitigation Measures:**

1. Site development shall include a solid waste recycling plan for recycling discarded building materials, such as concrete, sheetrock, wood, and metals, from the construction site. The plan must be submitted for approval by the Community Development Director prior to building permit issuance.
2. Future site development should incorporate facilities for interior and exterior on-site recycling.

g) The normal level of demand for city water exceeds the safe yield of supplies. The city has responded by adopting measures to limit allocation of water to development, so a balance between safe yield and normal demand can be reached as new water sources are developed. These measures would apply to any further development or change of use on the site, and will mitigate potential water-use impacts.

#### **17. MANDATORY FINDINGS OF SIGNIFICANCE.**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

X

Without mitigation, the project would have the potential to have adverse impacts for all the issue areas checked in the table on page 3.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)

X

Impacts discussed under the headings of water, air quality, transportation and circulation, energy, noise, and utilities could be considered to have cumulative significance. Mitigation measures are included in each of those categories to offset impacts to a degree that is less than significant.

c) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

X

Short-term circulation improvements have been designed to complement and coordinate with long-range improvements such as full development of the highway interchange and the eventual connection of the new street on the eastern edge of the project with Elks Ln.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

X

With incorporation of mitigation measures, the project will not result in substantial adverse impacts on humans.





Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ER # 01-07 (Sunset Medical Plaza)					

#### 18. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:

**a) Earlier analysis used.** Identify earlier analyses and state where they are available for review.

Initial Study ER 14-91 prepared for the Office Planned Development on the site (PD 1517) and Initial Study ER 7-95 for the Zelman Development Plan on the site.

**b) Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

The earlier analysis was used as a reference and some sections were copied into this initial study. However, analysis of all issue areas was included in the initial study and it does not rely on references to the previous study.

**c) Mitigation measures.** For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.

There may be applicable discussion and mitigation measures from the Sunset Medical Plaza Project Final EIR. Earlier analysis was used as a reference. However, all issue areas was included in this initial study and did not rely on references to the previous study.

#### 19. SOURCE REFERENCES.

1.	City of San Luis Obispo Land Use Element (LUE), September 2004..
2.	City of San Luis Obispo Circulation Element, November 1994.
3.	Conceptual Road Improvements Description, RRM Design Group, 7-19-96.
4.	Soil survey of San Luis Obispo County, Coastal Part, U.S. Soil Conservation Service, September 1984.
5.	Final EIR Land Use Element & Circulation Element Updates, Fugro-McClelland, January 1993.
6.	City of SLO Informational Map Atlas, Arcview database.
7.	City of San Luis Obispo Conservation and Open Space Element, January 1994.
8.	San Luis Obispo Quadrangle Map, prepared by the State Geologist in compliance with the Alquist-Priolo Earthquake Fault Zoning Act, effective January 1, 1990.
9.	City of San Luis Obispo Seismic Safety Element, July 1975.
10.	Flood Insurance Rate Map, Community Panel # 06310 0005 C, revised 7-7-81.
11.	Flood Analysis prepared by Keith Crowe of EDA, dated 2-13-92.
12.	City's Flood Damage Prevention Regulations, revised 9-3-87.
13.	1995 Clean Air Plan.
14.	City of San Luis Obispo Grading Regulations, SLO Municipal Code Section 15.040 X.
15.	Letter from Randy LaVack of County of SLO Air Pollution Control District dated 10-4-96.
16.	City of San Luis Obispo Bicycle Transportation Plan dated 10-27-93.
17.	City of San Luis Obispo Public Works Department memo dated 8-7-96.
18.	County of San Luis Obispo Airport Land Use Plan for SLO County Airport, May 2005.
19.	Airport Land Use Commission staff report prepared for 10-16-96 agenda.
20.	City of SLO Informational Map Atlas.
21.	Memo from Todd Martin dated 8-1-91 for previous office project (File # PD 1516).
22.	City of San Luis Obispo Energy Conservation Element, April 1981.
23.	Letter from Tim Blunt of PG&E dated 9-24-96.
24.	Draft EIR for the Perfumo Creek Homes project, cea Consultants, September 1996.
25.	City of San Luis Obispo Noise Element, May 1996.
26.	City of San Luis Obispo Source Reduction and Recycling Element, Brown, Vence & Associates, July 1994.
27.	Archaeological investigation, Parker & Associates, 1991.
28.	City of SLO Land Use Inventory and Geographic Information System, current database.

<b>NOTE:</b>	City of San Luis Obispo Source Reduction and Recycling Element, Brown, Vence & Associates, 7/94.
	All of the above source references that are not attached as appendices are available upon request in the Community Development Department.
<b>20. SUMMARY OF EIR Workslope &amp; Mitigation Measures</b>	

**1. Mitigation Measure:**

In reviewing the subject amendment requests, the Planning Commission and City Council shall determine whether the LUE needs to be amended to provide compensating land area for the removal of the subject site from the South Higuera governmental offices pole to accommodate the future space needs of governmental offices.

**Monitoring Program:**

The Planning Commission and City Council shall make a determination on the issue through the review of the proposed amendments.

**2. Mitigation Measure:**

The proposal shall be modified to rezone the site O-MU and O-S. With the "S" overlay zone, special considerations for the site can be documented in the ordinance approving the proposed zone change. The existing zoning regulations require the processing of an administrative use permit with the development of a site that has the "S" overlay zone. Therefore, the specific improvements needed and any special requirements related to development, beyond strictly environmental mitigation measures, could become conditions of the required use permit approval.

**Monitoring Program:**

Staff will include the appropriate findings in its reports to the Planning Commission and City Council documenting the rationale for inclusion of the "S" zoning overlay at this site.

**3. Mitigation Measure:**

Consistent with the recommendations included in the Seismic Safety Element, a detailed soils engineering report needs to be submitted at the time of building permit which considers special grading and construction techniques necessary to address the potential for liquefaction.

**Monitoring Program:**

The Community Development Department staff will review plans in conjunction with the soils engineering report through the building permit plan check process.

**4. Mitigation Measure:**

The project shall utilize porous paving, landscaping, or other design elements to reduce surface water runoff consistent with Land Use Element Policy 6.4.7.

**Monitoring Program:**

The Architectural Review Commission will ultimately approve a site plan and landscaping plan. Community Development Department staff will review building permit plans to insure consistency with ARC approvals and provide field inspections to confirm that installation complies with plans.

**5. Mitigation Measure:**

The developer shall replace any deficient storm drains crossing Prado Road and/or provide on-site detention facilities to the satisfaction of the Public Works Director. If oversizing of the storm drain is desired by the City, then the City will be



responsible for the cost differential for installation of the larger storm drain. With submittal of precise development plans for the project, the developer shall prepare a site drainage analysis evaluating the capacity of existing storm drain to accommodate projected run-off.

**Monitoring Program:**

The Public Works Department will have primary responsibility for the review and evaluation of the required drainage study. Consistency with the recommendations of the study will be assured through review of plans submitted for use permit, architectural review and building permit.

**6. Mitigation Measure:**

The finish floor of project buildings shall be raised to a minimum of 136.5' elevation to be consistent with the City's Flood Damage Prevention Regulations.

