

## NWC Project Description

The applicant is proposing a seven (7) lot subdivision on two parcels with a combined area of approximately 10.07 acres. Lot 1 of Vesting Tentative Tract Map (VTTM) 3115 would include the assisted living facility on 4.79 acres, and Lots 2-7 would comprise the commercial shopping center on 5.28 acres. The proposal is located within the Airport Area Specific Plan (AASP) located at 3985 Broad Street and 660 Tank Farm Road, San Luis Obispo, CA 93401 (APNs: 053-421-003 and -004). The two-parcel, 10±-acre property, contains a single-family residence at 660 Tank Farm Road, while 3985 Broad Street is currently vacant.

The proposed development project includes a retail shopping center and assisted living facility. The proposed retail shopping center consists of an anchor retail grocer space and additional buildings for retail/restaurant use totaling 49,269 square feet in six (6) independent detached buildings. The assisted living facility would occupy the westerly portion of the development and include approximately 139 living units, support and administrative space in 133,656 square feet, serving residents of 60 years in age and older.



*Figure 1. View from Tank Farm Road and Broad Street looking Northwest*

Westmont Living is a retirement community that provides a spectrum of living options. State licensing is required to operate an assisted living facility. However, the level of assisted service is tailored to the individual needs of each resident. This allows each resident to “age in place” rather than relocate as their service needs change. Based on Westmont’s operations, approximately 50% of residents are considered independent living. These are residents of the community but are not utilizing Assistance with Daily Living (“ADL”) Services. The other 50% of residents require some form of assistance. For example, ADL’s include medication reminders, dressing or bathing assistance, transportation or mobility utilizing the assistance services or are memory care residents.

The project is proposed for development in three main phases beginning with mass grading and subsequent development of the Westmont assisted living project followed by the retail portion of the project.

Additional proposed project details include:

1. A seven-lot subdivision, six (6) commercial lots ranging in size from 0.37 acres to 1.76 acres, and one (1) assisted living site of 4.79 acres;
2. The assisted living facility would include 111 assisted living units. Of these, approximately 50 - 60% are independent living, with the balance being assisted living and 28 memory care beds, constructed in two phases;
3. Phase 1 of the assisted living = 72 assisted units and 28 memory care beds comprising 98,473 square feet (49,610 sf 1<sup>st</sup> Floor, 48,863 sf 2<sup>nd</sup> Floor) in a single building. Phase 1 parking and site improvements would consist of 70 parking spaces;
4. Phase 2 of the assisted living = 39 assisted units comprising 35,183 square feet (17,764 sf 1<sup>st</sup> Floor, 17,418 sf 2<sup>nd</sup> Floor) in an expanded building attached to the main Phase 1 facility;
5. Assisted living amenities at the site are proposed to include full meal services, entertainment and exercise rooms, movie theater and beauty-barber services;
6. As a 24-hour operation, the assisted living facility is expected to employ approximately 80 full and part time staff. At any given time, as many as 18 employees would be on site for a given shift;
7. The assisted living facility will include various delivery receiving and service needs throughout each day, and will accommodate family and guest visitors throughout each day;
8. Assisted living parking is proposed at 70 parking spaces dedicated to residents and staff;
9. The commercial site is proposed to be developed in 1 phase, with construction of each of the six (6) proposed businesses at varying timeframes based on project demand;
10. Commercial center site improvements include 214 vehicle parking spaces, 11 motorcycle spaces, 16 bicycle racks and 16 bike lockers to serve the proposed uses;
11. Commercial retail uses, building and lot sizes, and associated parking on each distinct commercial parcel include:

a. Lot 2	Retail	0.54 ac / 23,718 sq ft	Bldg = 8,026 sq ft	Parking = 19
b. Lot 3	Retail	0.37 ac / 16,007 sq ft	Bldg = 3,205 sq ft	Parking = 10
c. Lot 4	Restaurant	.75 ac / 33,015 sq ft	Bldg = 4,835 sq ft	Parking = 39
d. Lot 5	Restaurant	.66 ac / 28,920 sq ft	Bldg = 4,982 sq ft	Parking = 34
e. Lot 6	Retail-Rest.	1.20 ac / 52,196 sq ft	Bldg = 6,240 sq ft	Parking = 34
f. Lot 7	Grocer	<u>1.76 ac / 76,499 sq ft</u>	<u>Bldg = 21,981 sq ft</u>	<u>Parking = 81</u>
		5.28 ac / 230,355 sq ft	Bldg = 49,269 sq ft	Total = 217

12. Demolition of the existing single-family residence on Tank Farm Road,
13. Amendment to the Airport Area Specific Plan to modify the land use designation from Business Park with Specific Plan Overlay (BP-SP) to Community Commercial with Special Focus Area and Specific Plan Overlay (C-C-SF-SP),

14. General Plan Amendment and rezone for the 1.37 acre parcel at 660 Tank Farm Road modifying the land use designation from Business Park to Community Commercial and the Zoning Designation from Business Park (BP-SP) to Community Commercial with Special Focus Overlay (C-C-SF-SP).
15. Design Exception for Tank Farm Road frontage improvements to allow 11-foot vs. 12-foot wide travel lanes, and
16. Frontage and on-site improvements.

