Notice of Preparation

To: EIR & Notice of Preparation Mailing List

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of San Luis Obispo

Department Name: Community Development

Street Address: 919 Palm Street

City/State/Zip: San Luis Obispo, CA 93401

Contact: Rachel Cohen (781-7574); rcohen@slocity.org)

Consulting Firm: (if applicable)

EIR to be prepared by:

Firm Name: SWCA Environmental Consultants

Street Address:3426 Empresa Dr., Suite 100

City/State/Zip: San Luis Obispo, CA 93401

Contact: Cassidy Bewley (805-539-2867)

The City of San Luis Obispo will be the Lead Agency and will prepare an environmental impact report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for this project.

The project description, location, and the potential environmental effects are summarized in the attached materials. A copy of the Initial Study is attached and can also be found online at: https://www.slocity.org/government/department-directory/community-development/documents-online/environmental-review-documents.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. **The 30-day review period begins January 26, 2023 and ends February 24, 2023**. Please send your response to the attention of Rachel Cohen, Senior Planner for the City of San Luis Obispo Community Development Department, at the address shown above. We will need the name of a contact person in your agency.

Project Title: French Hospital Expansion Project

Project Applicant: Dignity Health Corporation

Date: January 25, 2021

Signature: _____

Title: Senior Planner, City of San Luis Obispo Community Development Department

Telephone: 805-781-7574

Reference: California Administrative Code, Title 14 (CEQA Guidelines) Sections 15082(a), 15103, 15375

NOTICE OF PREPARATION AND INITIAL STUDY FOR THE FRENCH HOSPITAL EXPANSION PROJECT

For City File No. EID-0742-2021

1. Project Title:

French Hospital Expansion Project

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

Rachel Cohen, Senior Planner
(805) 781-7574

4. Project Location:

Primary Location: 1911 Johnson Avenue, San Luis Obispo, CA 93401 (Assessor's Parcel Number [APN] 003-568-004, 003-568-005, 003-571-025, 003-578-026, 003-578-063, and 003-578-057)
Off-site Parking: 2075 Johnson Avenue, San Luis Obispo, CA 93401 (APN 003-682-044)

5. Project Sponsor's Name and Address:

Dignity Health Corporation
185 Berry Street, Suite 200
San Francisco, CA 94107

6. General Plan Designations:

Office

7. Zoning:

Office (O)

8. Description of the Project:

The proposed project consists of a request by Dignity Health Corporation (Dignity Health) for a conditional use permit and variance to allow for the phased expansion of the French Hospital Medical Center campus, including the construction of a two-level, 234-space parking structure with 5,800 square feet of future lab and storage space and a 2,000-square-foot helistop (Phase 1) and a four-story 89,775-square-foot patient tower, an 1,800-square-foot generator yard, and various related site improvements (Phase 2) (project) (Figures 1 and 2). The proposed patient tower would include, but not be limited to, 82 patient rooms, dining and kitchen facilities, staff break rooms, waiting rooms, and medical imaging rooms. The project would result in an increase of approximately 45 additional employees on-site distributed between two 12-hour shifts. The project includes the reconfiguration of surface parking, addition of bicycle parking spaces, realignment of an existing bicycle path and associated open space easement, on- and off-site tree removal and trimming, landscaping, and exterior lighting. The project also includes the merging of APN 003-568-004 (Parcel 2), APN 003-578-026 (Parcel 3), and a portion of APN 003-578-063

(Parcel 6) to form one 14-acre parcel (Figure 3). The proposed 14-acre parcel would constitute the project site. Project construction would result in approximately 3,260 cubic yards of cut/export material and would require 2,370 cubic yards of imported material. All proposed earthwork would be balanced on-site to the extent feasible. Project construction is anticipated to occur over a 4-year period. The project also includes a request for the conditional use permit and variance to have a 3-year permit term, with the opportunity for three separate 1-year extensions thereafter.

Project Background

In 1993 the City of San Luis Obispo (City) approved the French Hospital Master Plan (Master Plan) and the mitigated negative declaration (MND) prepared for the Master Plan (City record number ER 109-93). The Master Plan outlined the ultimate build-out of the project site and included facilities to provide a range of medical services. The plan included the future construction of four buildings, in addition to the existing hospital building built in 1972, and a substantial expansion of the parking area on-site. These four buildings included a 35,000-square-foot Copeland Health Education Pavilion, 6,000-square-foot hospital office, 30,000-square-foot medical arts building, and 6,000-square-foot hospital expansion building. Buildout of the 1993 Master Plan envisioned a total of approximately 231,300 square feet of hospital uses on-site. Proposed additional parking associated with these new facilities included the addition of 365 parking spaces, which would have resulted in a total of 749 parking spaces on-site.

On June 1, 2004, the French Hospital Medical Center was acquired by Dignity Health. On March 15, 2013, the City approved Administrative Use Permit A 140-11, which amended the 1993 Master Plan to modify the configuration and placement of proposed buildings at French Hospital. The Copeland Health Education Pavilion was redesigned to be 18,000 square feet in size, and the square footage for the proposed hospital expansion building increased to 17,550 square feet, and a new 5,450-square-foot Emergency Department (ED) expansion building was added to the Master Plan. The overall gross area of proposed facilities was less than what was previously analyzed and approved, and the associated transportation and other environmental impacts associated with the amended Master Plan remained generally consistent with what was evaluated under the 2013 Master Plan. Therefore, the 2013 Master Plan Amendment was found to be consistent with the analysis of the 1993 Master Plan MND. In 2014 the Master Plan was amended again to accommodate a slightly larger medical arts building square footage (increased from the previously approved 30,000 square feet to 31,471 square feet), which was also found to be consistent with the analysis of the 1993 Master Plan MND.

In 2016 the City approved another amendment to the French Hospital Master Plan to accommodate an expanded 58,600-square-foot four-story medical office building and new parking garage. While a portion of the approved square footage for new uses in the Master Plan have been constructed with the addition of the Copeland Health Education Pavilion, the remaining unused approved square footage of the Master Plan was reconfigured to accommodate most of these new uses, resulting in an increase of gross floor area from the approved Master Plan from 231,300 square feet to 248,661 square feet and a reduction in required parking spaces from 749 to 700. The 2016 Master Plan Amendment was found to be consistent with the analysis of the 1993 Master Plan MND. The four-story medical office building included in the 2016 Master Plan Amendment was not constructed and is no longer being proposed as a part of the Master Plan moving forward.

Ever since its acquisition by Dignity Health in 2004, patient care departments within the hospital facilities have been continuously upgraded. Over the past several years of detailed study, planning, and projections of community healthcare needs over the next 50 years, Dignity Health has determined that all remaining approved square footage of the Master Plan should be consolidated into a single 89,775-square-foot patient tower and new parking deck with a helistop. The proposed helistop would serve the recently completed ED expansion project as well as the proposed Neonatal Intensive Care Unit (NICU). Table 1 provides a summary of past and current proposed French Hospital expansion facilities and parking spaces. The Ella Street Medical Office Building, located on APN 003-578-047, is under separate ownership and not located within the project site; however, due to a reciprocal parking agreement, the building area and parking load for those buildings are included in Table 1 below.

Table 1. French Hospital Campus Master Plan Approvals Comparison

Building/ Use	Original (1993) Master Plan		Subsequent Master Plan Amendments								Current Proposal	
			2012 Master Plan		2013 Pavilion		2014 Medical Arts Building		2016 Medical Arts Building			
	Area (sf)	Parking	Area (sf)	Parking	Area (sf)	Parking	Area (sf)	Parking	Area (sf)	Parking	Area (sf)	Parking
Existing Buildings												
French Hospital	83,000	173	83,000	173	83,000	173	83,000	173	87,850	173	87,850	173
Pacific Medical Plaza (Medical offices)	48,000	185	48,000	185	48,000	185	48,000	185	48,000	185	48,000	185
Modular Business Office	1,800	6	1,800	6	1,800	6	1,800	6	1,800	6	1,800	6
OR Expansion Building	9,500	0	4,850	0	4,850	0	4,850	0	In Hospital	0	In Hospital	0
Copeland Health Education Pavilion	35,000	175	18,000	48	17,742	59	17,742	59	17,742	59	17,742	59
Not Constructed												
Hospital Office	6,000	20	6,000	20	6,000	20	6,000	20	N/A	N/A	0	0
Medical Arts Building	30,000	150	30,000	150	30,000	150	31,471	157	58,600	229	N/A	N/A
ER Expansion	N/A	N/A	5,450	27	5,450	27	5,450	27	8,669	4	8,669	4
Hospital Expansion Building	6,000	20	17,550	22	17,550	22	17,550	22	14,000	24	N/A	N/A
Patient Wing Tower	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	89,775	82
Chapel	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,000	0
Hospital Lab/Pharmacy	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4,300	14
Sub-Total	219,300	729	214,650	632	214,392	642	215,863	649	236,661	680	259,136	523
Off-site Existing Buildings												
Ella Street Medical Office Building	12,000	20	12,000	20	12,000	20	12,000	20	12,000	20	12,000	20
Total	**231,300**	**749**	**226,650**	**652**	**226,392**	**662**	**227,863**	**669**	**248,661**	**700**	**271,136**	**543**

Source: Dignity Health French Hospital New Patient Tower Plan Set, March 2021

Existing Conditions

The overall French Hospital Medical Center campus is approximately 18 acres in area and consists of six legal parcels: APNs 003-568-004, 003-568-005, 003-571-025, 003-578-026, 003-578-063, and 003-578-057 (see Figure 2). Existing development on-site consists of the one-story French Hospital building, three-story Copeland Health Education Pavilion, three-story Pacific Medical Plaza to the south of the hospital (under separate ownership), 1,800-square-foot modular building that serves as a business office located on the north side of the

hospital, and surface parking lots that surround the buildings along the perimeter of the campus. The topography of the site is nearly flat around the existing buildings on-site, with a steep slope bank between Johnson Avenue and the front parking lot, and another steep slope bank between the rear parking areas and the undeveloped area on the west side of the site.

Project Components

Patient Tower

The proposed 89,775-square-foot patient tower building would consist of a four-story building adjacent to the existing Copeland Health Education Pavilion (see Figure 2). In total, the patient tower would add 82 new patient beds. The ground-level floor would include, but not be limited to, a lobby, a front desk, waiting rooms, indoor and outdoor dining areas, a gift shop, a kitchen, walk-in coolers and freezers, dry storage rooms, medical imaging rooms, staff break room, medical offices, restrooms, and electrical storage rooms. The second-story floor would include, but not be limited to, NICU rooms, Intensive Care Unit (ICU) rooms, waiting rooms, staff break rooms, medical offices, restrooms, equipment storage rooms, and three corridors connecting to the existing French Hospital Building. The third-story floor would include, but not be limited to, patient rooms, nurse stations, medical offices, a waiting room, cleaning supply rooms, equipment storage rooms, a staff lounge, restrooms, and an outdoor garden patio. The fourth-story floor would include, but not be limited to, patient rooms, a family care suite, staff break rooms, nurse stations, waiting room, medical offices, and restrooms.

The project includes a request for a height variance to allow for the construction of the patient tower building to be 68 feet tall above average natural grade. The patient tower building would consist of primarily a stucco color with slate grey horizontal rib accent panels, similar to the adjacent Copeland Health Education Pavilion (Figure 4). The building would include roof-mounted heating, ventilation, and air conditioning (HVAC) equipment, which would be visually screened from view with horizontal metal panels similar to the Copeland Health Education Pavilion. A new transformer would also be installed at the ground level southeast of the patient tower to provide electricity to the building and would be screened by proposed landscape plantings. New connections to existing water, wastewater, and telecommunications lines from Ella and Iris Streets would also be installed to serve the patient tower.

Parking Deck and Helistop

The proposed parking deck would be constructed over an existing surface parking area located on the western side of the project site, adjacent to the existing railroad tracks (see Figure 2). The ground-level area of the parking deck would include 26,000 square feet of surface level parking, an 1,800-square-foot electrical equipment storage area, a 4,000-square-foot shell space for the future development of a hospital lab, and a pedestrian plaza. The second level of the parking deck would include 31,000 square feet of parking area and a 2,000-square-foot helistop, which would be located on a platform approximately 8 feet higher than the upper level of the parking deck connected with a staircase and ramps that would provide access to the upper parking deck level. Parking spaces on the ground level of the parking deck would be reconfigured to align with the design and access ramps of the proposed parking deck. Addition of the parking deck would result in the addition of 66 new parking spaces at the location of the parking deck. The parking deck would be a cast-in-place structure approximately 19 feet in height and would be painted with exterior colors to match those of the existing Copeland Health Education Pavilion and proposed patient tower (Figure 5). The structure would be equipped with interior and exterior lighting and required helistop lighting. Helistop lighting would operate only during nighttime landings and would be controlled and used by pilots to provide a visual guide.

The proposed helistop would serve the existing Emergency Department (ED) and the proposed NICU on-site. Based on San Luis Obispo County Emergency Services records, the anticipated flight frequency is estimated to be approximately four helicopter trips per month. Service records show that only approximately 25% of those trips (one trip per month) would occur during nighttime hours. The addition of this helistop would significantly reduce the travel time for patients who need to be transported to other facilities to receive specialized care or be transported quickly from their location to French Hospital to receive medical care. Helicopters would not be permanently parked on-site, rather, they would fly in, pick-up or drop-off patients, then fly out on an as-needed basis.

Generator Yard

Generators would supply backup power to the proposed patient tower and other proposed facilities if electrical power is interrupted. The proposed generator yard would be enclosed by a 10-foot-tall split-face block wall along portions of the perimeter adjacent to parking areas and a chain-link fence along portions of the perimeter adjacent to open space areas. The yard would include one generator and space for a future second generator on a concrete pad, a 15,000-gallon diesel fuel tank, a 200-gallon day diesel fuel tank for each generator, four emergency backup oxygen cylinders, and an adjacent trash receptacle area enclosed by a 6-foot-tall split-face block wall (Figure 6). The generator yard would be located east of the proposed parking deck and designed to match and/or complement the design of the parking deck. The generators would be tested once a month for no longer than 30 minutes to ensure they are able to supply backup power when needed. The project would be served by Central Coast Community Energy (3CE) for electricity provider services.

On-Site Circulation and Parking Reconfiguration

Approximately 80% to 90% of current traffic to the project site enters the project site from a signaled intersection at Johnson Avenue. The project site supports three additional vehicle access points, including two stop-controlled intersections on Ella Street along the southeast side of the property and one from Breck Street along the northwest side of the property. A driveway is also located at the Iris Street cul-de-sac; however, it is gated and restricts daily vehicular access. The project includes widening and slight realignment of the driveway from the Johnson Avenue entrance through the project site to the proposed patient tower drop-off area.

All existing parking areas consist of surface-level parking and include approximately 709 spaces. An existing parking and drive agreement with the two on-site medical offices under separate ownership allows for visitors and employees to share all parking and on-site circulation areas of the whole site. The proposed patient tower, future lab shell space, and circulation design modifications on-site would result in the loss of 85 parking spaces. With the addition of the proposed parking deck, which would add 66 parking spaces, the project site would have a total of 677 parking spaces on the whole campus, which exceeds the minimum number of required parking spaces required by the City Zoning Regulations. In addition to the parking available on campus, Dignity Health has leased an area that currently provides approximately 75 parking spaces at the Renovate First Baptist Church at 2075 Johnson Street, approximately 680 feet southeast of the project site. These spaces are utilized by employees and construction personnel and are available between 6:00 a.m. and 8:00 p.m. on Mondays, Tuesdays, Thursdays, and Fridays, and between 6:00 a.m. to 5:00 p.m. on Wednesdays. A shuttle service is available to and from this parking area during the daytime shift.

Proposed parking areas on-site would provide 10 Americans with Disabilities Act (ADA)-compliant parking spaces adjacent to the proposed patient tower and four ADA-compliant parking spaces within the parking deck. Ten electric vehicle (EV)-Ready parking spaces and 25 EV-Capable parking spaces would be provided within the reconfigured parking areas. Fourteen motorcycle parking spaces would be provided to accommodate the four required by City Zoning Regulations and to replace the 10 motorcycle parking spaces lost due to construction of the patient tower. The proposed parking areas and patient tower entry would include 15 new bicycle parking spaces.

Open Space Easement Modification

The project site currently supports an approximately 3.60-acre Open Space and Drainage Easement (herein referred to as the Open Space Easement) for a public bike path, which was approved by the City in conjunction with the 2013 Master Plan amendment. The proposed project includes a modification to the existing Open Space Easement to remove 0.11 acre of easement from the south side of the easement and add 0.17 acre of Open Space Easement to the north side of the easement (Figure 7). This would allow for the construction of the proposed parking deck, generator yard, and additional surface parking spaces.

Parcel Modifications

The project includes the merging of APN 003-568-004 (Parcel 2), APN 003-578-026 (Parcel 3), and a portion of APN 003-578-063 (Parcel 6) to form one 14-acre parcel (see Figure 3). Merging of these parcels would allow all project components to be located on one parcel under the same ownership.

Permit Term Extension

The project includes a request for the proposed conditional use permit and variance, if approved, to have a 3-year permit term with the opportunity for three separate 1-year extensions thereafter. Each of the 1-year extensions would be subject to review by the City Community Development Director. The recent unanticipated expenditures that resulted from the Coronavirus Disease 2019 (COVID-19) pandemic as well as the ongoing state seismic retrofit requirements continue to impact health care budget priorities and may affect capital infrastructure timelines. The purpose for the extended permit term is to accommodate continued fluctuation in funding for capital projects that occur in the health care field.

Tree Removal, Trimming, and Landscape Planting

The project would require removal of landscape trees currently located within the proposed footprint of the patient tower, parking deck, generator yard, and realigned site driveway. In addition, a number of tall trees within the immediate project vicinity would need to be trimmed to meet Federal Aviation Association (FAA) standards to accommodate the flightpath of helicopters using the proposed helistop (see *Additional Helistop Lighting Alternative* discussion below). Overall, the project would result in the removal and/or pruning of 113 trees and the trimming of eight eucalyptus trees (Figure 8):

- Trees proposed for full removal include one manna gum, one red flowering gum, five California pepper, one jacaranda, three ash, one coast live oak, 12 camphor, 12 Brisbane box, 26 London plane, seven purple leaf plum, and eight southern blue gum.
- Trees that would be cut to the ground include four silver dollar eucalyptus, 20 coast live oak, and four mimosa trees.
- Trees that would be pruned would include two California pepper and six southern blue gum.
- Eight southern blue gum trees located within the approved helicopter flight path(s) may be trimmed per FAA requirements (see *Additional Helistop Lighting Alternative* discussion below).

The project would be subject to the City's compensatory tree planting requirements detailed within the City Municipal Code, which requires planting of a minimum of one new tree for each tree authorized to be removed when planted on the same property or two new trees for each tree authorized to be removed when planted on a different property or within the public right-of-way (off-site) (City Municipal Code Section 12.24.090). The project includes a landscaping planting plan that includes screening trees, parking lot trees, pedestrian plaza trees, shrubs, vines, perennials, and groundcover plantings. The proposed irrigation system would be designed for maximum water efficiency and include an automatic timer, backflow prevention device, and low gallonage heads for turf and large groundcover areas. A drip-type system shall be used where appropriate. Trees would be irrigated on separate bubbler systems.

Site Lighting

The project would include installation of exterior lighting in and around entrances to the patient tower, parking deck, and generator yard, and along main walkways. Light poles in the vicinity of parking areas would be no more than 20 feet tall. Other lighting on-site would include, but not be limited to, bollard pathway lighting around the drop-off entry area in front of the main entrances to the Copeland Health Education Pavilion and patient tower, light-emitting diode (LED) wall-mounted lights along the exterior of the patient tower to illuminate the exterior dining area and walkways around the building, LED canopy lights to illuminate the second floor garden of the patient tower, and in-ground LED lights to illuminate building signage.

Helistop Lighting

The helistop structure would include FAA-required lighting. Helistop lighting would operate only during nighttime landings (approximately one time per month) and would be controlled and used by pilots, at their individual discretion, to provide a visual guide. Preliminary estimates indicate that the amount of time the helipad would be operational for landing, patient care, and takeoff would typically range from 20 minutes to 1 hour, although these times could vary significantly depending on patient medical or logistic circumstances. Pilot-

controlled approach and delineation lighting would normally be on only during landings and takeoffs and would be turned off while waiting for patients to be loaded onto the helicopter and/or during other delays.

Helistop lighting refers to all sources of light associated with the design and function of the helistop, including:

- Helicopter landing lights operated during helicopter approach and landing. Landing light operation would be at the pilot's discretion, but lights are anticipated to be turned on more than 1 mile from the landing site.
- A helistop beacon on the parking elevator tower. The beacon would consist of green, white, and yellow LEDs flashing in sequence.
- Green perimeter lights outlining the touch-down and lift-off (TLOF) area. Perimeter lights would also outline the landing pad for medical crews moving gurneys. Helipad lights are not meant to illuminate the helipad. These lights are designed to illuminate upwards and not outwards so that pilots approaching from above can see the lights.
- Red obstruction lights on the parking lot elevator tower and the patient tower corners and roof.
- A lighted wind cone to provide pilots with wind direction and speed information. This wind cone would be located near the northeastern corner of the top floor of the parking deck.
- Gurney ramp footlights (white) that would be separately switched so they would not be activated until after a helicopter lands and would be deactivated prior to departure. Footlights would light the ramp surface; however, once the aircraft is on the heliport, the lights could be turned off until the patient is ready to be transported to the helicopter.
- One beacon and multiple obstruction lights on the patient tower to designate the building and elevator tower corners. These lights are recommended to be on from dusk to dawn, controlled via photocell (i.e., controlled based on how much light is hitting it). These lights would emit light in one direction (up) and are designed to be only visible from above.

Additional Helistop Lighting Alternative

Some of the proposed eucalyptus tree trimming that would be necessary to meet FAA standards to accommodate the flightpath of helicopters using the proposed helistop would be located on privately owned parcels adjacent to the hospital property. Access to these parcels and the right to conduct the proposed tree trimming has not yet been secured; therefore, it is uncertain whether the adjacent property owners will permit the hospital to trim off-site trees as needed for the helistop. Therefore, the project applicant has developed an alternative plan for helicopter access to the helistop, in the event tree trimming on adjacent parcels is not allowed.

As an alternative to off-site tree trimming, two 125-foot-tall obstruction light poles would be located west of the parking deck and helistop. These light poles would include red LED lights and infrared emitters to be connected to the pilot-controlled lighting system and would be turned on only in the event of a nighttime helicopter landing. Each light pole base would be 25 inches in diameter and the pole diameter would be 7 inches. These light poles would also meet FAA standards related to the flightpath of helicopters using the proposed helistop.

Since it is unknown whether the project would ultimately provide helistop access via off-site tree trimming or placement of obstruction light poles, both alternatives have been evaluated in this document.

Helicopter Lighting

In addition to the helistop lighting described above, the helicopters travelling to and from the project site would have lighting. In addition to standard aviation lights, the helicopters would have white landing lights that would illuminate the heliport as it is approaching, similar to the landing lights that airplanes use when they are approaching a runway at night. Specifically, each helicopter would be required to have:

- Navigation lights: red on the left side, green on the right side, and white on the tail;
- Anti-collision light: red/white; and
- Landing light: white on front of the aircraft to light the landing area.

When approaching the helistop, it is expected that the helicopter landing lights may be turned on at distances of more than 1 mile away from the helistop. Information provided by the project applicant indicates that the total duration that helicopter lighting would be in use would be approximately 10 minutes per trip (5 minutes per landing and 5 minutes per takeoff).

Construction Phasing and Parking

Project construction would be completed in two phases. During Phase 1 of construction activities, underground utilities would be extended to the parking deck location and the parking deck would be constructed. Utility work is anticipated to take 3 months to complete, and construction of the parking deck is anticipated to take 12 months to complete, for a total of 15 months for Phase 1. Once construction of Phase 1 is completed, Phase 2 would begin and is anticipated to take 30 months to complete. Phase 2 of construction activities would include construction of the patient tower and associated connecting hallways to the existing French Hospital Building, construction of the generator yard, parking area restriping, and landscape planting.

All existing parking areas consist of surface-level parking on-site and include approximately 709 spaces, with an additional 75 off-site parking spaces provided through the parking agreement with Renovate First Baptist Church located at 2075 Johnson Street. Phase 1 of construction activities would result in the temporary loss of 216 parking spaces, resulting in a temporary reduced parking capacity of 493 spaces on-site and 75 spaces off-site, for a total of 568 spaces. When Phase 1 activities are completed, 242 parking spaces would become available, resulting in a temporary parking capacity of 810 spaces. Phase 2 of construction activities would result in a temporary loss of 119 parking spaces on-site, resulting in a temporary reduced parking capacity of 616 spaces on-site and 75 spaces off-site, for a total of 691 spaces. When Phase 2 activities are completed, an additional 61 parking spaces would become available, resulting in a total capacity of 677 on-site parking spaces and 75 off-site parking spaces, for a total of 752 spaces at completion.

9. Previous CEQA Review and Legal Authority

An Initial Study (IS) was prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental effects of the French Hospital Expansion Project. A Draft MND was prepared and circulated for public review and comment from March 10 to April 11, 2022 (State Clearinghouse [SCH] Number 2022030277). Several comment letters were received during the public review period.

This Initial Study/Notice of Preparation (IS/NOP) has been prepared in accordance with CEQA Section 15082(a) to evaluate the potential environmental impacts of the project.

In accordance with State CEQA Guidelines 15063(c)(3), this IS/NOP is intended to:

(A) Focus the EIR on the effects determined to be significant,

(B) Identify the effects determined not to be significant,

(C) Explain the reasons for determining that potentially significant effects would not be significant, and

(D) Identify whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

10. Project Entitlements:

Architectural and Major Development Review (ARCH-0161-2019)
Conditional Use Permit (USE-0500-2019)
Variance (VAR-0499-2019)

11. Surrounding Land Uses and Settings:

Surrounding zoning and land uses are summarized below:

North: Breck Street and Fairview Street, single-family residential neighborhood in Medium-High Density Residential (R-3) Zone, and multi-family residential housing in Medium-Density Residential (R-2) Zone

East: Johnson Avenue, single- and multi-family residential neighborhood in R-2 Zone

South: Iris Street, George Street, Ella Street, single-family and multi-family residential neighborhood in R-2 Zone

West: Railroad, multi-family residential neighborhood in R-3 Zone

12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Native American Tribes were notified about the project on July 29, 2021, consistent with City and state regulations, including Assembly Bill (AB) 52. In addition, notices were sent to Native American Tribes on January 18, 2023, to allow tribes to have an opportunity to request consultation during the EIR preparation process.

13. Other public agencies whose approval is required:

A permit would be required from the San Luis Obispo County Air Pollution Control District (SLOAPCD) to allow for future operation of the proposed generators. The project may also require a Lake and Streambed Alteration Agreement (LSAA) from the California Department of Fish and Wildlife.

Figure 1. Project Vicinity Map

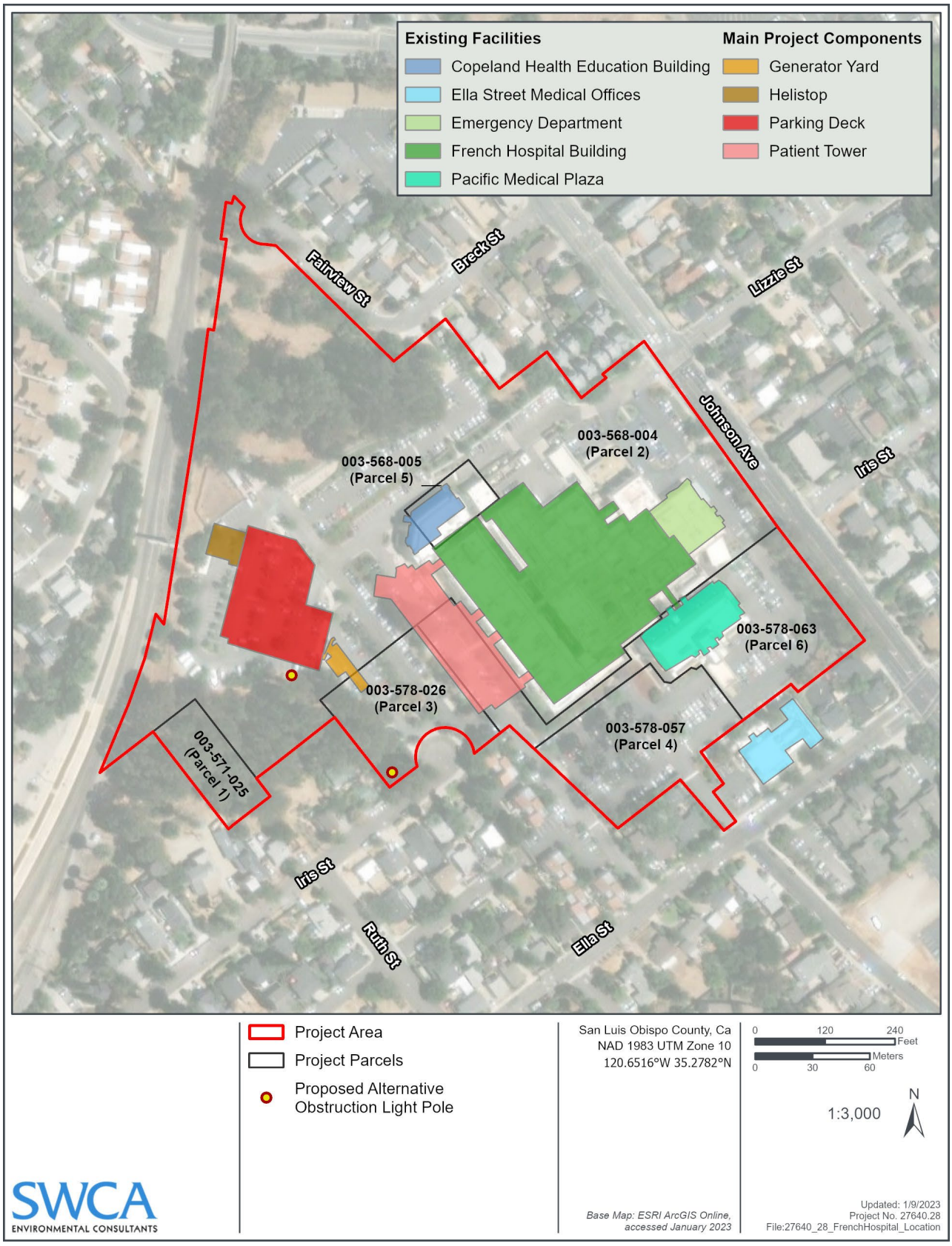


Figure 2. Project Location Map

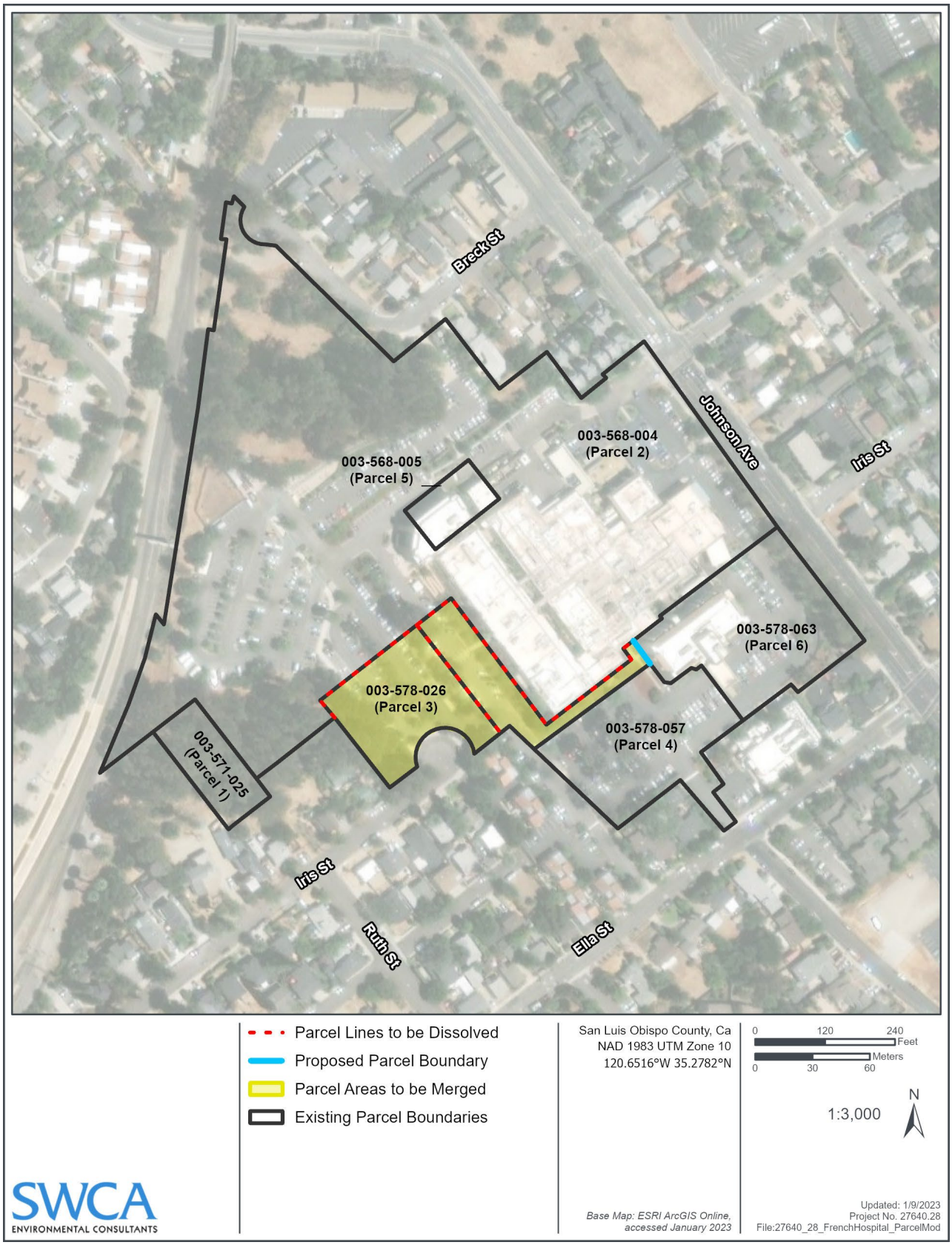
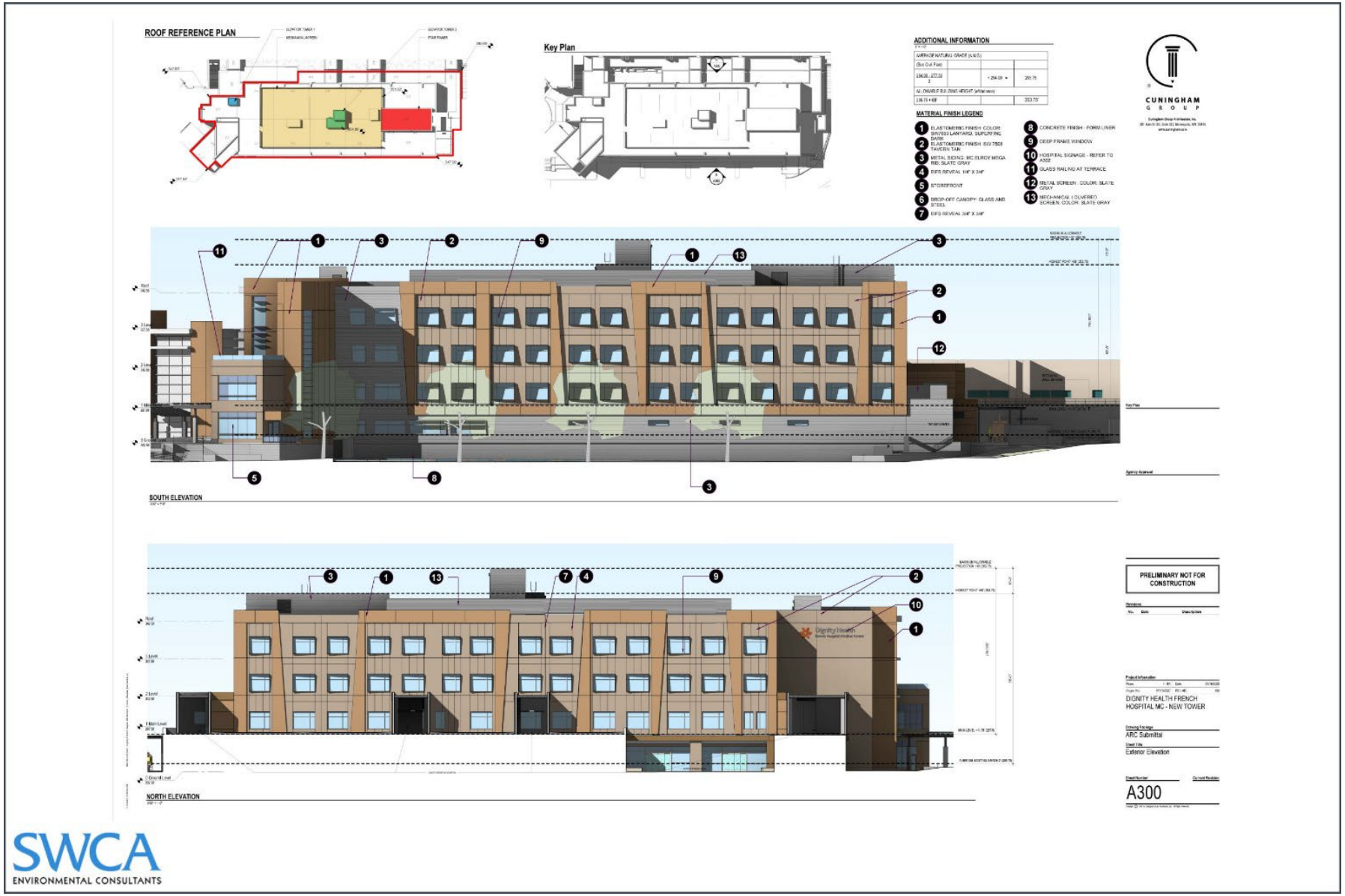