**Monitoring Program:**

Plans submitted for use permit, architectural review and building permit will include grading information that shows the finish floor of the buildings. City staff through their review of these plans will confirm compliance with this flood zone standard.

**7. Mitigation Measure:**

The developer shall install an oil and gas separator at an appropriate location in the storm drainage system to the approval of the Public Works and Utility Directors. The separator must be regularly maintained to ensure efficient pollutant removal.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of detailed plans submitted for use permit, architectural review and building permit primarily by the Public Works and Utility Department staffs.

**8. Mitigation Measure:**

Since the project involves the grading of more than five acres of land, the developer shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Central Coast Regional Water Quality Control Board (Cal/EPA).

**Monitoring Program:**

The developer will be required to obtain this permit from the Central Coast Regional Water Quality Control Board (Cal/EPA). Compliance will be monitored by the Public Works and Utility Departments through their review of detailed plans submitted for building permit.

**9. Mitigation Measure:**

Consistent with Municipal Code Section 15.04.040 X. (Sec. 3307.2), all graded surfaces shall be wetted, protected, or contained in such a manner as to prevent dust or spill upon any adjoining property or street. The following measures shall constitute the project's dust management plan and shall remain in effect during all phases of project construction:

- a. Regular wetting of roads and graded areas (at least twice daily with complete coverage of all active areas);
- b. Increasing frequency of watering whenever winds exceed 15 mph;
- c. Cessation of grading activities during periods of winds over 25 mph;
- d. Direct application of water on material being excavated and/or transported onsite or offsite;
- e. Watering material stockpiles;
- f. Periodic washdowns, or mechanical street sweeping, of streets in the vicinity of the construction site; and
- g. Non-potable water is to be used in all construction and dust control work.



**Monitoring Program:**

Grading practices shall be monitored by the Community Development Department staff through field inspections during project construction.

**10. Mitigation Measure:**

The project shall include:

- bicycle parking and shower and locker facilities for employee use;
- shared-use parking reduction;
- on-site food facilities to encourage employees to stay on site during the lunch hour;
- extensive tree planting in the parking areas to help reduce evaporative emissions from automobiles;
- provision of a bus stop and shelter;
- pedestrian friendly site planning to the approval of the Architectural Review Commission; and
- roadway changes that minimize the impact on pedestrians and bicyclists.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of detailed plans submitted for use permit, architectural review and building permit primarily by the Public Works and Community Development Department staffs.

**11. Mitigation Measure:**

Consistent with the Circulation Element, the applicant shall widen Prado Road across the property's frontage to provide for a four-lane arterial street. The specific design of these street facilities (including the extent of interim and permanent frontage improvements for pedestrians and transit access) shall be established and must be accepted by the City as a prerequisite to the submittal of development plans for the Prado Road property.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of detailed plans submitted for use permit, architectural review and building permit primarily by the Public Works Department staff.

**12. Mitigation Measure:**

As a prerequisite of development, the applicants shall execute an agreement with the City, to be recorded against the land, to no oppose the formation of an assessment district or other financing mechanism (to the City's approval) that includes the Sunset site and is established for the purpose of constructing the Prado Road interchange, related new facilities and modifications to existing facilities. The specific contents of this agreement shall be established to the satisfaction of the City as a prerequisite to the approval of development plans for the Sunset property.

As a further mitigation measure, the applicants shall dedicate slope easements for the future Prado Road overpass and northbound on-ramp to U.S. Highway 101 consistent with the standard diamond design identified in the Prado Road Project Study Report (PSR). Easements may provide for interim parking areas and landscaping, but shall exclude all permanent buildings.

**Monitoring Program:**

The agreement shall be prepared by the Public Works Director with the assistance of the City Attorney.

**13. Mitigation Measure:**

The recommendations of the traffic study which call for the eventual realignment of the City corporation yard driveway with the new street on the eastern edge of the project shall be incorporated into the project approval and design.





**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of detailed plans submitted for use permit, architectural review and building permit primarily by the Public Works Department staff.

**14. Mitigation Measure:**

Project approvals shall incorporate the recommendations of the forthcoming traffic study regarding the alignment and changes to Elks Lane to insure that adequate emergency access continue to serve the site and the surrounding area.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of detailed plans submitted for use permit, architectural review and building permit primarily by the Public Works Department staff.

**15. Mitigation Measure:**

As a prerequisite of development of the Sunset site, the applicant shall design and construct a pedestrian-bicycle bridge crossing San Luis Obispo Creek on the north side of Prado Road. The bridge must be installed and fully accessible to the public at the time that occupancy is granted for the tenants on the Sunset site. (This project is eligible for a City Traffic Impact Fee (TIF) credit.)

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of detailed plans submitted for use permit, architectural review and building permit primarily by the Public Works Department staff.

**16. Mitigation Measure:**

All buildings shall be provided with adequate sound-proofing to meet the City's Noise Element requirements for interior noise levels based on the sound created by departing aircraft.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of plans submitted for a building permit by the Community Development Department staff.

**17. Mitigation Measure:**

No radio transmissions shall be allowed that would interfere with aircraft operations.

**Monitoring Program:**

Compliance with this requirement shall be monitored by the County Airport.

**18. Mitigation Measure:**

The property owner shall grant an aviation easement to the City of San Luis Obispo via an aviation easement document prepared by the City.

**Monitoring Program:**

The aviation easement document shall be reviewed and approved for recordation by the City Attorney prior to the issuance of building permits.



**19. Mitigation Measure:**

Specially designed baffling windows will be used during construction to reduce the amount of noise that leaks through. The windows shall have a laboratory-tested STC rating of 30 or more, with the windows having thicker glass and increased air space between panes.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of plans submitted for a building permit by the Community Development Director.

**20. Mitigation Measure:**

Hospital construction will follow normal construction practices and the Uniform Building Code. In addition, air conditioning must be provided so windows and doors may remain closed, windows and sliding glass doors will be mounted in low air infiltration rate frames, glass area in windows and doors will be kept below 20% of floor area in a room, and roof or attic vents facing the noise source will be baffled.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of plans submitted for a building permit by the Community Development Director.

**21. Mitigation Measure:**

Site development shall include a solid waste recycling plan for recycling discarded building materials such as concrete, sheetrock, wood, and metals from the construction site. The plan must be submitted for approval by the Community Development Department Director prior to building permit issuance.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of plans submitted for a building permit by the Community Development Department staff.

**22. Mitigation Measure:**

Future site development should incorporate facilities for interior and exterior on-site recycling.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of detailed plans submitted for use permit, architectural review and building permit primarily by the Community Development Department staff.

**23. Mitigation Measure:**

Parking lot lighting shall be designed to be directed downward and not cast glare onto adjacent properties. The specific design of lighting shall be to the approval of the Architectural Review Commission. The ARC shall carefully review the height and type of lighting fixtures.

**Monitoring Program:**

The ARC shall review specific proposals for parking lot lighting.