Two points of access from Tank Farm Road are proposed via a north-south driveway that is shared with the assisted living portion of the site, and a signalized intersection at the MindBody intersection that connects to the Industrial Way/Broad Street signalized intersection. Access from Broad Street is provided by a driveway located along the northerly property line. This driveway will also provide access to the SESLOC Federal Credit Union building to the north. The existing right-in/right-out driveway access to SESLOC from Broad Street would be eliminated.

The site plan is configured with the smaller commercial buildings near and along the Tank Farm-Broad Street intersection, with parking located between the perimeter buildings and the anchor grocer. The anchor building is located at the northwest quadrant with its entry set at the southeast corner of the footprint near the center of the site. The remaining buildings are oriented on the Broad Street and Tank Farm Road frontages.

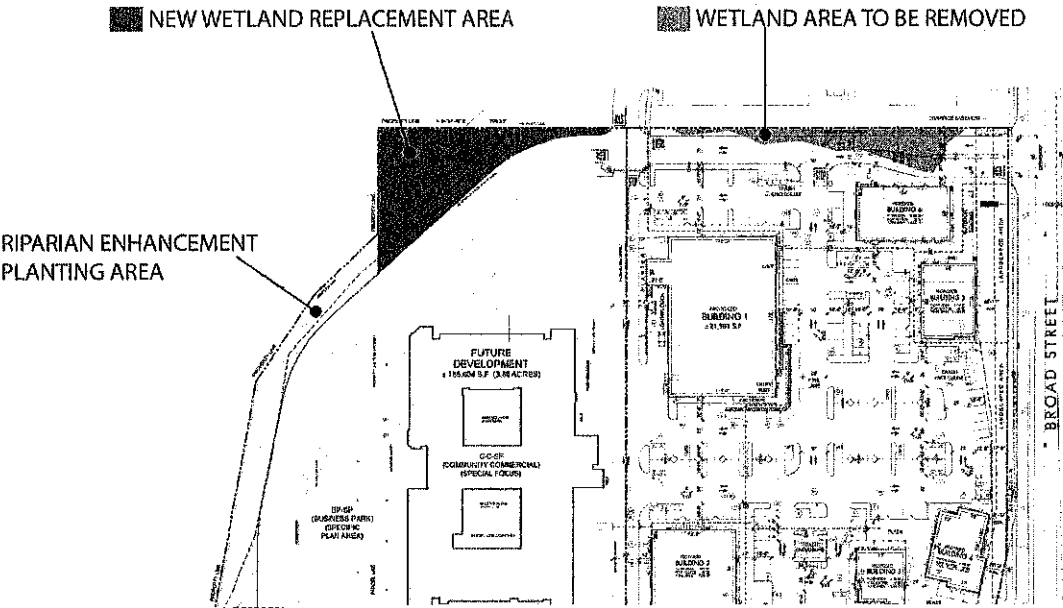
Pedestrian access from the public sidewalk is provided at each corner of the site and at intermediate points, both on Broad Street and Tank Farm Road. At the corner of Tank Farm Road and Broad Street, a pedestrian walkway leads from the intersection diagonally between Buildings Three and Four to an interior dining patio. From the northeast corner at the entry drive on Broad Street, the pedestrian access passes through a patio and between Buildings Five and Six to the interior parking area and storefronts. Internal walkways link the retail buildings and connect to the assisted living portion of the project and the SESLOC property.

The commercial buildings are designed with shed roof forms and overhangs with board and batten siding. Materials consist of a mix of storefront, plaster surfaces and vertical siding which are incorporated to provide variation in wall finishes. Other architectural elements include cantilevered awnings, canopies and trellis elements. The color selections for the project reflect a neutral earth tone palette.

The proposed two-story, thirty-two (32) foot high assisted living building's design incorporates an architectural style and materials consistent with the surrounding neighborhood. The color palette is neutral, and materials consist of a mix of Alumawood, Hardie siding, stucco, board and batten, and stone. The assisted living facility design incorporates use of simple shed roof forms, and board & batten and lap siding, with the intent to provide complementary forms and materials between the assisted living and retail project components.

The proposed project has been designed to collect stormwater runoff from the seven (7) proposed buildings, landscaping, parking and drive aisles, and direct the water into underground storage facilities as a strategy to address current post-construction stormwater regulations. The impervious areas on site have been designed with gradients to direct stormwater through a storm drain system that will route the stormwater to the two (2) proposed underground storage facilities.

Mitigation of impacts to 0.19 acres of seasonal wetland and ephemeral drainage area is incorporated into the project design and proposes a 3:1 replacement ratio with the enhancement of approximately .60 acres along the Orcutt Creek corridor. The enhancement plan provides for the



**Figure 3. Wetland Replacement and Riparian Enhancement Areas**

removal of invasive non-native species and planting of native plants in the northwest corner of the site and creek setback areas along Orcutt Creek (Figure 3, above)