Figure 3. Proposed Parcel Modifications



SWCA ENVIRONMENTAL CONSULTANTS

Figure 4. Patient Tower Elevations

Figure 5. Parking Deck and Helistop Elevations

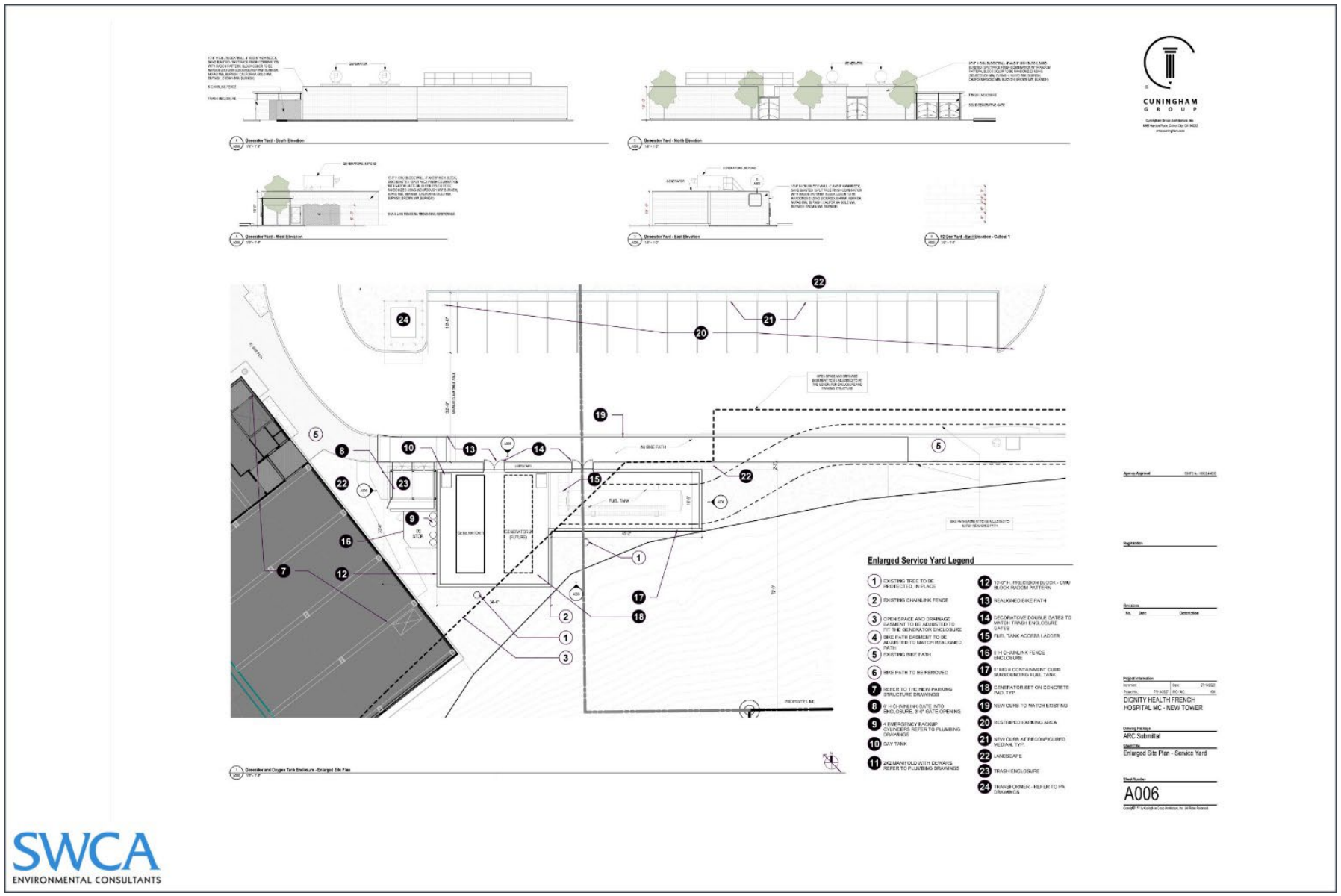


Figure 6. Generator Yard Layout

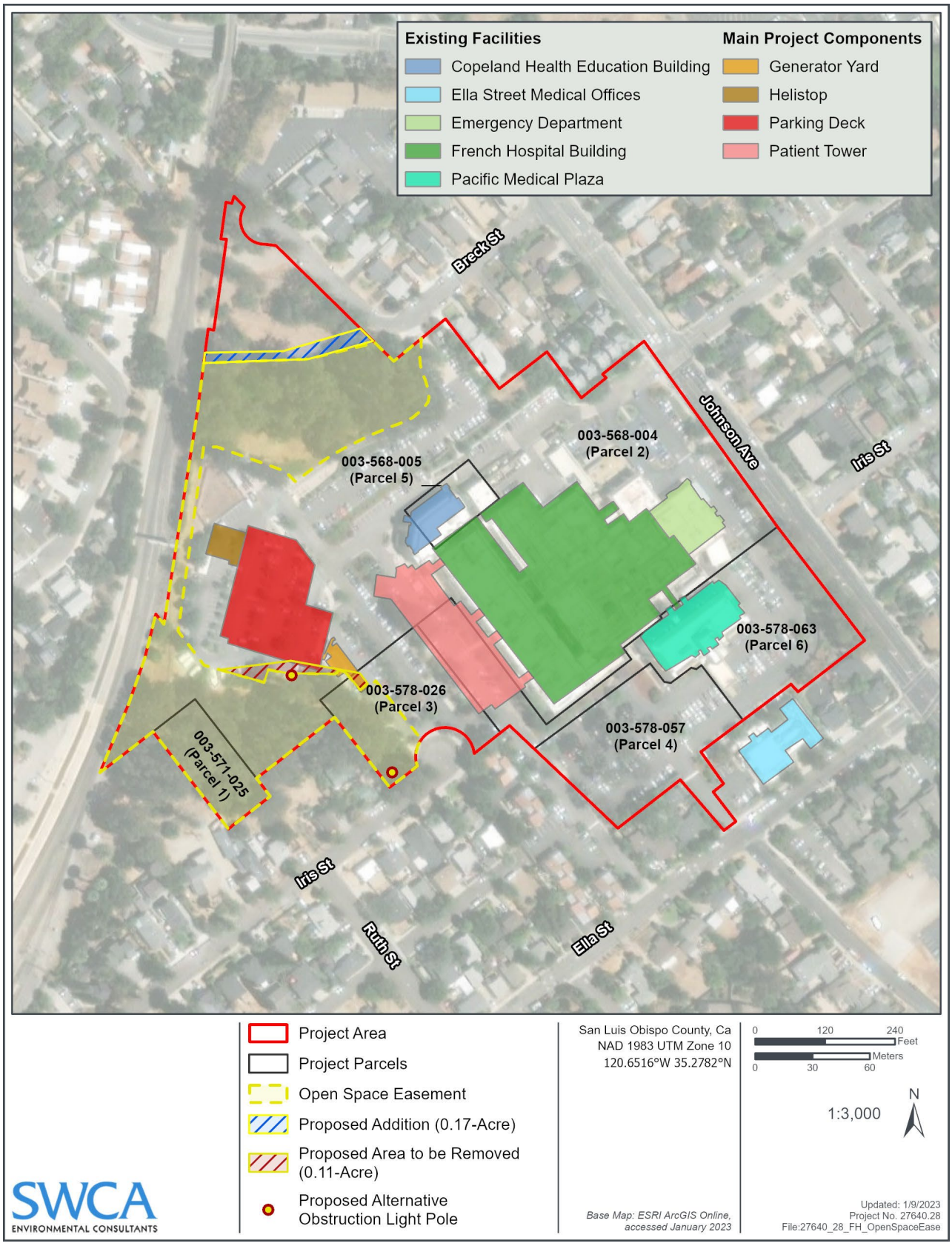


Figure 7. Proposed Open Space Easement Modifications

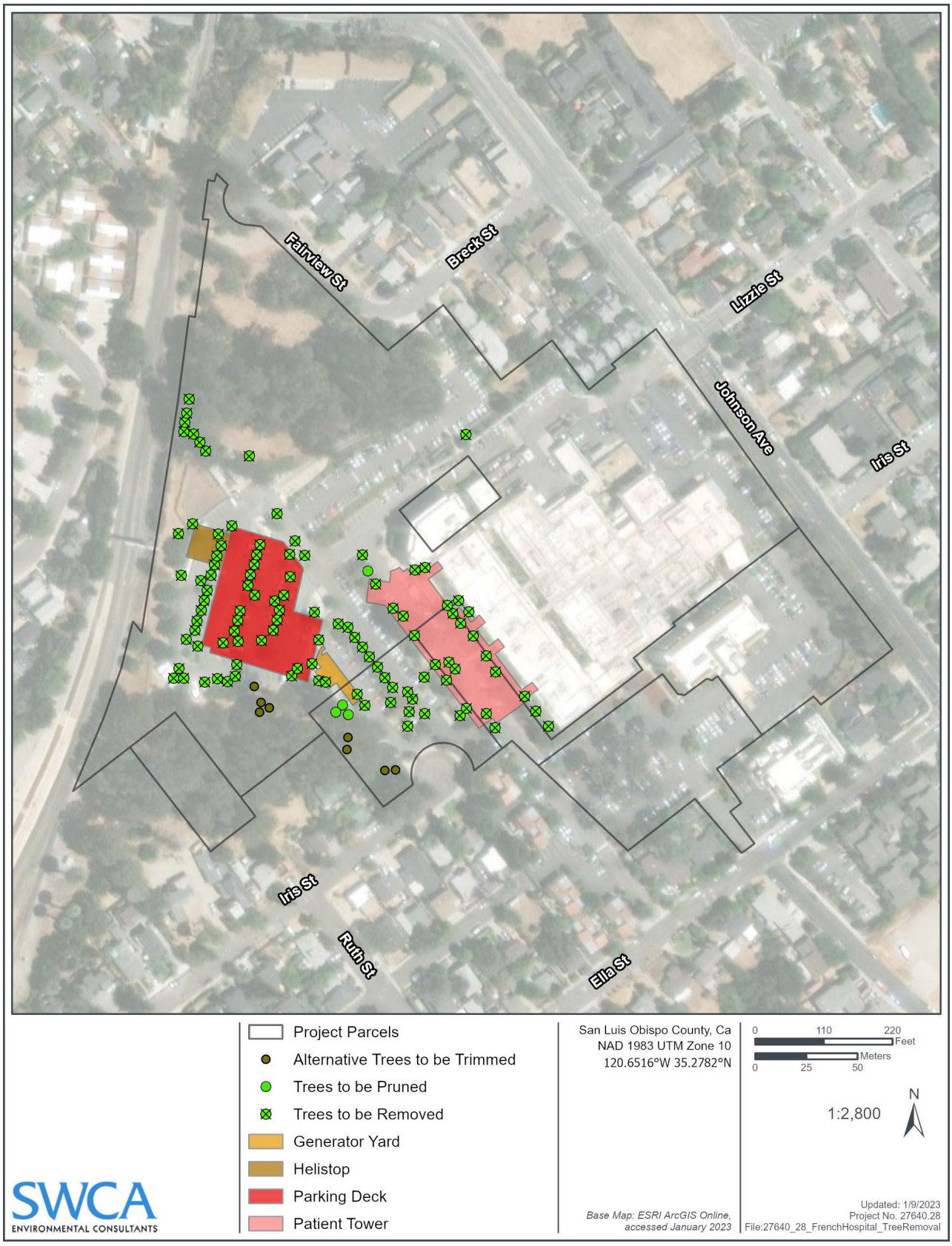


Figure 8. Tree Removal Map

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.

☒	Aesthetics	☒	Greenhouse Gas Emissions	☐	Public Services
☐	Agriculture and Forestry Resources	☒	Hazards and Hazardous Materials	☐	Recreation
☒	Air Quality	☒	Hydrology and Water Quality	☒	Transportation
☒	Biological Resources	☒	Land Use and Planning	☒	Tribal Cultural Resources
☒	Cultural Resources	☐	Mineral Resources	☒	Utilities and Service Systems
☒	Energy	☒	Noise	☐	Wildfire
☐	Geology and Soils	☐	Population and Housing	☒	Mandatory Findings of Significance

FISH AND WILDLIFE FEES

☐	The Department of Fish and Wildlife has reviewed the CEQA document and written no effect determination request and has determined that the project will not have a potential effect on fish, wildlife, or habitat (see attached determination).
☒	The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Wildlife for review and comment.

STATE CLEARINGHOUSE

☒	This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g., Cal Trans, California Department of Fish and Wildlife, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).

DETERMINATION (To be completed by the Lead Agency):

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, by or 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.	☒
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.	☐

Cassidy L. Bewley

Signature

1/10/2023

Date

Cassidy L. Bewley, SWCA Environmental Consultants

Printed Name

For: Michael Codron

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 parentheses following each question. 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.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact' is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with 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 19, "Earlier Analysis," as described in (5) below, 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)). 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 the 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 addressed site-specific conditions for the project.

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.

8. The explanation of each issue should identify:

    a) the significance criteria or threshold, if any, used to evaluate each question; and

    b) the mitigation measure identified, if any, to reduce the impact to less than significance

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	1, 2	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?	1, 3	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	1, 2, 3	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1	☒	☐	☐	☐

Evaluation

The French Hospital Medical Center is located in the northeastern portion of the city of San Luis Obispo, just below the foothills of the Santa Lucia Mountains. The overall landform of the city and its surroundings is generally defined by the convergence of the Chorro and the Los Osos Valleys. A series of low, visually distinct mountain peaks, such as Bishop Peak and Cerro San Luis, separate the two valleys and provide scenic focal points for much of the city. The Santa Lucia Mountains and Irish Hills are the visual limits of this region and are considered the scenic backdrops for much of the city. Development in the region occurs predominantly at the lesser elevations and on the low hills.

The overall development pattern in the project area is an integrated mix of residential single-family, multi-family, commercial, and institutional uses. The institutional development is in the form of medical facilities, educational facilities, public health services, and churches. This variety of uses results in an established suburban visual character surrounding the project. No single architectural theme is evident in the surrounding area.

As described in the project description, the overall French Hospital Medical Center campus is approximately 18 acres in area. Existing development on-site consists of the one-story French Hospital building, the three-story Copeland Health Education Pavilion, the three-story Pacific Medical Plaza to the south of the hospital, and the Ella Street Medical Office Building located farther to the south. An 1,800-square-foot modular building that serves as a business office is located on the north side of the hospital, and surface parking lots surround the buildings along the perimeter of the campus. The topography of the site is nearly flat around the existing buildings on-site, with a steep slope bank between Johnson Avenue and the front parking lot, and another steep slope bank between the rear parking areas and the undeveloped area on the west side of the site.

Landscaping throughout the project site includes a variety of ornamental and native species. Mature trees are located in the parking lots, adjacent to buildings, and along the site perimeter. Shrubs and groundcovers are located throughout the site. The landscaping provides aesthetic value to the site as well as a partial visual screening of the development from the surrounding area. This existing landscaping also provides a visual continuity with the vegetated character of the adjacent neighborhoods.

The *City of San Luis Obispo General Plan Conservation and Open Space Element* (COSE) identifies specific goals and policies intended to protect and enhance the city's visual quality and character. Policies in the COSE relevant to aesthetics include, but are not limited to, the following:

- **Policy 9.1.2 Urban development.** Urban development should reflect its architectural context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources.

- **Policy 9.1.5 View protection in new development.** The City will include in all environmental review and carefully consider effects of new development, streets and road construction on views and visual quality by applying the Community Design Guidelines, height restrictions, hillside standards, Historical Preservation Program Guidelines and the California Environmental Quality Act and Guidelines.
- **Policy 9.2.1 Views to and from public places, including scenic roadways.** The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure 11 (COSE) are designated as scenic roadways.
    (A) Development projects shall not wall off scenic roadways and block views.
    (B) Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs.
    (C) Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features.
    (D) Development projects, including signs, in the viewshed of a scenic roadway shall be considered "sensitive" and require architectural review.
- **Policy 9.2.2 Views to and from private development.** Projects should incorporate as amenities views from and within private development sites. Private development designs should cause the least view blockage for neighboring property that allows project objectives to be met.
- **9.2.3 Outdoor lighting.** Outdoor lighting shall avoid: operating at unnecessary locations, levels, and times; spillage to areas not needing or wanting illumination; glare (intense line-of-site contrast); and frequencies (colors) that interfere with astronomical viewing.

The City has adopted a Lighting and Night Sky Preservation Ordinance that applies to projects requiring a building permit or electrical permit that includes outdoor lighting or signage, with the exception of emergency aviation lighting operated by public agencies or for the purpose of aviation safety. This ordinance identifies lighting policies, including, but not limited to, requiring outdoor lighting to be designed, installed, and maintained to prevent nighttime sky light pollution and be directed downward and away from adjacent properties and public rights-of-way, and no lighting on private property shall produce an illumination level greater than two maintained horizontal foot-candles at grade on any property within a residential zone.

Discussion

a) Scenic vistas are generally defined as high-quality views displaying good aesthetic and compositional value that can be seen from public viewpoints. From viewpoints in the immediate vicinity of the project, scenic vistas of the Morros, Santa Lucia foothills, and other visual resources are available, although they are often filtered or obscured by intervening neighborhood development or landscaping. The project would include construction of new structures, tree removal, and trimming activities that may have the potential to alter views of surrounding scenic vistas. Therefore, the project may result in a substantial adverse effect on a scenic vista, and this topic will be evaluated in the Focused EIR.

b) The project site is located approximately 0.8 mile from U.S. Route 101 (US 101), which, at this location, is designated as Eligible for listing as a State Scenic Highway by the California Department of Transportation (Caltrans). The project site is not visible from any proximate Officially Designated State Scenic Highway; therefore, no impacts would occur, and potential impacts related to damaging scenic resources within the viewshed of a scenic highway will not be evaluated in the Focused EIR.

c) Project-related actions would be considered to have a significant impact on the visual character of the site if they altered the area in a way that substantially changed, detracted from, or degraded the visual quality of the site or was inconsistent with City policies regarding visual quality and character. The proposed patient tower and/or parking deck would be visible to some degree from portions of several nearby streets, including Johnson Avenue, Ella Street, Iris Street, George Street, Leff Street, Toro Street, and others. The project would be readily seen from the Terrace Hill Open Space, and the patient tower and parking deck would have the potential to be seen from various other locations throughout the community. If off-site tree pruning is not possible, the project would require the placement of two 125-foot-tall obstruction light poles

along the southern perimeter of the project site (see Figure 2). If the obstruction light poles are constructed, the project would result in the removal of 105 trees and the pruning of eight trees adjacent to the existing grove of large eucalyptus trees. Project structural components and proposed tree removals/tree trimming would have the potential to result in degradation of the existing visual character or quality of public views and/or conflict with the applicable zoning and other applicable regulations governing scenic quality. Therefore, this topic will be evaluated in the Focused EIR.

d) The project would result in a significant impact if it subjected viewers from public areas or residences to a substantial amount of new night lighting, or if the collective illumination of the project resulted in a noticeable spill-over effect into the nighttime sky, increasing the ambient light over the region. As described in the project description, the project would include new lighting throughout the site, including exterior lighting in and around entrances to the patient tower, the parking deck, and generator yard and along main walkways; helistop lighting; and helicopters that use the proposed helistop on the site would be equipped with landing lights that would light the helistop as they are approaching. The proposed lighting components associated with the project would have the potential to create a new source of substantial light which would adversely affect nighttime views in the area; therefore, this topic will be evaluated in the Focused EIR.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	1, 4	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	2, 5	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	2, 5	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	1, 2, 6	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	1, 2, 5	☐	☐	☒	☐

Evaluation

The California Department of Conservation (CDOC) classifies and maps agricultural lands in the state in the Farmland Mapping and Monitoring Program (FMMP). The FMMP identifies five farmland categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Farmland of Local Potential. The project site is designated as Urban and Built-Up Land by the FMMP (source reference 4).

According to California Public Resources Code (PRC) Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more

forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland is defined as land, other than land owned by the federal government and land designated by the California Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

Discussion

a–e) The project site is designated as Urban and Built-Up Land by the FMMP and is not located on lands designated as Farmland by the FMMP. The project site is not located within an Agricultural Zone, and based on the City COSE, the project site is not located within or immediately adjacent to land under an active Williamson Act Contract. The project site does not include land use designations or zoning for forest land or timberland. Proposed tree removal would primarily occur within the existing development footprint and would be required to comply with the City compensatory planting policy and City engineering standards as set forth in the City Municipal Code, which require compensatory plantings of trees to offset the loss of trees removed; therefore, proposed tree removal would not constitute conversion of forest land. There is no agricultural or forest land within close proximity of the project that could be substantially indirectly affected by project development, such as through construction-related dust. Similarly, there is no proximate agricultural or forest land that would be potentially affected by operational effects such as water usage or land use patterns or changes. The proposed project would not adversely affect agricultural or forestry resources; therefore, potential impacts related to agriculture and forestry resources will not be further evaluated in the Focused EIR.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	1, 7	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	1, 7, 8	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	1, 7	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	1, 9	☒	☐	☐	☐

Evaluation

The city of San Luis Obispo is located within the South-Central Coast Air Basin (SCCAB), which also includes Santa Barbara and Ventura Counties. Air quality within the SCCAB is regulated by several jurisdictions, including the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), and SLOAPCD.

For the protection of public health and welfare, the Clean Air Act (CAA) required that the USEPA establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the USEPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health.

San Luis Obispo County is currently designated as "non-attainment" for the state standards for ground-level ozone, partial nonattainment for federal ambient standards for ground-level ozone, and nonattainment for the state standards for particulate matter 10 microns in diameter or smaller (PM_{10}; source reference 8). Air pollutants that create ozone when combined in the air are called ozone precursors, and these include reactive organic gases (ROG) and nitrogen oxides (NO_x). The City COSE identifies goals and policies to achieve and maintain air quality that supports health and enjoyment for those who live, work, and visit the

city. These goals and policies include meeting federal and state air quality standards, reducing dependency on gasoline- or diesel-powered motor vehicles and encouraging walking, biking, and public transit use.

The SLOAPCD's *2001 Clean Air Plan* (2001 CAP) addresses the attainment and maintenance of federal and state ambient air quality standards. The 2001 CAP outlines the SLOAPCD's strategies to reduce ozone-precursor pollutants (i.e., ROG and NO_x) from a wide variety of sources. The 2001 CAP includes a stationary-source control program, which includes control measures for permitted stationary sources, as well as transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by SLOAPCD. Transportation and land use control measures are implemented at the regional or local level by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled (VMT), and promotion of congestion management efforts.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are most likely to be affected by air pollution (i.e., sensitive receptors): children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. The project site is located within 1,000 feet of multiple sensitive receptors, including residential uses located directly north, south, and east of the project site.

Asbestos is the common name for a group of naturally occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant (TAC) by the CARB. Any ground disturbance proposed in an area identified as having the potential to contain NOA must comply with the CARB Airborne Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. The SLOAPCD NOA Map indicates that the project site is located within an area identified as having a potential for NOA to occur (source reference 9). Asbestos-containing materials (ACM) may also be present in existing structures, the demolition of which may be subject to regulatory requirements for the control of ACM.

Discussion

a–d) The project has the potential to be inconsistent with the air quality goals and/or objectives of the SLOAPCD CEQA Air Quality Handbook and other applicable air quality plans. Future construction activities would result in temporary air pollutant emissions, including ozone precursors and fugitive dust that have the potential to exceed SLOAPCD thresholds for construction-related emissions. In addition, the project would generate additional vehicle trips to and from the project site, which could increase long-term operational emissions. The proposed project would have the potential to generate adverse odors from equipment and fuels used during grading and construction activities. The project also has the potential to result in other emissions as a result of demolition and ground-disturbing activities that could release NOA and/or ACM. Therefore, potential impacts related to air quality are considered potentially significant and will be further evaluated in the Focused EIR.

4. BIOLOGICAL RESOURCES

Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1, 2, 12, 13, 14	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1, 2, 12, 13, 14	☒	☐	☐	☐

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	13	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	2, 13	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	2, 6, 10, 11	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	2	☐	☐	☐	☒

Evaluation

The project site is located within a developed area of the city of San Luis Obispo, surrounded by moderately dense residential development, a railroad, and public school facilities. The project site currently supports existing hospital and medical office uses, paved and landscaped parking areas, and an approximately 3.6-acre open space easement that supports densely vegetated areas, two riparian corridors, and a bike path. The area that would be disturbed by project development is almost entirely paved, with the exception of the 0.11-acre area proposed to be removed from the existing open space easement. The open space easement supports clusters of eucalyptus trees, native oak trees, and other vegetation; a creek that traverses the southern portion of the property; and a creek that traverses the northern portion of the property.

The city of San Luis Obispo is generally surrounded by open rangeland used for grazing and other agricultural uses and open space areas that support a variety of natural habitats and plant communities. The city's many creeks provide sheltered corridors that allow local wildlife to move between habitats and open space areas. The City COSE identifies various goals and policies to maintain, enhance, and protect natural communities within the City planning area. These policies include, but are not limited to, protection of listed species and species of special concern, preservation of existing wildlife corridors, protection of significant trees, and maintaining development setbacks from creeks.

The City's Tree Ordinance (City Municipal Code Chapter 12.24) was adopted in 2010 and updated in 2019 with the purpose of establishing a comprehensive program for installing, maintaining, and preserving trees within the city. This ordinance includes policies that encourage preservation of trees whenever possible and feasible, detail the procedure and requirements for acquisition of a permit for tree removal within the city, and identify application requirements for tree removals associated with development permits. The City's Tree Ordinance requires planting of a minimum of one new tree for each tree authorized to be removed when planted on the same property or two new trees for each tree authorized to be removed when planted on a different property or within the public right-of-way (off-site) (source reference 10). The City has also established a Heritage Tree Program, which protects Heritage trees throughout the city designated by the Tree Committee and City Council. Based on the City's Geographic Information Systems (GIS) Division Heritage Trees map, no heritage trees are located within the project site (source reference 11).

Discussion

a–e) The project site has the potential to support special-status plant and animal species and sensitive natural communities; therefore, construction and operational activities would have the potential to disturb these biological resources that may be present within the project area. There is a creek that traverses the southwestern portion of the property within the existing open space easement and a creek that traverses the northern portion of the property. Proposed construction activities, including grading, tree removals, and excavation activities may have the potential to result in increased soil erosion and/or siltation that may affect proximate native riparian habitat areas. Proposed construction activities have the potential to adversely affect biological resources located within or adjacent to the project area; therefore, potential impacts

related to special-status species, sensitive communities, wildlife movement and migratory corridors, and consistency with policies or ordinances associated with protection of biological resources will be evaluated in the Focused EIR.

f) The project is not located within an area under an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other approved state, regional, or local HCP and would not conflict with the provisions of an adopted HCP; therefore, potential impacts related to conflict with an HCP will not be further evaluated in the Focused EIR.

5. CULTURAL RESOURCES

Would the project:					
a) Cause a substantial adverse change in the significance of a historic resource pursuant to §15064.5?	1, 2, 15, 16, 17, 18	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	2, 15	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	2, 15	☒	☐	☐	☐

Evaluation

Pre-Historic Setting

Archaeological evidence demonstrates that Native American groups (including the Chumash) have occupied the Central Coast for at least 10,000 years. The city of San Luis Obispo is located within the area historically occupied by the Obispeño Chumash, the northernmost of the Chumash people of California. The Obispeño Chumash occupied much of San Luis Obispo County; the earliest evidence of human occupation in the region comes from archaeological sites along the coast. The project site is not located within a Burial Sensitivity Area as identified in Figure 1 of the City COSE.

Historic Setting

In 1946 Navy Medical Corps veteran Dr. Edison French purchased the San Luis Sanitarium on Marsh Street in San Luis Obispo and renamed the facility French Hospital. There, he began to practice state-of-the-art medicine and claimed to be the first surgeon in San Luis Obispo County to use intravenous anesthesia, perform a lung resection, and conduct a collapsed lung therapy. He was also the first specialist to actively encourage other specialists to settle in the area. In 1972 Dr. French closed the doors to the French Hospital on Marsh Street and opened a larger French Hospital on Johnson Avenue, the current project location. Dr. French passed away in 1976. On June 1, 2004, French Hospital Medical Center was acquired by Dignity Health, one of the nation's largest not-for-profit healthcare systems (source reference 17).

The City COSE establishes various goals and policies to balance cultural and historical resource preservation with other community goals. These policies include, but are not limited to the following:

a. Identification, preservation, and rehabilitation of significant historic and architectural resources;

b. Prevention of demolition of historically or architecturally significant buildings unless doing so is necessary to remove a threat to health and safety;

c. Consistency in the design of new buildings in historical districts to reflect the form, spacing and materials of nearby historic structures; and

d. Identification and protection of neighborhoods or districts having historical character due to the collective effect of Contributing or Master List historic properties.

The project site is located adjacent to the Railroad Historic District (source reference 5). No designated Historic Properties are located within the project site (source reference 18).

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion

a) The project would not result in demolition or removal of any existing structures on-site, with the exception of existing parking lot areas and landscaping. The existing Copeland Health Pavilion would be modified to allow for connecting walking bridges to the proposed patient tower. The project site is not located within a Historic District or Historic Property designated by the City COSE. The project site does not currently contain any historic resources identified in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). The project site is not identified on the City's Historical Properties map; therefore, the project would not result in a substantial adverse change in the significance of, or any other adverse impact to, a historical resource and potential impacts would be *less than significant,* and this topic will not be evaluated in the Focused EIR.

b, c) A records search was requested from the Central Coast Information Center (CCIC) of the California Historical Resources Information System (CHRIS), located at the Santa Barbara Museum of Natural History. Staff at the CCIC completed the CHRIS records search of the project site and all areas within a 1/8-mile radius on September 8, 2021. The CCIC records search results revealed that five reports have been prepared that overlap with all or a portion of the project site and no resources have been identified within the project area. Within a 1/8-mile radius of the project area, 10 reports have been completed and one resource has been identified. Therefore, the project would not result in the disturbance of any known archaeological resources.

The project site does not currently contain any historic resources identified in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), and the project would not result in demolition or removal of any existing structures on-site; however, there is potential for project excavation and grading activities to uncover and/or disturb unknown archaeological resources and/or human remains. Therefore, potential impacts related to cultural resources and potential disturbance of human remains will be further evaluated in the Focused EIR.

6. ENERGY

Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	1, 2	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	1, 2	☒	☐	☐	☐

Evaluation

Energy sources for the city of San Luis Obispo are served primarily by Pacific Gas & Electric (PG&E) and 3CE. PG&E energy generation was supplied from approximately 29% of renewable energy sources (i.e., biomass and waste, geothermal, small hydroelectric, solar, and wind), 27% of large hydroelectric sources, and 44% of nuclear sources. Participation in PG&E as an electricity provider is mandatory. 3CE is a locally controlled public agency supplying clean and renewable electricity for residents and businesses in Monterey, San Benito, parts of San Luis Obispo, Santa Barbara, and Santa Cruz Counties. 3CE is based on a local energy model called Community Choice Energy that partners with the local utility (i.e., PG&E), which continues to provide consolidated billing, electricity transmission and distribution, customer service, and grid maintenance services. 3CE provides customers with a choice for clean and renewable energy and community reinvestment through rate benefits and local greenhouse gas (GHG)-reducing energy programs for residential, commercial, and agricultural customers. Participation in 3CE as an electricity provider is voluntary. Natural gas services in the city of San Luis Obispo are provided by PG&E and the Southern California Gas Company (SoCalGas).

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and non-residential structures, the most recent version of which are referred to as the 2019 Building Energy Efficiency Standards. These standards focus on four key areas:

smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and non-residential ventilation requirements, and non-residential lighting requirements.

The City's Clean Energy Choice Program for New Buildings encourages clean, efficient, and cost-effective all-electric new buildings through incentives and local amendments to the California Energy Code. When paired with cost-comparable modern electric appliances and carbon-free electricity from 3CE, all-electric new buildings are operationally GHG emissions-free and cost effective. There are several exemptions to the Clean Energy Choice Program for New Buildings, including natural gas plumbing and appliances in commercial kitchens and emergency generators and other uses of natural gas required for public health and safety.

The *City of San Luis Obispo Climate Action Plan for Community Recovery* is a long-range plan to reduce GHG emissions from City government operations and community activities. The Climate Action Plan will also help achieve multiple community goals, such as lowering energy costs, reducing air pollution, and supporting local economic development. The Climate Action Plan was prepared with the goal of achieving carbon neutrality by 2035 and includes measures to reduce community-wide GHG emissions by 45% below 1990 levels by 2030 and 66% below 1990 levels by 2035, which is consistent with California's goal of reducing GHG emissions to 40% below 1990 levels by 2030.

The Energy section of the City COSE includes various goals and policies pertaining to energy use. Applicable General Plan goals include the following:

- **Goal 4.2. Sustainable energy use.** 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.
- **Goal 4.4.4. Solar access.** Encourage the provision for and protection of solar access.

Discussion

a–b) Implementation of the proposed project would increase electricity, diesel, gasoline, and natural gas consumption associated with construction activities, as well as long-term operational activities. In addition, the project has the potential to conflict with applicable state and local plans for renewable energy or energy efficiency. Therefore, potential impacts related to energy resources are considered potentially significant and will be further evaluated in the Focused EIR.

7. GEOLOGY AND SOILS

Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	20, 21	☐	☐	☐	☒
ii. Strong seismic ground shaking?	20, 21	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	20	☐	☐	☒	☐
iv. Landslides?	1, 20	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	1, 23, 24	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	1, 20, 22, 23, 24	☐	☐	☒	☐

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 1802.3.2 of the California Building Code (2013), creating substantial direct or indirect risks to life or property?	23, 24	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	1	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	23, 24, 25, 26	☐	☐	☒	☐

Evaluation

The *City of San Luis Obispo General Plan Safety Element* identifies active, potentially active, and inactive mapped and inferred faults with the potential to affect the city in the event of rupture. The Los Osos Fault, adjacent to the city of San Luis Obispo, is identified under the State of California Alquist-Priolo Fault Hazards Act (Alquist-Priolo Act) and is classified as active. The West Huasna, Oceanic, and Edna Faults are considered potentially active and present a moderate fault rupture hazard to developments near them. The San Andreas Fault and the offshore Hosgri Fault, which present the most likely source of ground shaking for San Luis Obispo, have a high probability of producing a major earthquake within an average project lifespan. The highest risk from ground shaking is found on deep soils that were deposited by water, are geologically recent, and have many pore spaces among the soil grains. These are typically in valleys (source reference 20).

Faults capable of producing strong ground-shaking motion in San Luis Obispo include the Los Osos, Point San Luis, Black Mountain, Rinconada, Wilmar, Pecho, Hosgri, La Panza, and San Andreas Faults. Engineering standards and building codes set minimum design and construction methods for structures to resist seismic shaking. Based on the CDOC Fault Activity Map and the City Safety Element Earthquake Faults – Local Area map, the project site is not located within or within the immediate vicinity of an active fault zone (source references 20, 21).

Seismic-Related Ground Failure

Settlement is defined as the condition in which a portion of the ground supporting part of a structure or facility settles (lowers) more than the rest or becomes softer, usually because ground shaking reduces the voids between soil particles, often with groundwater rising in the process. 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. Soils with high risk for liquefaction are typically sandy and in creek floodplains or close to lakes. 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. Based on the Ground Shaking and Landslide Hazards Map in the City Safety Element, the project site is not located within an area with high liquefaction potential.

Slope Instability and Landsides

Slope instability can occur as a gradual spreading of soil, a relatively sudden slippage, a rockfall, or in other forms. Causes include steep slopes, inherently weak soils, saturated soils, and earthquakes. Improper grading and humanmade drainage can be contributing factors. Much of the development in San Luis Obispo is in valleys, where there is low potential for slope instability. Based on the Ground Shaking and Landslide Hazards Map in the City Safety Element, the project site is located within an area with moderate landslide potential.

Subsidence

Land subsidence is a gradual settling or sudden sinking of the Earth's surface due to subsurface movement of earth materials. Primary causes are groundwater withdrawal, in which water is removed from pore space as the water table drops, causing the ground surface to settle; tectonic subsidence, where the ground surface is warped or dropped lower due to geologic factors such as faulting or folding; and earthquake-induced shaking that causes sediment liquefaction, which in turn can lead to ground-surface subsidence. Based on the U.S. Geological Survey (USGS) Areas of Land Subsidence in California Map, the project site is not located in an area of known subsidence (source reference 22).

Soil Limiting Factors

The project site is underlain by two soil units, as described below based on the San Luis Obispo County Soil Survey (source reference 24):

- 130. Diablo and Cibo clays, 9 to 15 percent slopes. These strongly sloping soils occur on low-lying foothills. The Diablo soil is deep and well drained, with slow permeability and moderate water erosion hazard. The Cibo soil is moderately deep and well drained, with slow permeability and moderate water erosion hazard. Both soils have high shrink-swell potential. Limitations for urban development on this soil complex are the high shrink-swell potential, low strength, and slow permeability. The soil is also hard to pack due to high clay content. Foundation and footing design should consider these limitations.
- 164. Los Osos-Diablo complex, 15 to 30 percent slopes. These moderately steep soils are moderately deep to deep and well drained. Permeability is slow and surface runoff is rapid. The hazard of water erosion is moderate or high. The soil has high shrink-swell potential in the subsoil and is subject to slippage when wet. Limitations to urban development include the steep slopes, high shrink-swell potential, and low strength. Because of these limitations, the subgrade often needs to be removed and replaced with a more suitable material, or a high degree of compaction and moisture control needs to be maintained during construction. Septic tank absorption fields do not function properly because of the slope, slow permeability, and depth to rock.

Discussion

a.i) Based on the City Safety Element Earthquake Faults – Local Area map and CDOC Fault Activity Map of California, the project site is not located within a mapped Alquist-Priolo earthquake hazard zone or other mapped earthquake fault zone. The nearest mapped fault zone to the project site is a fault line associated with the Oceanic Fault zone, approximately 1.5 miles northwest of the project parcel. Therefore, the project would not have the potential to result in substantial adverse effects involving rupture of a known earthquake fault, no impacts would occur, and potential impacts will not be further evaluated in the Focused EIR.

a.ii) Based on the City Safety Element Earthquake Faults – Local Area map and CDOC Fault Activity Map of California, the project site is not located within 1 mile of a known active or potentially active fault. However, San Luis Obispo is located in a seismically active region and there is always a potential for seismic ground shaking. The project would be required to comply with the CBC and other applicable standards to ensure the effects of a potential seismic event would be minimized through compliance with current engineering practices and techniques. The project does not include unique components that would be particularly sensitive to seismic ground shaking or result in an increased risk of injury or damage as a result of ground shaking. Implementation of the project would not expose people or structures to significant increased risks associated with seismic ground shaking; therefore, impacts would be less than significant, and potential impacts will not be further evaluated in the Focused EIR.

a.iii) Based on the City Safety Element Ground Shaking and Landslide Hazards Map, the project site is not located in an area with high potential for liquefaction. In addition, development would be required to be designed in compliance with CBC seismic requirements to address the site's potential for seismic-related ground failure; therefore, the potential impacts would be less than significant and will not be further evaluated in the Focused EIR.

a.iv) Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the City Safety Element Ground Shaking and Landslide Hazards Map, the project site is located in an area with moderate potential for landslide risk. The project development site is located within existing parking areas with nearly level topography, and the project would not require substantial grading that would alter the topography of the site. There are no steep slopes within or immediately adjacent to the project site. Therefore, the project would not result in significant adverse effects associated with landslides and potential impacts would be less than significant and will not be further evaluated in the Focused EIR.

b) The project would require approximately 3,260 cubic yards of materials to be exported from the site, including the removal of 105 trees, existing pavement within the project building footprints, and soil to allow for the construction of building foundations. Site disturbance would occur over a total area of 3.33 acres. Projects that disturb 1 acre of soil or more are required to obtain National Pollutant Discharge Elimination System (NPDES) coverage under the NPDES General Permit

for Storm Water Discharges Associated with Construction Activity (General Permit), Order No. 2009-0009-DWQ. The General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) for stormwater runoff, including measures to prevent soil erosion. Because more than 1 acre of land would be disturbed during the construction phase, the applicant would be required to prepare a SWPPP and obtain a stormwater permit from the Regional Water Quality Control Board (RWQCB). Compliance with permit conditions would require implementation of erosion control BMPs. Therefore, based on compliance with existing regulations, potential impacts related to soil erosion and loss of topsoil would be less than significant and will not be further evaluated in the Focused EIR.

c) Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the City Safety Element Ground Shaking and Landslide Hazards Map, the project site is not located within an area with high landslide potential and the project development site is located in an area with nearly level topography. Based on the City Safety Element and USGS data, the project is not located in an area of historical or current land subsidence or with high liquefaction potential. The project would be required to comply with CBC seismic requirements to address potential seismic-related ground failure, including lateral spread and liquefaction. Therefore, based on compliance with existing regulations, potential impacts related to location on a geologic unit or soil unit that is unstable would be less than significant and will not be further evaluated in the Focused EIR.

d) Based on the Soil Survey of San Luis Obispo County and the Web Soil Survey, the project site is located in an area underlain by soils with high shrink-swell potential. The volume changes that soils undergo in this cyclical pattern can stress and damage slabs and foundations. A soils report prepared by a qualified engineer is required upon review of the building permit to evaluate the proposed development activities and provide specific recommendations to adequately protect future proposed development against soil stability hazards, including expansive soils. Typical precautionary measures would likely include premoistening of the underlying soil in conjunction with placement of non-expansive material beneath slabs and a deepened and more heavily reinforced foundation. Therefore, based on compliance with existing regulations, potential impacts associated with expansive soils would be less than significant and will not be further evaluated in the Focused EIR.

e) The project would include a new connection to the city sewer system. No septic tanks or alternative wastewater treatment systems are proposed on-site. Therefore, no impacts would occur, and potential impacts will not be further evaluated in the Focused EIR.

f) The project site is developed with existing hospital and office uses, paved and landscaped parking areas, and an open space and drainage easement with a bike path. The project site does not support any unique geologic features. The project site is underlain by a Jurassic/Cretaceous period-aged mélange of claystone, graywacke, and blocks of other Franciscan rocks (fm). Geologic units within the Franciscan Complex, such as fm, are considered to have low potential for producing significant fossils (source reference 26). Therefore, potential impacts related to paleontological resources would be less than significant and will not be further evaluated in the Focused EIR.