**24. Mitigation Measure:**

A qualified archaeologist will be retained to monitor project grading and trenching activities. If excavations encounter significant paleontological resources, archaeological resources, or cultural materials, then construction activities which may affect them shall cease until the extent of the resource is determined and appropriate protective measures are approved by the Community Development Director. The Community Development Director shall be notified of the extent and location of discovered materials so that they may be recorded by a qualified archaeologist.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of plans submitted for a building permit by the Community Development Department staff and subsequent inspections.

**25. Mitigation Measure:**

If pre-historic Native American artifacts are encountered, a Native American monitor should be called in to work with the archaeologist to document and remove the items. Disposition of artifacts shall comply with state and federal laws. A note concerning this requirement shall be included on the grading and construction plans for the project.

**Monitoring Program:**

Compliance with this requirement shall be monitored through the review of plans submitted for a building permit by the Community Development staff.

The above mitigation measures are included in the project to mitigate potential adverse environmental impacts. I hereby agree to the mitigation measures and monitoring program outline above

\_\_\_\_\_  
Applicant

\_\_\_\_\_  
Date



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Appendix B: Feasibility Assessment

# **PRELIMINARY FEASIBILITY ASSESSMENT**

**For the  
Proposed Sunset Medical Center and Senior Assisted Living  
Spring 2007**

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## Assumptions

The purpose of this plan is to explore the feasibility of a multiuse project proposal. The project scope envisions the creation of a premier acute care medical hospital with training facilities, a pharmacy, two small eateries, a variety of senior assisted living facilities and medical offices and general office space.

The history of healthcare and training in San Luis Obispo as well as regional economic trends lead to the following assumptions:

1. The Sunset project site is uniquely positioned to support a new medical facility. This position is based on its location in the City of San Luis Obispo and that the site is suitable for development. This assumes that the previous drainage problem on the site have been addressed by mitigation programs upstream.
2. An innovative model of nursing and E.M.T. education would add value to the City of San Luis Obispo by providing a unique, hands-on approach for the training of new healthcare professionals.
3. The E.M.T and Nursing training at the Sunset Medical Hospital is financially sustainable.
4. Market forces, as evident in workforce trends, healthcare economics, regional retirement trends, and the overall fiscal environment created by these forces, will stay consistently favorable towards the creation of this medical facility.
5. The Prado Road Interchange will be accepted into the development plan for the Sunset Medical Center Project.

This feasibility plan is a major step in the investigation of the feasibility of such a project. As such, the plan focuses on broad issues while introducing key internal considerations such as structure and governance and financial sustainability.



## Needs Assessment

### **1) The City and County of San Luis Obispo lacks sufficient hospital facilities and a medical training campus.**

In the 2002 economic census, the City of San Luis Obispo has only two hospital facilities to serve its population, neither of which is publicly operated. Since The closing of the San Luis Obispo County General Hospital in June of 2003, its services were arranged to be provided through a nonprofit healthcare center called the French Hospital. This closure of the county's only public hospital brought major changes to the availability of health access to its uninsured and underinsured residents. San Luis Obispo County's growing population will require a new public hospital to serve its needs. Growing at over four percent in the last five years, the new residents will need a new regional public hospital to provide adequate service. In addition the increasing number of retirees in the county will increase the demand for healthcare services. The proposed Sunset Medical Center meets these needs by providing a private/public partnership that provides adequate service for all county residents. Figure 1 shows the total numbers of hospital and physicians available in the city and county.

The unique portion of the proposed project, the E.M.T. and nursing training to be provided in conjunction with the acute care hospital would be the only such project in the county area. The facilities, placed near the hospital and other medical offices provides an interactive learning environment. Opportunities lie in the two nearby universities, Cuesta Community College and Cal Poly San Luis Obispo. A partnership with the universities could offer new hands-on learning environments for new nursing and emergency care students.

*San Luis Obispo County General Plan (Land Use element):* Within that context, some industry "clusters" are best suited to the county in the following groupings: Health care services and research that address the needs of the county's population and education facilities.

### **Figure 1**

#### **Hospitals / Doctors Statistics for San Luis Obispo**

2 acute care hospitals (4 countywide); 434 total bed capacity; 482 physicians countywide; 68 dentists, 25 optometrists; 33 chiropractors; and 4 walk-in "urgent care" facilities (10 countywide).

### **2) The Sunset project site is a suitable location for a new public services development.**

The current land use determinations for the Sunset project site, sets the use for portions of the site as public facility, conservation open space and others as commercial service. Using the site for a hospital would be consistent with the city's zoning ordinance. Some of the other buildings on the site do not fall into these categories, so rezoning would be needed in order to allow for the retail establishments and senior housing.

In addition the City's General Plan concomitantly calls for the location of government services to be generally located at near the intersection of Prado Road and South Higuera. The Sunset project site is located adjacent to this intersection, and the hospital component and possible the general offices could accept these uses which would coincide as encouraged land uses.

*City of San Luis Obispo General Plan (Land Use element):* Government social services and the regional offices of state and federal agencies should be near the intersections of South Higuera Street, Prado Road, and Highway 101.

*City of San Luis Obispo General Plan (Land Use element):* Other public or private offices or health facilities found to support the continued viability of General Hospital. If County General Hospital is to be rebuilt, the City will evaluate other sites within the City for public health care facilities, including consideration of convenient access from regional transportation systems.

### **3) The Sunset project site is a suitable location for new medical office buildings.**

With the site's superb location near Highway 101 and South Higuera Street, the possibility for medical office buildings is substantial. The site has ample visibility and access from the highway, which creates a favorable environment for the economic success of medical office buildings. In addition, the project area is distanced enough from other similar uses that can provide needed service to an area far from the existing facilities.

Encouraged by the city's general plan, the agglomeration of private health care office buildings near the public training hospital component is highly recommended. In addition, the site's existing zoning map outlines that the majority of the site is to be used as public facilities. The proposed hospital is consistent with the zoning map, but the medical office building element of the plan not only compliments the surrounding uses but can be used to support government health services.

*City of San Luis Obispo General Plan (Land Use element):* Medical services should be near the hospitals, and may also be located in other commercial areas of the City.

### **4) The City of San Luis Obispo has a shortage of senior housing and a growing retired population.**

As shown in Figure 2, nineteen percent of the County of San Luis Obispo's population over the age of sixty. Many of the people in this age category are currently retired or will soon be retired. In addition the "baby boom" generation is nearing retirement and will soon be looking for new senior housing opportunities. The proposed assisted care living facility for elder residents will help to meet this demand of the growing retired population. Moreover the city's large number of senior citizens proportionally to its overall population has created a healthy industry for new senior affiliated uses such as the hospital and pharmacy.

*City of San Luis Obispo General Plan (Housing Element):* A variety of flexible development standards is available for affordable and senior housing, and for the preservation and rehabilitation of historic homes and apartments.