8. GREENHOUSE GAS EMISSIONS

Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	1	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	1, 30	☒	☐	☐	☐

Evaluation

GHGs are any gases that absorb infrared radiation in the atmosphere and are different from the criteria pollutants discussed in Section 3, Air Quality. The primary GHGs that are emitted into the atmosphere as a result of human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The City has completed a community-wide inventory of GHG emissions for years 2005 and 2016, which are summarized in Table 2. As shown, a majority of the City's emissions are associated

with mobile sources. Remaining GHG emissions are predominantly associated with energy use and solid waste generation. In comparison to year 2005 community-wide emissions, year 2016 emissions decreased by a total of approximately 12%.

Table 2. City of San Luis Obispo GHG Emissions Inventories

Sector	Year 2005	Year 2016	Percent Change from 2005–2016
Transportation	225,390	212,980	-6%
Non-residential Energy	58,050	44,270	-24%
Residential Energy	55,450	39,410	-29%
Solid Waste	47,740	42,630	-11%
Total	386,630	339,290	-12%

Statewide legislation, rules, and regulations have been adopted to reduce GHG emissions from significant sources. Senate Bill (SB) 32 and Executive Order (EO) S-3-05 extended the state's GHG reduction goals and required the CARB to regulate sources of GHGs to meet a state goal of reducing GHG emissions to 1990 levels by 2020, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050. Other statewide policies adopted to reduce GHG emissions include AB 32, SB 375, SB 97, the Clean Car Standards, the Low Carbon Fuel Standard, the Renewable Portfolio Standard, the CBC, and the California Solar Initiative.

The CBC contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC is adopted every 3 years by the California Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

The *2019 SLOCOG Regional Transportation Plan* (RTP) was adopted by the San Luis Obispo Council of Governments (SLOCOG) Board in June 2019. The RTP includes the region's Sustainable Communities Strategy (SCS), which outlines how the region will meet or exceed its GHG reduction targets as required by SB 375 through the promotion of a variety of transportation demand management and system management tools and techniques to maximize the efficiency of the transportation network. Consistency with the requirements of SB 375 ensures consistency with the GHG-reduction targets set by the CARB. The 2019 SCS was found to be consistent with the requirements of SB 375 and is also consistent with the general plans of the region's jurisdictions.

The City's Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities. The Climate Action Plan will also help achieve multiple community goals, such as lowering energy costs, reducing air pollution, and supporting local economic development. The Climate Action Plan was prepared with the goal of achieving carbon neutrality by 2035 and includes measures to reduce community wide GHG emissions by 45% below 1990 levels by 2030 and 66% below 1990 levels by 2035, which is consistent with California's goal of reducing GHG emissions to 40% below 1990 levels by 2030.

Discussion

a–b) Implementation of the proposed project would generate GHG emissions during short-term construction and long-term operational activities. As such, the project has the potential to generate GHG that may have a significant effect on the environment and/or conflict with applicable plans, policies, and/or regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, potential impacts related to GHG emissions are considered potentially significant and will be further evaluated in the Focused EIR.

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1, 9	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1, 9	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	28, 29, 30	☐	☐	☐	☒
e) 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 result in a safety hazard or excessive noise for people residing or working in the project area?	31	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1, 32	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	1, 20	☐	☐	☒	☐

Evaluation

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control (DTSC) EnviroStor database tracks DTSC cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund, state response, voluntary cleanup, school cleanup, school investigation, and military evaluation sites. The State Water Resources Control Board (SWRCB) GeoTracker database contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST), Department of Defense, and Cleanup Program sites. The remaining data regarding facilities or sites identified as meeting the "Cortese List" requirements can be located on the CalEPA website: https://calepa.ca.gov/sitecleanup/corteselist/.

Based on a review of the DTSC EnviroStor and SWRCB GeoTracker databases, the project site is not located within an active hazardous waste cleanup site. The closest active investigation site is a Cleanup Program site located approximately 850 feet north of the project site on San Luis Drive. Cleanup Program sites includes all non-federally owned sites that are regulated under the SWRCB's Site Cleanup Program and/or similar programs conducted by each of the nine RWQCBs. According to current SWRCB records, the Cleanup Program site on San Luis Drive has undergone assessment and interim remedial action as of 2019 and semi-annual groundwater monitoring continues. No historic oil or gas wells are recorded within the project site or immediate vicinity (source reference 30).

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The project site is located approximately 2.3 miles north of the San Luis Obispo County Regional Airport and is not located within the associated Airport Influence Area (source reference 31).

Discussion

a–c) The project would have the potential to result in hazards to the public or the environment associated with the transport, use, and disposal of hazardous materials and/or substances. Construction activities associated with the project are anticipated to require use of limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc., and the project site is located within 0.25 mile of San Luis Obispo High School and San Luis Coastal Adult School. Therefore, the project may have the potential to result in potentially significant impacts associated with the routine transport, use, or disposal of hazardous materials; significant hazards involving the release of hazardous materials into the environment; and emissions of hazardous materials within 0.25 mile of a school, and these impacts will be evaluated in the project Focused EIR.

d) Based on a review of the DTSC EnviroStor and SWRCB GeoTracker databases, the project site is not located within an active hazardous waste cleanup site. The closest active investigation site is a Cleanup Program site located approximately 850 feet north of the project site on San Luis Drive. Therefore, *no impacts* would occur, and potential impacts associated with this topic will not be further evaluated in the Focused EIR.

e) The project site is located approximately 2.3 miles north of the San Luis Obispo County Regional Airport. Based on the Airport Land Use Plan (ALUP) for the San Luis Obispo County Regional Airport, the project is not located within the Airport Land Use Planning Area or noise contours. Therefore, *no impacts* would occur, and potential impacts associated with safety hazards or excessive noise from airplanes will not be further evaluated in the Focused EIR.

f) The project would not result in any temporary or long-term road closures. The project site is not identified as a Safe Refuge Area in the City of San Luis Obispo Fire Evacuation Plan, and all existing hospital facilities would remain in operation during project construction. Therefore, project implementation would not result in a significant temporary or permanent impact on any adopted emergency response plans or emergency evacuation plans. Therefore, potential impacts associated with emergency response plans and/or emergency evacuation plans would be *less than significant* and will not be evaluated in the project Focused EIR.

g) The project is not located within or adjacent to a wildland area. The project is located within a developed area of the city of San Luis Obispo. The project would be required to demonstrate compliance with all applicable fire safety rules and regulations including the California Fire Code and PRC prior to issuance of building permits; therefore, potential impacts associated with hazards of wildland fires would be *less than significant* and will not be evaluated in the Focused EIR.

10. HYDROLOGY AND WATER QUALITY

Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	1, 13, 33	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	36	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i. Result in substantial erosion or siltation on or off site;	1, 24	☐	☐	☒	☐

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	1	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	1	☐	☐	☒	☐
iv. Impede or redirect flood flows?	1, 35	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	35, 37	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	1, 13, 33, 34	☐	☐	☒	☐

Evaluation

The project site is located within the San Luis Obispo Creek watershed, which is an approximately 53,271-acre coastal basin in southern San Luis Obispo County. The watershed rises to an elevation of about 2,500 feet above sea level in the Santa Lucia Range. San Luis Obispo Creek flows to the Pacific Ocean and has six major tributary basins: Stenner Creek, Prefumo Creek, Laguna Lake, East Branch San Luis Obispo Creek, Davenport Creek, and See Canyon (source reference 33).

The San Luis Obispo Creek watershed is physiographically and geologically diverse. Areas within the watershed are grouped into Watershed Management Zones (WMZ) based on physical attributes. The project site is located within a WMZ 3 area, which is characterized by flat areas of the region underlain by old, generally impervious rocks with minimal deep infiltration and not overlaying mapped groundwater basins. This WMZ is quite prevalent throughout the eastern part of the city of San Luis Obispo (source reference 33).

The City is enrolled in the General Permit NPDES permit program governing stormwater. As part of this enrollment, the City is required to implement the Central Coast RWQCB's adopted Post Construction Stormwater Management requirements through the development review process. The primary objective of these post-construction requirements is to ensure that the permittee is reducing pollutant discharges to the maximum extent practicable and preventing stormwater discharges from causing or contributing to a violation of receiving water quality standards in all applicable development projects that require approvals and/or permits issued.

The 100-year flood zone identifies areas that would be subject to inundation in a 100-year storm event, or a storm with a 1% chance of occurring in any given year. Based on the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer Viewer, no portion of the project site is located within the 100-year flood zone; however, a northern portion of the project site is overlayed by a 0.2% annual chance flood hazard zone (source reference 35).

In 2015 the state legislature approved the Sustainable Groundwater Management Act (SGMA), which requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans.

Discussion

a) The project site supports creeks within the southwestern and northern portions of the project site, both within the existing open space easement. Proposed project grading, tree removals, and excavation activities may have the potential to result in soil erosion, siltation, or other polluted runoff that may indirectly affect the on-site drainage. Therefore, potential impacts related to violation of water quality standards will be further evaluated in the Focused EIR.

b) The project would be serviced by the City's water system, which has four primary water sources, including Whale Rock Reservoir, Salinas Reservoir, Nacimiento Reservoir, and recycled water (for irrigation), with groundwater serving as a fifth supplemental source. The City no longer draws groundwater for potable purposes as of 2015. Stormwater flows within the project site would be detained within the site to allow for percolation back into the groundwater table; therefore, the

marginal increase in impervious surface area would not decrease groundwater supplies or interfere substantially with groundwater recharge in the project vicinity. Therefore, the project would not deplete groundwater resources, and impacts would be *less than significant* and will not be further evaluated in the Focused EIR.

c.i-iii) The project site is generally flat and does not pose a substantial risk to downslope runoff, sedimentation, erosion, or runoff. As discussed in Section 7, Geology and Soils, the project would be required to implement a SWPPP with BMPs to address stormwater runoff, including measures to prevent soil erosion. Therefore, the project would not have the potential to result in substantial erosion or siltation on- or off-site.

As discussed under Threshold 10.a, above, the proposed new improvements would drain to an existing stormwater basin that was designed to attenuate the peak runoff rate for the full build out of the hospital. The project includes stormwater collection and treatment features to satisfy performance regulations required by the Central Coast RWQCB's adopted Post Construction Stormwater Management requirements. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding or exceed the capacity of existing or planned stormwater drainage systems or result in a substantial additional source of polluted runoff. Therefore, potential impacts would be *less than significant* and will not be evaluated in the Focused EIR.

c.iv) The 100-year flood zone identifies areas that would be subject to inundation in a 100-year storm event, or a storm with a 1% chance of occurring in any given year. Based on the FEMA National Flood Hazard Layer Viewer, no portion of the project site is located within the 100-year flood zone. However, a northern portion of the project site is overlayed by a 0.2% annual chance flood hazard zone. However, project components in this area would consist of driveway improvements including repaving and restriping to accommodate the entrance to the new patient tower. Based on the infrequent nature of the flood zone and location of proposed structures outside of it, potential impacts associated with impeding or redirecting flood flows would be *less than significant* and will not be evaluated in the Focused EIR.

d) As described above, a portion of the proposed driveway improvements would be located within a 0.2% annual chance flood hazard zone. In the event of inundation of the proposed driveway, negligible levels of contaminants present on the driveway could be released, but no substantial release of hazardous materials or other pollutants would occur. Based on the San Luis Obispo County Tsunami Inundation Maps, the project site is not located in an area with potential for inundation by a tsunami. The project site is not located within close proximity to a standing body of water with the potential for a seiche to occur. Therefore, potential impacts associated with inundation would be *less than significant* and will not be evaluated in the Focused EIR.

e) As discussed in the threshold analysis above, the project would not deplete groundwater supplies, or interfere substantially with groundwater recharge. The project includes stormwater treatment and storage facilities and would not conflict with the Central Coastal Basin Plan, or other water quality control plans. The project would not conflict with SGMA, or other local or regional plans or policies intended to manage water quality or groundwater supplies; therefore, potential impacts would be *less than significant* and will not be evaluated in the Focused EIR.

11. LAND USE AND PLANNING

Would the project:					
a) Physically divide an established community?	1	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	1, 2, 12	☒	☐	☐	☐

Evaluation

The project is located within the Office General Plan Designation and the Office (O) Zone. Surrounding zoning and land uses are summarized below:

- **North:** Breck Street and Fairview Street, single-family residential neighborhood in Medium-High Density Residential (R-3) Zone, and multi-family residential housing in Medium-Density Residential (R-2) Zone
- **East:** Johnson Avenue, single-family and multi-family residential neighborhood in R-2 Zone
- **South:** Iris Street, George Street, Ella Street, single-family and multi-family residential neighborhood in R-2 Zone
- **West:** Railroad, multi-family residential neighborhood in R-3 Zone

Discussion

a) The proposed infill development would not result in a physical division between an established community, impede any existing public or private roads, or create any other barriers to movement or accessibility within the community. In addition, the project would be consistent with the general level of development within the project vicinity. Therefore, *no impacts* would occur, and impacts associated with physically dividing an established community will not be further evaluated in the Focused EIR.

b) A detailed analysis of project consistency with applicable land use plans, including, but not limited to the City General Plan, will be evaluated in the Focused EIR.

12. MINERAL RESOURCES

Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	2	☐	☐	☐	☒
b) 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?	2	☐	☐	☐	☒

Evaluation

Based on the City COSE, mineral extraction is prohibited within city limits.

Discussion

a–b) Based on the City COSE, mineral extraction is prohibited within city limits. No known mineral resources are present within the project site and future extraction of mineral resources is very unlikely due to the urbanized nature of the area. Therefore, *no impacts* would occur, and potential impacts related to mineral resources will not be further evaluated in the Focused EIR.

13. NOISE

Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	1, 38	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	1, 38	☒	☐	☐	☐

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or 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?	31	☐	☐	☐	☒

Evaluation

The *City of San Luis Obispo General Plan Noise Element* sets noise exposure standards for the determination of land use compatibility for new noise-sensitive land uses and establishes performance standards for new transportation and non-transportation noise sources. The City's noise standards for transportation noise sources are summarized in Table 3 and non-transportation noise sources are summarized in Table 4.

Table 3. City of San Luis Obispo General Plan Maximum Noise Exposure for Noise-Sensitive Uses Due to Transportation Noise Sources

Land Use	Outdoor Activity Areas ($CNEL/L_{dn}$)[1,2]	Interior Spaces	
		$CNEL/L_{dn}$[2]	L_{eq}[3]
Residences, hotels, motels, hospitals, nursing homes	60	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls, office building, mortuaries	60	--	45
Schools, libraries, museums	--	--	45
Neighborhood parks	65	--	--
Playgrounds	70	--	--

Note: CNEL = Community Noise Equivalent Level, L_{dn} = day-night average level

[1] 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.

[2] L_{dn} (day-night average level) is the energy-averaged sound level measured over a 24-hour period, with a 10-dB penalty assigned to noise events occurring between 10:00 PM and 7:00 AM and a 5-dB penalty assigned to noise events occurring between 7:00 PM and 10 PM.

[3] L_{eq} (equivalent sound level) is the constant or single sound level containing the same total energy as a time-varying sound, over a certain time. 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.

Source: City of San Luis Obispo 1996 (source reference 38)

Table 4. City of San Luis Obispo General Plan Maximum Noise Exposure for Noise-Sensitive Uses Due to Stationary Noise Sources

Duration	Day (7:00 a.m. to 10:00 p.m.)	Night (10:00 p.m. to 7:00 a.m.)
Hourly (dBA L_{eq})[1,2]	50	45
Maximum (dBA L_{max})[1,2]	70	65
Impulsive (dBA L_{max})[1,3]	65	60

Note: dBA = A-weighted decibels; L_{eq} = equivalent sound level; L_{max} = maximum sound level

[1] As determined at the property line of the receiver. When determining the effectiveness of noise mitigation measures, the standards may; be applied on the receptor side of noise barriers or other property-line noise mitigation measures.

[2] Sound level measurements shall be made with slow meter response.

[3] Sound level measurements shall be made with fast meter response.

Source: City of San Luis Obispo 1996 (source reference 38)

The City's Noise Control Ordinance is contained in City Municipal Code Chapter 9.12, Section 9.12.050 and specifies noise standards for various categories of land use. Maximum sound levels from mobile equipment are limited to 75 A-weighted decibels (dBA) at single-family residential, 80 dBA at multi-family residential, and 85 dBA for mixed residential/commercial land uses. Except for emergency repair of public service utilities, or where an exception is issued by the City, construction activities are typically limited to the hours between 7:00 a.m. and 7:00 p.m. and are prohibited on Sundays and holidays. For instantaneous noise events, the City also limits interior noise levels at noise-sensitive land uses to 60 dBA maximum sound level (L_{max}).

Vibration can be measured in terms of acceleration, velocity, or displacement. Measurements in terms of velocity are expressed as peak particle velocity (PPV) with units of inches per second (in/sec). There are no federal, state, or local regulatory standards for groundborne vibration. However, Caltrans has developed vibration criteria based on potential structural damage risks and human annoyance. The threshold at which there is a risk to normal structures from continuous events is 0.3 in/sec PPV for older residential structures and 0.5 in/sec PPV for newer building construction. With regard to human perception, vibration levels would begin to become distinctly perceptible at levels of 0.04 in/sec PPV for continuous events. Continuous vibration levels are considered potentially annoying for people in buildings at levels of 0.2 in/sec PPV.

Discussion

a) Project construction activities would result in a temporary increase in ambient and groundborne noise levels in the project vicinity. In addition, the proposed project would result in an expanded hospital facility, which would increase long-term noise levels within the project area. Construction-related and operational noise generated by the proposed project would have the potential to generate noise levels in excess of standards established by public agencies; therefore, potential impacts related to substantial temporary or permanent increases in ambient noise levels in excess of established agency standards will be evaluated in the Focused EIR.

b) Project construction activities would result in groundborne noise and vibration within the immediate vicinity. Potential impacts associated with groundborne noise and vibration will be evaluated in the Focused EIR.

c) The project site is not located within an ALUP, and the nearest commercial-use airport is the San Luis Obispo County Regional Airport, which is located approximately 2.3 miles south of the hospital campus. Project implementation would not result in increased exposure of individuals to excessive aircraft noise levels associated with the existing airport; therefore, *no impacts* would occur, and potential impacts related to exposure or airport noise will not be further evaluated in the Focused EIR.

14. POPULATION AND HOUSING

Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	1, 39, 40	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	1	☐	☐	☒	☐

Evaluation

San Luis Obispo is the largest city in terms of population in San Luis Obispo County and has grown from 45,119 in 2010 to approximately 47,302 in 2019, according to the U.S. Census Bureau. The City's housing tenure is approximately 39% owner occupied and 61% renter occupied, which is strongly influenced by California Polytechnic State University, San Luis Obispo (Cal Poly) and Cuesta College enrollment. Many segments of the city's population have difficulty finding affordable housing within the city due to their economic, physical, or sociological circumstances. San Luis Obispo contains the largest concentration of jobs in the county, and the city's population increases to an estimated 70,000 persons during workdays.

Based on final building permits, 34,352 square feet of net new non-residential floor area was added to the city in 2020, resulting in an annual growth rate of 0.29%. *City of San Luis Obispo General Plan Land Use Element* Policy 1.11.4 states that each year, the Council will evaluate the actual increase of non-residential floor area over the preceding 5 years and consider establishing limits for the rate of non-residential development if the increase exceeds 5%. The City Council has adhered to this policy and has decided against establishing limits (source reference 40).

The *City of San Luis Obispo Housing Element 2020-2028* identifies various goals, policies, and programs based on an assessment of the City's housing needs, opportunities, and constraints. The City's overarching goals for housing include ensuring safety and affordability, conserving existing housing, accommodating for mixed-income neighborhoods, providing housing variety and tenure, planning for new housing, maintaining neighborhood quality, providing special needs housing, encouraging sustainable housing and neighborhood design, maximizing affordable housing opportunities for those who live or work in the city, and developing housing on suitable sites.

Discussion

a–b) The project would not result in the development of any additional residential uses or remove any existing barriers to future development of residential uses. Proposed development of a patient tower, parking deck with a helistop, and generator yard would occur within existing parking areas of the French Hospital Medical Center. The project would not result in the displacement of existing housing or otherwise displace people and necessitate the construction of replacement housing. Therefore, potential impacts related to population and housing would be *less than significant* and will not be further evaluated in the Focused EIR.

15. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for 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:					
Fire protection?	41, 42	☐	☐	☒	☐
Police protection?	42	☐	☐	☒	☐
Schools?	42	☐	☐	☒	☐
Parks?	42	☐	☐	☒	☐
Other public facilities?	42	☐	☐	☒	☐

Evaluation

The project site is located within the existing service area of the City of San Luis Obispo Fire Department (SLOFD). The SLOFD deploys resources and personnel from four fire stations in order to maintain the response time goal of 4 minutes travel time to 95% of all emergencies. The nearest SLOFD fire station to the project site is Fire Station 1, located at 2160 Santa Barbara Avenue, approximately 1 mile southwest of the project site. Fire Station 1 is the newest station in the city, provides primary response to downtown sections of San Luis Obispo, and is staffed by a Battalion Chief and a 4-person paramedic truck company.

The City of San Luis Obispo Police Department (SLOPD) provides public safety services for the city and is comprised of 85.5 employees, 59 of which are sworn police officers. The SLOPD operates out of one main police station, which is located at 1042 Walnut Street at the intersection of Santa Rosa Street (Highway 1) and US 101.

The project site is located within the San Luis Coastal Unified School District (SLCUSD), and public parks and recreation trails within the city are managed and maintained by the City's Department of Parks and Recreation.

All new residential and non-residential development within the city is subject to payment of Development Impact Fees, which are administered by and paid through the City Community Development Department. Development Impact Fees provide funding for maintaining city emergency services, infrastructure, and facilities. For example, fire protection impact fees provide funding for projects such as the renovation of the City's fire stations and the replacement of fire service vehicles and equipment.

Discussion

a) **Fire protection:** The project would be served by the SLOFD, the closest station of which is Station 1, located at 2160 Santa Barbara Avenue. The project proposes uses generally consistent with the existing hospital and the surrounding residential and commercial areas (from a fire protection demand perspective). While the project would not directly result in the need for construction of new or expanded fire service facilities, project development of expanded hospital facilities would result in a marginal cumulative increase of demand on City services, including fire protection. The project would be required to participate in the City's system of required developer impact fees and dedications established to address direct demand for new facilities associated with new development. Potential increases in property tax revenue associated with valuation of the new residential units, businesses, and other revenues (e.g., sales tax) would also help offset the increased ongoing cost of provision of public services to new residential and commercial uses. Therefore, impacts associated with the provision of new or physically altered SLOFD facilities would be *less than significant* and will not be evaluated in the Focused EIR.

Police protection: The project would be served by the SLOPD. Project development of the proposed hospital uses would result in an increase of demand on City services, including police protection. The project proposes uses generally consistent with the existing hospital facilities on-site and surrounding residential and commercial areas (from a police protection demand perspective). While the project would not directly result in the need for construction of new or expanded police service facilities, project development of expanded hospital facilities would result in a marginal cumulative increase of demand on City services, including police protection. The City has a system of required developer impact fees and dedications established to address direct demand for new facilities associated with new development. Potential increases in property tax revenue associated with valuation of the new residential units, businesses, and other revenues (e.g., sales tax) would also help offset the increased ongoing cost of provision of public services to new residential and commercial uses. Therefore, impacts associated with the provision of new or physically altered police protection facilities would be *less than significant* and will not be evaluated in the Focused EIR.

Schools: While the project would not result in a direct increase in population, the project site would be located within the SLCUSD and would be subject to payment of SLCUSD developer fees to offset the potential indirect marginal increase in student attendance in the SLCUSD's schools as a result of the project. These fees would be directed towards maintaining sufficient service levels, which include incremental increases in school capacities. Through participation in this fee program, potential project impacts on schools would be *less than significant* and will not be evaluated in the Focused EIR.

Parks: While the project would not result in a direct increase in population, the project would result in an increase of employees and patients on-site which may result in a marginal increase in local park usership. The project would be subject to park development impact fees, which would offset the project's contribution to increased demand on park and recreational facilities. Through participation in this fee program, potential project impacts on parks would be *less than significant* and will not be evaluated in the Focused EIR.

Other public facilities: The project may result in a marginal indirect increase in use of other City public facilities, such as roadways and public libraries. The project would be subject to transportation development impact fees, which would offset the project's contribution to increased use of City roadways. Through participation in this fee program, potential project impacts on schools would be *less than significant* and will not be evaluated in the Focused EIR.

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

16. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	1, 42, 43	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1	☐	☐	☐	☒

Evaluation

Existing City recreational facilities consist of 28 parks and recreational facilities, 10 designated natural resources and open space areas, and two bike trails. The *City of San Luis Obispo General Plan Parks and Recreation Element* identifies goals, policies, and programs to help plan, develop, and maintain community parks and recreation facilities. The City's statement of overall department goals is for the City Parks and Recreation facilities and programs to enable all citizens to participate in fun, healthful, or enriching activities that enhance the quality of life in the community.

As demand for recreation facilities and activities grow and change, the City intends to focus its efforts in the following areas: providing continued development of athletic fields and support facilities, parks in underserved neighborhoods, and a multi-use community center and therapy pool; expanding paths and trails for recreational use; linking recreation facilities; and meeting the special needs of disabled persons, at-risk youth, and senior citizens. City Parks and Recreation Element Policy 3.13.1 establishes the City's goal to develop and maintain a park system at the rate of 10 acres of parkland per 1,000 residents, five of which shall be dedicated as neighborhood parks.

Discussion

a) The project would not result in the development of any additional residential uses or remove any existing barriers to future development of residential uses. The project would employ up to 45 new employees, which may result in a marginal increase in local park usership. However, based on the size and scope of proposed facilities, this slight increase in park usership would not have the potential to result in the acceleration of deterioration of an existing facility; therefore, potential impacts would be *less than significant* and will not be evaluated in the Focused EIR.

b) The project site currently supports a public bicycle path that traverses the existing open space easement and parking areas of the French Hospital Medical Center. Upon completion of the proposed facilities, the bicycle path would remain substantially unchanged and would not result in any new impacts to the environment. In addition, the project does not include the construction or expansion of any other recreational facilities. Therefore, *no impacts* would occur, and this topic will not be further evaluated in the Focused EIR.

17. TRANSPORTATION

Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	1, 44, 45, 46	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	1	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	1	☒	☐	☐	☐
d) Result in inadequate emergency access?	1	☒	☐	☐	☐

Evaluation

The *City of San Luis Obispo General Plan Circulation Element* identifies current traffic levels, delays of public roadways, and transportation goals and policies to guide development and express the community's preferences for current and future conditions. Goals included in the plan include, but are not limited to, maintaining accessibility and protecting the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles; reducing use of cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and carpooling; promoting the safe operation of all modes of transportation; and widening and extending streets only when there is a demonstrated need and when the widening would cause no significant, long-term environmental problems.

The *City of San Luis Obispo Active Transportation Plan* outlines the City's official policies and goals for the design and development of bikeways and other active transportation infrastructure within the city (and in adjoining territory under County of San Luis Obispo jurisdiction but within the City's Urban Reserve Line) and includes specific objectives for reducing vehicle use and promoting active transportation modes.

SLO Transit operates transit service within the city, and San Luis Obispo Regional Transit Authority (SLORTA) operates transit service throughout San Luis Obispo County and adjacent areas. The nearest transit stop is the Johnson at Lizzie bus stop, which is served by the 1A and 1B transit routes. The 1A and 1B transit routes begin at the Downtown Transit Center and service stops along Broad Street and the San Luis Obispo County Regional Airport, as well as along Tank Farm Road, Laurel Lane, and Johnson Avenue.

In 2013 SB 743 was signed into law with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" and required the California Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA, to be implemented statewide beginning on July 1, 2020 (as detailed in State CEQA Guidelines Section 15064.3(b)). In June 2020, the City formally adopted the transition from Level of Service (LOS) to VMT for the purposes of CEQA evaluation and established local VMT thresholds of significance.

Approximately 80% to 90% of current traffic to the project site enters the project site from the signaled intersection at Johnson Avenue and Lizzie Street. Johnson Avenue is a four-lane northwest–southeast residential arterial with a center two-way left-turn lane and a posted speed limit of 35 miles per hour within proximity to the project site and supports a Class II bicycle lane and non-buffered sidewalk in both directions of travel. The project site supports three additional vehicle access points, including two stop-controlled intersections on Ella Street along the southeast side of the property and one from Breck Street along the northwest side of the property. A driveway is also located at the Iris Street cul-de-sac; however, it is gated and restricts daily vehicular access. The project site also includes a bike path that is located from Breck Street on the north side of the property through the northern portion of the open space easement and parking areas on the western side of the property to the Iris Street cul-de-sac.

Discussion

a–d) The project would result in an expanded hospital facility, including a new patient tower, parking deck, helistop, generator yard, and other project components. Implementation of the proposed project is projected to generate an increase in daily vehicle trips and VMT, which has the potential to be inconsistent with applicable state and local goals and policies related to the transportation system. The project would also result in the minor modification of internal circulation features on-site. Therefore, potential impacts related to transportation would be potentially significant and will be further evaluated in the Focused EIR.

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	15	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	15	☒	☐	☐	☐

Evaluation

Approved in 2014, AB 52 added tribal cultural resources to the categories of resources that must be evaluated under CEQA. Tribal cultural resources are defined as either of the following:

1) Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the CRHR; or
    b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Recognizing that tribes have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe regarding the potential for adverse impacts on tribal cultural resources as a result of a project. Consultation may include discussing the type of environmental review necessary, the presence and/or significance of tribal cultural resources, the level of significance of a project's impacts on the tribal cultural resources, and available project alternatives and mitigation measures recommended by the tribe to avoid or lessen potential impacts on tribal cultural resources.

Native American Tribes were notified about the project consistent with City and state regulations under AB 52 on July 29, 2021.

Discussion

a–b) As described in Section 5, Cultural Resources, a records search was requested from the CCIC of the CHRIS. The records search revealed that five reports have been prepared that included the project area and no resources have been identified within the project area. There is potential for project excavation and grading activities to uncover and/or disturb unknown tribal cultural resources and/or human remains. Therefore, impacts related to tribal cultural resources would be potentially significant and will be further evaluated in the Focused EIR.

Issues, Discussion and Supporting Information Sources ER # 0742-2021	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

19. UTILITIES AND SERVICE SYSTEMS

Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	1	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	36	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	1, 47	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	1, 48, 49	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	1, 48, 49	☐	☐	☒	☐

Evaluation

The City Utilities Department is the sole water provider within the city, provides potable and recycled water to the community, and is responsible for water supply, treatment, distribution, and resource planning. The City's Water Resource Recovery Facility (WRRF) treats all of the wastewater from the city, Cal Poly, and the County airport. The facility treats 4.5 million gallons of wastewater per day. The WRRF manages and treats wastewater in accordance with standards established by the SWRCB to remove solids, reduce the amount of nutrients, and eliminate bacteria in treated wastewater. A portion of the treated water is recycled for irrigation use within the city and the remaining flow is discharged to San Luis Obispo Creek.

Discussion

a) The project would include the installation of new water, wastewater, stormwater, and natural gas infrastructure and connections to City infrastructure, including a new water meter and sewer lateral, which has the potential to cause adverse environmental effects. Therefore, potential environmental impacts associated with construction or extension of existing utilities will be further evaluated in the Focused EIR.

b) Per the City of San Luis Obispo General Plan Water and Wastewater Management Element, Policy A2.2.1, the City uses multiple water sources to meet its water supply needs. The City has four primary water supply sources, including Whale Rock Reservoir, Salinas Reservoir, Nacimiento Reservoir, and recycled water. Groundwater serves as a fifth supplemental source, which was suspended by the City from potable uses in April 2015.

During Water Year 2020, water demand totaled 4,730 acre-feet, below the 10-year average of 5,004 acre-feet (for 2011 to 2020), and the lowest total water demand since 2015. This is likely due to the impacts of the Coronavirus Disease 2019 (COVID-19) pandemic. The City utilized a total of 2,931 acre-feet from Salinas and Whale Rock reservoirs, meeting 62% of total City water demand. A total of 33% of the City's total water demand was met by Nacimiento Reservoir. In addition, the City delivered 237 acre-feet of recycled water for landscape irrigation and construction water, which equates to 5% of total City water demand. Total water supply available in 2020 was 10,107 acre-feet. In summary, the City maintains a robust water supply portfolio with greater than five years of water available. Therefore, potential impacts associated with having sufficient water supplies to serve the project and existing commitments during normal, dry, and multiple dry years would be *less than significant* and will not be evaluated in the Focused EIR.

c) The project would be served by the City's sewer system and would include the installation of a new sewer lateral to connect to existing City sewer infrastructure. The project would result in an incremental increase in wastewater demand on the WRRF. Impact fees are collected at the time building permits are issued to accommodate the project's contribution to the City's WRRF capacity. Therefore, impacts associated with the wastewater treatment provider's capacity to serve the project's wastewater needs would be *less than significant* and will not be evaluated in the Focused EIR.

d) Based on waste generation rates identified on the California Department of Resources Recycling and Recovery (CalRecycle) website, hospital land uses generate approximately 16 pounds of solid waste per bed per day. Other components of the proposed project, such as the parking deck and helistop, are not anticipated to generate substantial waste based on their accessory nature to the proposed hospital uses. The project would result in the generation of approximately 1,312 pounds of solid waste per day. The project has been designed to include solid waste receptacles and enclosures throughout the site and a compactor located parallel to the loading dock to be serviced by San Luis Garbage Company. Based on a letter by the operations manager, San Luis Garbage Company has reviewed the preliminary site plan for compatibility with their vehicles and have approved the plan. Project solid waste would be collected regularly and would eventually be disposed of at Cold Canyon Landfill. In addition, project demolition and other construction solid waste materials would likely be disposed of at the Cold Canyon Landfill. The Cold Canyon Landfill has approximately 13,100,000 cubic yards of remaining capacity as of February 2020 and is expected to reach capacity in 2040. Therefore, potential impacts would be *less than significant* and will not be evaluated in the Focused EIR.

e) AB 939 requires that a minimum of 50% of all solid waste be diverted from landfills by recycling, reusing, and other waste reduction strategies, consistent with the State's waste reduction goals. To help reduce the waste stream generated by this project, consistent with the COSE policies to coordinate waste reduction and recycling efforts (COSE 5.5.3), and the City's Development Standards for Solid Waste Services, recycling facilities have been incorporated into the project site design and a solid waste reduction plan for recycling discarded construction materials is a submittal requirement with the building permit application. Therefore, the project would be in compliance with federal, state, and local management and reduction statutes and regulations related to solid waste and impacts would be *less than significant* and will not be evaluated in the Focused EIR.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	1, 20, 32	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	1	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	1	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	1	☐	☐	☒	☐

Evaluation

Urban fire hazards result from the materials, size, and spacing of buildings and from the materials, equipment, and activities they contain. Additional factors are access, available water volume and pressure, and response time for fire fighters. Based on the City Local Hazard Mitigation Plan, the risk of wildland fires is greatest near the City limits where development meets rural areas

of combustible vegetation. Most of the community is within 1 mile of a designated High or Very High Fire Hazard Severity Zone (FHSZ), which indicates significant risk to wildland fire.

The City Safety Element identifies four policies to address the potential hazards associated with wildfire, including approving development only when adequate fire suppression services and facilities are available, classification of wildland FHSZ as prescribed by the California Department of Forestry and Fire Protection (CAL FIRE), prohibition of new subdivisions located within "Very High" wildland FHSZ, and continuation of enhancement of fire safety and construction codes for buildings.

Discussion

a) Implementation of the project would not result in a significant temporary or permanent impact on any adopted emergency response plans or emergency evacuation plans. No breaks in utility service would occur as a result of project implementation. The project would not result in any temporary or long-term road closures. The project site is not identified as a Safe Refuge Area in the City of San Luis Obispo Fire Evacuation Plan, and all existing hospital facilities would remain in operation during project construction. Therefore, potential impacts would be *less than significant* and will not be further evaluated in the Focused EIR.

b) The proposed project facilities would consist of infill development located almost entirely within existing paved parking areas. The project site topography is nearly level, and the project would not substantially alter the existing topography of the site. Construction and operation of the project would be required to be conducted in compliance with all applicable fire safety rules and regulations, including the California Fire Code and PRC. Therefore, the project would not exacerbate wildfire risks and potential impacts would be *less than significant* and will not be further evaluated in the Focused EIR.

c) The project would include the installation of new water, wastewater, stormwater, and natural gas connections to City infrastructure. These proposed infrastructure components would occur within an urbanized area and would be required to be constructed and installed in full compliance with applicable CBC and California Fire Code regulations. Proposed electricity and natural gas connections would be underground and would not exacerbate risk of fire. Therefore, potential impacts associated with exacerbation of fire risk or environmental impacts from installation of new infrastructure would be *less than significant* and will not be further evaluated in the Focused EIR.

d) The project site is generally flat and not located near slopes or other areas subject to downstream flooding or landslides. The project does not include any design elements that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, potential impacts would be *less than significant* and will not be further evaluated in the Focused EIR.

21. 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.
City of San Luis Obispo Initial Study of Environmental Impact/Mitigated Negative Declaration for the French Hospital Medical Center Master Plan, 1993. This document is available for review at the City offices. City of San Luis Obispo Initial Study/Mitigated Negative Declaration for the French Hospital Expansion Project, 2022 (SCH #2022030277).
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.
Based on the scale and nature of proposed facilities that were not evaluated within the original 1993 FHMP MND and the changes that have occurred in the regulatory setting and environmental setting since the 1993 FHMP MND was prepared, very few effects identified in the document were considered adequate for the evaluation of the proposed project. Environmental impacts associated with Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire were adequately analyzed in the IS/MND for the French Hospital Expansion Project published in 2022 (SCH #2022030277). No mitigation measures were identified to address these effects.
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.
N/A

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Attachments

1. Dignity Health French Hospital New Patient Tower Plan Set, March 2021

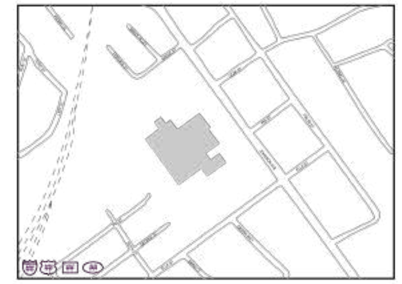
ATTACHMENT 1

Dignity Health French Hospital New Patient Tower Plan Set, March 2021

DIGNITY HEALTH FRENCH HOSPITAL MC
NEW PATIENT TOWER

1911 JOHNSON AVENUE
SAN LUIS OBISPO, CA 93401

Vicinity Map



Project Image

Project Information

OWNER:	FRENCH HOSPITAL MEDICAL CENTER
OSHPD FACILITY NUMBER:	12964
FACILITY CLASSIFICATION:	GENERAL ACUTE CARE HOSPITAL
OCCUPANCY (TOWER):	GROUP I-2
DESCRIPTION OF USE:	NEW INPATIENT TOWER
CONSTRUCTION TYPE:	TYPE I-A
SPRINKLERS:	YES
NUMBER OF STORIES:	4
BUILDING HEIGHT:	68'-0"
RISK CATEGORY: SEISMIC	IV
CLIMATE ZONE:	5
NEW CONSTRUCTION (SF):	89,775 SF PATIENT TOWER
PARKING GARAGE:	
OCCUPANCY (PARKING GARAGE):	GROUP S-2/B
CONSTRUCTION TYPE:	II-B
STORIES:	1 & ROOF PARKING
BUILDING HEIGHT:	29'-0"
FLOOR AREA (PARKING GARAGE):	26,000 SF (LEVEL 1) + 31,000SF (ROOF)
FLOOR AREA (LAB SHELL/STORAGE):	5,800 SF
FIRE SPRINKLERS:	YES
ALLOWABLE BUILDING HEIGHT:	35'-0" MAX. (REQUEST FOR HEIGHT VARIANCE FOR 68'-0" FOR PATIENT TOWER)
LOT COVERAGE:	EXISTING: 17% PROPOSED: 25%
REFER TO PA100 FOR PARKING CALCULATIONS	
EXISTING F.A.R.:	0.17
PROPOSED F.A.R.:	0.35
PATIENT BED COUNT:	
CURRENT BED COUNT:	98 BEDS
PHASE 1 BEDS ADDED*	36 BEDS FOR A TOTAL OF 134
LATER PHASE(S):	46 BEDS *
FINAL TOTAL COUNT:	180 BEDS

*BUILDING WILL BE BUILT WITH SHELLED SPACES TO ACCOMMODATE THE 46 BEDS IN THE FUTURE.