**Figure 2**

### Age Distribution by Selected Age Categories

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
5 to 14 years	12.0%	+/-0.3	12.7%	+/-0.5	11.3%	+/-0.3
15 to 17 years	4.0%	+/-0.1	4.2%	+/-0.2	3.8%	+/-0.2
18 to 24 years	13.0%	+/-0.3	14.5%	+/-0.4	11.6%	+/-0.3
15 to 44 years	41.3%	+/-0.4	42.8%	+/-0.6	39.8%	+/-0.5
16 years and over	81.7%	+/-0.3	80.9%	+/-0.6	82.5%	+/-0.5
18 years and over	78.9%	+/-0.2	77.8%	+/-0.5	80.0%	+/-0.4
60 years and over	19.1%	+/-0.6	17.6%	+/-0.9	20.6%	+/-0.8
62 years and over	17.6%	+/-0.5	16.3%	+/-0.9	18.9%	+/-0.7
65 years and over	15.0%	+/-0.3	13.3%	+/-0.4	16.6%	+/-0.5
75 years and over	7.8%	+/-0.2	6.7%	+/-0.4	8.8%	+/-0.3

### Alternatives

#### **Sierra Vista Regional Medical Center (Private)**

Sierra Vista Regional Medical Center is located at 1010 Murray Street, San Luis Obispo, California. The 200 bed hospital provides high-level medical services to the city of San Luis Obispo. Built in the 1960's the hospital has continually upgraded and added many advanced services to meet the growing community. The hospital contains a cardiac center, a birth center and a range of obstetric and infant services. In addition, Sierra Vista provides the county's only full-service in-patient pediatric health program.

#### **French Hospital Medical Center (Non-Profit)**

The French Hospital was opened in its current location on Johnson Street in 1976. It served as the city's only non profit hospital until its sale to Catholic Healthcare West in 2004. The hospital has continued to be non profit after the sale and it has assumed the majority of the responsibilities left by the closing of the County General Hospital.

### Areas of Concern

#### **The proposed sunset development has uses that are discouraged and prohibited by the San Luis Obispo County Airport Land Use Plan.**

Although the existing policies in the Airport Land Use plan discourage the location of extremely sensitive land uses within the 55db contour, the proposed project area is listed as infill which is one of the exceptions that is allowed with proper

mitigation. Mitigation measures would include and are not limited to noise baffling windows, special noise insulation, noise baffling drywall, and the reduction in window space. These measures would lower decibel levels inside the buildings to the plan's acceptable standards.

The sunset medical center project falls under the list of prohibited uses. This major limitation to the development of this proposed project is due to the sites location in the Airport Safety Area 1-b. This classification gives specific land uses that are allowed in these areas due to the risks imposed by the flight patterns of airplanes. In order for a proposal of this nature to be approved, however unlikely, the city would have to override the restrictions set forth in the policy of the Airport Land Use Plan with a 4/5 vote by the city council. This would happen if the council decided that the need for the sites amenities were so great and there was no other feasible location. If the city council came to this conclusion they could override the safety precautions of the airport plan.

A more likely solution to the restrictions set forth by the Airport Land Use Plan's Safety Zones is the creation of a new safety study for the project area. Since the location of the site is near the border of the S-2 Safety Zone, the report may prove that this site no longer needs the prior limitations. The changing of safety zones would allow for the proposed senior uses but limit the density at a new level. The proposed senior housing would be allowed under the new safety zone.

*Airport Land Use Plan Section 4 Policy N-2:* Would permit or fail to sufficiently prohibit any extremely noise-sensitive land use within the projected 55-dB CNEL contour, with the exception of developments which meet the criteria delineated in Section 4.3.2.3 for designation as infill.

*Airport Land Use Plan Section 4 Policy N-2:* P Indicates that the lands use is prohibited in the specified noise exposure zone or aviation safety zone. No action can be taken by the Airport Land Use Commission that will render Prohibited uses permissible.

**Figure 3**  
**Land Use Compatibility Table**

	Airport Noise Exposure (dB CNEL)			Aviation Safety Area				
	More than 60	55 to 60	Less than 55	RPZ	S-1a	S-1b	S-1c	S-2
<b>Residential Uses (continued)</b>								
Homeless shelters	P	I	A	P	R5	R6	R7	R8
Home occupations	P	I	A	P	R5	R6	R7	R8
Mobilehomes, mobile home parks	P	I	A	P	R5	R6	R7	R8
Multifamily dwellings	P	I	A	P	R5	R6	R7	R8
Nursing, residential care, personal care facilities	P	I	A	P	P	P	P	SF
Organization houses	P	I	A	P	R5	R6	R7	R8
Secondary dwelling units	P	I	A	P	R5	R6	R7	R8
Single family residential	P	I	A	P	R5	R6	R7	R8
Temporary dwellings	P	I	A	P	R5	R6	R7	R8

**Portions of the proposed Sunset Project site are located in noise contours outlined in the city's general plan that discourage certain land uses.**

Highway 101 running directly adjacent to the project site created noise levels in portions that exceed the City of San Luis Obispo's regulations for acceptable noise levels. The western side of the site has portions within the 60db and 65db noise contours. As outlined in the noise element of the General Plan it limits the number of decibels for outdoor activity areas at 60. In order to mitigate the excessive noise generated by the freeway, a large tree and landscape barrier will be planted between the highway and development to serve a buffer. In addition, the projects building layouts will be generally farther from the highway, in the lower noise contour level and will employ noise management practices in their building materials. Some of these materials may include thicker insulation, a reduction of window space, landscaping, noise baffling drywall and windows.

*City of San Luis Obispo General Plan Noise Element:* New development of noise-sensitive land uses may be permitted only where location or design allow the development to meet the standards of Table 2, for existing stationary noise sources.

*Airport Land Use Plan Section Policy N-4:* Would permit or fail to sufficiently prohibit, in any location which is within or adjacent to an area of demonstrated noise incompatibility or in an acoustic environment substantially similar to an area of demonstrated noise incompatibility:

- a. Any new residential or other extremely noise-sensitive development



b. Any new moderately noise-sensitive development, unless adequate, specific, and detailed provisions are set forth to mitigate noise incompatibility between allowable or proposed noise-sensitive uses (including foreseeable outdoor activities) and airport operations.

**Figure 4**

**Table 1 MAXIMUM NOISE EXPOSURE FOR NOISE-SENSITIVE USES DUE TO TRANSPORTATION NOISE SOURCES**

Land Use	Outdoor Activity Areas <sup>1</sup>	Indoor Spaces		
	L <sub>dn</sub> or CNEL, in dB	L <sub>dn</sub> or CNEL , in dB	L <sub>eq</sub> in db <sup>2</sup>	L <sub>m</sub> ax in db <sup>3</sup>
Residences, hotels, motels, hospitals, nursing homes	60	45	-	60
Theaters, auditoriums, music halls	-	-	35	60
Churches, meeting halls, office building, mortuaries	60	-	45	-
Schools, libraries, museums	-	-	45	60
Neighborhood parks	65	-	-	-
Playgrounds	70	-	-	-
<sup>1</sup> If the location of outdoor activity areas is not shown, the outdoor noise standard shall apply at the property line of the receiving land use. <sup>2</sup> As determined for a typical worst-case hour during periods of use. <sup>3</sup> L <sub>max</sub> indoor standard applies only to railroad noise at locations south of Orcutt Road. Source: Brown-Buntin Associates				

**California state law protects the rights of mobile home residents and has strict standards for change of use proposals.**

State law sets out strict guidelines for the removal or change of use of mobile home developments. The 2007 California Mobile home Residency Law has multiple time restrictions that the park owner must provide written notice and show that there is suitable replacement housing available in the area. The entire mobile home removal process will take approximately 18 months and consist of:

- 1) 15 days prior notice to all tenants that the owner will be petitioning the local government body for a change of use.
- 2) The city must justify that there is an adequate substitute of similar housing prior to the approval of the change of use request.