Sheet Index

SHEET NUMBER	SHEET NAME
G001	Cover Page
A001	Site Plan - Existing Conditions
A002	Site Plan - Proposed
A.003	Site Lighting Exhibit
A005	Enlarged Site Plan - Tower Loading Dock
A006	Enlarged Site Plan - Service Yard
A100	Ground Level Overall Plan
A101	Main Level Overall Plan
A102	Second Level Overall Plan
A103	Third Level Overall Plan
A301	Exterior Elevation
A300	Exterior Elevation
A303	Solar Study
A304	Solar Study
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A320	Renderings
PA100	Parking Deck - Enlarged Site Plan
PA101	Parking Deck Plans
PA102	Green Building Checklist, Site Ltg
PA300	Parking Deck Elevations
PA310	Parking Deck Sections
PA311	Parking Structure Sections
PA400	Neighborhood Renderings
PA401	Neighborhood Renderings
PA402	Obstruction Light Poles
R100	2016 Master Plan (For Reference)
R101	2019 Proposed Master Plan
R102	Master Plan Comparison Sheet
C100	Grading Plan
C101	Grading Plan
C200	Utility Plan
C1.1	Parking Deck Grading Plan
C2.1	Parking Deck Utility Plan
C3.0	Entry Drive Grading Plan
L101	Modified Campus Landscape with Building Additions
L102	Parking Structure Landscape Plan
L103	Enlarged Pedestrian Plaza Landscape Plan
L104	Tree Removal Plan

Scope of Work

NEW PATIENT TOWER:
NEW 87,870 SF FOUR STORIES INPATIENT MEDICAL TOWER THAT IS ADDITION TO THE EXISTING FRENCH HOSPITAL MEDICAL CENTER (FHMC) LOCATED AT 1911 JOHNSON AVENUE, SAN LUIS OBISPO, CALIFORNIA.
THE INITIAL BUILD OUT OF THE TOWER CONSISTS OF THE FOLLOWING SPACES:
- LOBBY, DINNING AND KITCHEN AREA
- EIGHT NICU BAYS
-TWENTY-EIGHT MED SURG. PRIVATE PATIENT ROOMS
-SHELL SPACE

SHELL SPACE IN THE FUTURE WILL BE CONVERTED INTO THE FOLLOWING MEDICAL SPACES:
-IMAGING DEPARTMENT
-ADDITIONAL EIGHT NICU BAYS
-TEN ICU BEDS
-TWENTY-EIGHT MED-SURG PRIVATE PATIENT ROOMS

NEW PARKING GARAGE:
NEW PARKING DECK OVER GRADE LEVEL PARKING, HELISTOP AND SHELL SPACE FOR A FUTURE LAB

Property / Legal Description

LAND USE ZONE:	O-S
PRESENT LAND USE:	O-S
PROPOSED USE:	PATIENT TOWER ADDITION AND PARKING STRUCTURE

PARCEL 1: APN: 003-571-025
PARCEL 1A
PARCEL 2: APN: 003-568-004
PARCEL 2A, PARCEL 2B, PARCEL 2C
PARCEL 3: APN: 003-578-026
PARCEL 3A
PARCEL 4: APN: 003-578-057
PARCEL 4A: PARCEL 4B
PARCEL 5: APN: 003-568-005
PARCEL 6: APN: 003-578-063
PARCEL 6B, PARCEL 6C, PARCEL 6D, PARCEL 6E, PARCEL 6F, PARCEL 6G, PARCEL 6H
PARCEL 7: APN: 003-578-048
PARCEL 7A, PARCEL 7B, PARCEL 7C, PARCEL 7D, PARCEL 7E, PARCEL 7F
PARCEL 8: APN: 003-578-049
PARCEL 8A, PARCEL 8B, PARCEL 8C, PARCEL 8D, PARCEL 8E, PARCEL 8F
PARCEL 9,. APN: 003-578-050
PARCEL 9A, PARCEL 9B, PARCEL 9C, PARCEL 9D, PARCEL 9E, PARCEL 9F

Fire Department Notes:

1. FIRE DEPARTMENT ACCESS: ACCESS SHALL BE IN ACCORDANCE WITH CHAPTER 5 AND APPENDIX D OF THE 2016 CALIFORNIA FIRE CODE (CFC). ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF 13' 6". ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF A 60,000 POUND FIRE APPARATUS AND SHALL BE PROVIDED WITH A SURFACE SO AS TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES. THE ALL-WEATHER ACCESS ROAD(S) SHALL BE INSTALLED PRIOR TO THE START OF COMBUSTIBLE CONSTRUCTION. DEAD END ROADS IN EXCESS OF 300 FEET IN LENGTH SHALL TERMINATE IN A CUL-DE-SAC TURNAROUND WITH A MINIMUM UNOBSTRUCTED TURNING RADIUS OF 35 FEET (70 FOOT DIAMETER). THE MAXIMUM ROAD GRADE FOR FIRE DEPARTMENT ACCESS IS 15%, WITH A MAXIMUM CROSS SLOPE OF 5%. THE MAXIMUM ANGLE OF APPROACH AND ANGLE OF DEPARTURE IS 10%. SHOW ALL FIRE LANES, INCLUDING WIDTHS OF FIRE LANES. LADDER TRUCK ACCESS TO BUILDINGS SHALL BE IN ACCORDANCE WITH THE 2016 CALIFORNIA FIRE CODE, APPENDIX D.

2. APPROVED ADDRESS NUMBERS SHALL BE PLACED ON ALL NEW BUILDINGS IN SUCH A POSITION TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. NUMBERS SHALL BE A MINIMUM OF 8" HIGH BY 1" STROKE AND BE ON A CONTRASTING BACKGROUND.

3. WATER SUPPLIES: WATER SUPPLIES SHALL BE IN ACCORDANCE WITH SECTIONS 507 OF THE CFC. AN APPROVED WATER SUPPLY CAPABLE OF PROVIDING THE REQUIRED FIRE FLOW FOR FIRE PROTECTION IS REQUIRED. THE FIRE FLOW SHALL BE DETERMINED USING APPENDIX B OF THE CFC.

4. FIRE DEPARTMENT ACCESS TO EQUIPMENT: ROOMS OR AREAS CONTAINING CONTROLS FOR AIR-HANDLING SYSTEMS, AUTOMATIC FIRE-PROTECTION SYSTEMS, OR OTHER DICTION, SUPPRESSION OR CONTROL ELEMENTS SHALL BE IDENTIFIED FOR USE BY THE FIRE DEPARTMENT AND SHALL BE LOCATED IN THE SAME AREA. A SIGN SHALL BE PROVIDED ON THE DOOR TO THE ROOM STATING: "FIRE SPRINKLER RISER" AND "FIRE ALARM CONTROL PANEL". FIRE SPRINKLER RISERS SHALL BE LOCATED IN A ROOM WITH EXTERIOR DOOR ACCESS. SHOW ANY PROPOSED FIRE SPRINKLER RISER ROOM(S) NEAR ELECTRICAL ROOM(S).

5. KNOX BOX: A KNOX BOX SHALL BE PROVIDED ON THE OUTSIDE OF THE FIRE SPRINKLER RISER ROOM(S) WITH A KEY TO THE ROOM.

6. FIRE PROTECTION SYSTEMS AND EQUIPMENT: FIRE PROTECTION SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH THE CFC AND THE CALIFORNIA BUILDING CODE. AN APPROVED NFPA 13 FIRE SPRINKLER SYSTEM WILL BE REQUIRED. SHOP DRAWINGS AND SPECIFICATIONS SHALL BE A DEFERRED SUBMITTAL, FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. STANDPIPES SHALL BE INSTALLED IN ALL STAIRWELLS FOR BOTH BUILDINGS. ONE STANDPIPE SHALL GO TO HELIPAD ON ROOF OF PARKING STRUCTURE. FIRE MAIN AND ALL ASSOCIATED CONTROL VALVES SHALL BE INSTALLED PER NFPA 24 STANDARDS AND CITY ENGINEERING STANDARDS.

7. FIRE SAFETY DURING CONSTRUCTION: BUILDINGS UNDERGOING CONSTRUCTION, ALTERATION OR DEMOLITION SHALL BE IN ACCORDANCE WITH CHAPTER 34 OF THE CFC.

8. ALL EXTERIOR CONSTRUCTION METHODS AND MATERIAL SHALL COMPLY WITH CHAPTER 7A (IGNITION RESISTANT CONSTRUCTION) OF THE BUILDING CODE, EXCEPT FOR WINDOWS, FOR BUILDINGS LOCATED IN WILDFIRE PRONE AREAS.

Project Team

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CUNINGHAM GROUP
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Agency Approval — OSHPD No.: H190224-40-00

Registration

Revisions

No.	Date	Description

Project Information

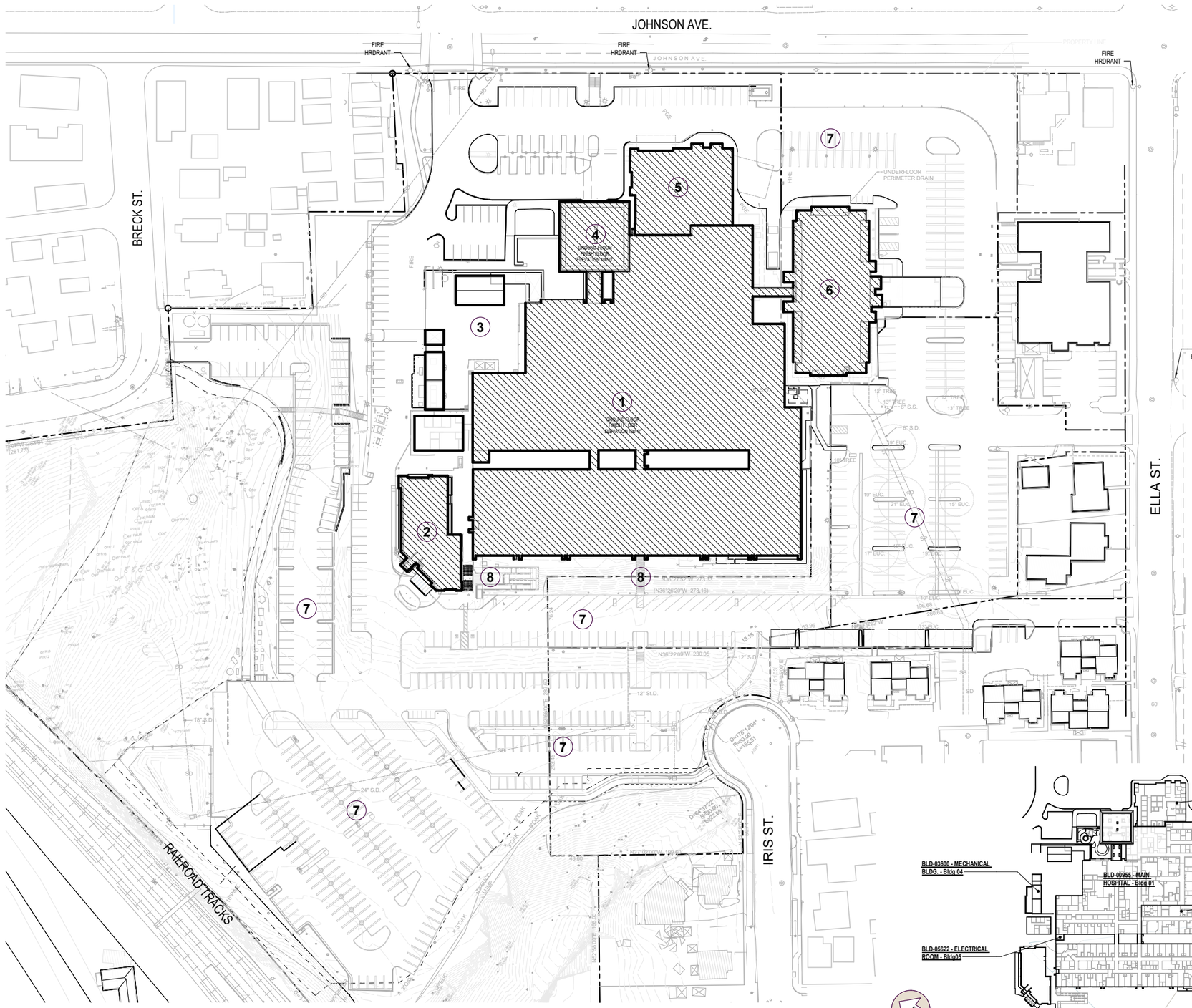
Increment:		Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

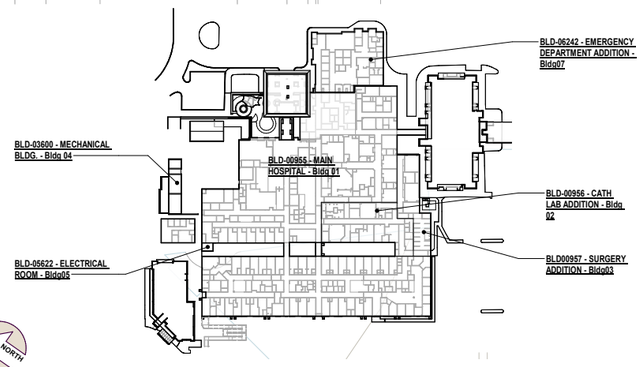
Drawing Package: ARC Submittal

Sheet Title: Cover Page

Sheet Number: G001



1 A001 **Site Plan Existing**
1" = 40'-0"



2 A001 **Site Plan - Key Plan**
1" = 80'-0"

Existing Site Plan Legend

1. EXISTING DIGNITY HEALTH FRENCH HOSPITAL
2. EXISTING COPELAND EDUCATION PAVILLION
3. EXISTING LOADING DOCK
4. EXISTING ENTRY TO HOSPITAL
5. EMERGENCY DEPARTMENT
6. EXISTING MEDICAL OFFICE BUILDING
7. EXISTING SURFACE PARKING
8. EXISTING STAIR & RAMP TO BE DEMOLISHED

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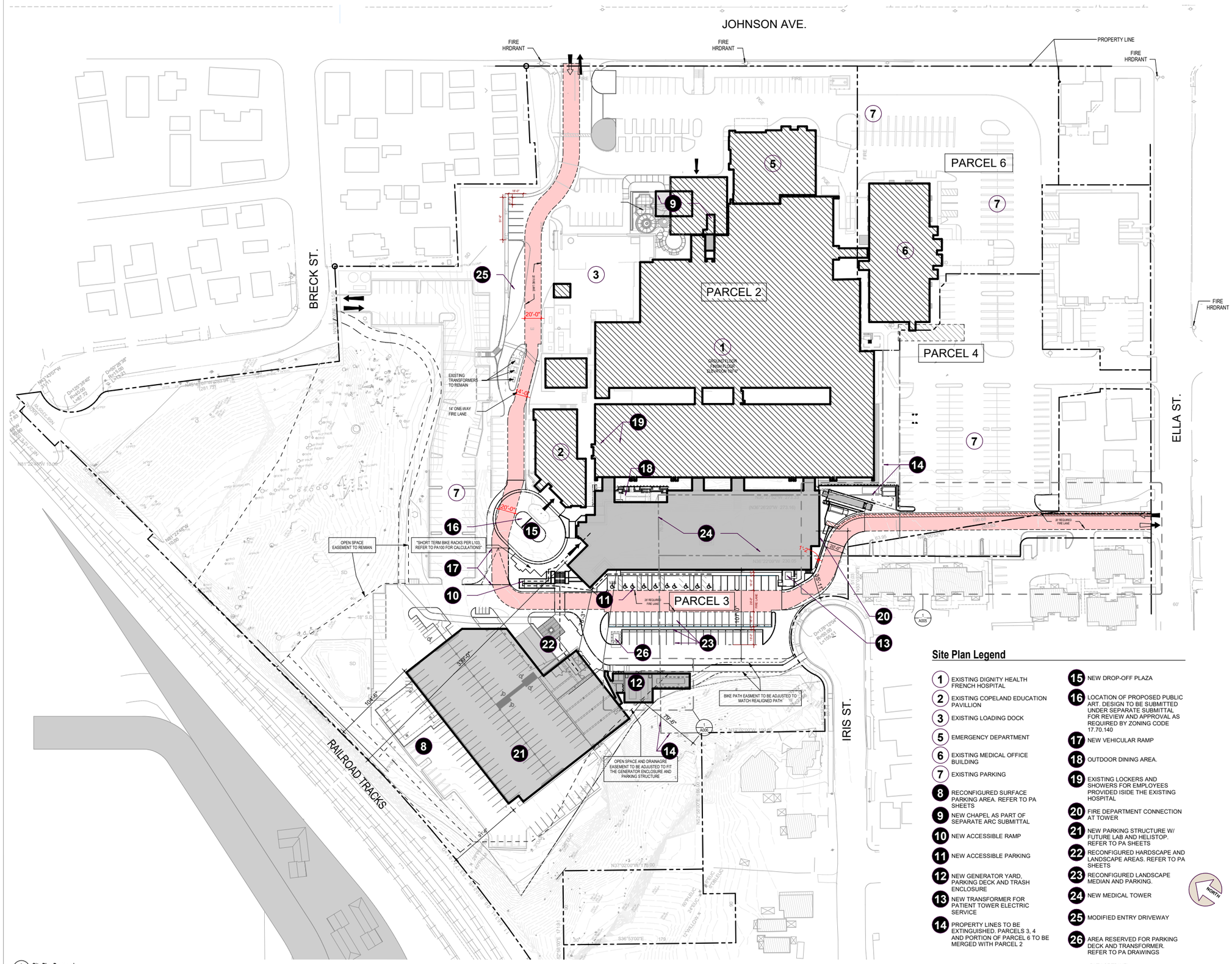
DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Site Plan - Existing Conditions

Sheet Number
A001



Site Plan Legend

1. EXISTING DIGNITY HEALTH FRENCH HOSPITAL
2. EXISTING COPELAND EDUCATION PAVILLION
3. EXISTING LOADING DOCK
5. EMERGENCY DEPARTMENT
6. EXISTING MEDICAL OFFICE BUILDING
7. EXISTING PARKING
8. RECONFIGURED SURFACE PARKING AREA. REFER TO PA SHEETS
9. NEW CHAPEL AS PART OF SEPARATE ARC SUBMITTAL
10. NEW ACCESSIBLE RAMP
11. NEW ACCESSIBLE PARKING
12. NEW GENERATOR YARD, PARKING DECK AND TRASH ENCLOSURE
13. NEW TRANSFORMER FOR PATIENT TOWER ELECTRIC SERVICE
14. PROPERTY LINES TO BE EXTINGUISHED. PARCELS 3, 4 AND PORTION OF PARCEL 6 TO BE MERGED WITH PARCEL 2
15. NEW DROP-OFF PLAZA
16. LOCATION OF PROPOSED PUBLIC ART. DESIGN TO BE SUBMITTED UNDER SEPARATE SUBMITTAL FOR REVIEW AND APPROVAL AS REQUIRED BY ZONING CODE 17.70.140
17. NEW VEHICULAR RAMP
18. OUTDOOR DINING AREA.
19. EXISTING LOCKERS AND SHOWERS FOR EMPLOYEES PROVIDED ISIDE THE EXISTING HOSPITAL
20. FIRE DEPARTMENT CONNECTION AT TOWER
21. NEW PARKING STRUCTURE W/ FUTURE LAB AND HELISTOP. REFER TO PA SHEETS
22. RECONFIGURED HARDSCAPE AND LANDSCAPE AREAS. REFER TO PA SHEETS
23. RECONFIGURED LANDSCAPE MEDIAN AND PARKING.
24. NEW MEDICAL TOWER
25. MODIFIED ENTRY DRIVEWAY
26. AREA RESERVED FOR PARKING DECK AND TRANSFORMER. REFER TO PA DRAWINGS

PATH OF TRAVEL

NORTH

2 A002 Site Plan Proposed
1" = 40'-0"

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Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Site Plan - Proposed

Sheet Number
A002

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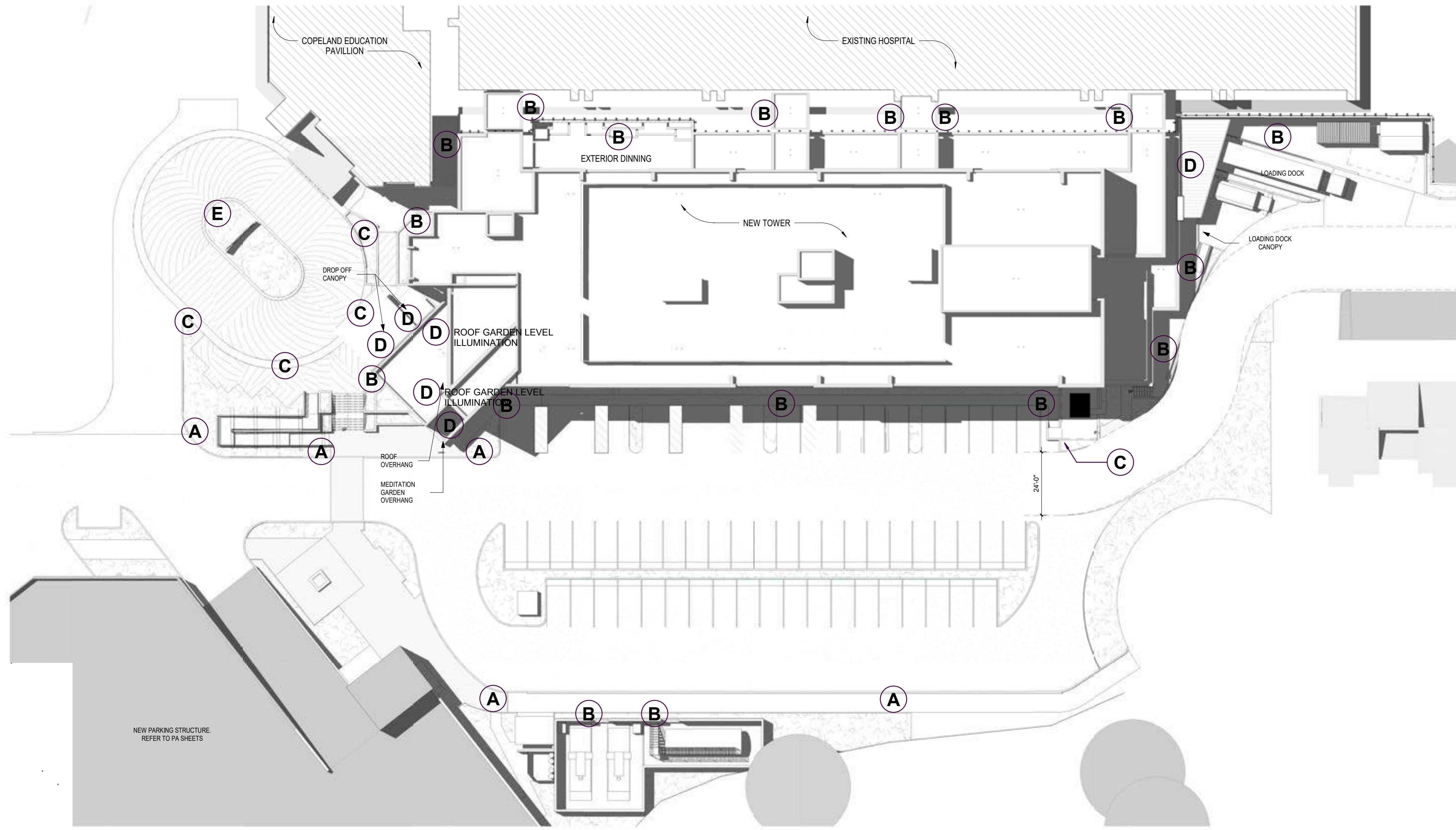
A PARKING LIGHT GLEON GALLEONLED 120 WATT, PHOTOCELL, 20' MAX HEIGHT

B ARCHITECTURAL LED WALL PACK ILLUMINATION SYSTEMS LED 42 WATT

C BOLLARD. ABB ARBOR BOLLARD 25 WATT, PHOTOCELL

D CANOPY LIGHT. TOP TIER LED

E IN-GROUND LED LUMINAIRE. SIGNAGE



1 A.003 **PATIENT TOWER - SITE LIGHTING**
1" = 20'-0"

Key Plan

Agency Approval

PRELIMINARY NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

Project Information

Phase:	I - MR	Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

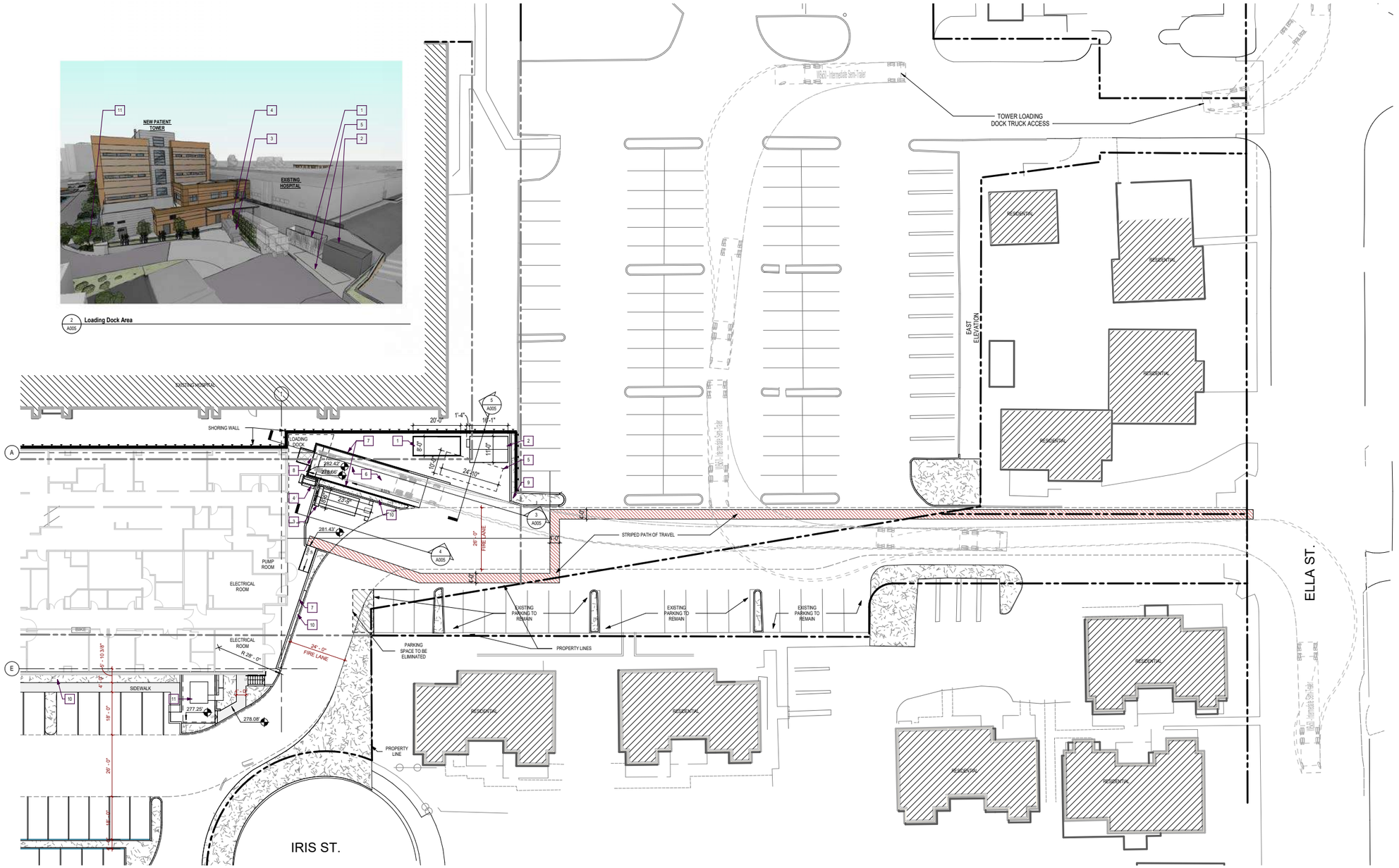
Drawing Package
ARC Submittal

Sheet Title
Site Lighting Exhibit

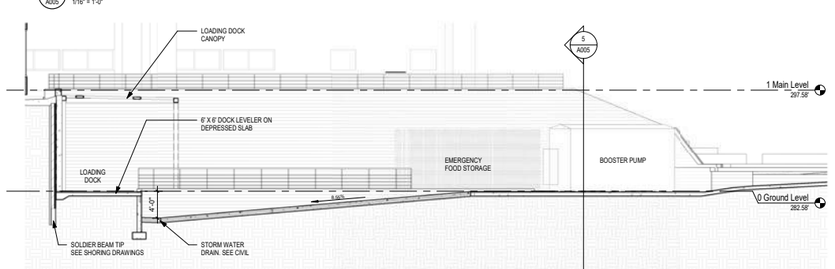
Sheet Number | **Current Revision**

A.003

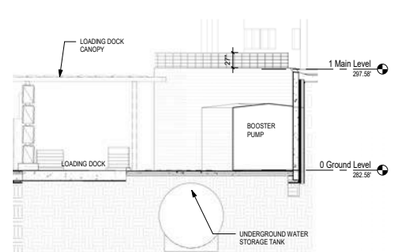
2 / A005 **Loading Dock Area**



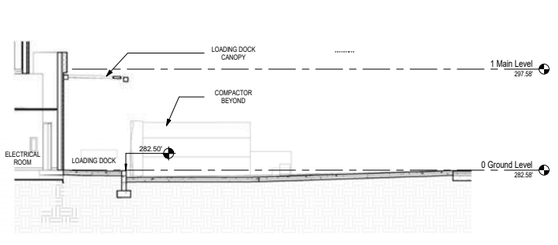
1 / A005 **Loading Dock Area Enlarged Plan** 1/16" = 1'-0"



3 / A005 **Loading Dock** 1/8" = 1'-0"



5 / A005 **Loading Dock Section 2** 1/8" = 1'-0"



4 / A005 **Loading Dock - Section 1** 1/8" = 1'-0"

Site Plan Keynote

1	EMERGENCY FOOD STORAGE
2	BOOST PUMP SHED
3	30 YARD SELF CONTAINED COMPACTOR
4	BALER
5	UNDERGROUND WATER STORAGE TANK
6	DEPRESSED LOADING DOCK
7	RAILING
8	6'X6' DOCK LEVELER. DEPRESSED CONCRETE
9	PLANTER AREA TO BE REPAIRED
10	LANDSCAPE
11	ELECTRICAL TRANSFORMER

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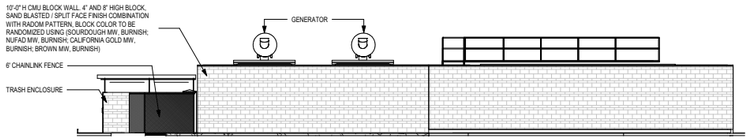
DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

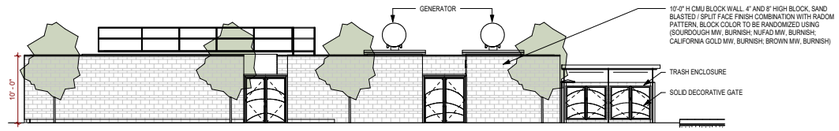
Drawing Package
ARC Submittal

Sheet Title
Enlarged Site Plan - Tower Loading Dock

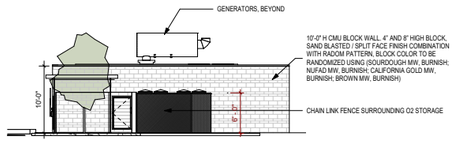
Sheet Number
A005



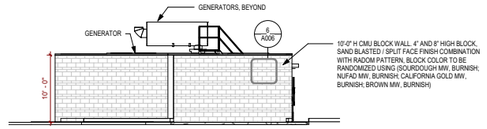
4 A006 **Generator Yard - South Elevation**
1/8" = 1'-0"



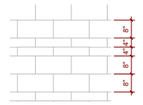
2 A006 **Generator Yard - North Elevation**
1/8" = 1'-0"



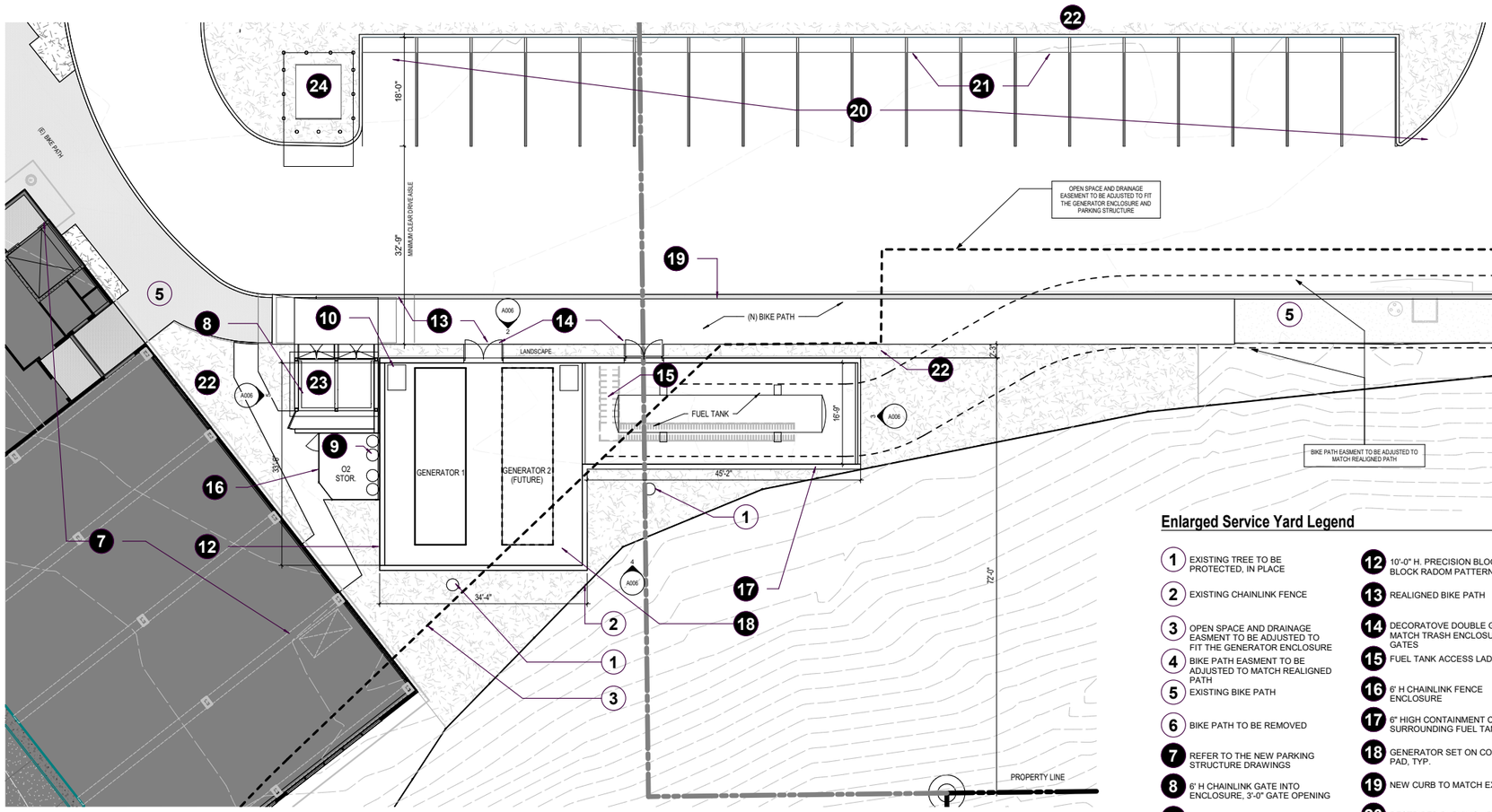
5 A006 **Generator Yard - West Elevation**
1/8" = 1'-0"



3 A006 **Generator Yard - East Elevation**
1/8" = 1'-0"



6 A006 **02 Gen Yard - East Elevation - Callout 1**
1/2" = 1'-0"



1 A006 **Generator and Oxygen Tank Enclosure - Enlarged Site Plan**
1/8" = 1'-0"

Enlarged Service Yard Legend

1. EXISTING TREE TO BE PROTECTED, IN PLACE
2. EXISTING CHAINLINK FENCE
3. OPEN SPACE AND DRAINAGE EASMENT TO BE ADJUSTED TO FIT THE GENERATOR ENCLOSURE
4. BIKE PATH EASMENT TO BE ADJUSTED TO MATCH REALIGNED PATH
5. EXISTING BIKE PATH
6. BIKE PATH TO BE REMOVED
7. REFER TO THE NEW PARKING STRUCTURE DRAWINGS
8. 6' H CHAINLINK GATE INTO ENCLOSURE, 3'-0" GATE OPENING
9. 4 EMERGENCY BACKUP CYLINDERS REFER TO PLUMBING DRAWINGS
10. DAY TANK
11. 2X2 MANIFOLD WITH DEWARS, REFER TO PLUMBING DRAWINGS
12. 10'-0" H. PRECISION BLOCK - CMU BLOCK RADOM PATTERN
13. REALIGNED BIKE PATH
14. DECORATOVE DOUBLE GATES TO MATCH TRASH ENCLOSURE GATES
15. FUEL TANK ACCESS LADDER
16. 6' H CHAINLINK FENCE ENCLOSURE
17. 6" HIGH CONTAINMENT CURB SURROUNDING FUEL TANK
18. GENERATOR SET ON CONCRETE PAD, TYP.
19. NEW CURB TO MATCH EXISTING
20. RESTRIPED PARKING AREA
21. NEW CURB AT RECONFIGURED MEDIAN, TYP.
22. LANDSCAPE
23. TRASH ENCLOSURE
24. TRANSFORMER - REFER TO PA DRAWINGS

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DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Enlarged Site Plan - Service Yard

Sheet Number
A006

1 A100 **Ground Level Floor Plan - Overall**
3/32" = 1'-0"

CUNINGHAM GROUP

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Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Ground Level Overall Plan

Sheet Number
A100

1 A101 **Main Level Floor Plan - Overall**
3/32" = 1'-0"

CUNINGHAM GROUP

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DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Main Level Overall Plan

Sheet Number
A101

1 A102 **Second Level Floor Plan - Overall**
3/32" = 1'-0"

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DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Second Level Overall Plan

Sheet Number
A102

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1 A103 **Third Level Floor Plan - Overall**
3/32" = 1'-0"

Agency Approval OSHPD No.: H190224-40-00

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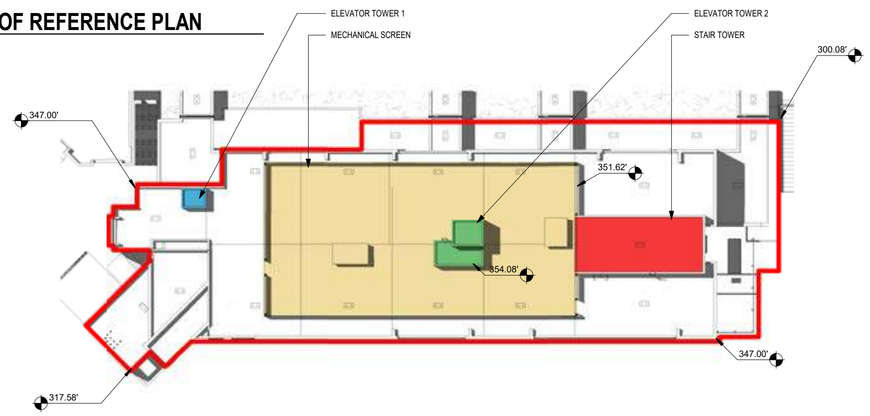
DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

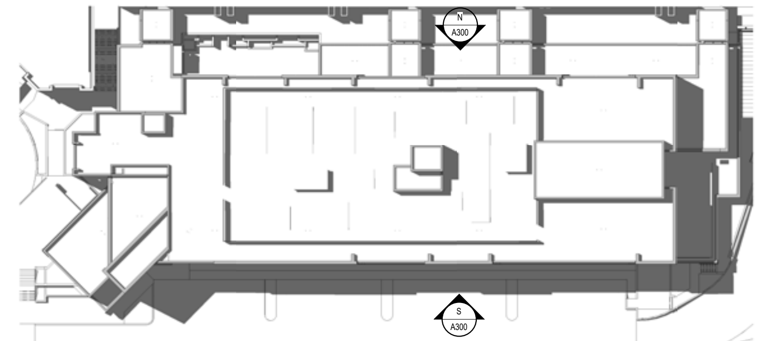
Sheet Title
Third Level Overall Plan

Sheet Number
A103

ROOF REFERENCE PLAN



Key Plan



ADDITIONAL INFORMATION

1" = 1'-0"

AVERAGE NATURAL GRADE (A.N.G.)			
(See Civil Plan)			
294.00 - 277.50 / 2		+ 294.00 =	285.75
ALLOWABLE BUILDING HEIGHT (w/Variance) :			
285.75 + 68'			353.75'

MATERIAL FINISH LEGEND

1. ELASTOMERIC FINISH: COLOR: SW7680 LANYARD, SUPERFINE DARK
2. ELASTOMERIC FINISH: SW 7508 TAVERN TAN
3. METAL SIDING: MC ELROY MEGA RIB; SLATE GRAY
4. EIFS REVEAL 1/4" X 3/4"
5. STOREFRONT
6. DROP-OFF CANOPY: GLASS AND STEEL
7. EIFS REVEAL 3/4" X 3/4"
8. CONCRETE FINISH - FORM LINER
9. DEEP FRAME WINDOW
10. HOSPITAL SIGNAGE - REFER TO A302
11. GLASS RAILING AT TERRACE
12. METAL SCREEN ; COLOR: SLATE GRAY
13. MECHANICAL LOUVERED SCREEN; COLOR: SLATE GRAY

CUNINGHAM GROUP
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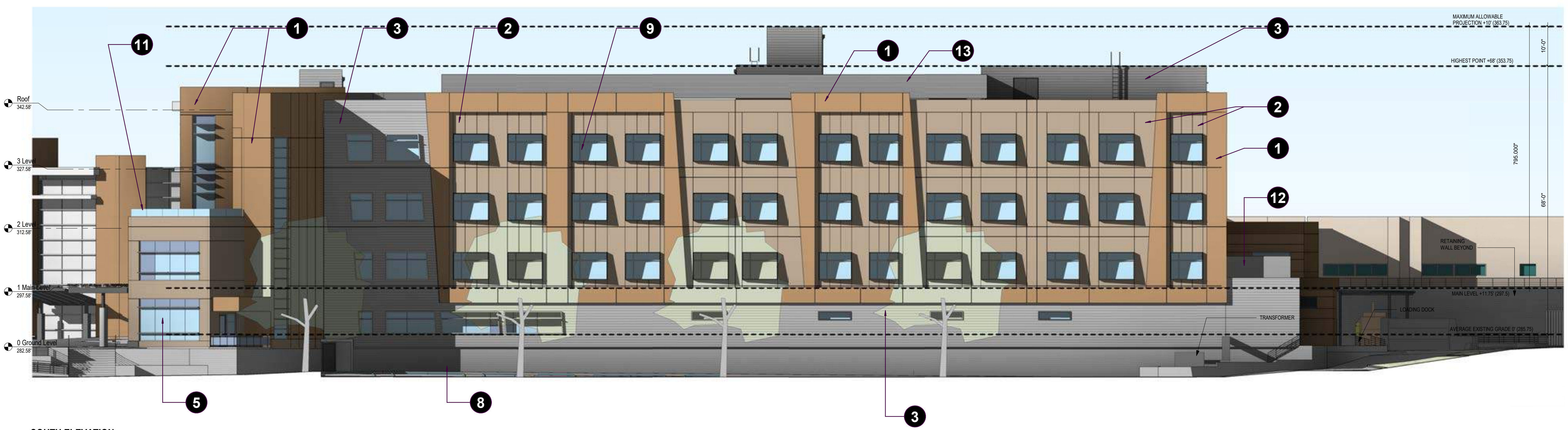
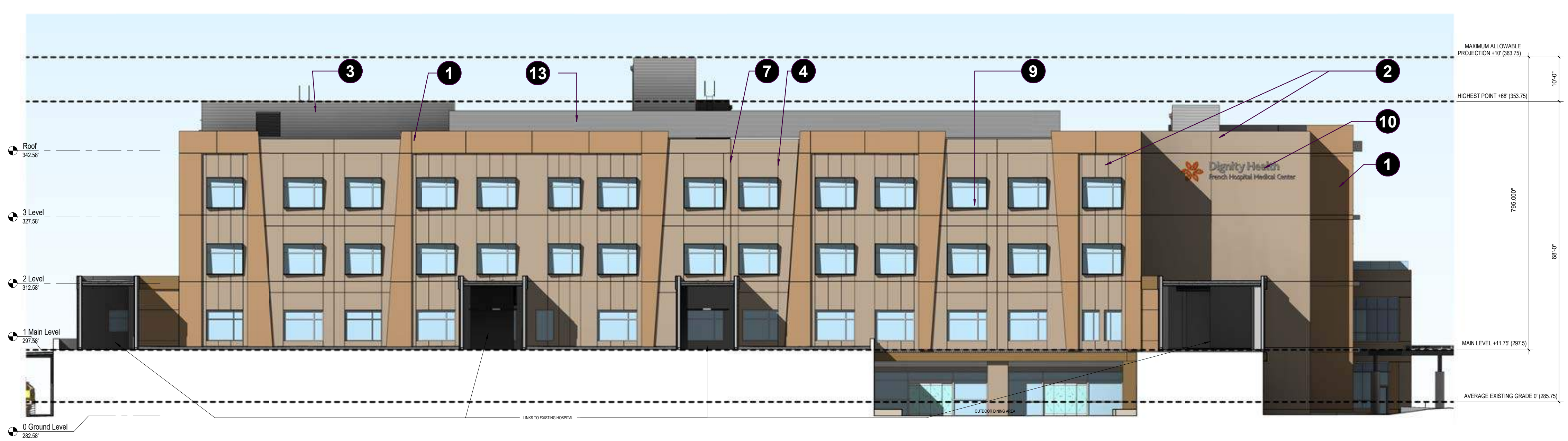


SOUTH ELEVATION

3/32" = 1'-0"



NORTH ELEVATION

3/32" = 1'-0"

Key Plan

Agency Approval

PRELIMINARY NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

Project Information

Phase:	I - MR	Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package

ARC Submittal

Sheet Title

Exterior Elevation

Sheet Number

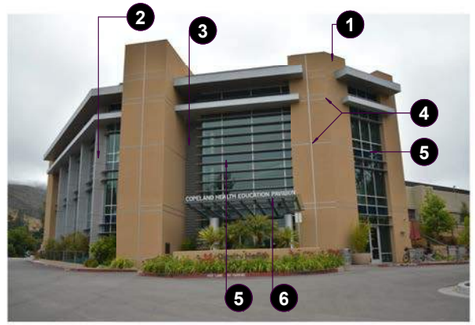
A300

Current Revision

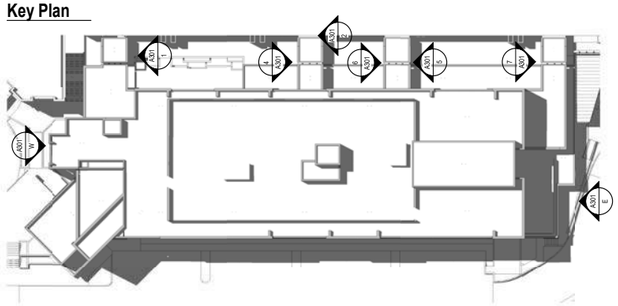
PALETTE OF EXTERIOR FINISHES AT COPELAND HEALTH EDUCATION PAVILION BUILDING

NEW PATIENT TOWER TO CONTINUE SAME DESIGN THEME WITH SIMILAR MATERIALS

1. ELASTOMERIC FINISH: COLOR: SW768 LANYARD, SUPERFINE DARK
2. ALUMINUM FINISH
3. METAL SIDING: MC ELROY MEGA RIB; SLATE GRAY
4. SCREED: 3/4" X 3/4"
5. STOREFRONT
6. DROP-OFF CANOPY: GLASS AND STEEL

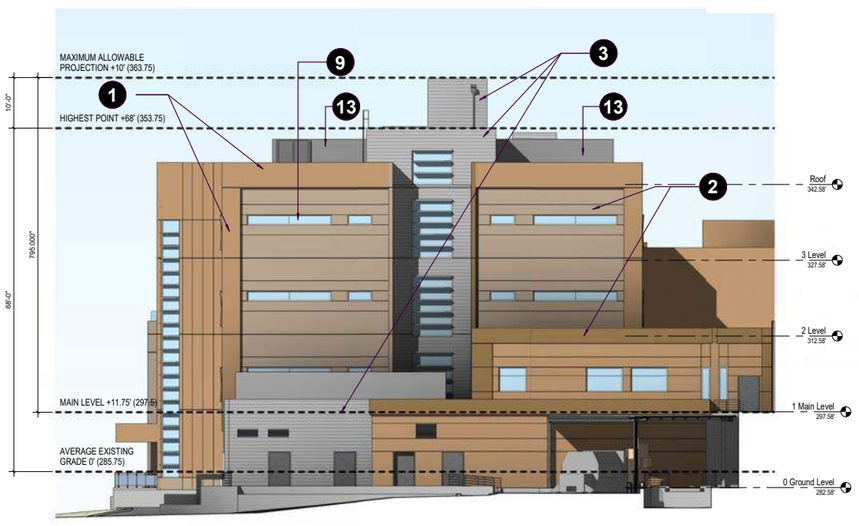


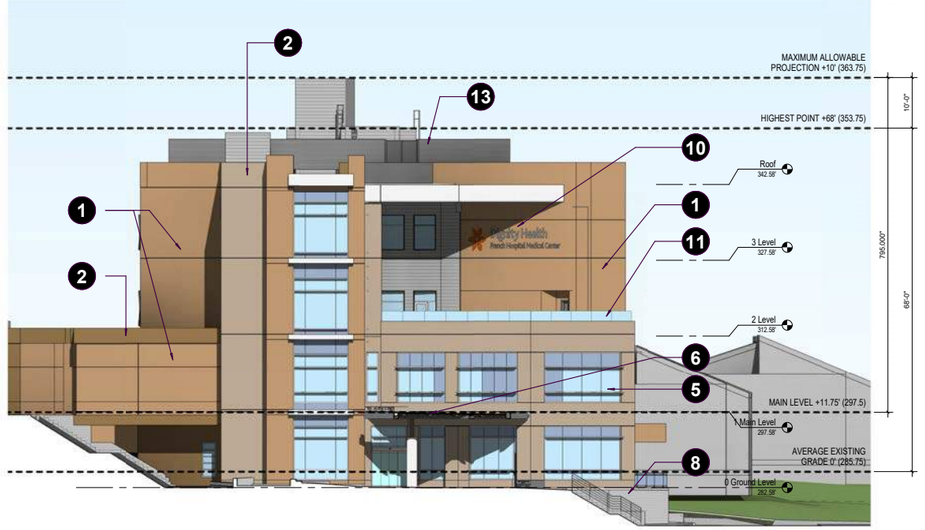
Key Plan



MATERIAL FINISH LEGEND

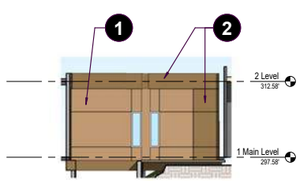
1. ELASTOMERIC FINISH: COLOR: SW7680 LANYARD, SUPERFINE DARK
2. ELASTOMERIC FINISH: SW 7508 TAVERN TAN
3. METAL SIDING: MC ELROY MEGA RIB; SLATE GRAY
4. EIFS REVEAL 1/4" X 3/4"
5. STOREFRONT
6. DROP-OFF CANOPY: GLASS AND STEEL
7. EIFS REVEAL 3/4" X 3/4"
8. CONCRETE FINISH - FORM LINER
9. DEEP FRAME WINDOW
10. HOSPITAL SIGNAGE - REFER TO A302
11. GLASS RAILING AT TERRACE
12. METAL SCREEN ; COLOR: SLATE GRAY
13. MECHANICAL LOUVERED SCREEN; COLOR: SLATE GRAY



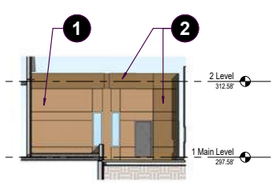


EAST ELEVATION

3/32" = 1'-0"



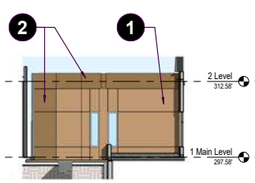
1 A301 Connecting Link 1 - East Elevation 3/32" = 1'-0"



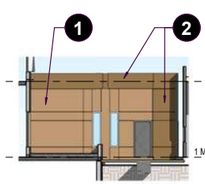
2 A301 Connecting Link 2 - East Elevation 3/32" = 1'-0"

WEST ELEVATION

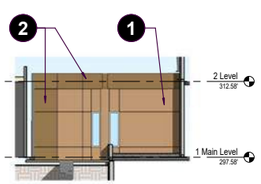
3/32" = 1'-0"



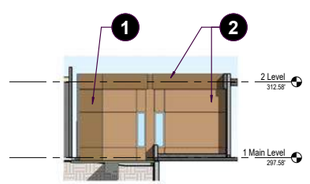
4 A301 Connecting Link 2 - West Elevation 3/32" = 1'-0"



5 A301 Connecting Link 3 - East Elevation 3/32" = 1'-0"



6 A301 Connecting Link 3 - West Elevation 3/32" = 1'-0"



7 A301 Connecting Link 4 - West Elevation 3/32" = 1'-0"

CUNINGHAM GROUP

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Agency Approval OSHPD No.: H190224-60-00

Registration

Revisions

No.	Date	Description

Project Information

Increment: | Date: 07/16/2020

Project No.: PR18-0327 | PIC / A/C: KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package

ARC Submittal

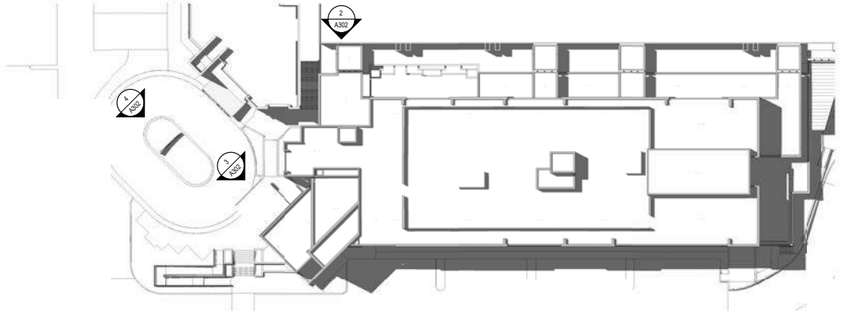
Sheet Title

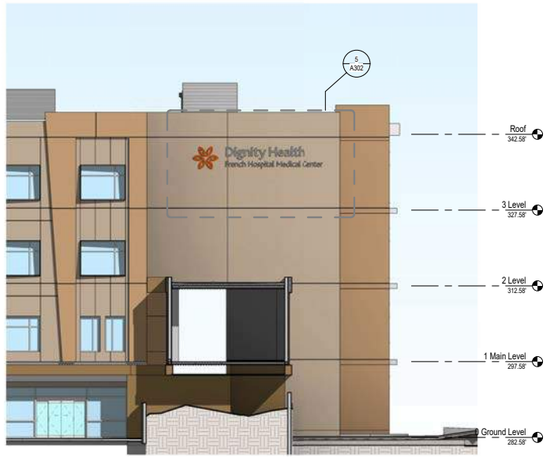
Exterior Elevation

Sheet Number

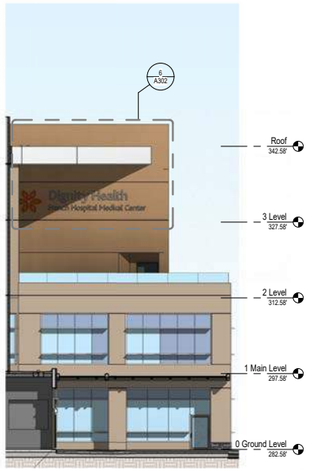
A301

Key Plan

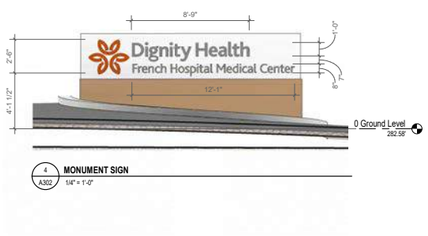




2 A302 **North - Wall Sign**
3/32" = 1'-0"



3 A302 **Northwest - Wall Sign**
3/32" = 1'-0"



4 A302 **MONUMENT SIGN**
1/4" = 1'-0"

5 A302 **NORTH WALL SIGN - ENLARGED**
1/4" = 1'-0"

6 A302 **NORTHWEST WALL SIGN - ENLARGED**
1/4" = 1'-0"

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Registration

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No.	Date	Description

Project Information

Increment:		Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Exterior Signage

Sheet Number
A302

SOLAR STUDY - WINTER SOLSTICE

9.00 am

12.00 pm

3.00 pm

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Increment:		Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Solar Study

Sheet Number
A303

SOLAR STUDY

SUMMER SOLSTICE

9.00 am

4 A304 Site Plan Solar Study - Summer Solstice 9AM
1 : 1500

5.00 pm

3 A304 Site Plan Solar Study - Summer Solstice 5PM
1 : 1500

FALL EQUINOX

9.00 am

1 A304 Site Plan Solar Study - Fall Equinox 9AM
1 : 1500

SPRING EQUINOX

9.00 am

2 A304 Site Plan Solar Study - Spring Equinox 9AM
1 : 1500

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Revisions

No.	Date	Description

Project Information

Increment:		Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

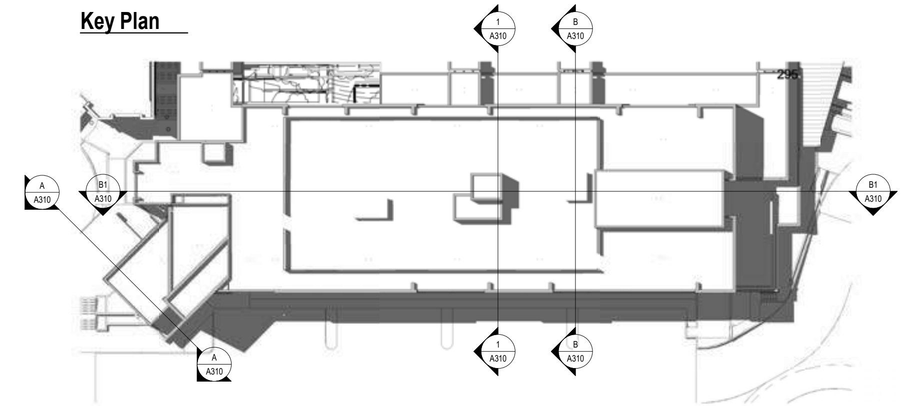
Drawing Package
ARC Submittal

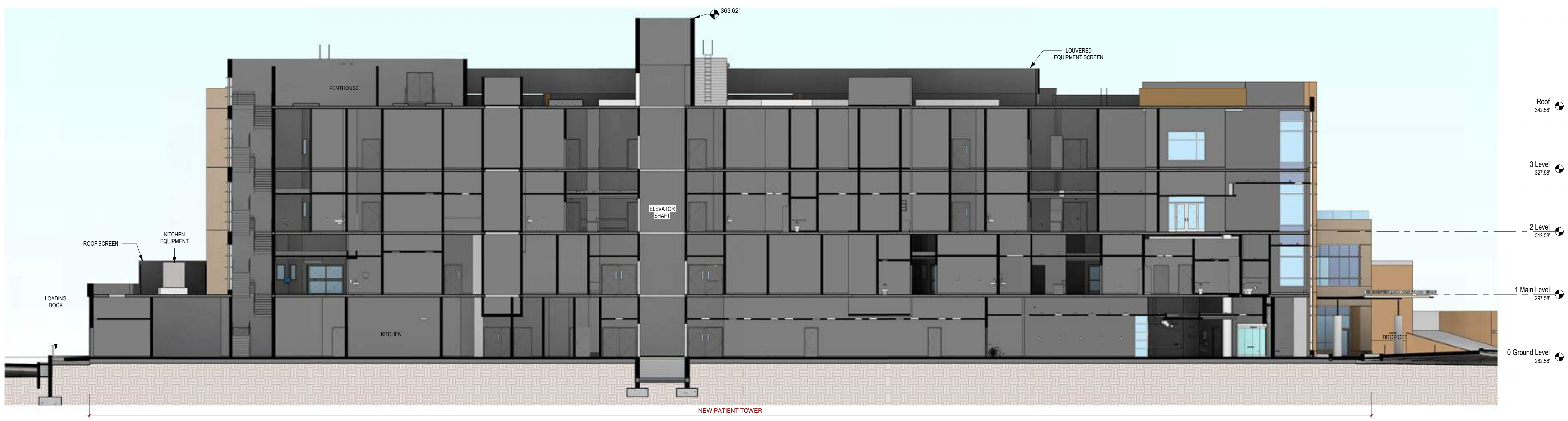
Sheet Title
Solar Study

Sheet Number
A304

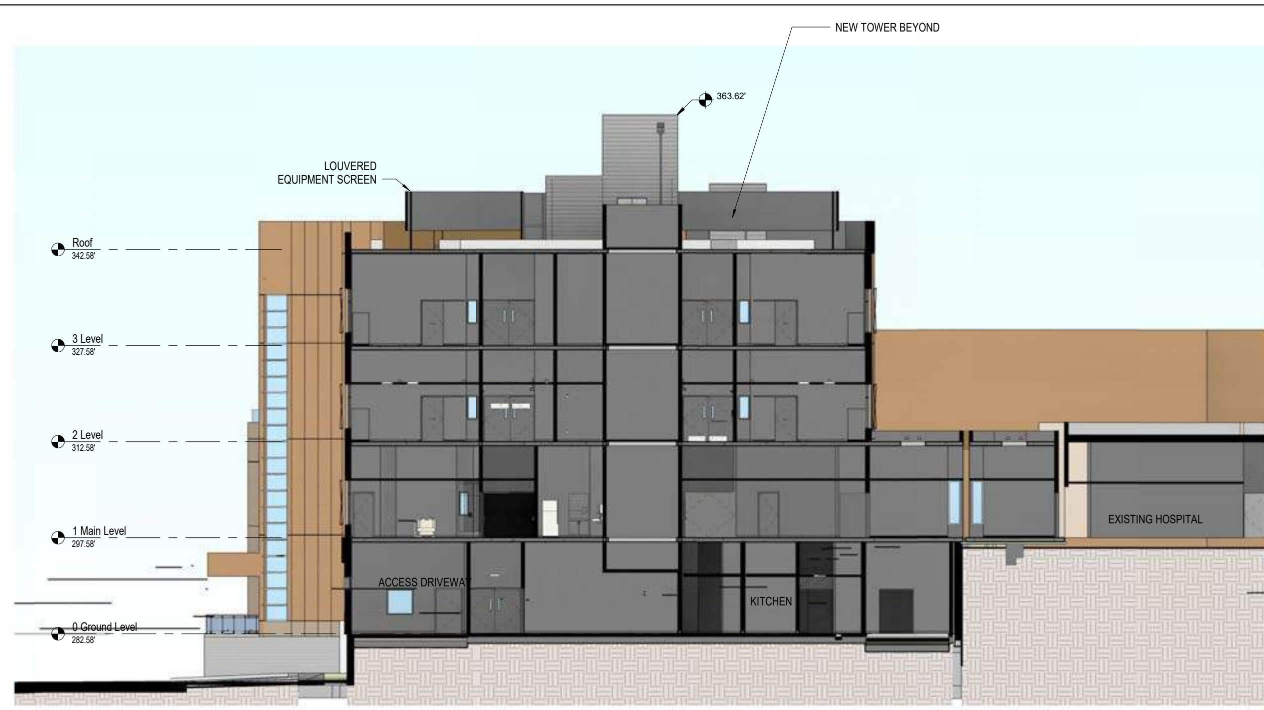
SITE SECTION A
3/32" = 1'-0"

Key Plan





SITE SECTION B1
3/32" = 1'-0"



SITE SECTION B
3/32" = 1'-0"

SITE SECTION A1
3/32" = 1'-0"

CUNINGHAM GROUP
Cuningham Group Architecture, Inc.
201 Main St. SE, Suite 325, Minneapolis, MN 55414
www.cuningham.com

Key Plan

Agency Approval

PRELIMINARY NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

Project Information

Phase:	I - MR	Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Building Sections

Sheet Number
A310

Current Revision

CUNINGHAM
GROUP

Cuningham Group Architecture, Inc.
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Agency Approval OSHPD No.: H190224-40-00

Registration

Revisions

No.	Date	Description

Project Information

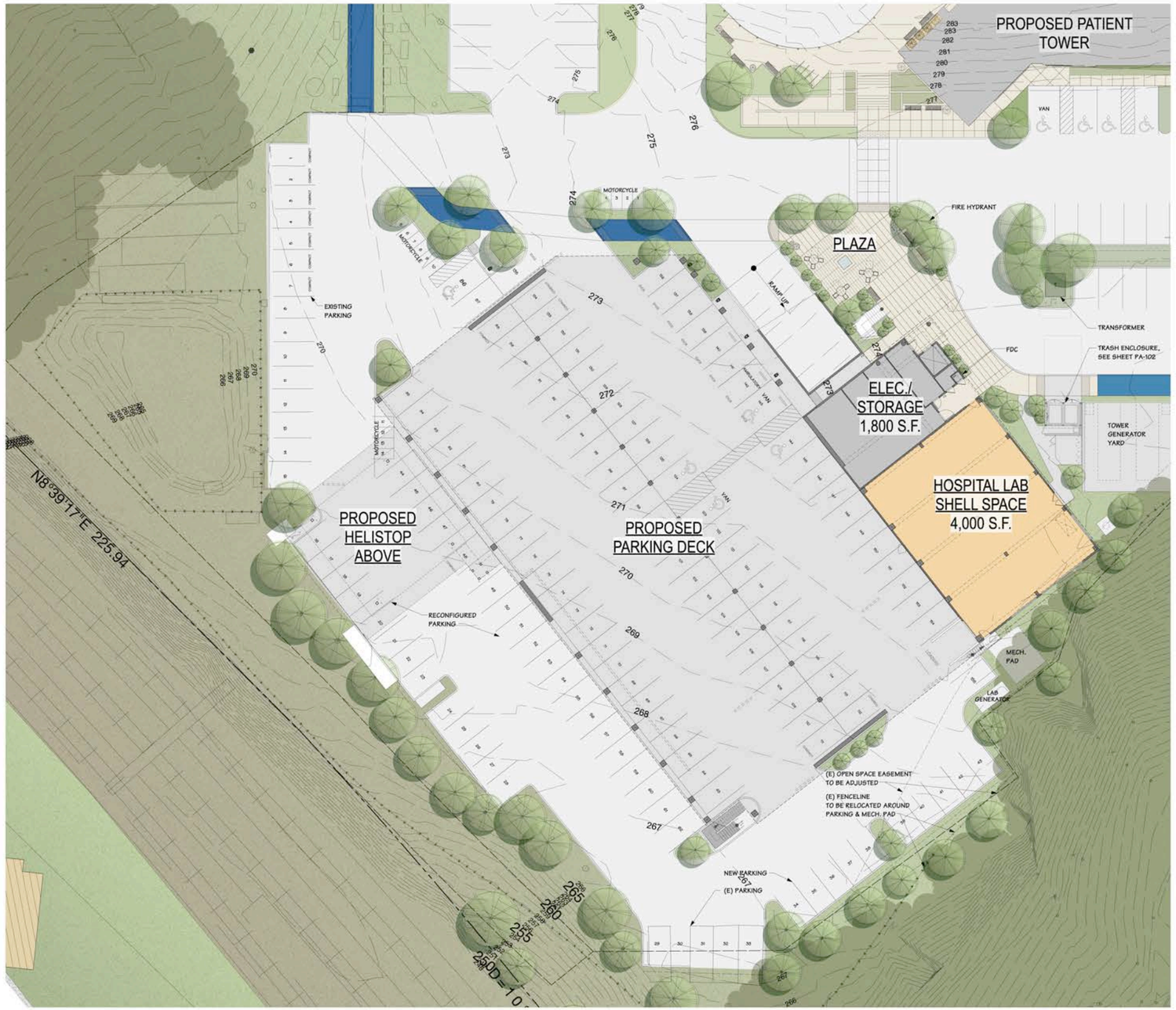
Increment:		Date:	07/16/2020
Project No.:	PR18-0327	PIC / AIC:	KM

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW TOWER

Drawing Package
ARC Submittal

Sheet Title
Renderings

Sheet Number
A320



ENLARGED SITE PLAN

0 16 32

FLOOR AREA

HOSPITAL LAB SHELL:	+/-4,000 S.F.
ELECTRICAL/STORAGE:	+/-1,800 S.F.
HELISTOP:	2,000 S.F.
PARKING STRUCTURE	
L1 (AT GRADE):	+/-26,000 S.F.
L2 (DECK):	+/-31,000 S.F.

PARKING INFORMATION
NET NEW SPACES AT PARKING DECK LOCATION: +66
NET LOSS OF SURFACE PARKING AT BUILDING SITES: -100

ACCESSIBLE SPACES
TOTAL NUMBER OF PARKING SPACES PROPOSED AT LOWER LOT (PARKING DECK & TOWER SITES): 298 SPACES

SPACES REQ'D *PER CBC TABLE 11B.208.2:* 7 SPACES

ACCESSIBLE SPACES PROVIDED
PARKING DECK 4 SPACES
PATIENT TOWER 10 SPACES
TOTAL ACCESSIBLE SPACES ADDED 14 SPACES PROVIDED (12 STANDARD, 2 VAN)

EV PARKING
PER CITY ZONING (BASED ON REQUIRED PARKING FOR NEW USES, SEE SHEET R101):
EV READY (10%) (10) SPACES INCL. (2) ADA
EV CAPABLE (25%) (25) SPACES

MOTORCYCLE PARKING
(14) PROVIDED INCLUDING:
(4) REQUIRED PER CITY ZONING (1:20)
(10) REPLACEMENT DUE TO LOSS ON SITE

BICYCLE PARKING
HOSPITAL ADDITION:
89,775 SF @ 1:7,500 S.F = (12) TOTAL SPACES
25% LONG TERM: (3) SPACES
75% SHORT TERM: (9) SPACES

FUTURE LAB ADDITION:
4,300 SF @ 1:1,500 S.F. = (3) TOTAL SPACES
75% LONG TERM: (2) SPACES
25% SHORT TERM: (1) SPACE

TOTAL BICYCLE SPACES: (15) SPACES
LONG TERM: (5) SPACES @ PARKING DECK STORAGE (1ST FLOOR)
SHORT TERM: (10) SPACES @ AT PATIENT TOWER DROP OFF

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Key Plan

Agency Approval

Revisions

Project Information
Phase: DD Date: 06/10/20
Project No.: 2012 PIC / AIC:
DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

Sheet Title
PARKING DECK - ENLARGED SITE PLAN

Sheet Number PA100 Current Revision

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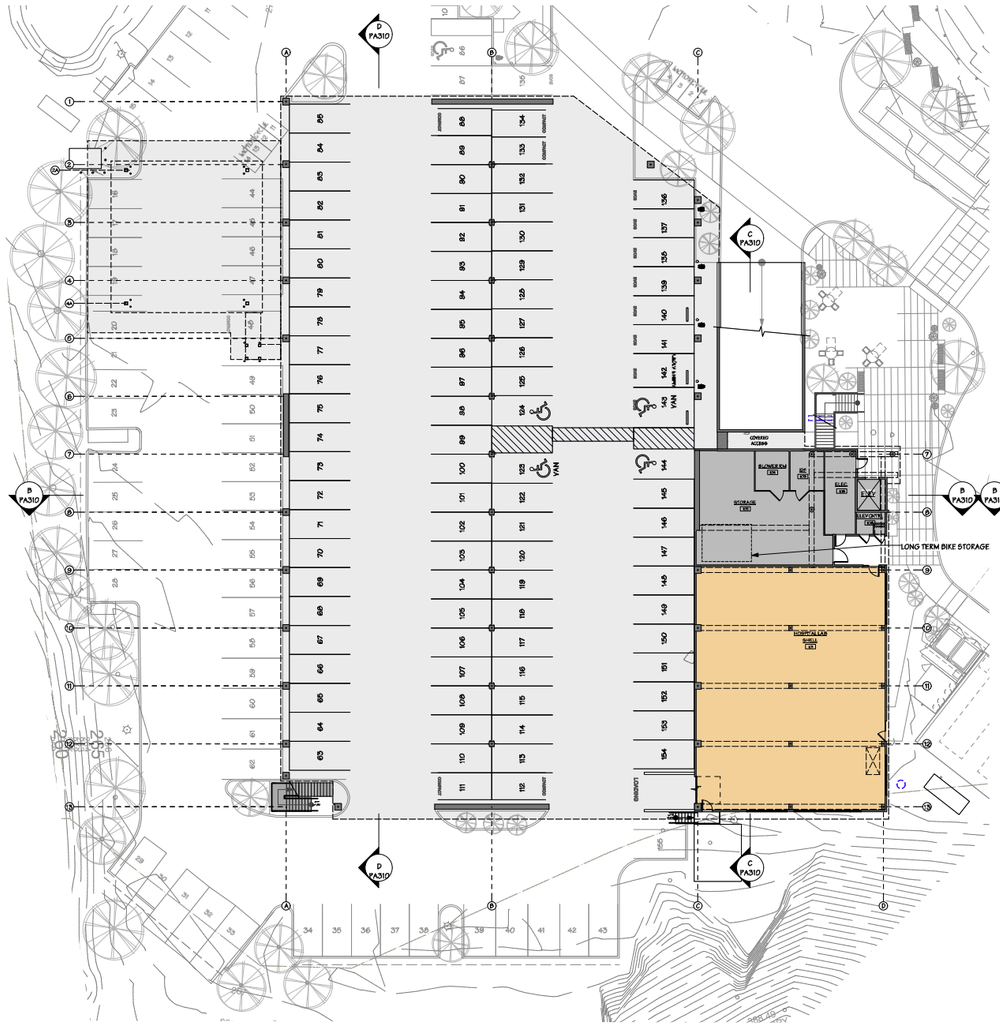
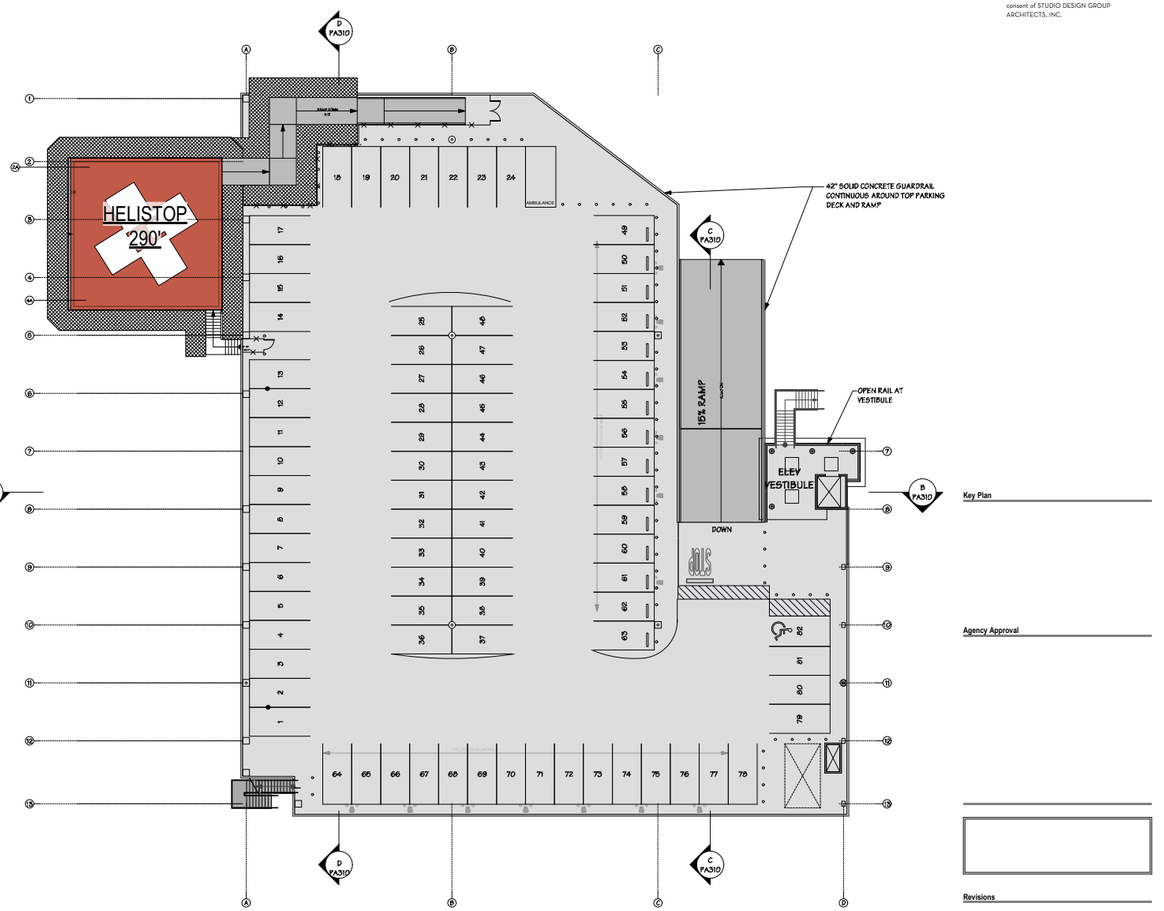


ENLARGED LOWER LEVEL PLAN

0 16 32



ENLARGED DECK PLAN

0 16 32

Key Plan

Agency Approval

Revisions

Project Information

Phase:	DD	Date:	06/10/20
Project No.:	2012	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

Sheet Title
ENLARGED DECK PLAN

Sheet Number PA101

Current Revision

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sdg@sdgarchitects.com

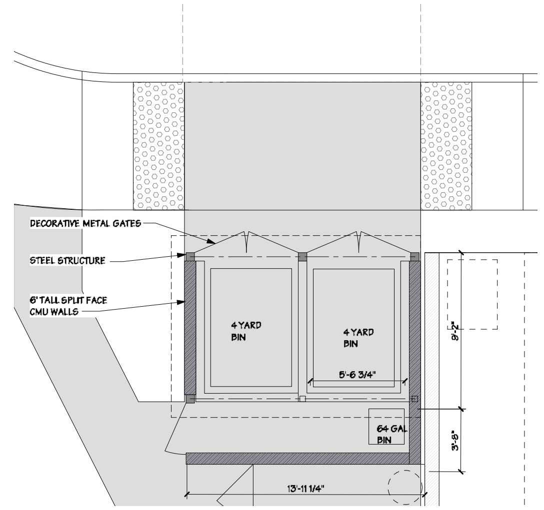
PARKING STRUCTURE - LEED CHECKLIST

LEED v4 for BD+C: New Construction and Major Renovation
Project Checklist

Y	?	N			
			Credit	Integrative Process	**1**
12	**0**	**0**		**Location and Transportation**	**16**
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
			Credit	High Priority Site	2
5			Credit	Surrounding Density and Diverse Uses	5
4			Credit	Access to Quality Transit	5
1			Credit	Bicycle Facilities	1
			Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1
3	**0**	**0**		**Sustainable Sites**	**10**
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
			Credit	Site Development - Protect or Restore Habitat	2
			Credit	Open Space	1
			Credit	Rainwater Management	3
1			Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1
0	**0**	**0**		**Water Efficiency**	**11**
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
			Credit	Outdoor Water Use Reduction	2
	-		Credit	Indoor Water Use Reduction	6
	-		Credit	Cooling Tower Water Use	2
			Credit	Water Metering	1
0	**0**	**0**		**Energy and Atmosphere**	**33**
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
	-		Credit	Enhanced Commissioning	6
	-		Credit	Optimize Energy Performance	18
	-		Credit	Advanced Energy Metering	1
	-		Credit	Demand Response	2
	-		Credit	Renewable Energy Production	3
	-		Credit	Enhanced Refrigerant Management	1
	-		Credit	Green Power and Carbon Offsets	2
1	**0**	**0**		**Materials and Resources**	**13**
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
			Credit	Building Life-Cycle Impact Reduction	5
			Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
			Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
			Credit	Building Product Disclosure and Optimization - Material Ingredients	2
1			Credit	Construction and Demolition Waste Management	2
0	**0**	**0**		**Indoor Environmental Quality**	**16**
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
	-		Credit	Enhanced Indoor Air Quality Strategies	2
	-		Credit	Low-Emitting Materials	3
	-		Credit	Construction Indoor Air Quality Management Plan	1
	-		Credit	Indoor Air Quality Assessment	2
	-		Credit	Thermal Comfort	1
	-		Credit	Interior Lighting	2
	-		Credit	Daylight	3
	-		Credit	Quality Views	1
	-		Credit	Acoustic Performance	1
1	**0**	**0**		**Innovation**	**6**
			Credit	Innovation	5
1			Credit	LEED Accredited Professional	1
0	**0**	**0**		**Regional Priority**	**4**
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
17	**0**	**0**		**TOTALS** Possible Points:	**110**