- 3) After the local government gives its approval the management must give the tenant a twelve month notice of the change of use and a six month notice of the termination of the lease.

*California Mobile Home Residency Law (2007):* Change of use of the park or any portion thereof, provided:

- (1) The management gives the homeowners at least 15 days' written notice that the management will be appearing before a local governmental board, commission, or body to request permits for a change of use of the mobile home park.

- (2) After all required permits requesting a change of use have been approved by the local governmental board, commission, or body, the management shall give the homeowners six months' or more written notice of termination of tenancy.

If the change of use requires no local governmental permits, then notice shall be given 12 months or more prior to the management's determination that a change of use will occur. The management in the notice shall disclose and describe in detail the nature of the change of use.

- (3) The management gives each proposed homeowner written notice thereof prior to the inception of his or her tenancy that the management is requesting a change of use before local governmental bodies or that a change of use request has been granted.

## City Permitting and Fees

The listed permits and fees are reflected in the city's planning services fee schedule. Majority of values are approximated.

### Planning Fee Schedule (July 1, 2006)

<b>Zoning Services</b>	<b>Fee</b>
Rezoning Map Amendment	\$5,673
<b>Subdivision Services</b>	<b>Fee</b>
Lot Line Adjustment	\$1,270
Tract Map	\$10,041
<b>Other Planning Services</b>	<b>Fee</b>
Environmental Impact Determination	\$2,219
Environmental Impact Report	\$100,000
Architectural Review of Development Projects	\$2,437
General Plan Amendment	\$25,000
<b>Building and Safety Services</b>	<b>Fee</b>
Plan Check Fees	\$344,323
Building Permit Fees	\$386,880
Energy Consumption Surcharge	\$38,688
Accessibility Compliance Surcharge	\$25,147
Fire Safety Surcharge	\$67,704
Waterway Management Fee	\$27,082
Demolition Permit Fee (\$144* # of Units)	\$1,152
Sign Permit Fee (\$97* #of signs)	\$970
Inspection Fees (\$72.89 per hour)	\$50,000
Development Review Fees (37.5% of combined construction permit and plan check fee)	\$274,201
Transportation Impact Fee	\$1,542,856
Water Development Impact Fee	\$231,891
Park Improvement Fee	\$1,404,464
Inclusionary Housing Requirement	\$8,269,880
Public Art in Private Development Requirement	\$1,934
Total Fees Required	<b>\$12,813,813</b>

## Potential Project Cost

Total Development Cost*	\$91,887,556
Total Development Fees	\$13,751,121
Total Cost	\$105,638,677

\*See Appendix A for Development Cost Details.

## **Project Implementation**

### **Phase 1**

Feasibility/Needs Assessment – The first step of the development process is to determine the wants and needs of the public. An extensive report will analyze the need of health services to particular ailments and determine the benefits generated by the proposed hospital. The information gathered will help determine if the proposed development necessary and feasible.

### **Phase 2**

Grant Application and Financing- Being that this project involves a public/private partnership to sponsor the new hospital and training facilities, the team will likely need help from grants to provide these needed healthcare services. The State of California, California HealthCare Foundation, and other nonprofits offer large amounts of grant funding for new healthcare projects. Additionally, portions of the projects funding can be obtained through community fundraising.

### **Phase 3**

Land Acquisitions- With the necessary funds collected, the developer would next need to meet with the multiple property owners of the project area and negotiate the sale of the lands. With seven property owners on 10 different parcels, all would need to come to a deal for the project to proceed as planned.

### **Phase 4**

Interchange Project- Prior to the development of the Sunset Project Site, Cal Trans will begin the research and design of the Prado Road interchange. Construction could happen either concurrently or prior to the development of the project site. This allows for changes to be made to the design of the Sunset Site that may conflict with the highway interchange.

### **Phase 5**

Environmental Impact Report- Determined in the initial environmental study of the Sunset Project Site, there needs to be further research into the potential impacts of development. The EIR will address the projects affects to air quality, biological resources, cultural resources, geology and soils, land use and planning, noise, and circulation. The preparation of an environmental impact report will give further analysis to determine if potential impacts can be mitigated and help city officials to make informed decisions.

### **Phase 6**

City Permitting Process- The development will need to enter the city's approval process and once given permission to begin, applicant is required to pay the necessary fees, gain approval from design review, and obtain permits. Since the proposal endorses the public/private partnership, the city may choose to waive required fees to endorse a preferential land use.

### **Phase 7**

Mobile Home Change of Use Process- The mobile home change of use process begins with the notification of all residents that the city will be hearing a proposal for its removal. If the city deems that this is necessary, the notification and relocation process will begin and abide by the procedures and restrictions of the California Mobile Home Residency Protection Act. The approval of removing the mobile home park is necessary for the development of the proposed site plan and will be mitigated with the inclusion of affordable units in the proposed senior living facility and through other offsite measures.

### **Phase 8**

Construction Phasing- Due to the large size of the proposed project, the development will be constructed in two phases.

--Step 1: The first phase includes:

- Hospital
- Training Facilities
- Pharmacy
- Retail

The reasoning behind constructing the above uses first is to readily provide services to both patients and students, and to construct uses that will provide revenue to help with carrying costs and debt service.

--Step 2: The second phase includes:

- Remaining Offices
- Senior Assisted Living

The reasoning behind saving these two uses for the second phase is not only because of their location near the northern portion of the site, and other circumstances. One in particular is that postponing the development of the senior assisted living, allows for more time for the mobile home change of use process, which is fairly lengthy. Another reason for the building of these in the second phase, is that the proposed site plan requires the rerouting of Elks Lane to meet Prado Road in a different area. Noise generated from the overall construction



## **References**

City of San Luis Obispo (2006) City of San Luis Obispo General Plan. Community Development Department.

City of San Luis Obispo (2004) Margarita Specific Plan. Community Development Department.

County of San Luis Obispo (2006) County of San Luis Obispo General Plan Housing Element. County Community Development Department.

Airport Land Use Commission (2005) Airport Land Use Plan, San Luis Obispo County Regional Airport.

California Mobile Home Resource and Action Association (2007) California Mobile Home Residency Law. State of California.

City of San Luis Obispo (2006) Planning Services Fee Schedule. Community Development Department and Building and Safety Divisions.

## **Appendix A**

### **Individual Building Cost Figures**

	Senior Assisted Living				Senior Assisted Living				Senior Assisted Living			
Construction:	Face Brick with Concrete Block Back-up / Steel Joists				Face Brick with Concrete Block Back-up / Steel Joists				Face Brick with Concrete Block Back-up / Steel Joists			
Location:	SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA			
Stories:	2				3				2			
Floor Area (s.f.):	76166				45234				25926			
Data Release:	2006				2006				2006			
Cost Ranges	Low	Med	High		Low	Med	High		Low	Med	High	
Total:	\$5,911,200	\$6,568,000	\$8,210,000		\$3,722,400	\$4,136,000	\$5,170,000		\$2,355,750	\$2,617,500	\$3,271,875	
Contractor's Overhead & Profit:	\$1,477,800	\$1,642,000	\$2,052,500		\$930,600	\$1,034,000	\$1,292,500		\$588,938	\$654,375	\$817,969	
Architectural Fees:	\$406,369	\$451,521	\$564,401		\$268,608	\$298,454	\$373,067		\$178,934	\$198,815	\$248,519	
Total Building Cost:	\$7,795,369	\$8,661,521	\$10,826,901		\$4,921,608	\$5,468,454	\$6,835,567		\$3,123,621	\$3,470,690	\$4,338,363	

	Senior Assisted Living				Senior Assisted Living Duplex				Senior Assisted Living Duplex			
Construction:	Face Brick with Concrete Block Back-up /				Wood Siding / Wood Frame				Wood Siding / Wood Frame			
Location:	SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA			
Stories:	2				1				1			
Floor Area (s.f.):	27970				4,485				16,840			
Data Release:	2006				2006				2006			
Cost Ranges	Low	Med	High		Low	Med	High		Low	Med	High	
Total:	\$2,500,650	\$2,778,500	\$3,473,125		\$1,487,700	\$1,653,000	\$2,066,250		\$12,178,800	\$13,532,000	\$16,915,000	
Contractor's Overhead & Profit:	\$625,163	\$694,625	\$868,281		\$371,925	\$413,250	\$516,564		\$3,044,704	\$3,383,000	\$4,228,752	
Architectural Fees:	\$188,933	\$209,926	\$262,408		\$135,048	\$150,054	\$187,566		\$953,248	\$1,059,168	\$1,323,960	
Total Building Cost:	\$3,314,746	\$3,683,051	\$4,603,814		\$1,994,673	\$2,216,304	\$2,770,377		\$16,176,752	\$17,974,168	\$22,467,712	

	Office, 1 Story			Office, 1 Story			Office, 1-2 Story		
Construction:	Face Brick with Concrete Block Back-up /			Face Brick with Concrete Block Back-up /			Face Brick with Concrete Block Back-up /		
Location:	SAN LUIS OBISPO, CA			SAN LUIS OBISPO, CA			SAN LUIS OBISPO, CA		
Stories:	1			1			2		
Floor Area (s.f.):	10,035			11,433			43,840		
Data Release:	2006			2006			2006		
Cost Ranges	Low	Med	High	Low	Med	High	Low	Med	High
Total:	\$885,150	\$983,500	\$1,229,375	\$982,350	\$1,091,500	\$1,364,375	\$3,894,300	\$4,327,000	\$5,408,750
Contractor's Overhead & Profit:	\$221,288	\$245,875	\$307,344	\$245,588	\$272,875	\$341,094	\$973,575	\$1,081,750	\$1,352,188
Architectural Fees:	\$71,163	\$79,069	\$98,837	\$78,363	\$87,070	\$108,838	\$279,153	\$310,170	\$387,713
Total Building Cost:	\$1,177,600	\$1,308,444	\$1,635,556	\$1,306,301	\$1,451,445	\$1,814,307	\$5,147,028	\$5,718,920	\$7,148,650

Model: 4	Office, 1 Story			Office, 1 Story			Office, 1 Story		
Construction:	Face Brick with Concrete Block Back-up /			Face Brick with Concrete Block Back-up /			Face Brick with Concrete Block Back-up /		
Location:	SAN LUIS OBISPO, CA			SAN LUIS OBISPO, CA			SAN LUIS OBISPO, CA		
Stories:	1			1			1		
Floor Area (s.f.):	16,250			20,248			18,387		
Data Release:	2006			2006			2006		
Cost Ranges	Low	Med	High	Low	Med	High	Low	Med	High
Total:	\$1,368,450	\$1,520,500	\$1,900,625	\$1,664,550	\$1,849,500	\$2,311,875	\$1,517,400	\$1,686,000	\$2,107,500
Contractor's Overhead & Profit:	\$342,113	\$380,125	\$475,156	\$416,138	\$462,375	\$577,969	\$379,350	\$421,500	\$526,875
Architectural Fees:	\$107,695	\$119,661	\$149,577	\$129,629	\$144,032	\$180,040	\$118,790	\$131,989	\$164,986
Total Building Cost:	\$1,818,258	\$2,020,286	\$2,525,358	\$2,210,316	\$2,455,907	\$3,069,884	\$2,015,540	\$2,239,489	\$2,799,361

	Office, 1 Story				Office, 1 Story				Office, 1 Story			
<b>Construction:</b>	Face Brick with Concrete Block Back-up / Wood Joists				Face Brick with Concrete Block Back-up / Wood Joists				Face Brick with Concrete Block Back-up / Wood Joists			
<b>Location:</b>	SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA			
<b>Stories:</b>	1				1				1			
<b>Floor Area (s.f.):</b>	10,035				7,051				17,576			
<b>Data Release:</b>	2006				2006				2006			
<b>Cost Ranges</b>	Low	Med	High		Low	Med	High		Low	Med	High	
<b>Total:</b>	\$885,150	\$983,500	\$1,229,375		\$659,700	\$733,000	\$916,250		\$1,459,350	\$1,621,500	\$2,026,875	
<b>Contractor's Overhead &amp; Profit:</b>	\$221,288	\$245,875	\$307,344		\$164,925	\$183,250	\$229,063		\$364,838	\$405,375	\$506,719	
<b>Architectural Fees:</b>	\$71,163	\$79,069	\$98,837		\$57,003	\$63,337	\$79,171		\$114,481	\$127,201	\$159,001	
<b>Total Building Cost:</b>	<b>\$1,177,600</b>	<b>\$1,308,444</b>	<b>\$1,635,556</b>		<b>\$881,628</b>	<b>\$979,587</b>	<b>\$1,224,484</b>		<b>\$1,938,668</b>	<b>\$2,154,076</b>	<b>\$2,692,594</b>	

	Office, 1 Story				Store, Retail				Restaurant/Cafe			
<b>Model: 10</b>												
<b>Construction:</b>	Face Brick with Concrete Block Back-up /				Split Face Concrete Block / Steel Joists				Wood Siding / Wood Frame			
<b>Location:</b>	SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA				SAN LUIS OBISPO, CA			
<b>Stories:</b>	1				1				1			
<b>Floor Area (s.f.):</b>	7,050				11,711				6,023			
<b>Data Release:</b>	2006				2006				2006			
<b>Cost Ranges</b>	Low	Med	High		Low	Med	High		Low	Med	High	
<b>Total:</b>	\$659,700	\$733,000	\$916,250		\$1,038,600	\$1,154,000	\$1,442,500		\$619,650	\$688,500	\$860,625	
<b>Contractor's Overhead &amp; Profit:</b>	\$164,925	\$183,250	\$229,063		\$259,650	\$288,500	\$360,625		\$154,913	\$172,125	\$215,156	
<b>Architectural Fees:</b>	\$57,003	\$63,337	\$79,171		\$82,688	\$91,876	\$114,845		\$54,205	\$60,227	\$75,284	
<b>Total Building Cost:</b>	<b>\$881,628</b>	<b>\$979,587</b>	<b>\$1,224,484</b>		<b>\$1,380,938</b>	<b>\$1,534,376</b>	<b>\$1,917,970</b>		<b>\$828,767</b>	<b>\$920,852</b>	<b>\$1,151,065</b>	