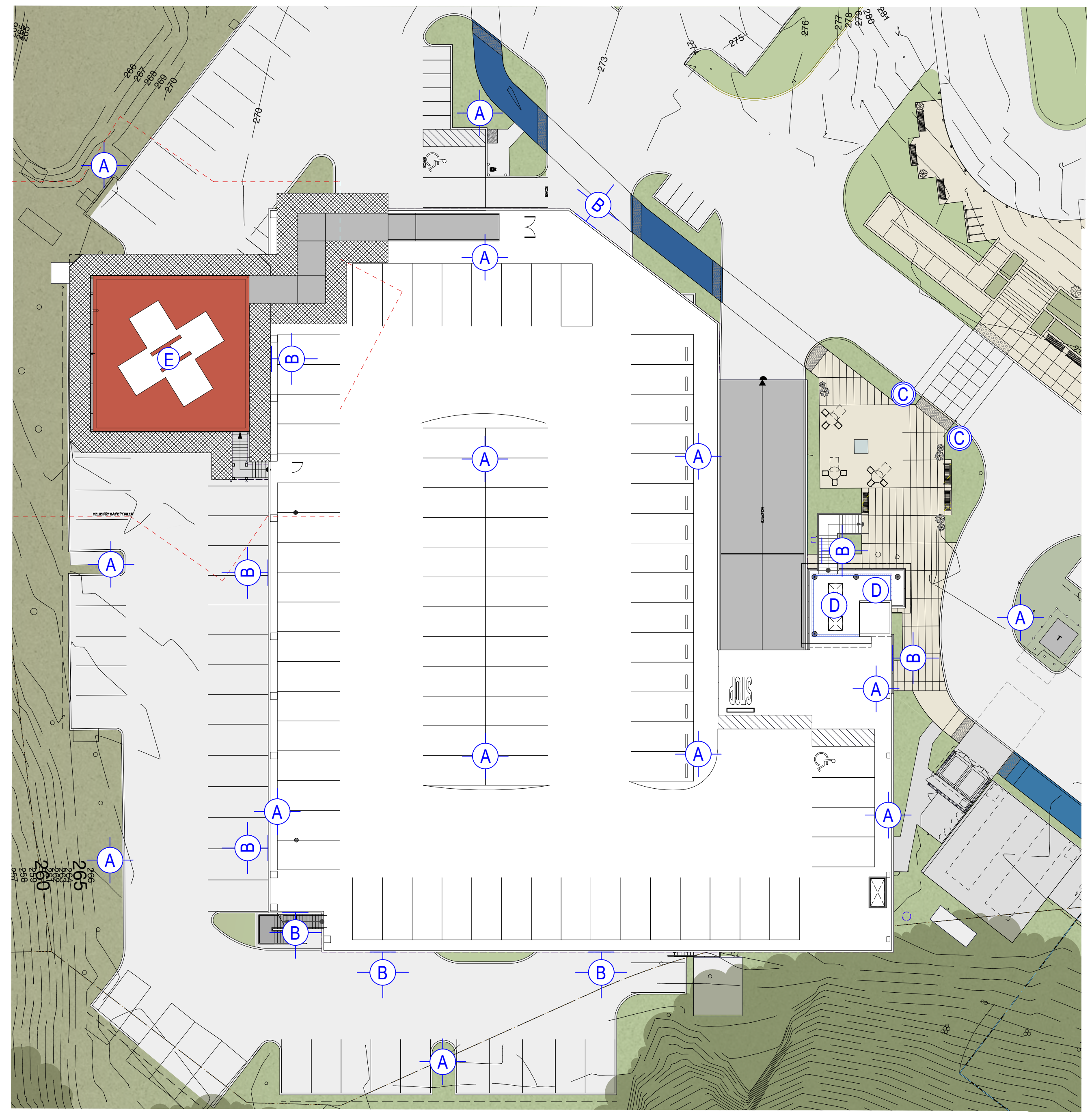
Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

6/8/20
FHMC Parking Structure 3.6.vwx



PARKING STRUCTURE - TRASH ENCLOSURE

0 4 8



PARKING STRUCTURE - SITE LIGHTING PLAN

0 16 32

(A) PARKING LIGHT
GLEON GALLEONLED 120 WATT, PHOTOCELL, 20' MAX. HEIGHT

(B) WALL PACK
ILLUMINATION SYSTEMS MLB-1 LED 42 WATT, MOTION DETECTOR

(C) BOLLARD
ABB ARBOR BOLLARD 25 WATT, PHOTOCELL

(D) RECESSED DOWNLIGHT
(OIL RUBBED BRONZE TRIM NOT SHOWN)
LITHONIA L7XLED T24 11 WATT, PHOTOCELL

(E) HELISTOP LIGHTING AS REQUIRED (WHEN IN USE)

Key Plan

Agency Approval

Revisions

Project Information

Phase:	DD	Date:	06/10/20
Project No.:	2012	PIC / AIC:	

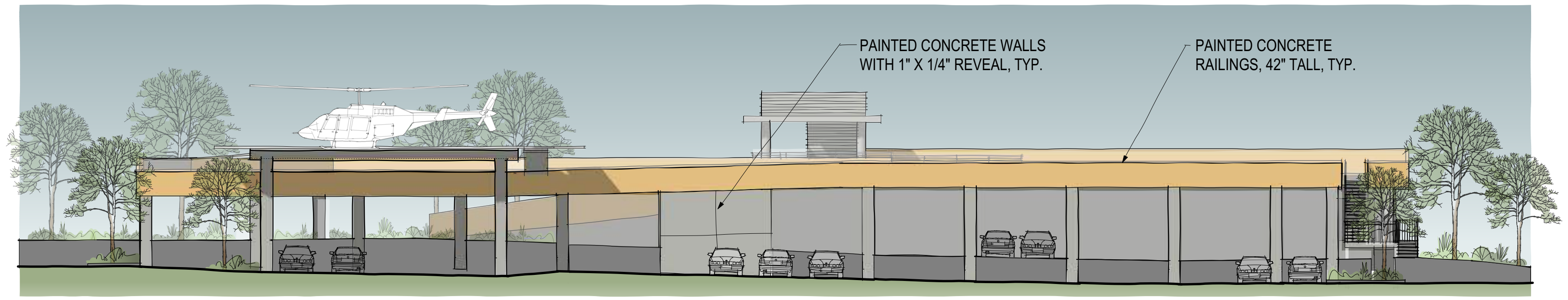
DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

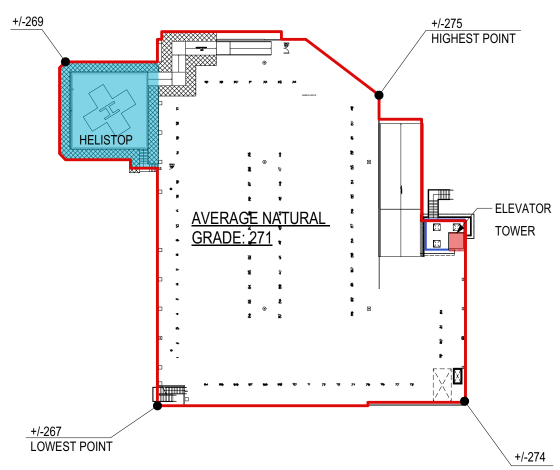
Sheet Title
PARKING DECK - SITE LIGHTING
GREEN BUILDING CHECKLIST

Sheet Number | **Current Revision**

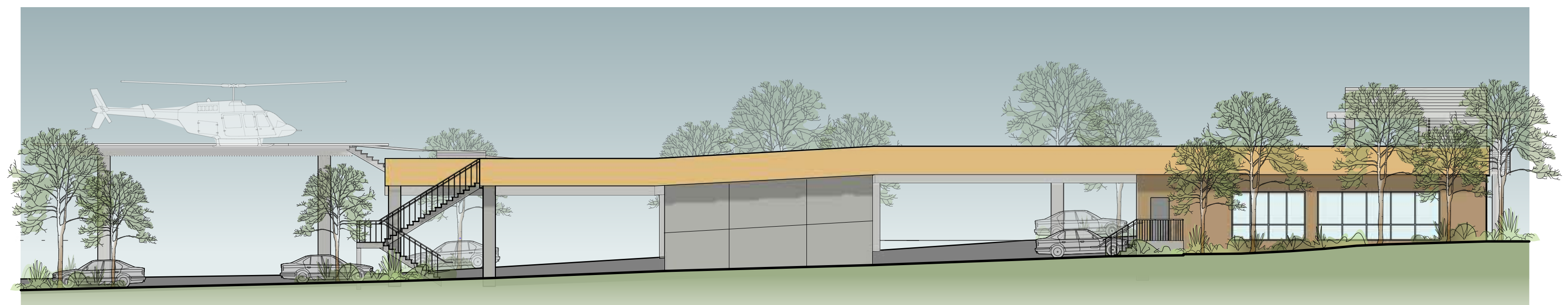
PA102



WEST ELEVATION

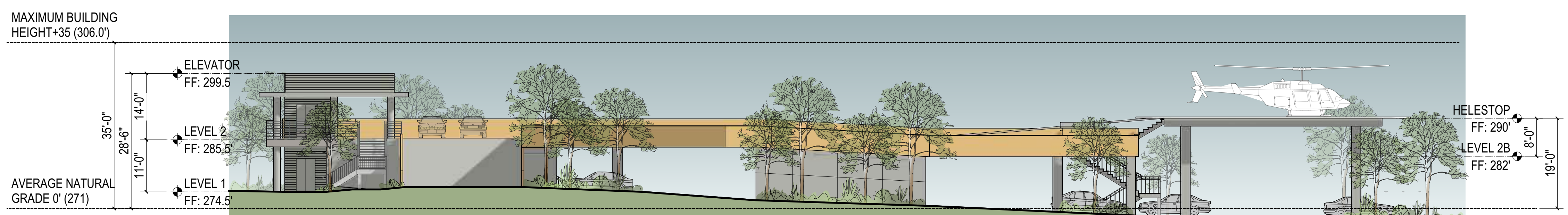


AVERAGE NATURAL GRADE CALCULATION



SOUTH ELEVATION

EAST ELEVATION



NORTH ELEVATION

6/8/20
FHMC Parking Structure 3.6.vwx

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Key Plan

Agency Approval

Revisions

Project Information

Phase:	DD	Date:	06/10/20
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DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package

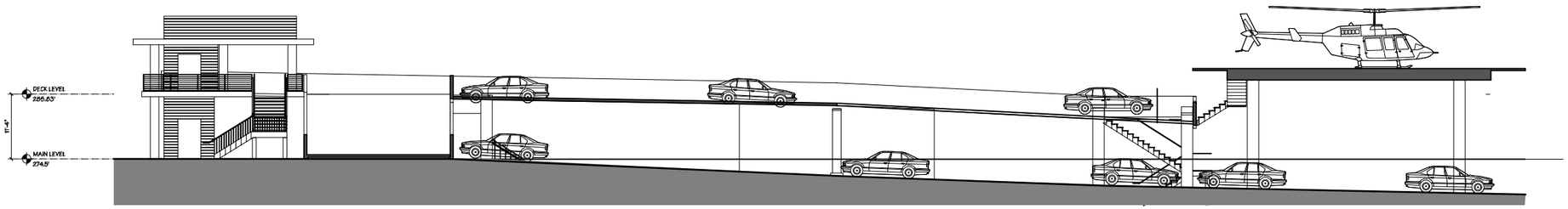
SCHEMATIC DESIGN

Sheet Title

PARING DECK - ELEVATIONS

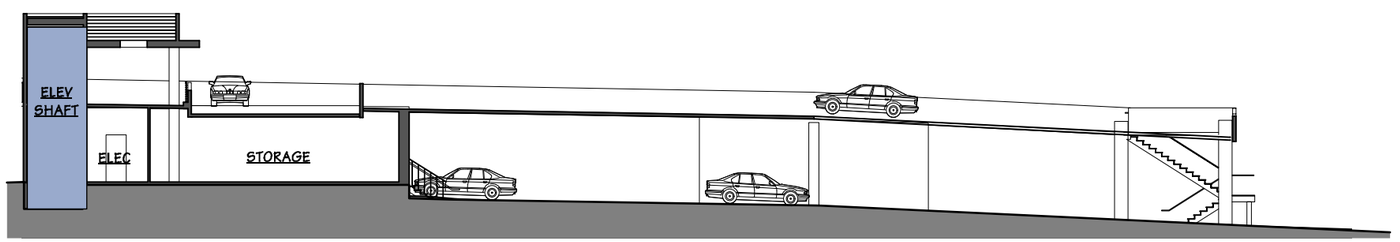
Sheet Number | **Current Revision**

PA300



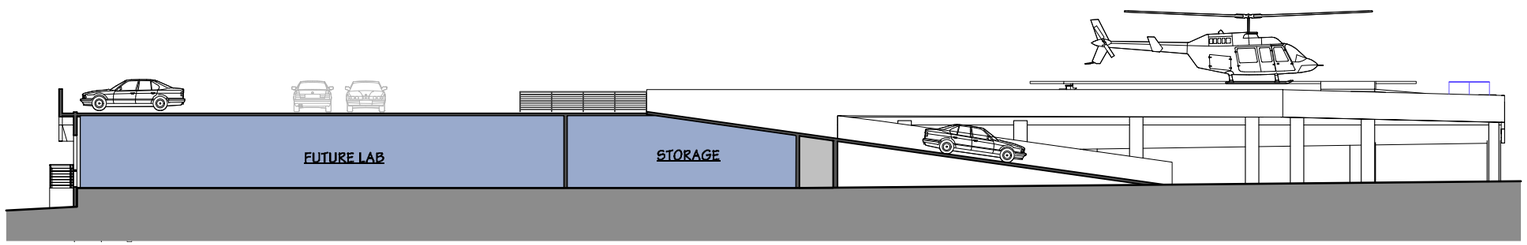
A **SECTION**

1/8" = 1'-0"



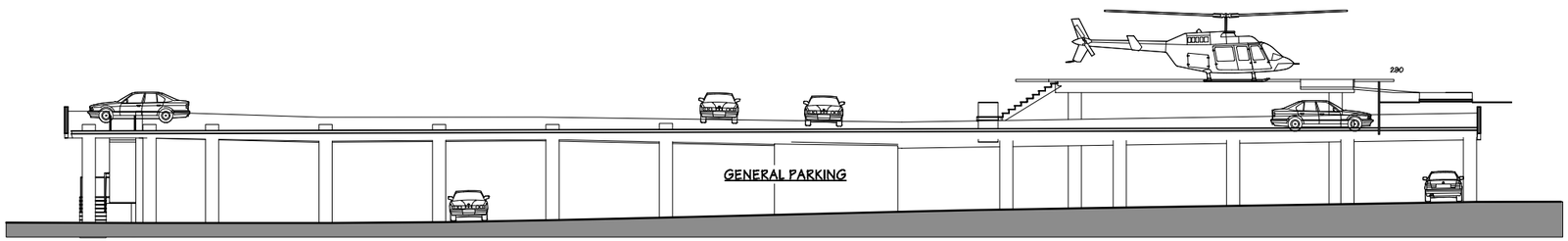
B **SECTION**

1/8" = 1'-0"



C **SECTION**

1/8" = 1'-0"



D **SECTION**

1/8" = 1'-0"

6/8/20
P:\SMC Parking Structure 3.0.vwx

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Key Plan

Agency Approval

Revisions

Project Information

Phase:	DD	Date:	06/10/20
Project No.:	2012	PIC / AIC:	

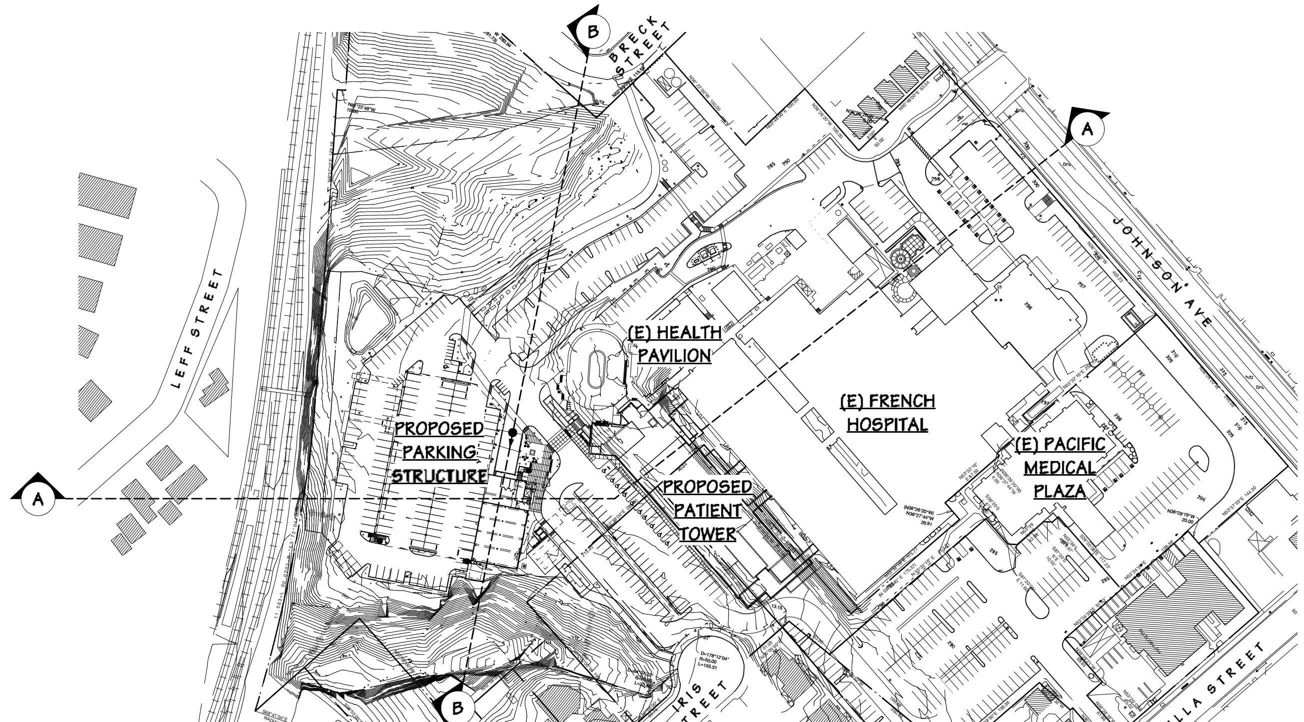
DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

Sheet Title
PARKING DECK - SECTIONS

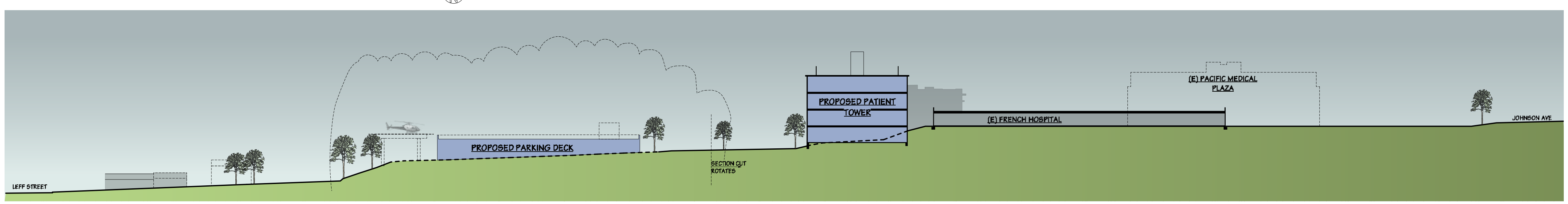
Sheet Number | Current Revision

PA310



SITE PLAN

N.T.S.



A - SITE SECTION

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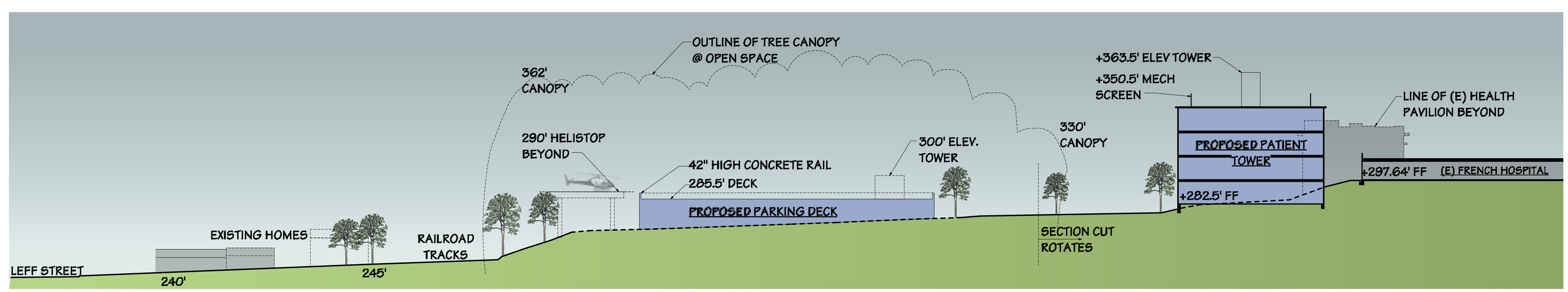

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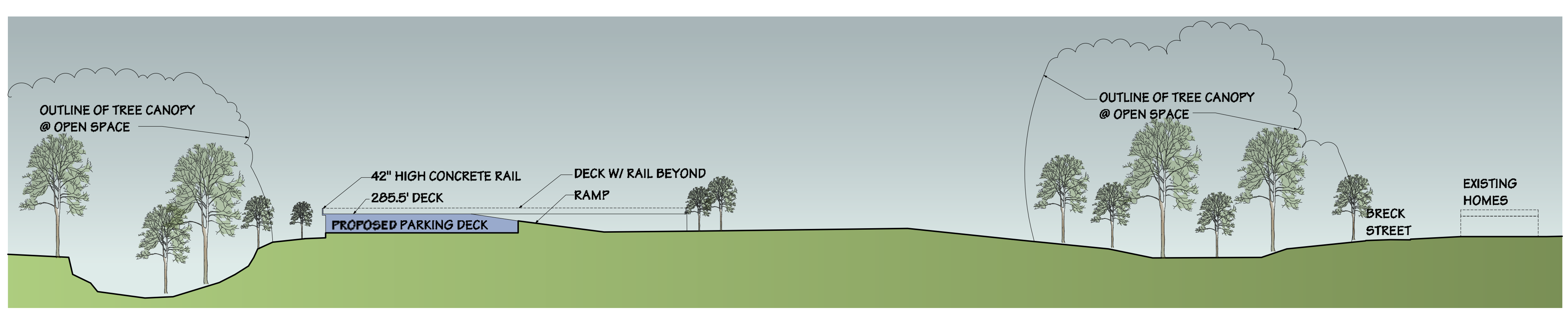

SITE SECTION B

0 30 60

STUDIO DESIGN GROUP ARCHITECTS, INC

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Key Plan

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Project Information

Phase:	DD	Date:	06/10/20
Project No.:	2012	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package

SCHEMATIC DESIGN

Sheet Title

SITE SECTIONS

Sheet Number

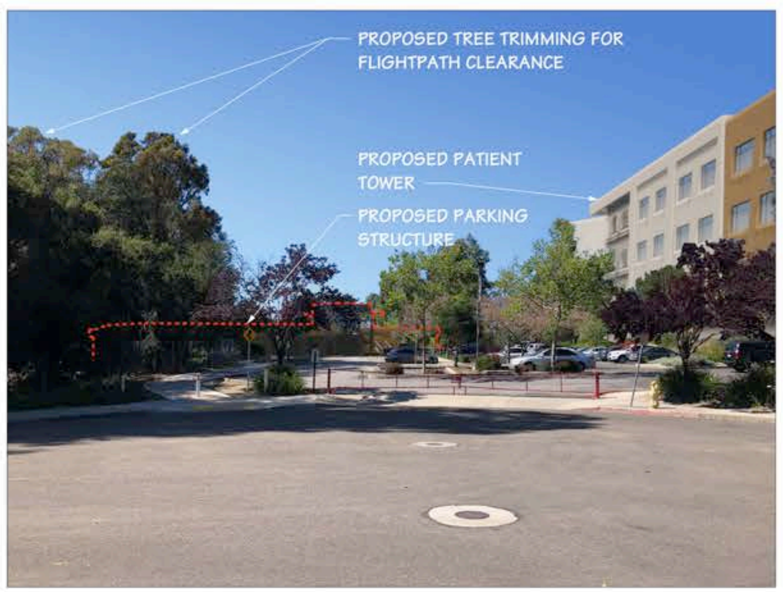
PA311

Current Revision

BEFORE

BEFORE

BEFORE

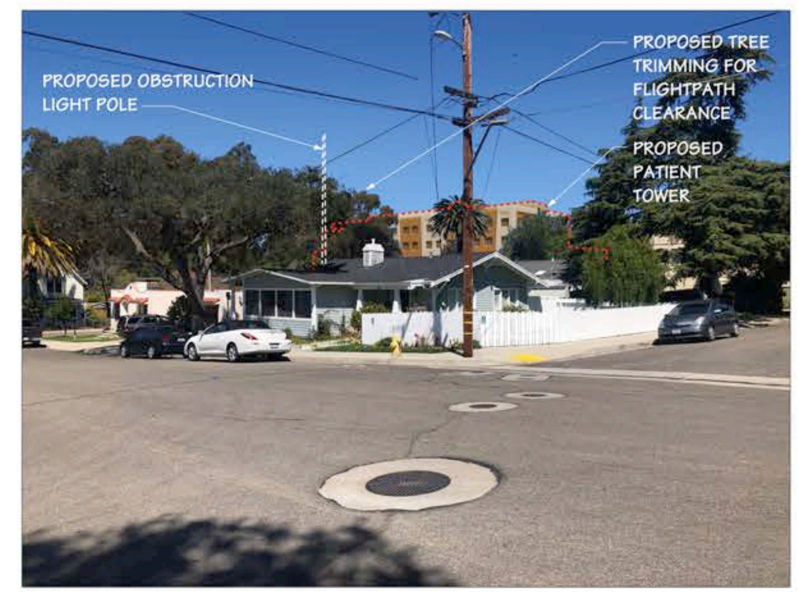


AFTER

(A) VIEW FROM IRIS ST CUL-DE-SEC

AFTER

(B) VIEW FROM RUTH & IRIS ST



AFTER

(C) VIEW FROM RUTH & GEORGE ST

PHOTOGRAPH LOCATION MAP

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Key Plan

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Revisions

Project Information

Phase:	DD	Date:	03/29/21
Project No.:	2012	PIC / A/C:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

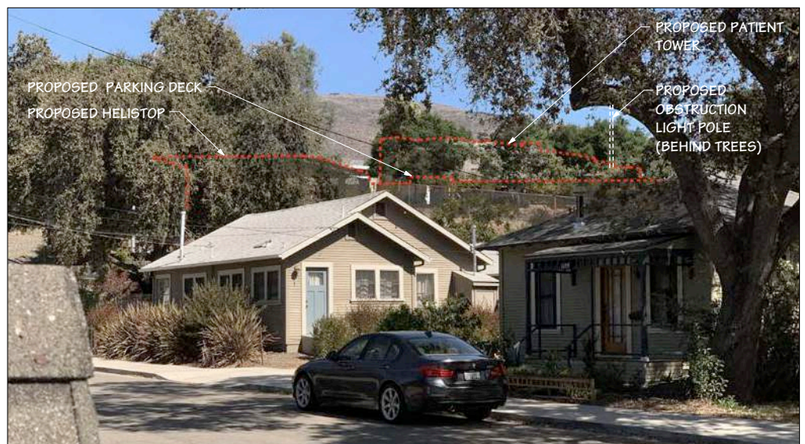
Sheet Title
NEIGHBORHOOD PHOTO SIMULATONS

Sheet Number
PA400

Current Revision

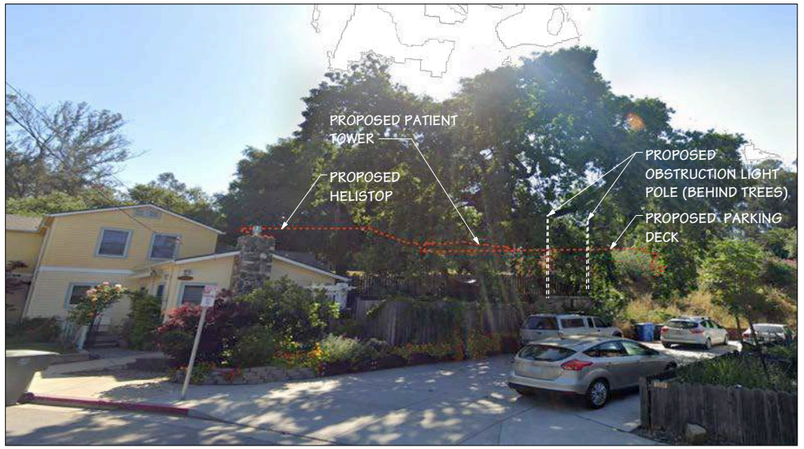
D VIEW FROM ELLA & HENRY ST

AFTER



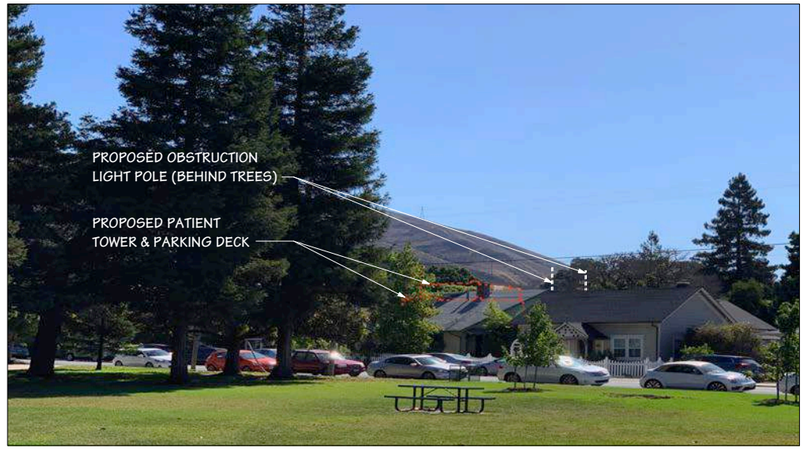
E VIEW FROM LEFF STREET

AFTER



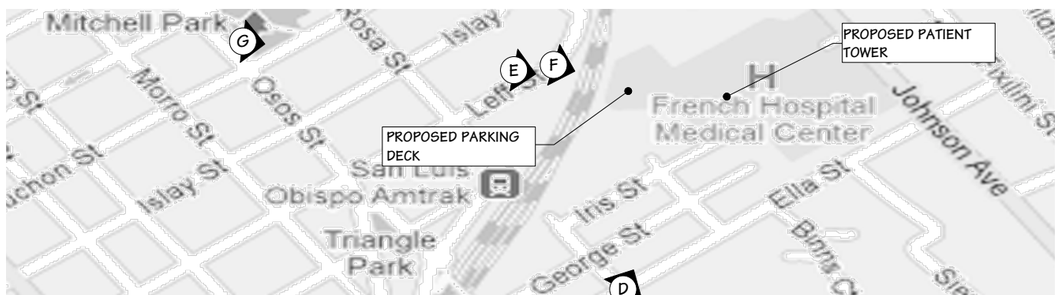
F VIEW FROM LEFF STREET

AFTER



G VIEW FROM MITCHELL PARK

AFTER



PHOTOGRAPH LOCATION MAP

8/5/20
PHMC Parking Structure 3.11.rvwe

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Key Plan

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Project Information

Phase:	DD	Date:	06/10/20
Project No.:	2012	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

Sheet Title
NEIGHBORHOOD PHOTO SIMULATONS

Sheet Number | Current Revision
PA401

FEC HELIPORTS & HELIPORT EQUIPMENT

Designed, Manufactured and Installed...we do it all.

120v to 277v NVG Compatible Pole Mounted Perimeter Light

This newly redesigned Pole perimeter light is the latest addition to the FEC Heliports line of high quality LED lights. Perimeter and Obstruction lights are one of the most important safety features on your heliport. They are used to mark and illuminate the FATO, TLOF, and Obstructions as well as to help the pilot locate the pad and safely land during night operations and inclement weather conditions.

Technical Details

Operating voltage: 120V to 277V, 50/60Hz

Maximum Power Consumption: 6 watts, .2 amps @ 120V; 6 watts, .1 amps @ 277V; 350mA constant current supply

Operating temperature: - 13F to 122F; - 25C to +50C

Operating LED Lifespan: Rated at 50,000+ hours

Light Source: Omni-directional LED Lamp; 1x Osram OSLON SSL 150 LED w/ Custom Optic; 3 IR LEDs (IR LEDs 850nm); 2"(50mm) diameter aluminum circuit; RoHS and 94VO compliant

Standard Part Numbers:

HP1790P	True Green (528nm)
HP1705P	Blue (470nm)
HP1704P	White 6000K
HP1707P	Yellow/Amber (590nm)
HP1782P	Red

Key Features:

- Mil-spec anodized cast aluminum body suitable for the harshest environments
- Pre-wired for quick and easy installations
- Standard color in Anodized Grey
- Blue, Red, and Gold are special order

WWW.FECHELIPORTS.COM
WWW.HELIPORTSEQUIPMENT.COM

FEC HELIPORTS & HELIPORT EQUIPMENT

Designed, Manufactured and Installed...we do it all.

Physical Characteristics

Light Fixture:

Dimensions:
Height 5 inches(127mm)
Lid Diameter 6-1/2 inches(165.1mm)

Materials:
Lens Tempered Glass
Casting 356 T6 Aluminum Alloy

Notes: All machining on the Aluminum casting is done in house by FEC Heliports

Mounting:

1"(25.4mm) NPT located on the bottom of each pole light

Materials:
Casting 356 T6 Aluminum Alloy

Notes: All machining on the Aluminum casting is done in house by FEC Heliports

Light: 6lbs.

Standards & Certification:

INTERTEK:
- Test Verification of Conformity U.S. Department of Transportation, Federal Aviation Administration, Memorandum, Heliport Perimeter Light for Visual Meteorological Conditions. Engineering Brief No. 87.