Model:	Restaurant/Cafe			Hospital		
Construction:	Wood Siding / Wood Frame			Split Face Concrete Block / Steel Joists		
Location:	SAN LUIS OBISPO, CA			SAN LUIS OBISPO, CA		
Stories:	1			2--3		
Floor Area (s.f.):	3,197			121,214		
Data Release:	2006			2006		
Cost Ranges	Low	Med	High	Low	Med	High
Total:	\$364,500	\$405,000	\$506,250	\$18,338,400	\$20,376,000	\$25,470,000
Contractor's Overhead & Profit:	\$91,125	\$101,250	\$126,563	\$4,584,600	\$5,094,000	\$6,367,500
Architectural Fees:	\$37,828	\$42,031	\$52,539	\$1,191,306	\$1,323,674	\$1,654,592
Total Building Cost:	\$493,453	\$548,281	\$685,351	\$24,114,306	\$26,793,674	\$33,492,092

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Appendix C: Presentation Poster 1



# Sunset Medical Center



Site Plan of Sutter Medical Center



Sutter Medical Center



Sutter Medical Center Entrance

## Case Study: Sutter Medical Center

### Project Description

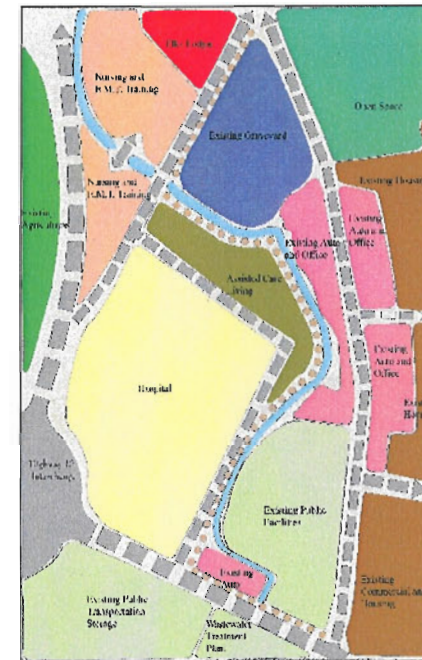
The Sutter medical center project sought to create a much needed hospital and medical office building center for the City of Santa Rosa. Uniquely located on the Luther Burbank Center for the Arts, the site shares an overall size of approximately 53 acres and encompasses a 25 acre portion towards the northern end of the site. The case study also includes a regional economic analysis of the project's impacts to the surrounding healthcare industries. The anticipated cost for the new hospital development is around \$203 million dollars.

### Similarities to Sunset Medical Center

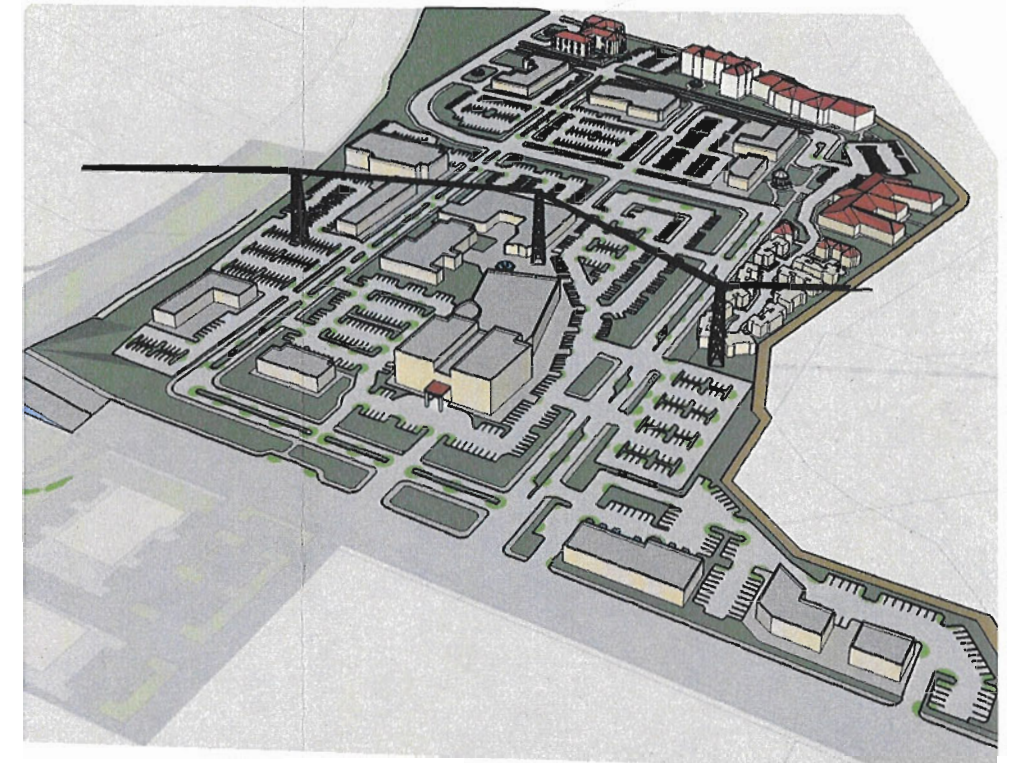
This medical center is an excellent case study because of its similar project site area to the Sunset Site. The site plan gives a visual representation of building layouts and the spatial relationships of their envelopes and parking. The similar size of the hospital to that of the Sunset site shows potential building design and multiple access points. Another useful aspect of this case study is that it is located adjacent to State Highway 101. The highway is similar in width to San Luis Obispo and includes an adjacent interchange.

### Lessons Learned

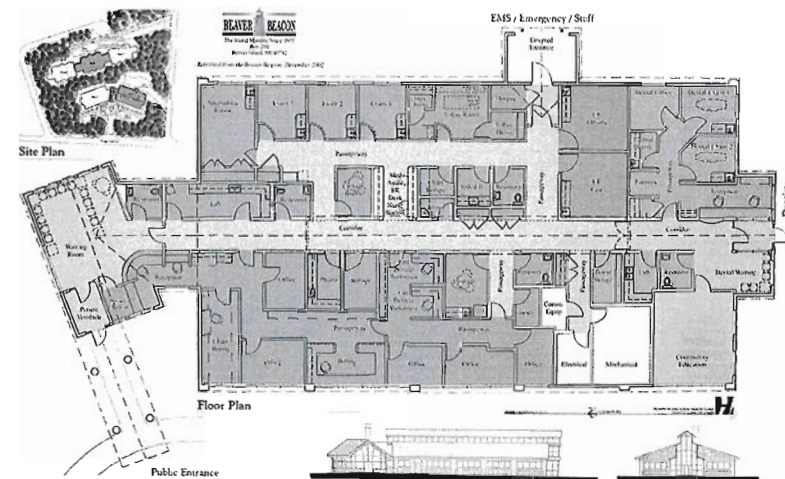
The Sutter Medical Center case helps with project design due to the similar size and location. Learning how the hospital will fit spatially and the size of other uses helped to give a comprehensive look at the types and sizes of development components. The project's location to State Highway 101 nearly mirrors the characteristic of the Sunset site and provides an idea of a possible highway interchange. Additionally, the site plan can detail noise mitigation measures used that can be translated into the Sunset design. The fiscal impact analysis in the case study is a valuable resource for determining the impacts of a project to the surrounding community and assessing the economic feasibility.



Alternative Concept Diagram 1



Bird's-Eye View of Sunset Medical Plaza



Floorplan of Beaver Island Health Center



Beaver Island Health Center Rendering



Beaver Island Health Center

## Case Study: Beaver Island Health Center

### Project Description

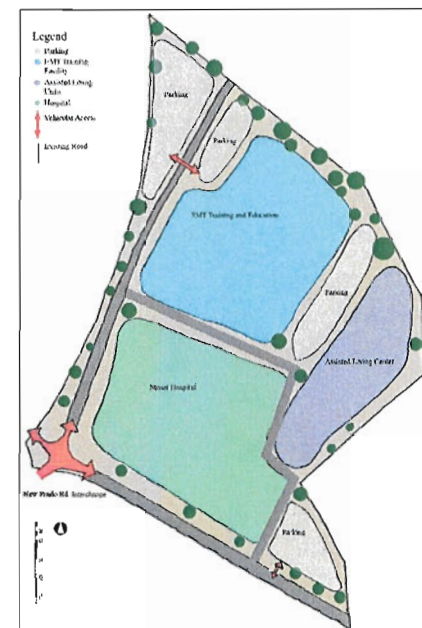
This case study is a small health center project on Beaver Island in Michigan. This Medical Center project is a 7,600 sq. ft. medical center, followed by the first of 3 six-unit connected senior housing buildings. In order to finance the project, \$1,500,000 was procured through government grants and property was donated. An estimated \$200,000 of the grant was expected to be left after construction.

### Similarities to Sunset Medical Center

One aspect of the Beaver Island Health Center that ties in very closely to the Sunset Medical Center is the incorporation of senior housing into the project. The construction of assisted care housing units is also a central aspect to the Sunset Medical Center. The economic details included in the Beaver Island case study will offer a starting point financial analysis for the Sunset Medical Center. The report also details important ways in which the surrounding community will be affected by the project.

### Lessons Learned

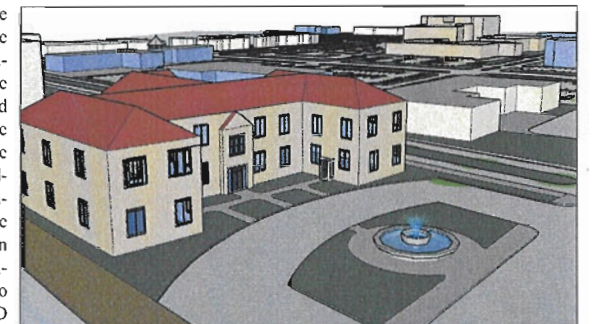
Although our project is much larger in scale, the layout of the building offered a needed understanding of what a medical facility encompasses. We have been able to extrapolate the financial numbers from this case to apply them to our own and reach a more solid feasibility assessment. One other we learned from this case is the power of public opinion.



Alternative Concept Diagram 2

### Design Rational

Many of the design features implemented on the site were derived from the similarities between the case studies and the Sunset Project Site. The common feature of highway proximity found in case study one inspired design features such as the interchange and noise mitigation strategies. In addition, the similar size of case study one helped in the spatial layout of the variety of uses on the site. After reviewing case studies, site analysis, and government guidelines, alternative concepts one and two were developed to organize findings into preliminary design features. Common design features like rerouting Elks Lane and a creek-side pedestrian walkway were then incorporated into a preliminary development plan and a subsequent 3D model representation as shown above.



View from entrance to Sunset Medical Plaza site via Elks Lane



View from new Prado Road overpass and interchange



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Appendix D: Presentation Poster 2



# Sunset Medical Center



Development Program			
Number	Proposed Use	Square Footage	Units
1	Medical Office	10,035	-
2	Medical Office	11,433	-
3	Medical Office	43,840	-
4	General Office	16,250	-
5	General Office	20,248	-
6	Nursing / EMT Training	18,387	-
7	Medical Office	10,035	-
8	Medical Office	7,051	-
9	General Office	17,576	-
10	General Office	7,050	-
11	Pharmacy	11,711	-
12	Café/Deli	6,023	-
13	Café/Deli	3,197	-
14	Senior Apartment	76,166	30
15	Senior Apartment	45,234	55
16	Senior Apartment	25,926	35
17	Senior Apartment	27,970	15
18	Independent Senior Living	4,485	3
19	Independent Senior Living	16,840	8
20	Hospital	121,214	170 Beds



Section View "A"



Hospital Entrance #20



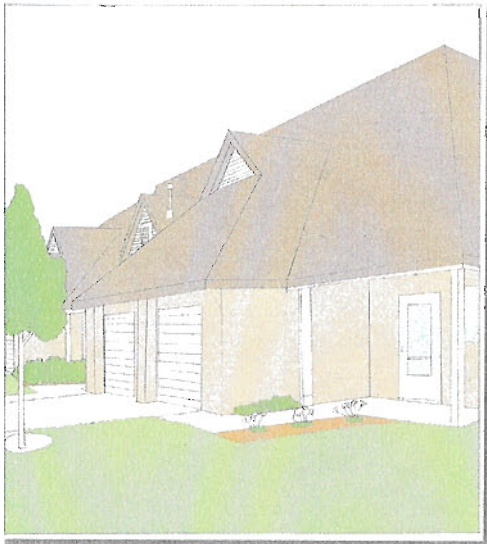
Senior Apartments #16



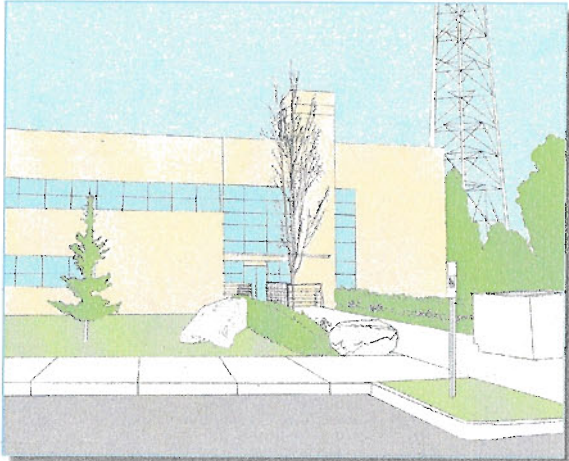
Hospital Plaza #7,8,20



Section View "B"



Independent Senior Housing #19



Medical Office Building #8



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