- International Civil Aviation Organization (ICAO), Aerodromes, Annex 14, Volume 2, Fourth Edition, dated July 2013

- International Civil Aviation Organization (ICAO), Aerodromes, Annex 14, Volume 1, Seventh Edition, dated July 2016

CAP 437 design criteria

Photometric:

Standards
U.S. Department of Transportation, Federal Aviation Administration, Memorandum, Heliport Perimeter Light for Visual Meteorological Conditions. Engineering Brief No. 87

Parameter	Requirement	Measured	Result
Min. Peak Intensity	2 cd from 10° - 90°	12.4 cd	Pass
Min. Peak Intensity	10 cd from 2° - 15°	23.5 cd	Pass
Min. Avg Intensity	5 cd from 0° - 15°	46.7 cd	Pass

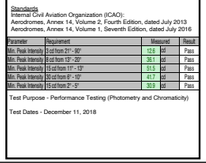
cd = Candela

Standards
Internal Civil Aviation Organization (ICAO):
Aerodromes, Annex 14, Volume 2, Fourth Edition, dated July 2013
Aerodromes, Annex 14, Volume 1, Seventh Edition, dated July 2016

Parameter	Requirement	Measured	Result
Min. Peak Intensity	2 cd from 21° - 90°	12.6 cd	Pass
Min. Peak Intensity	8 cd from 13° - 20°	36.1 cd	Pass
Min. Peak Intensity	10 cd from 11° - 13°	51.5 cd	Pass
Min. Peak Intensity	20 cd from 8° - 10°	41.7 cd	Pass
Min. Peak Intensity	10 cd from 2° - 5°	20.9 cd	Pass

Test Purpose - Performance Testing (Photometry and Chromaticity)

Test Dates - December 11, 2018



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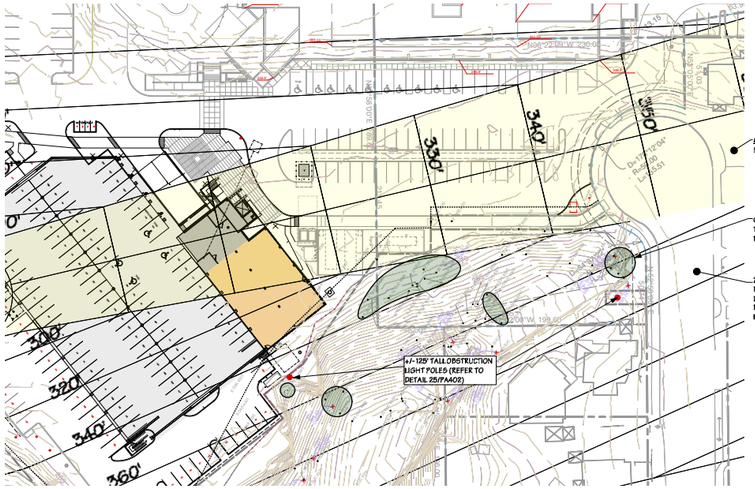
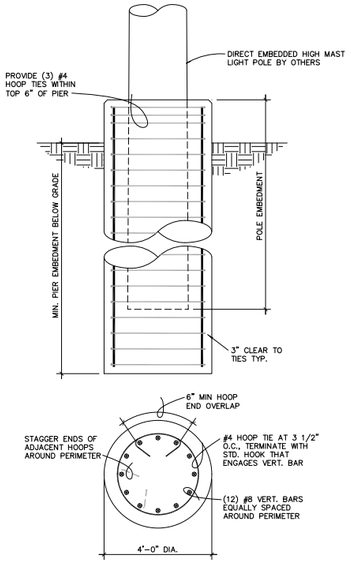
65 L-810 OBSTRUCTION LIGHT SPECIFICATIONS - FEC HELIPORTS



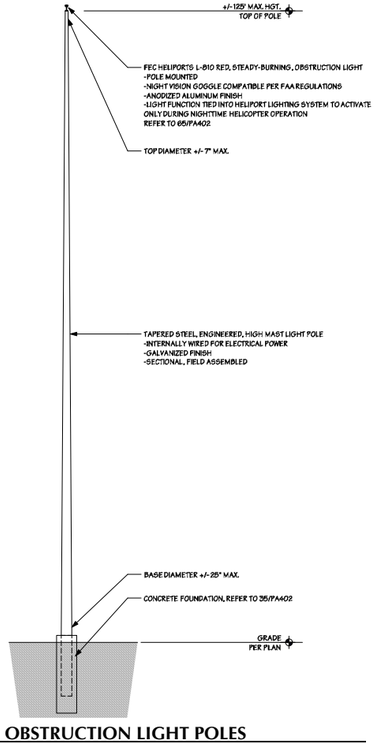
FLIGHTPATH - OBSTRUCTION LIGHT POLES

FRENCH HOSPITAL MEDICAL CENTER

0 40 80



35 CONCRETE FOUNDATION



25 OBSTRUCTION LIGHT POLES

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Key Plan

Agency Approval

Revisions

Project Information

Phase:	DD	Date:	03/29/21
Project No.:	2012	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

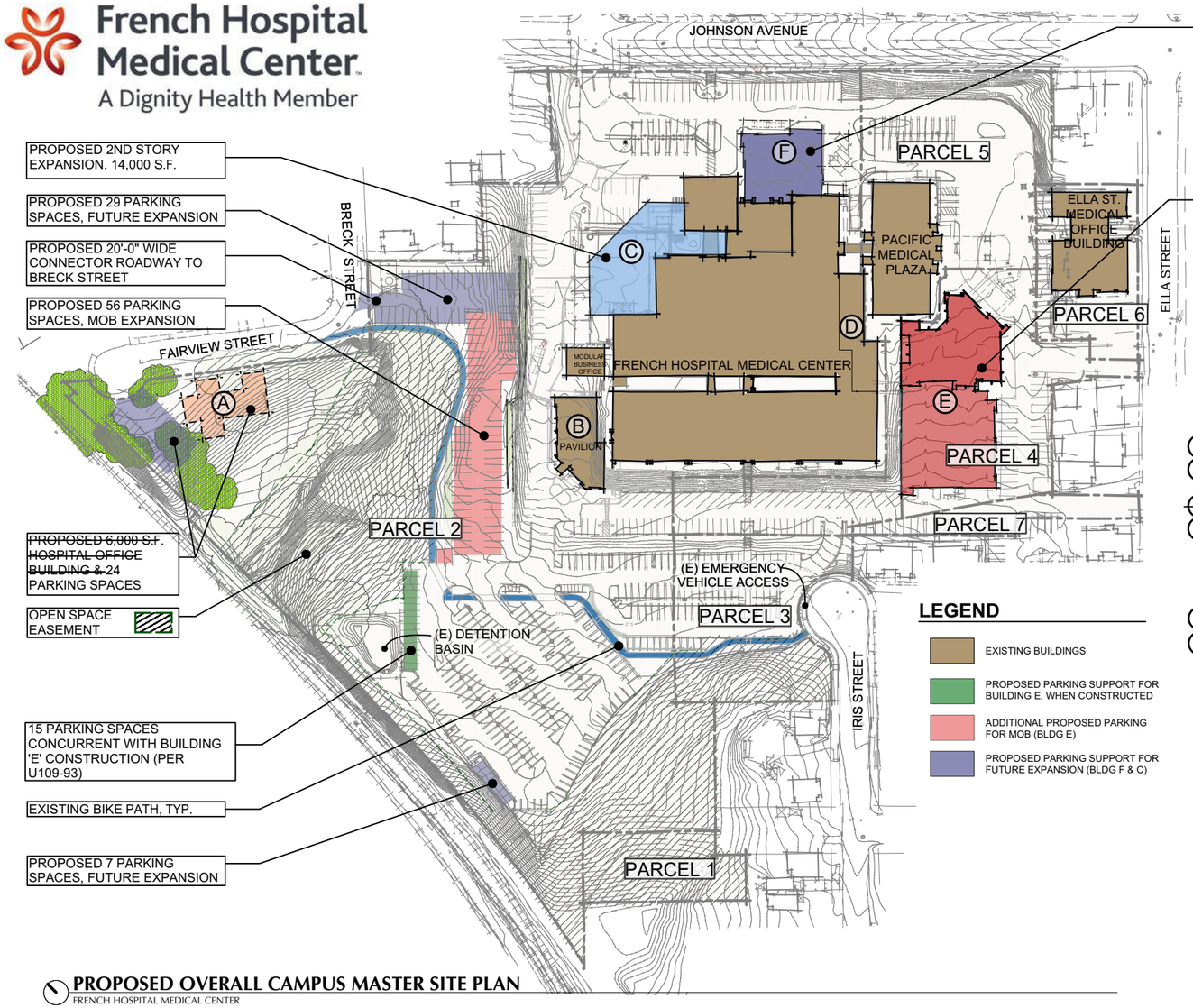
Sheet Title
OBSTRUCTION LIGHT POLES

Sheet Number: PA402

Current Revision

3/30/21
P:\SHC\Printing\Structure 5.16.dwg

French Hospital Medical Center
A Dignity Health Member



LEGEND

- EXISTING BUILDINGS
- PROPOSED PARKING SUPPORT FOR BUILDING E, WHEN CONSTRUCTED
- ADDITIONAL PROPOSED PARKING FOR MOB (BLDG E)
- PROPOSED PARKING SUPPORT FOR FUTURE EXPANSION (BLDG F & C)

Master Plan Proposed 2016 Revisions & Parking Requirements

	Building/Use	SF (Gross per City standard)	# Licenced Beds	Parking Calc/Ratio	Min. Parking Required
	Existing Buildings				
	French Hospital	83,000	112	N/A	173
	Pacific Medical Plaza	48,000	N/A	1/260 [2]	185
	Modular Business Office	1,800	N/A	1/300	6
D	OR Expansion (Bldg D)	4,850	N/A	N/A	0
B	Health Education and Technology Pavilion (Bldg B), Office	17,742	N/A	1/300	59
	Proposed Buildings				
A	~~**Hospital Office (Bldg A)**~~	~~6,000~~	~~N/A~~	~~1/300~~	~~20~~
E	**MOB (Bldg E)** 58,600 S.F				
	Surgery Center/Cath Lab: Floor 1	16,500	N/A	N/A	18 [3]
	Clinic: Floor 1	10,600	N/A	1/200	53
	Medical Office: Floors 2, 3 & 4	31,500	N/A	1/200	158
F	**ED Expansion (Bldg F)**	8,669	N/A	N/A	4 [4]
C	**Hospital Expansion (Bldg C)**	14,000	24	N/A	24
	Sub-Total	**236,661**			**680**
	Ella Street Office Building [1]	12,000	N/A	1/200	20
	Total	**248,661**	**136**		**700**

Total parking spaces presently provided	632
New MOB (Bldg E)	
Net loss of spaces at building site	-32
Proposed spaces to be added at lower parking lot	15
Proposed spaces to be added at Breck Street connection & lower lot	56
Total w/ MOB (Bldg E)	**671**
ED Expansion (Bldg F)	-30
Proposed spaces to be added at Breck St connection	36
New parking at Building A Site	24
Grand Total of parking spaces as shown on this sheet	**701**

FOOTNOTES
[1] '93 Approved Plan did not account for Ella Street MOB (46 spaces total; 26 on Ella site plus 20 on Campus) Per Use Permit U 1100 and ARC 83-39, 20 spaces of the required 46 spaces are required "off-site". (ie shared parking on the Campus).
[2] City allowed 1/260 parking ratio for mixed use of Medical Offices and Hospital uses.
[3] One parking space per operating room and patient holding bed equals 18 per 9/17/15 correspondence with City of SLO Planning.
[4] One parking space per treatment room per 9/17/15 correspondence with City of SLO Planning.

PROPOSED OVERALL CAMPUS MASTER SITE PLAN
FRENCH HOSPITAL MEDICAL CENTER

9/23/16
French Master Site Plan 3.9.vwx

4/6/22
P:\SDG Parking Structure 5A.vwx

Medical Arts Building
French Hospital Medical Center Campus
San Luis Obispo, California

Sheet Title: Proposed Overall Campus Plan
Sheet Number: A1.2

STUDIO DESIGN GROUP ARCHITECTS, INC

FOR REFERENCE

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Key Plan

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Revisions

Project Information

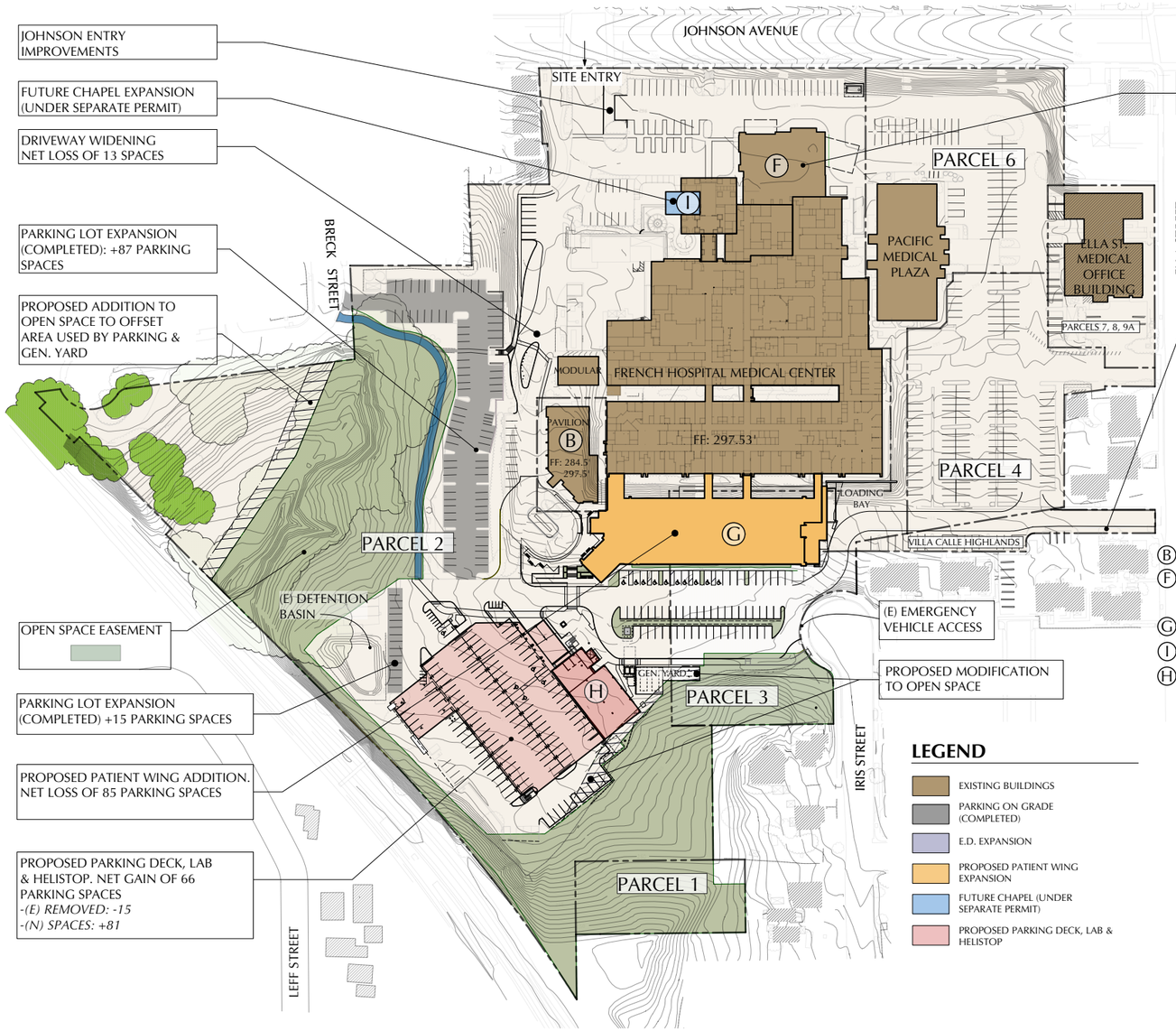
Phase:	DD	Date:	04/27/20
Project No.:	2012	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

Sheet Title
2016 Master Plan - For Reference

Sheet Number: R100
Current Revision



PROPOSED OVERALL CAMPUS MASTER SITE PLAN

FRENCH HOSPITAL MEDICAL CENTER

0 60 120 240

Master Plan Proposed 2021 Revisions & Parking Requirements

	Building/Use	SF (Gross per City standard)	# Licenced Beds	Parking Calc/Ratio	Min. Parking Required	
	Existing Buildings					
	French Hospital	87,850	98	N/A	173	
	Pacific Medical Plaza	48,000	N/A	1/260 [2]	185	
	Modular Business Office	1,800	N/A	1/300	6	
B	Health Education and Technology Pavilion (Bldg B), Office	17,742	N/A	1/300	59	
F	ED Expansion (Bldg F)	8,669	N/A	N/A	4	[3]
	Proposed Buildings					
G	Patient Wing Tower (Bldg G)	89775	82	1 per bed	82	[3]
I	Chapel (Bldg I) *under separate permit*	1000	N/A	N/A	0	
H	Lab (Bldg H)	4300	N/A	1/300	14	
	Sub-Total	**259,136**			**523**	
	Ella Street Office Building [1]	12,000	N/A	1/200	20	
	Total	**271,136**	**180**		**543**	

Total parking spaces presently provided	709
Net loss of surface spaces at building sites	-98
Plus New Parking Structure	+/-66
Total On-Campus Parking Spaces	**+/- 677**
Staff parking available off-site	75 [4]
Total parking available to Facility	**+/- 752**

FOOTNOTES
[1] '93 Approved Plan did not account for Ella Street MOB (46 spaces total; 26 on Ella site plus 20 on Campu
Per Use Permit U 1100 and ARC 83-39, 20 spaces of the required 46 spaces are required "off-site".
(ie shared parking on the Campus).
[2] City allowed 1/260 parking ratio for mixed use of Medical Offices and Hospital uses.
[3] One parking space per treatment room per 9/17/15 correspondence with City of SLO Planning.
[4] 75 spaces +/-10. Final off-site parking count to be determined.

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Key Plan

Agency Approval

Revisions

Project Information

Phase:	DD	Date:	03/29/21
Project No.:	2012	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package
SCHEMATIC DESIGN

Sheet Title
2019 PROPOSED MASTER PLAN

Sheet Number
R-101

Current Revision

3/30/21
FH Master Plan Site 5.5.vwx

French Hospital Medical Center- Campus Master Plan Comparison - 1993 to Present

4/17/20

Building Areas and City Required Parking

	ORIGINAL MASTER PLAN		SUBSEQUENT MASTER PLAN AMENDMENTS								CURRENT PROPOSAL		
Building/Use	**1993 Master Plan (1)**		**2012 Master Plan**		**2013 Pavilion ARC (3)**		**2014 MAB ARC**		**2016 MAB ARC/Master Plan**		**2019 Patient Wing**		**Parking Change**
	Area	Parking	Area	Parking	Area	Parking	Area	Parking	Area	Parking	Area	Parking	from 1993 Plan
French Hospital	83,000	173	83,000	173	83,000	173	83,000	173	87,850	173	87,850	173	0
Pacific Medical Plaza (medical offices)	48,000	185	48,000	185	48,000	185	48,000	185	48,000	185	48,000	185	0
Modular Business Office	1,800	6	1,800	6	1,800	6	1,800	6	1,800	6	1,800	6	0
OR Expansion (Bldg. D)	9,500	0	4,850	0	4,850	0	4,850	0	In Hospital	0	In Hospital	0	0
Copeland Pavilion (Bldg. B-offices)	35,000	175	18,000	48	17,742	59	17,742	59	17,742	59	17,742	59	-116
Hospital Office (Bldg. A)	6,000	20	6,000	20	6,000	20	6,000	20	0	0	0	0	-20
Medical Arts Building Total (Bldg. E)	30,000	150	30,000	150	30,000	150	31,471	157	58,600	229			-150
Surgery Center / Cath Lab Floor 1									16,500	18			
Clinic Floor 1									10,600	53			
Medical Office Floors 2, 3									31,500	158			
ER Expansion (Bldg. F)	-		5,450	27	5,450	27	5,450	27	8,669	4	8,669	4	4
Hospital Expansion (Bldg. C)	6,000	20	17,550	22	17,550	22	17,550	22	14,000	24			-20
Patient Wing Tower (Bldg G)											89,775	82	82
Chapel (Bldg I)											1,000	0	
Hospital Lab/Pharmacy (Bldg H) (2)											4,300	14	14
Sub-Total	219,300	729	214,650	632	214,392	642	215,863	649	236,661	680	259,136	523	-206
Ella Street Office Building	12,000	20	12,000	20	12,000	20	12,000	20	12,000	20	12,000	20	0
Total	231,300	749	226,650	652	226,392	662	227,863	669	248,661	700	271,136	543	-206
					2/1/19 Parking provided	709	Not constructed		Not constructed		Parking provided at completion	677	

(1) The 1993 Master Plan received a mitigated negative declaration (MND) following the environmental review process. This MND was also used to support the 2013 Master Plan revisions. Therefore the 2018 Patient Wing parking is compared to the parking in the 1993 Master Plan since the MND that evaluated the traffic and parking impacts was based on this Master Plan.

(2) City parking requirements for a freestanding Medical Laboratory are 1:300. Propose 1:600 as a compromise for a dedictaed lab and pharmacy that serve only the hospital.

(3) "2013 Pavilion ARC" represents the present actual campus conditions as of 2/1/19.

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Project No.:	2012	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

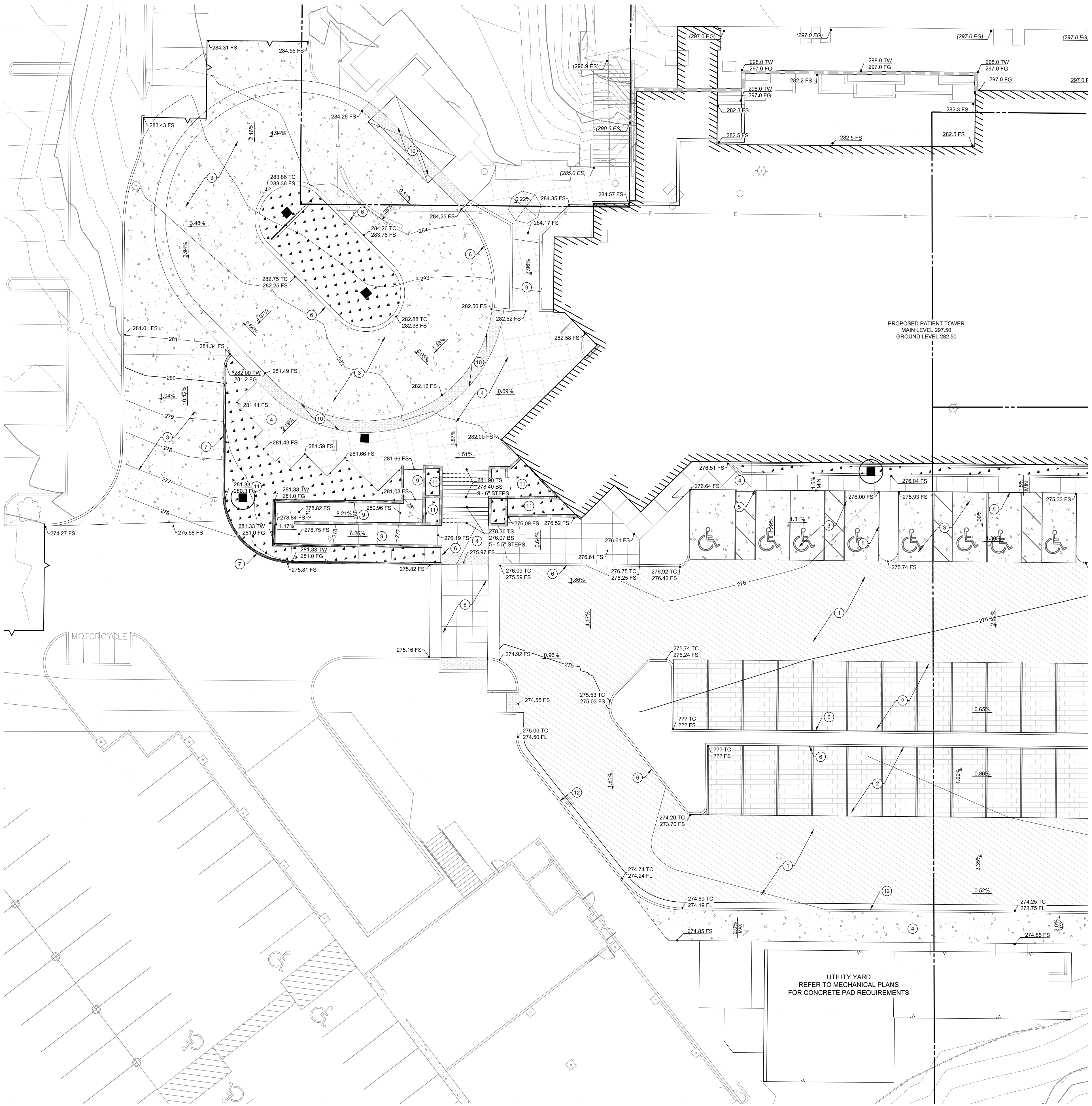
Drawing Package
SCHEMATIC DESIGN

Sheet Title
Master Plan Comparision Spreadsheet

Sheet Number: R102

Current Revision

4/24/20
FHMC Parking Structure 3.4.vwx



GENERAL NOTES:

SEE DEMOLITION AND PROTECTION PLAN FOR ADDITIONAL INFORMATION.

ALL DEMOLITION AND GRADING SHALL BE IN COMPLIANCE WITH THE RECOMMENDATIONS CONTAINED IN THE SOILS REPORT PREPARED BY INDEPENDENT SOLUTIONS , FILE NO. 19-3487-01, DATED AUGUST 2, 2019 AND ALL ADDENDA TO THE REPORT SHALL BE CONSIDERED PART OF THESE PLANS. CONTRACTOR SHALL CONTACT SOILS ENGINEER PRIOR TO START OF DEMOLITION WORK.

CONTACT: WILLIAM H. CHU, PE, GE PHONE: (951) 674-3222

SITE CONSTRUCTION NOTES:

1. CONSTRUCT ASPHALT DRIVEWAY SECTION PER DETAIL 1, SHEET C300.
2. CONSTRUCT PERMEABLE PAVER PARKING STALL SECTION PER DETAIL 4, SHEET C300.
3. CONSTRUCT CONCRETE DRIVEWAY SECTION PER DETAIL 2, SHEET C00.
4. CONSTRUCT 3" PCC FLATWORK PER DETAIL 3, SHEET C300.
5. CONSTRUCT 0-INCH CONCRETE CURB PER DETAIL 5, SHEET C300.
6. CONSTRUCT 6-INCH CONCRETE CURB PER DETAIL 6, SHEET C300.
7. CONSTRUCT RETAINING WALL PER STRUCTURAL PLANS
8. CONSTRUCT RAISED CROSSWALK PER CITY STANDARD OF SAN LUIS OBISPO 7325.
9. CONSTRUCT ADA RAMP WITH HANDRAILS
10. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD RSP A99A
11. CONSTRUCT BIOFILTRATION PLANTER PER DETAIL 7 ON SHEET C300
12. CONSTRUCT 6-INCH CONCRETE CURB AND GUTTER PER DETAIL 8, SHEET C300.

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8665 Hayden Place, Culver City, CA 90232
www.cuningham.com

Plan Prepared By:
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Engineer of Record:

Agency Approval OSHPD No. H190224-40-00

Registration

PLAN REVIEW SET NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

Project Information

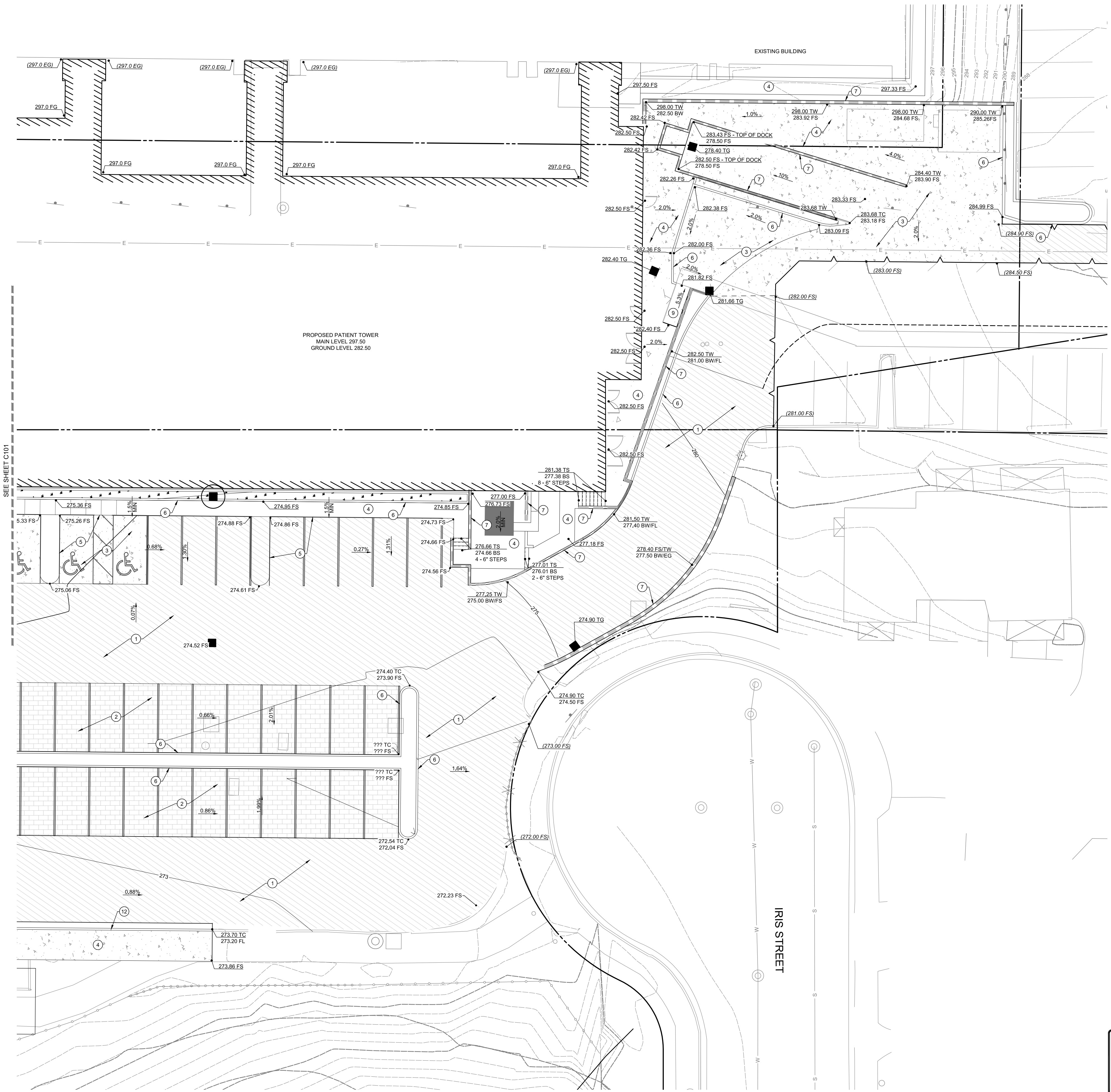
Increment:				Date:	04/17/2020
Project No.:	181067			PIC / AIC:	KM

Dignity Health French Hospital MC - New Patient Tower

Drawing Package
SCHEMATIC DESIGN

Sheet Title
GRADING PLAN

Sheet Number
C100



GENERAL NOTES:

SEE DEMOLITION AND PROTECTION PLAN FOR ADDITIONAL INFORMATION.

ALL DEMOLITION AND GRADING SHALL BE IN COMPLIANCE WITH THE RECOMMENDATIONS CONTAINED IN THE SOILS REPORT PREPARED BY INDEPENDENT SOLUTIONS , FILE NO. 19-3487-01, DATED AUGUST 2, 2019 AND ALL ADDENDA TO THE REPORT SHALL BE CONSIDERED PART OF THESE PLANS. CONTRACTOR SHALL CONTACT SOILS ENGINEER PRIOR TO START OF DEMOLITION WORK.

CONTACT: WILLIAM H. CHU, PE, GE PHONE: (951) 674-3222

SITE CONSTRUCTION NOTES:

1. CONSTRUCT ASPHALT DRIVEWAY SECTION PER DETAIL 1, SHEET C300.
2. CONSTRUCT PERMEABLE PAVER PARKING STALL SECTION PER DETAIL 4, SHEET C300.
3. CONSTRUCT CONCRETE DRIVEWAY SECTION PER DETAIL 2, SHEET C00.
4. CONSTRUCT 3" PCC FLATWORK PER DETAIL 3, SHEET C300.
5. CONSTRUCT 0-INCH CONCRETE CURB PER DETAIL 5, SHEET C300.
6. CONSTRUCT 6-INCH CONCRETE CURB PER DETAIL 6, SHEET C300.
7. CONSTRUCT RETAINING WALL PER STRUCTURAL PLANS
8. CONSTRUCT RAISED CROSSWALK PER CITY STANDARD OF SAN LUIS OBISPO 7325.
9. CONSTRUCT ADA RAMP WITH HANDRAILS
10. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD RSP A99A
11. CONSTRUCT BIOFILTRATION PLANTER PER DETAIL 7 ON SHEET C300
12. CONSTRUCT 6-INCH CONCRETE CURB AND GUTTER PER DETAIL 8, SHEET C300.

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Plan Prepared By:
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CIVIL • STRUCTURAL

Engineer of Record:

Agency Approval OSHPD No. H190224-40-00

Registration

PLAN REVIEW SET NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

HORIZONTAL SCALE: 1" = 10'
10 0 10 20

Project Information

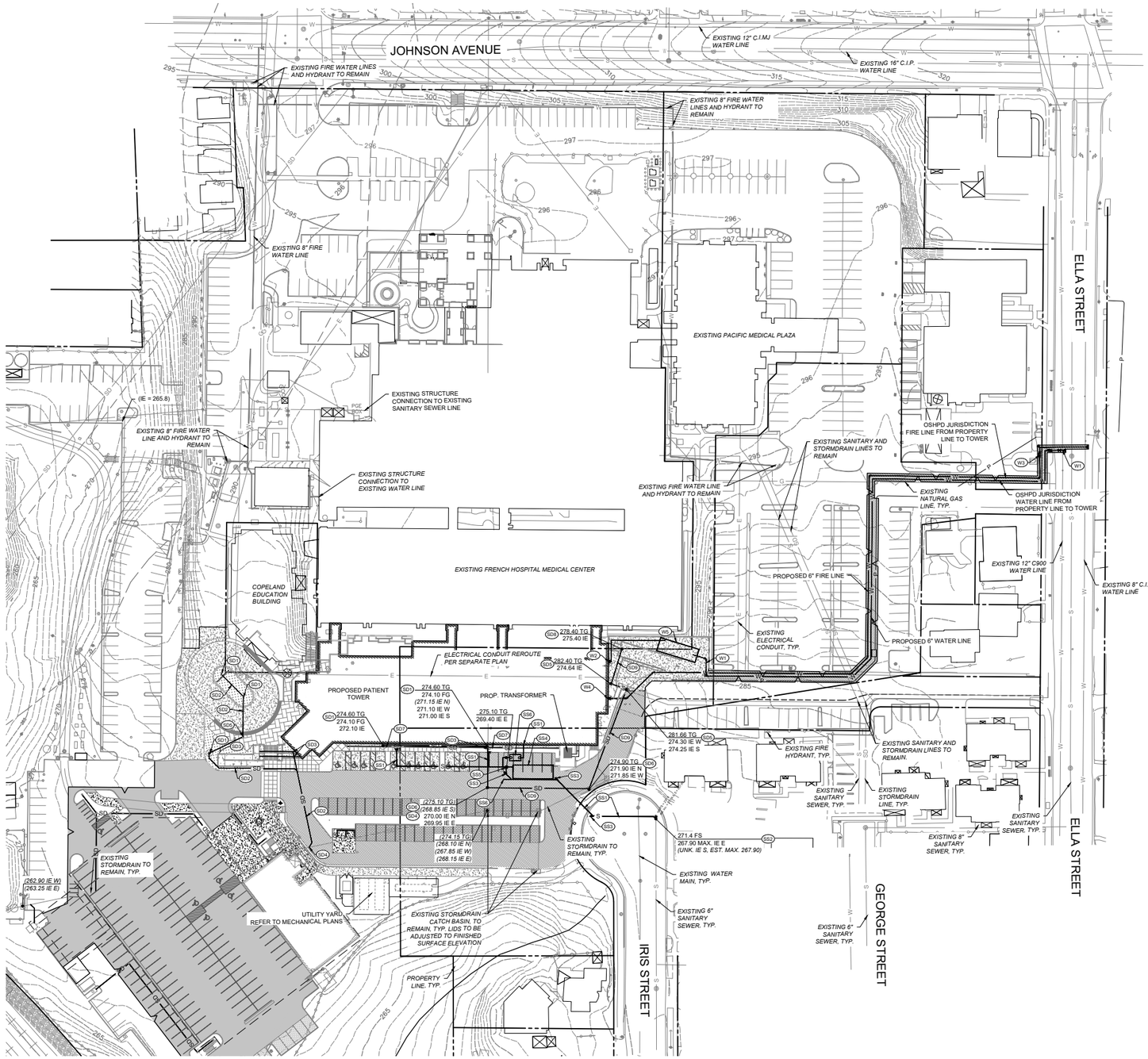
Increment:				Date:	04/17/2020
Project No.:	181067			PIC / AIC:	KM

Dignity Health French Hospital MC - New Patient Tower

Drawing Package
SCHEMATIC DESIGN

Sheet Title
GRADING PLAN

Sheet Number
C101



GENERAL NOTES:

ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST KNOWLEDGE AVAILABLE. CONTRACTOR TO POTHOLE ALL POINTS OF CONNECTION AND VERIFY ALL CLEARANCES. MATERIAL DEPTH AND LOCATION SHALL BE IDENTIFIED BY CONTRACTOR. IF THERE ARE ANY DIFFERENCES FROM PLAN WITH ANY OF THESE ITEMS, ENGINEER OF WORK SHALL BE NOTIFIED IMMEDIATELY.

SEE ARCHITECT'S PLAN FOR ADDITIONAL SITE PLAN INFORMATION, INCLUDING PROPOSED FENCING AND LANDSCAPING.

ELECTRIC, DATA, AND GAS UTILITIES BY OTHERS.

SEE LANDSCAPE PLAN FOR TREES TO BE REMOVED AND TREES TO BE RETAINED.

STORM DRAIN CONSTRUCTION NOTES:

- (SD1) INSTALL NDS #1200 CB WITH NDS #1280 GRATE OR APPROVED EQUAL.
- (SD2) INSTALL 4" PVC STORM DRAIN LINE PER MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS.
- (SD3) CONNECT PLANTER UNDERDRAIN TO STORMDRAIN
- (SD4) CONNECT TO EXISTING STORMDRAIN SYSTEM
- (SD5) INSTALL NDS #1200 CB WITH NDS #1220 GRATE OR APPROVED EQUAL.
- (SD6) INSTALL NDS #1200 CB WITH NDS #1210 GRATE OR APPROVED EQUAL.
- (SD7) INSTALL ROOF DOWNSPOUT OUTFALL TO PLANTER.
- (SD8) INSTALL MID STATE CONCRETE 18" X 18" CATCH BASIN PER MANUFACTURERS RECOMMENDATIONS WITH TRAFFIC RATED GRATE.
- (SD9) INSTALL 6" PVC STORM DRAIN LINE PER MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS.

SANITARY SEWER CONSTRUCTION NOTES:

- (SS1) CONSTRUCT 6" SDR35 SANITARY SEWER LATERAL PER CITY OF SAN LUIS OBISPO STANDARD DETAIL 6810 AND 6020.
- (SS2) SEWER POINT OF CONNECTION AT (E) 6" SEWER MAIN.
- (SS3) INSTALL SANITARY SEWER CLEANOUT PER CITY OF SAN LUIS OBISPO STANDARD 6710.
- (SS4) INSTALL 20,000 GALLON SANITARY SEWER TANK, SEE MECHANICAL PLANS.
- (SS5) INSTALL MID STATE CONCRETE DISTRIBUTION BOX TO ACT AS A WASTE DIVERTER
- (SS6) INSTALL GREASE INTERCEPTOR PER MECHANICAL PLANS

WATER CONSTRUCTION NOTES:

- (W1) INSTALL 4" WATER SERVICE WITH METER PER CITY OF SAN LUIS OBISPO STANDARD DETAIL 6210 AND 6020. SEE MECHANICAL PLANS FOR SIZE FROM METER TO BUILDING. MECHANICAL ENGINEER TO VERIFY SERVICE SIZE PRIOR TO COMMENCEMENT OF CONSTRUCTION. ALL ONSITE JOINTS MECHANICALLY RESTRAINED AS NECESSARY.
- (W2) SEE MECHANICAL PLANS FOR WATER SERVICE POINT OF CONNECTION AT BUILDING.
- (W3) INSTALL 6" FIRE LINE AND BACKFLOW PREVENTER PER CITY OF SAN LUIS OBISPO STANDARD DETAIL 6530, 6420, AND 6020. FIRE SPRINKLER ENGINEER TO VERIFY SERVICE SIZE PRIOR TO COMMENCEMENT OF CONSTRUCTION. ALL ONSITE JOINTS MECHANICALLY RESTRAINED.
- (W4) FIRE SPRINKLER BUILDING CONNECTION POINT WITH FIRE DEPARTMENT CONNECTION.
- (W5) INSTALL 20,000 GALLON WATER TANK, SEE MECHANICAL PLANS.

LEGEND

SD	STORM DRAINAGE
W	WATER SERVICE
G	NATURAL GAS
S	SANITARY SEWER
SD	(E) STORM DRAINAGE
W	(E) WATER SERVICE
S	(E) SANITARY SEWER

HORIZONTAL SCALE: 1" = 40'

40 0 40 80

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Plan Prepared By:

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CIVIL ● STRUCTURAL

Engineer of Record:

Agency Approval OSHPD No. H180224-40-00

Registration

PLANS NOT APPROVED FOR CONSTRUCTION — REVIEW ONLY — REGISTERED PROFESSIONAL ENGINEER KENNETH B. ASHLEY CIVIL STATE OF CALIFORNIA

Revisions

No.	Date	Description

Project Information

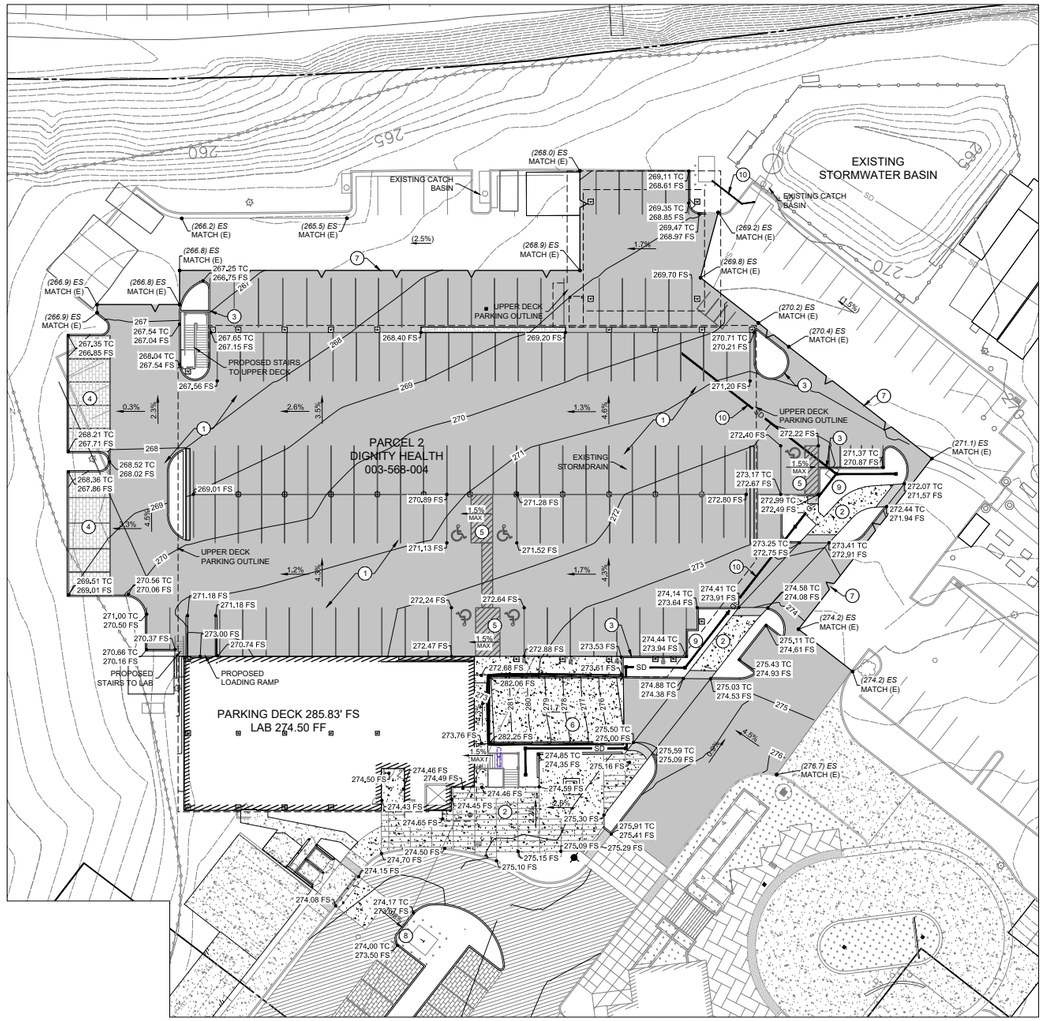
Increment:		Date:	04/17/2020
Project No.:	181067	PIC / AIC:	KM

Dignity Health French Hospital MC - New Patient Tower

Drawing Package
SCHEMATIC DESIGN

Sheet Title
UTILITY PLAN

Sheet Number
C200



HORIZONTAL SCALE: 1" = 10'
10 0 10 20

SITE CONSTRUCTION NOTES:

- ① PROPOSED ASPHALT SECTION.
- ② PROPOSED CONCRETE WALKWAY.
- ③ PROPOSED CURB AND GUTTER.
- ④ PROPOSED PERMEABLE PAVERS.
- ⑤ PROPOSED ADA PARKING STALL.
- ⑥ PROPOSED RAMP TO SECOND LEVEL.
- ⑦ SAWCUT (E) PAVEMENT. MATCH (E) ELEVATIONS.
- ⑧ PROPOSED TRASH ENCLOSURE
- ⑨ PROPOSED TREATMENT PLANTER
- ⑩ PROPOSED STORMDRAIN PIPE CONNECTED TO EXISTING STORMDRAIN

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PARKING DECK
French Hospital Medical Center
1911 Johnson Avenue
San Luis Obispo, CA

Dignity Health

Job Number: 181474
Drawn By: JMA Ext: 156
Date: 06.20.2020

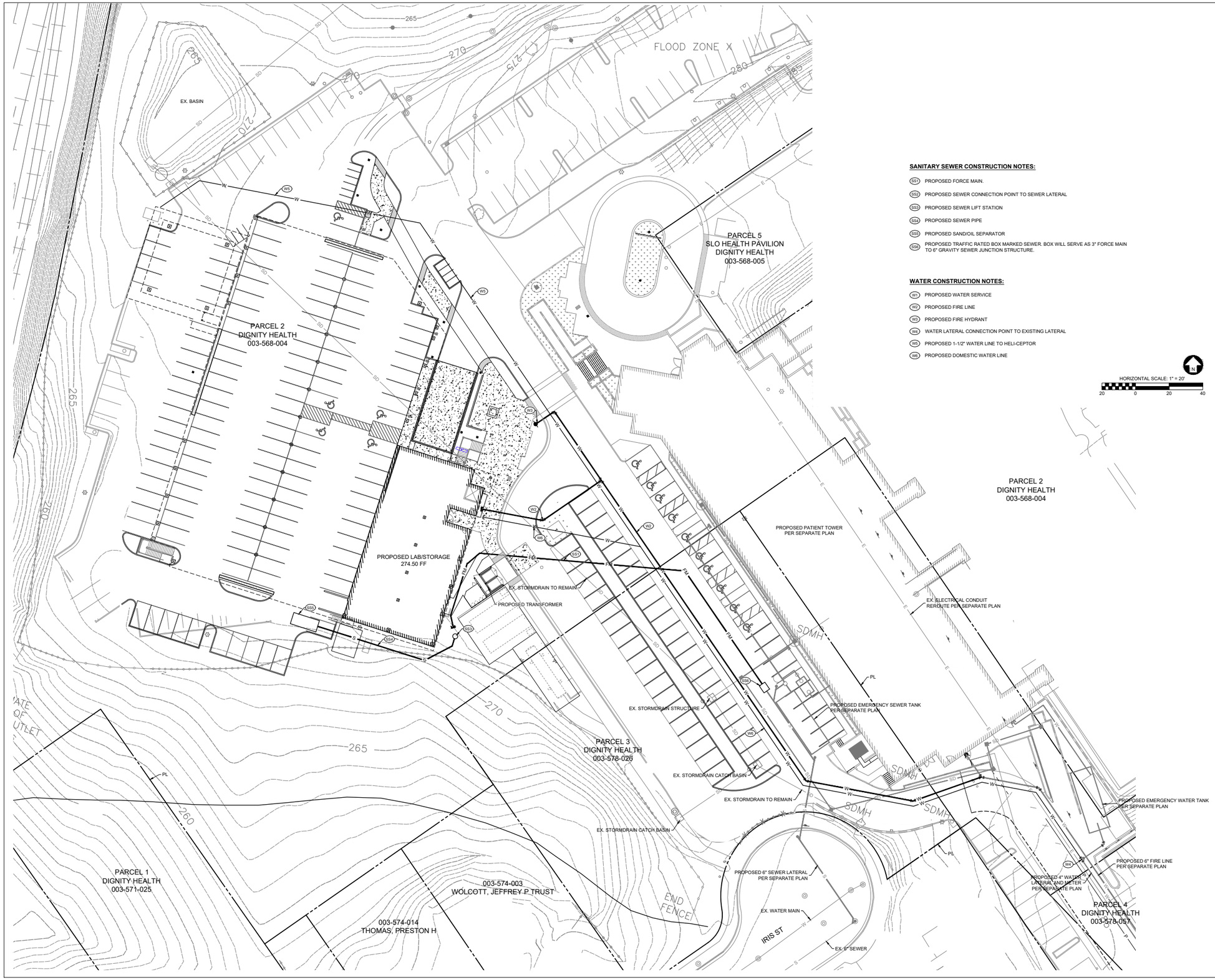
1 ----
2 ----
3 ----
4 ----

Sheet Contents:

GRADING PLAN

Sheet Number:

C-1.1



SANITARY SEWER CONSTRUCTION NOTES:

- SS1 PROPOSED FORCE MAIN.
- SS2 PROPOSED SEWER CONNECTION POINT TO SEWER LATERAL
- SS3 PROPOSED SEWER LIFT STATION
- SS4 PROPOSED SEWER PIPE
- SS5 PROPOSED SAND/OIL SEPARATOR
- SS6 PROPOSED TRAFFIC RATED BOX MARKED SEWER. BOX WILL SERVE AS 3" FORCE MAIN TO 6" GRAVITY SEWER JUNCTION STRUCTURE.

WATER CONSTRUCTION NOTES:

- W1 PROPOSED WATER SERVICE
- W2 PROPOSED FIRE LINE
- W3 PROPOSED FIRE HYDRANT
- W4 WATER LATERAL CONNECTION POINT TO EXISTING LATERAL
- W5 PROPOSED 1-1/2" WATER LINE TO HELI-CEPTOR
- W6 PROPOSED DOMESTIC WATER LINE

HORIZONTAL SCALE: 1" = 20'
20 0 20 40

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PARKING DECK

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Dignity Health

Job Number: 181474
Drawn By: JMA Ext: 156
Date: 06.20.2020

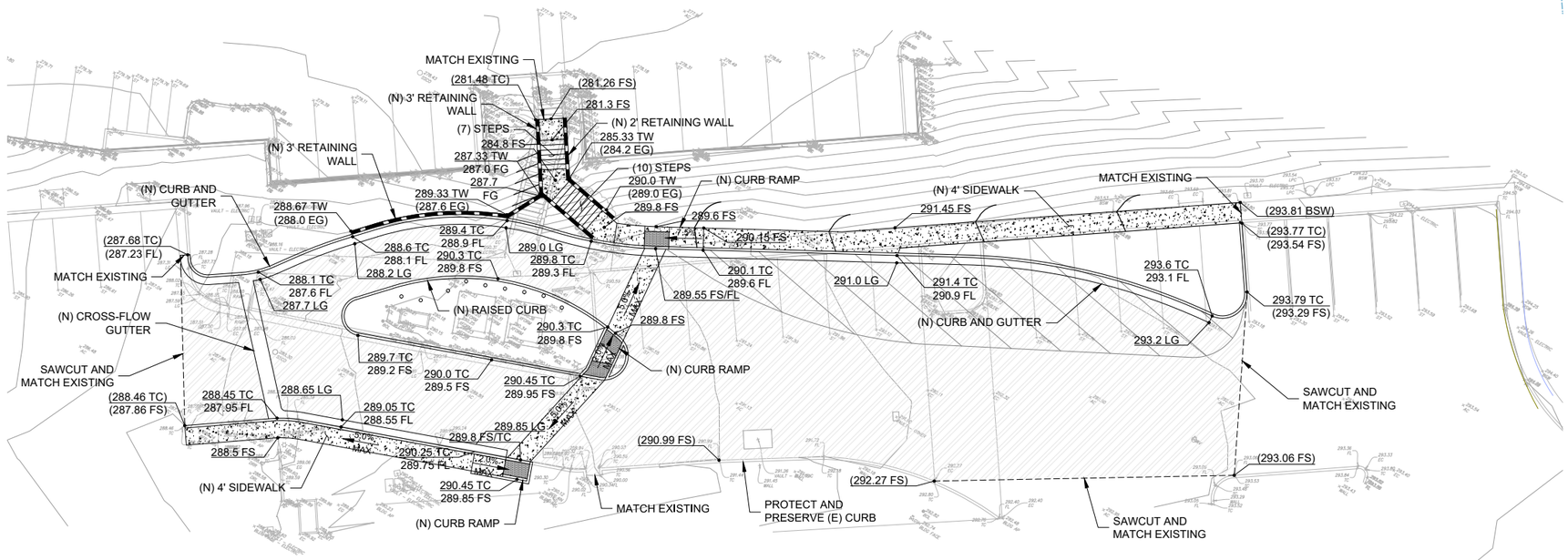
1 ----
2 ----
3 ----
4 ----

Sheet Contents:

UTILITY PLAN

Sheet Number:

C-2.1



LEGEND

PROPOSED ASPHALT CONCRETE (AC) PAVEMENT

PROPOSED CEMENT CONCRETE PAVEMENT

10 0 5 10 20

(IN FEET)

1 INCH = 10 FT.

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A California Corporation
Scott Butler PE # 58256

REGISTERED PROFESSIONAL ENGINEER
SCOTT J. STYLES
No. 58256
6/30/20
CIVIL
STATE OF CALIFORNIA

Key Plan

Agency Approval

Revisions

Project Information

Phase:	DD	Date:	04/24/20
Project No.:	20058	PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MEDICAL CENTER

Drawing Package

SCHEMATIC DESIGN

Sheet Title

ENTRY DRIVE IMPROVEMENTS
GRADING AND DRAINAGE PLAN

Sheet Number

C3.0

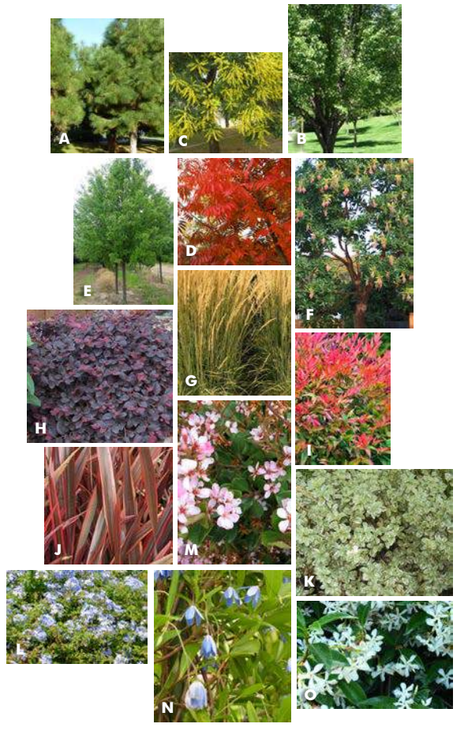
Current Revision

PROPOSED DRIVEWAY ENHANCEMENTS PLANT LIST

	SCREENING TREES	SIZE	WUCOLS*	OPALS**
	FICUS MICROCARPA / INDIAN LAUREL FIG	24" BOX	M	2
A	PINUS CANARIENSIS / CANARY ISLAND PINE	24" BOX	L	4
B	MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA	24" BOX	M	5
	PARKING LOT TREES			
C	KOELREUTERIA PANICULATA / GOLDENRAIN TREE	15 GAL	M	4
D	PISTACIA CHINENSIS / CHINESE PISTACHE	15 GAL	L	1
E	PYRUS CALLERYANA 'BRADFORD' / BRADFORD PEAR	24" BOX	M	4
F	ARBUTUS 'MARINA' / MARINA STRAWBERRY TREE	24" BOX	L	5
	SHRUBS / VINES / PERENNIALS			
G	CALAMAGROSTIS × ACUT. 'KARL FOERSTER' / REED GRASS	5 GAL	M	N/A
	HEMEROCALLIS 'STARBURST RED' / DAYLILY	5 GAL	M	3
H	LOROPETALUM RUBRUM 'HINES PURPLE LEAF' / FRINGE FLOWER	5 GAL	L	5
I	NANDINA DOMESTICA / HEAVENLY BAMBOO	5 GAL	L	1
	ESCALLONIA X EXONIENSIS 'FRADES' / PINK ESCALLONIA	5 GAL	M	3
	MYRICA CALIFORNICA / CALIFORNIA WAX MYRTLE	5 GAL	M	2
J	PHORMIUM TENAX 'FIREBIRD' / NEW ZEALAND FLAX	5 GAL	L	2
K	PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / KOHUHU	5 GAL	M	5
L	PLUMBAGO AURICULATA / CAPE PLUMBAGO	5 GAL	L	3
M	RHAPHIOLEPIS INDICA 'JACK EVANS' / PINK INDIA HAWTHORNE	5 GAL	L	4
	GROUNDCOVER			
	COPROSMA KIRKII / KIRK'S COPROSMA	1 GAL	L	1
	ROSMARINUS OFFICINALIS 'PROSTRATA' / TRAILING ROSEMARY	1 GAL	L	6
N	SOLLYA HETEROPHYLLA / AUSTRALIAN BLUEBELLS	1 GAL	L	3
O	TRACHELOSPERMUM JASMINOIDES / STAR JASMINE	1 GAL	M	6

*WUCOLS (WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES) IS A GUIDE TO HELP IDENTIFY IRRIGATION WATER NEEDS OF PLANT SPECIES. DEVELOPED BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, CALIFORNIA DEPARTMENT OF WATER RESOURCES, 2000.

**OPALS (OGREN PLANT-ALLERGY SCALE) IS AN INDEX OF PLANT RATINGS ON A (1) TO (10) SCALE BASED ON ALLERGEN-RELATED FACTORS. A RATING OF (1) REPRESENTS THE MOST ALLERGY-FREE SELECTIONS, AND A RATING OF (10) DENOTES PLANTS THAT CAUSE THE MOST ALLERGIES AS A RESULT OF INHALENT POLLEN, ODOR, AND/OR CONTACT.



DRIVEWAY ENHANCEMENTS
LANDSCAPE IMPROVEMENTS AROUND MODIFIED PARKING LOT PLANTERS

HEALING GARDEN REMODEL
LANDSCAPE REMODEL AND EXPANSION AROUND PROPOSED CHAPEL ADDITION, SEPARATE SUBMITTAL

DRIVEWAY ENHANCEMENTS
LANDSCAPE IMPROVEMENTS AROUND MODIFIED DRIVEWAY LAYOUT

PROPOSED PATIENT TOWER
ARRIVAL COURT AND PATIENT DROP-OFF, SEE SHEET L103

PROPOSED PARKING GARAGE & PEDESTRIAN PLAZA
SEE SHEET L102

WATER CONSERVATION STATEMENT

The conceptual landscape plan, concurrent with the planting and irrigation construction documents, plan installation, related specifications and notes, qualifies this project as one which embraces the following current water conservation technology and methodologies:

1. Utilization of state of the art irrigation controller(s) allowing for precision incremental water scheduling in all hydrozones.
2. Use of drip-type and/or microspray systems only
3. Integrated plant design. Plant palettes have been formed to reflect parallel watering requirements within each hydrozone group.
4. Plants installed with moisture retentive soil amendments, enabling strong root and plant growth, with the use of less water.
5. 3" Deep mulching of all plant basins and planting areas, inhibiting evaporation.
6. Use of low water use plants.

Evergreen and deciduous plants, most requiring low water use have been specifically selected and used relative to the functions they will provide. The proper placement of plantings will offer passive-solar access, wind deflection and screening throughout the seasons. The planting design compliments the site's architecture with respect to scale, textures and color.

CONCEPT NOTES

1. Plant material was chosen for its compatability with the macro/ microclimatic conditions of the region and site; tolerance of wind; tolerance of drought conditions; longevity; screening capabilities; and overall attractiveness.
2. Irrigation system shall be designed for maximum water efficiency and shall include an automatic controller, backflow prevention device, and low-gallonage heads for turf and large ground cover areas. A drip-type system shall be used where appropriate. Trees shall be irrigated on separate bubbler systems.
3. Plant material quantities, narrative specifications, site details, and material definitions will be determined and noted on the construction drawings.
4. Complete tree protection notes will be provided on the Construction Documents.

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www.cuningham.com

OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE • PLANNING

Key Plan

Agency Approval

PRELIMINARY NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

Project Information

Phase:	ARC	Date:	06/25/2020
Project No.:		PRC / ARC:	

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW PATIENT TOWER

Drawing Package

Sheet Title
MODIFIED CAMPUS LANDSCAPE WITH BUILDING ADDITIONS

Sheet Number: L101
Current Revision

PROPOSED PLANT LIST

		SIZE	WUCOLS*	OPALS**
	SCREENING TREES			
A	PINUS CANARIENSIS / CANARY ISLAND PINE	24" BOX	L	4
B	MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA	24" BOX	M	5
	QUERCUS AGRIFOLIA / COAST LIVE OAK	15 GAL	L	9
	PARKING LOT TREES			
C	KOELREUTERIA PANICULATA / GOLDENRAIN TREE	15 GAL	M	4
D	PISTACIA CHINENSIS / CHINESE PISTACHE	15 GAL	L	1
E	PYRUS CALLERYANA 'BRADFORD' / BRADFORD PEAR	24" BOX	M	4
	PEDESTRIAN PLAZA TREES			
F	ARBUTUS 'MARINA' / MARINA STRAWBERRY TREE	24" BOX	L	3
	ACER PALMATUM / JAPANESE MAPLE	24" BOX	M	5
	LAGERSTROEMIA INDICA / CRAPE MYRTLE	24" BOX	L	5
	SHRUBS / VINES / PERENNIALS			
G	ANIGOZANTHOS SPS. / KANGAROO PAW	5 GAL	L	2
H	CALAMAGROSTIS × ACUT. 'KARL FOERSTER' / REED GRASS	5 GAL	M	N/A
	CORDYLINE 'TORBAY DAZZLER' / GRASS PALM	5 GAL	L	3
	DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY	5 GAL	M	N/A
	FICUS PUMILA / CREEPING FIG	5 GAL	L	2
	HEMEROCALLIS 'STARBURST RED' / DAYLILY	5 GAL	M	3
I	KNIPHOFIA UVARIA / RED HOT POKER	5 GAL	L	4
J	LEUCADENDRON 'SAFARI SUNSET' / CONEBUSH	5 GAL	L	1
K	LOROPETALUM RUBRUM 'HINES PURPLE LEAF' / FRINGE FLOWER	5 GAL	L	5
L	NANDINA DOMESTICA / HEAVENLY BAMBOO	5 GAL	L	1
	ESCALLONIA X EXONIENSIS 'FRADES' / PINK ESCALLONIA	5 GAL	M	3
	MYRICA CALIFORNICA / CALIFORNIA WAX MYRTLE	5 GAL	M	2
M	PHORMIUM TENAX 'FIREBIRD' / NEW ZEALAND FLAX	5 GAL	L	2
N	PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' / KOHUHU	5 GAL	M	5
O	PLUMBAGO AURICULATA / CAPE PLUMBAGO	5 GAL	L	3
P	ROSA 'FLOWER CARPET' / FLOWER CARPET ROSE	5 GAL	M	5
Q	RHAPHIOLEPIS INDICA 'JACK EVANS' / PINK INDIA HAWTHORNE	5 GAL	L	4
	GROUNDCOVER			
	COPROSMA KIRKII / KIRK'S COPROSMA	1 GAL	L	1
R	ROSMARINUS OFFICINALIS 'PROSTRATA' / TRAILING ROSEMARY	1 GAL	L	6
S	SOLLYA HETEROPHYLLA / AUSTRALIAN BLUEBELLS	1 GAL	L	3
T	TRACHELOSPERMUM JASMINOIDES / STAR JASMINE	1 GAL	M	6

*WUCOLS (WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES) IS A GUIDE TO HELP IDENTIFY IRRIGATION WATER NEEDS OF PLANT SPECIES. DEVELOPED BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, CALIFORNIA DEPARTMENT OF WATER RESOURCES, 2000.

**OPALS (OGREN PLANT ALLERGY SCALE) IS AN INDEX OF PLANT RATINGS ON A (1) TO (10) SCALE BASED ON ALLERGEN-RELATED FACTORS. A RATING OF (1) REPRESENTS THE MOST ALLERGY-FREE SELECTIONS, AND A RATING OF (10) DENOTES PLANTS THAT CAUSE THE MOST ALLERGIES AS A RESULT OF INHALENT POLLEN, ODOR, AND/OR CONTACT.

PARKING GARAGE - OVERALL LANDSCAPE PLAN
SCALE: 1"= 20'

0 10' 20' 30' 40' 60'

KEYNOTE LEGEND

1 ENHANCED PAVING AT VEHICULAR ARRIVAL COURT
2 ENHANCED PAVING AT PEDESTRIAN PLAZA AREA
3 PEDESTRIAN RAMP WITH HANDRAILS
4 GRAND STAIRCASE WITH HANDRAILS
5 TERRACED PLANTERS
6 NOT USED
7 NEW EVERGREEN SCREENING TREES
8 NOT USED
9 NOT USED
10 BENCH, TYP.
11 NOT USED
12 EXISTING MULTI-PURPOSE TRAIL
13 NEW TREE PLANTING, TYP.
14 EXISTING TREES TO REMAIN
15 NOT USED
16 BIKE RACK (QTY. 2, 10 TOTAL SPACES PROVIDED)
17 TABLE TOP STYLE CROSSWALK
18 EXISTING LANDSCAPE TO REMAIN
19 8' TALL GREENSCREEN TRELLIS WITH EVERGREEN VINES

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OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING

Key Plan

Agency Approval

PRELIMINARY NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

Project Information

Phase:	ARC	Date:	06/25/2020
Project No.:		FBC / ARC:	

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW PATIENT TOWER

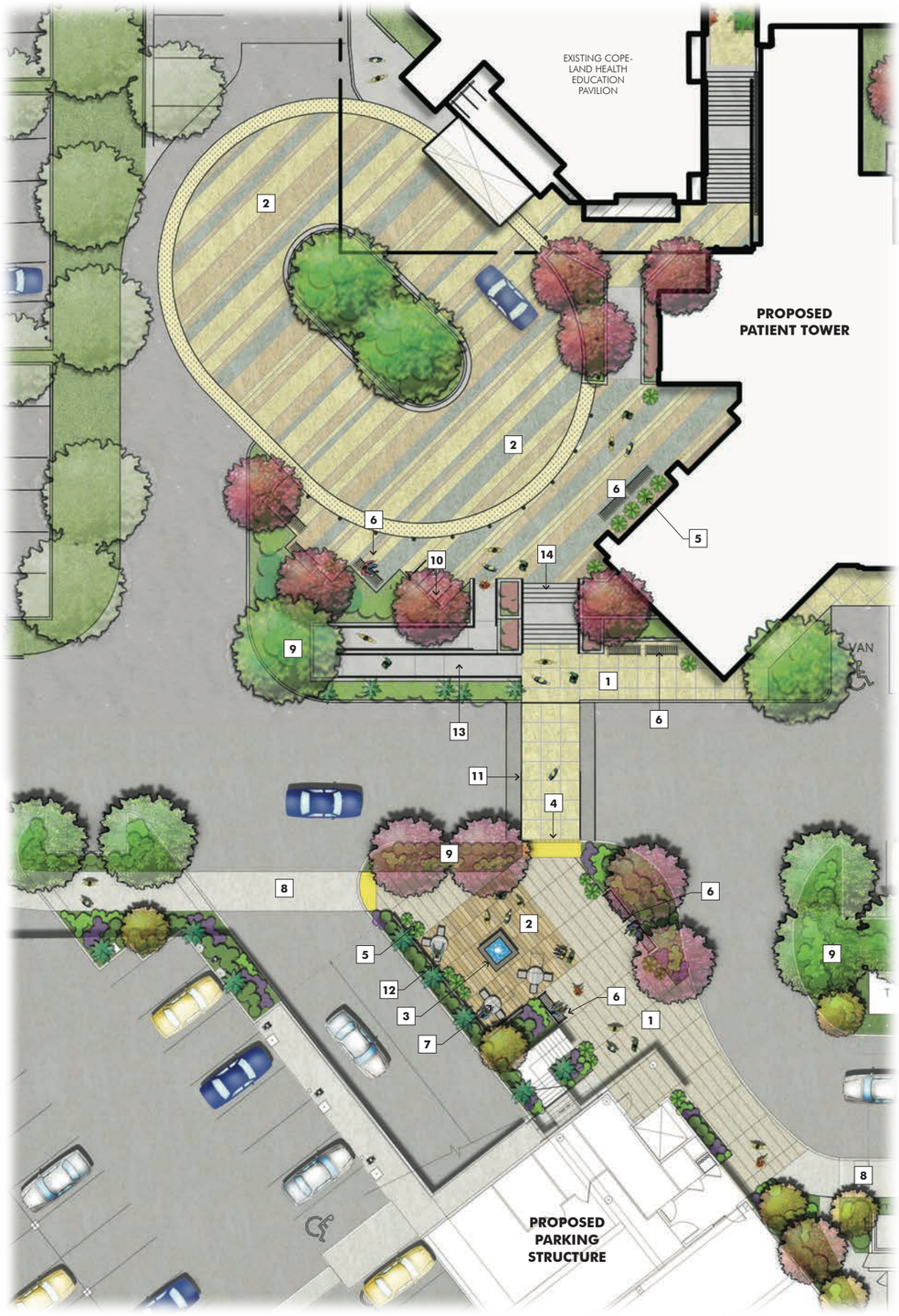
Drawing Package

Sheet Title
PARKING STRUCTURE - SITE LANDSCAPE PLAN & PLAZA ENLARGEMENT

Sheet Number: L102
Current Revision:

KEYNOTE LEGEND

1 ENHANCED CONCRETE PAVING
2 DECORATIVE PAVERS AT SEATING AREA
3 SELF-CONTAINED, RECIRCULATING WATER FEATURE
4 TRUNCATED DOMES
5 LANDSCAPE POTS, TYP.
6 BENCH, TYP.
7 TABLE SEATING, TYP.
8 EXISTING MULTI-PURPOSE TRAIL
9 NEW TREE PLANTING, TYP.
10 BIKE RACK (QTY. 2, 10 TOTAL SPACES PROVIDED)
11 TABLE TOP STYLE CROSSWALK
12 18" TALL CONCRETE SEATWALL
13 PEDESTRIAN RAMP WITH HANDRAILS
14 GRAND STAIRCASE



PEDESTRIAN PLAZA & CONNECTION TO ARRIVAL COURT - ENLARGEMENT
SCALE: 1"= 10'

0 5' 10' 15' 20' 30'

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OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING

Key Plan

Agency Approval

PRELIMINARY NOT FOR CONSTRUCTION

Revisions

No.	Date	Description

Project Information

Phase:	ARC	Date:	06/25/2020
Project No.:		PIC / ARC:	

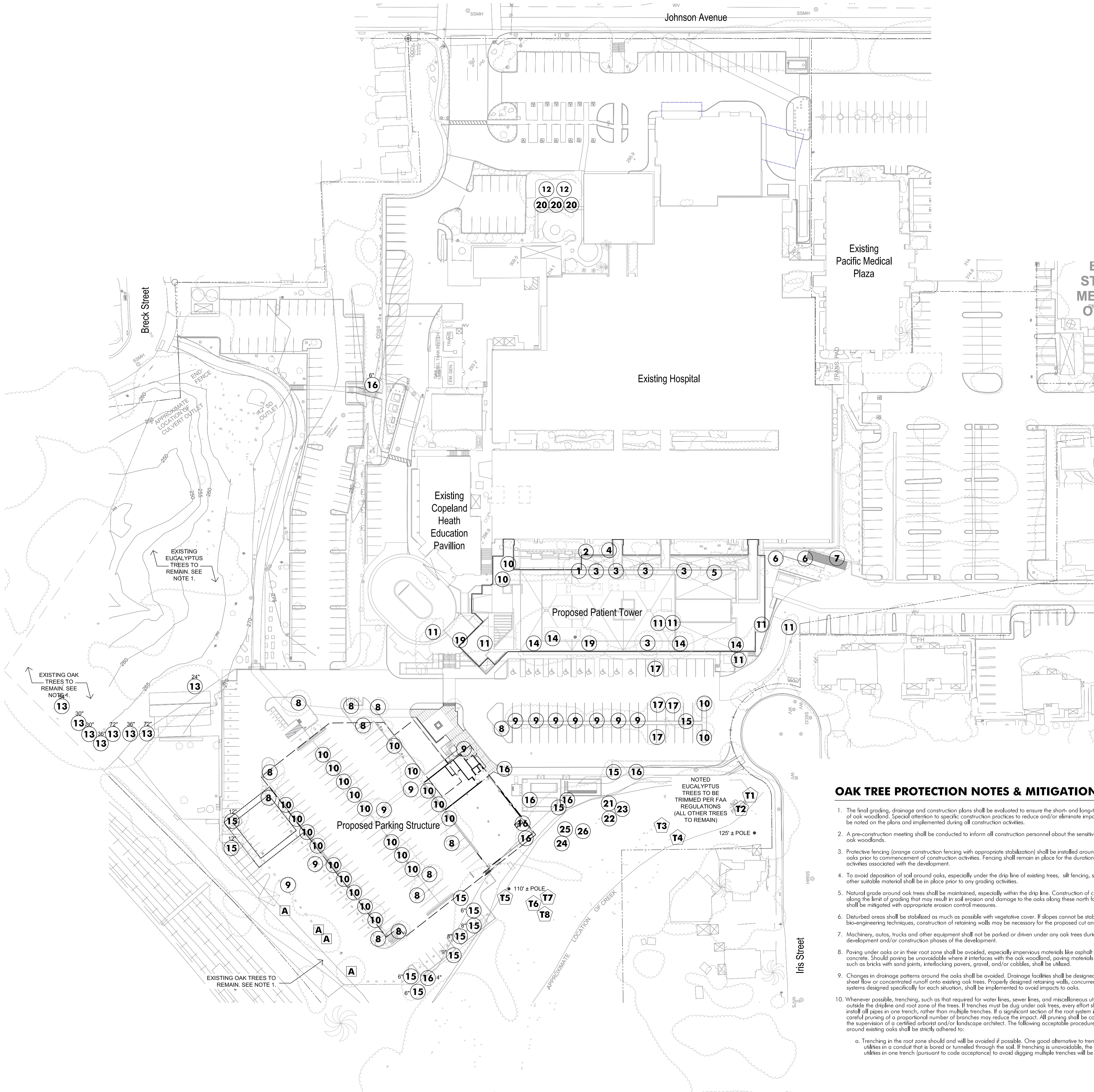
DIGNITY HEALTH FRENCH HOSPITAL MC - NEW PATIENT TOWER

Drawing Package

Sheet Title
PEDESTRIAN PLAZA & ARRIVAL COURT CONNECTION ENLARGEMENT

Sheet Number
L103

Current Revision



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PROPOSED TREE REMOVAL (1)

I.D.	BOTANICAL NAME	COMMON NAME	DBH*	QNTY.
1	Eucalyptus viminalis	MANNA GUM	25"	1
2	Eucalyptus ficifolia	RED FLOWERING GUM	5"	1
3	Schinus molle	CALIFORNIA PEPPER	6"	5
4	Jacaranda mimosiifolia	JACARANDA	6"	1
5	Fraxinus sps.	ASH	12"	1
6	Fraxinus sps.	ASH	18"	2
7	Quercus agrifolia	COAST LIVE OAK	16"	1
8	Cinnamomum camphora	CAMPHOR TREE	8"-14"	12
9	Tristania conferta	BRISBANE BOX	8"	12
10	Platanus x acerifolia	LONDON PLANE	3"	26
11	Prunus cerasifera 'Thundercloud'	PURPLE LEAF PLUM	6"-8"	7
12	Olea europaea	OLIVE	64"	2
13	Eucalyptus globulus	SOUTHERN BLUE GUM	24"-72"	8
			CUT TO THE GROUND	
14	Eucalyptus polyanthemos	SILVER DOLLAR EUCALYPTUS	35"-45"	4
15	Quercus agrifolia	COAST LIVE OAK	8"-10"	12
16	Quercus agrifolia	COAST LIVE OAK	<6"	8
17	Albizia julibrissin	MIMOSA TREE	8"-10"	4
18	Eucalyptus globulus	SOUTHERN BLUE GUM	Varies	-
		PRUNE PER ARBORISTS DIRECTION		
19	Schinus molle	CALIFORNIA PEPPER	30"	2
20	Podocarpus gracilior	FERN PINE	9"	3
21	Eucalyptus globulus	SOUTHERN BLUE GUM	(2) 24"	1
22	Eucalyptus globulus	SOUTHERN BLUE GUM	(3) 24"	1
23	Eucalyptus globulus	SOUTHERN BLUE GUM	30"	1
24	Eucalyptus globulus	SOUTHERN BLUE GUM	(5) 30"	1
25	Eucalyptus globulus	SOUTHERN BLUE GUM	(2) 12"	1
26	Eucalyptus globulus	SOUTHERN BLUE GUM	(2) 12"	1

*TREE DIAMETER AT BREAST HEIGHT.

TREE REMOVAL NOTES

1. Specific trees just outside the area of disturbance, as noted on the plan, to remain at all possible and be protected during construction. City arborist to determine final impact on tree(s) during construction.

PROPOSED TREE TRIMMING (T1)

I.D.	BOTANICAL NAME	COMMON NAME	HEIGHT	QNTY.	MATBT*
T1	Eucalyptus globulus	SOUTHERN BLUE GUM	100'	1	25'
T2	Eucalyptus globulus	SOUTHERN BLUE GUM	100'	1	25'
T3	Eucalyptus globulus	SOUTHERN BLUE GUM	119'	1	35'
T4	Eucalyptus globulus	SOUTHERN BLUE GUM	126'	1	35'
T5	Eucalyptus globulus	SOUTHERN BLUE GUM	130'	1	35'
T6	Eucalyptus globulus	SOUTHERN BLUE GUM	130'	1	35'
T7	Eucalyptus globulus	SOUTHERN BLUE GUM	130'	1	35'
T8	Eucalyptus globulus	SOUTHERN BLUE GUM	130'	1	35'

*MINIMUM AMOUNT TO BE TRIMMED.

TREES TO REMAIN (A)

I.D.	BOTANICAL NAME	COMMON NAME	DBH*	QNTY.
A	Quercus agrifolia	COAST LIVE OAK	16"	4

*TREE DIAMETER AT BREAST HEIGHT.
REFER TO PLANTING SPECIFICATIONS FOR TREE PROTECTION MEASURES.

OAK TREE PROTECTION NOTES & MITIGATION CONDITIONS

1. The final grading, drainage and construction plans shall be evaluated to ensure the short- and long-term protection of oak woodland. Special attention to specific construction practices to reduce and/or eliminate impacts to oaks shall be noted on the plans and implemented during all construction activities.
2. A pre-construction meeting shall be conducted to inform all construction personnel about the sensitive nature of the oak woodlands.
3. Protective fencing (orange construction fencing with appropriate stabilization) shall be installed around all on-site oaks prior to commencement of construction activities. Fencing shall remain in place for the duration of construction activities associated with the development.
4. To avoid deposition of soil around oaks, especially under the drip line of existing trees, silt fencing, straw bales, or other suitable material shall be in place prior to any grading activities.
5. Natural grade around oak trees shall be maintained, especially within the drip line. Construction of cut and fill slopes along the limit of grading that may result in soil erosion and damage to the oaks along these north facing slopes, shall be mitigated with appropriate erosion control measures.
6. Disturbed areas shall be stabilized as much as possible with vegetative cover. If slopes cannot be stabilized solely with bio-engineering techniques, construction of retaining walls may be necessary for the proposed cut and fill areas.
7. Machinery, autos, trucks and other equipment shall not be parked or driven under any oak trees during the development and/or construction phases of the development.
8. Paving under oaks or in their root zone shall be avoided, especially impervious materials like asphalt and/or concrete. Should paving be unavoidable where it interfaces with the oak woodland, paving materials that are porous, such as bricks with sand joints, interlocking pavers, gravel, and/or cobbles, shall be utilized.
9. Changes in drainage patterns around the oaks shall be avoided. Drainage facilities shall be designed to eliminate sheet flow or concentrated runoff onto existing oak trees. Properly designed retaining walls, concurrent with drainage systems designed specifically for each situation, shall be implemented to avoid impacts to oaks.
10. Whenever possible, trenching, such as that required for water lines, sewer lines, and miscellaneous utilities, shall be outside the dripline and root zone of the trees. If trenches must be dug under oak trees, every effort shall be made to install all pipes in one trench, rather than multiple trenches. If a significant section of the root system is disrupted, careful pruning of a proportional number of branches may reduce the impact. All pruning shall be conducted under the supervision of a certified arborist and/or landscape architect. The following acceptable procedures for trenching around existing oaks shall be strictly adhered to:
    a. Trenching in the root zone should and will be avoided if possible. One good alternative to trenching is to place utilities in a conduit that is bored or tunneled through the soil. If trenching is unavoidable, the placing of all utilities in one trench (pursuant to code acceptance) to avoid digging multiple trenches will be utilized.
    b. Trenching and other soil disturbances during the summer months, and especially during periods of drought can severely impact oak trees.Prior to encroaching in any root zone, it will be necessary to water the root zone area of the affected trees the length of the trench. This technique will not only help a generally stressed tree, but it will also provide more favorable conditions for the growth of new roots and compensate for the roots that were lost during the disturbance.
    c. Trenching under the canopy of the trees, as well as just outside the dripline (within 5-feet of the dripline) shall be performed by auguring and/or by hand trenching. If roots over one-inch in diameter are encountered, these roots shall be preserved without injury, if possible. No machine trenching will be allowed within 5 feet of the tree's dripline.
    d. When trenching does occur within the root zone, roots shall not be ripped, but shall be cleanly cut along the sides of the trench. Braided remains of the exposed roots shall not be left dangling. Roots shall be cleanly pruned back to 1 to 2 inches of the soil line. If trimming of larger roots is unavoidable, they shall be cleanly cut or sawed. If there is a lateral root, the cut shall be made outside the lateral root, if possible.
    e. All exposed roots shall be covered with wet burlap (or a suitable substitute) and kept moist until the soil is returned.
    f. All topsoil removed during trenching shall be stockpiled in an orderly fashion so that it can be replaced after the utilities have been installed (as it was removed) and tamped down in the same relative soil profile.
    g. After the trench is filled, the area under the dripline shall be irrigated so that water penetrates down to the depth of the bottom of the trench.
    h. All excavated soil shall be replaced and tamped down in the trench so that no fill remains under the dripline of the trees. The grade shall be restored to its pre-construction/undisturbed condition.
    i. No significant change in drainage around the oak trees as a result of the trenching shall occur.
    j. Trenches shall be covered with natural litter collected from the surrounding oak woodland.
11. Pruning of trees, except in cases where root damage requires it or for pruning that must be performed to meet California Department of Forestry (CDF) standards, shall be avoided. In all cases, pruning shall be kept to a minimum and monitored by a qualified arborist and/or landscape architect with knowledge of native oaks and proper pruning procedures.
12. Any and all landscape plans for this development shall preclude irrigation and/or irrigated plantings within the established tree protection zones and/or the drip lines of the oak woodlands.
13. Should individual oak trees be damaged and/or removed due to construction related activities, replacement oak trees shall be required to be planted on the project site. Replacement rates shall reflect land use, ecological conditions and public values. Tree establishment is the final goal and the replacement rate will depend on the size of the replacement stock.

Key Plan

Agency Approval

PRELIMINARY NOT FOR CONSTRUCTION

No. Revisions Date	Description

Project Information

Phase:	ARC	Date:	03/30/2021
Project No.:		PIC / AIC:	

DIGNITY HEALTH FRENCH HOSPITAL MC - NEW PATIENT TOWER

Drawing Package

Sheet Title
TREE INVENTORY, REMOVAL AND MODIFICATION PLAN

Sheet Number L104 **Current Revision**