

# CITY PLANNING COMMISSION

1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Ken Wang-Camino West Development, 1401 El Camino Ave 4th Floor, Sacramento, CA 95815  
OWNER Ken Wang-Pleasant Run Investors, 1401 El Camino Ave, 4th Floor, Sacramento, CA 95815  
PLANS BY Niiya Architects, Inc., 1860 Howe Ave, #340, Sacramento, CA 95825  
FILING DATE 1/23/87 ENVIR. DET. Neg. Dec. 2/16/87 REPORT BY KMB:kh  
ASSESSOR'S-PCL. NO. 031-070-49

- APPLICATION:**
- A. Negative Declaration with Mitigation Measures.
  - B. Special Permit to develop 52 senior housing units, a 36 unit residential care facility and a 9,800 sq. ft. day health center for the elderly.
  - C. Plan Review for a senior complex on 2.8+ vacant acres in the Light Density Multiple Family (R-3-R) zone.
  - D. Variance to reduce parking requirement from one space per residential unit to one space per two residential units.

**LOCATION:** Southwest corner of Greenhaven Drive and Rush River Drive

**PROPOSAL:** The applicant is requesting the necessary entitlements to develop a senior complex with 52 senior independent living apartment units, 36 residential care units and a 9,800 sq. ft. day health center to provide supportive services for the elderly who require either periodic or continuing care.

**PROJECT INFORMATION:**

1974 General Plan Designation: Residential  
1976 South Pocket Community  
Plan Designation: Medium Density Multiple Family  
Existing Zoning of Site: R-3-R  
Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:	Setbacks:	Required	Provided
North: Residential, R-1	Front:	25'	25'
South: Vacant, R-1A-PUD, C-1-PUD	Side (Int.):	5'	12'
East: Vacant, R-1A, SC-R	Side (St.):	25'	25'
West: Vacant, R-2B-PUD	Rear:	5'	15'

Parking Required: To be determined by the Commission  
Parking Provided: 44 spaces  
Property Dimensions: Irregular  
Property Area: 2.8+ acres  
Square Footage of Building: 55,100 sq. ft.  
Height of Building: 38 feet  
Topography: Flat  
Street Improvements: Existing  
Utilities: Existing  
Exterior Building Materials: Wood panel or stucco  
Roof Material: Asphalt

BACKGROUND INFORMATION: The subject site has been the focus of 2 previous project approvals. On February 14, 1984, the City Planning Commission approved a request to rezone a 4.7+ acre site from Agriculture (A) to Garden Apartment-Review (R-2B-R) in order to construct an 80-unit apartment complex with a density of 17.1 units per net acre. The City Council considered that proposal at their March 14, 1985 meeting and voted to approve Townhouse (R-1A) zoning rather than R-2B-R and set the maximum density at 10 units per acre.

On September 26, 1985, the City Planning Commission considered and approved requests for various entitlements and a rezoning of the site from R-1A to Light Density Multiple Family Residential-Review (R-3-R) and Single Family (R-1) in order to permit development of five single family residences on 5 lots and a 70 unit senior housing apartment complex on a 2.7 acre lot. On November 12, 1985, the City Council approved this request with the conditions that a maximum of 70 units be permitted in the senior housing complex and that the units be restricted for use by persons over the age of 55. The approval included a variance to waive 23 of the required 70 parking spaces, leaving 47 spaces to be provided for the senior project.

PROJECT EVALUATION:

A. Land Use and Zoning

The subject site is a 2.7+ acre vacant panel located in the Light Density Multiple Family Residential Review (R-3-R) zone. The site is designated "Residential" by the General Plan and "Medium Density Multiple Family" by the 1976 South Pocket Community Plan. Surrounding land uses include: vacant single family, single family under construction, and the Heritage Place single-family residential development to the north; the Hidden Lakes Condominium development, vacant R-1A land, and a 7.8+ acre site zoned for a neighborhood shopping center to the east; and vacant land zoned for garden apartments (R-2B-PUD) to the south and west.

B. Project Description

The applicant proposes to construct a senior complex which would consist of 52 senior independent living apartment units, 36 residential care units, and a 9,800 square foot senior day health center to provide supportive services for the elderly who require either periodic or continuing care. A description of the proposed operations is provided by Exhibit C. The day health care center would include space for a dining room, activity room, day room, therapy room, offices for employees such as activity coordinator and social worker, and other facilities such as kitchen, jacuzzi and treatment/rest areas. The day center provides a program of therapeutic, social, and health activities, and also provides medical monitoring and supervision for the elderly who require it. The program is rehabilitative and helps the elderly improve their physical and mental well-being. The proposed hours of operation for the day health center are from 9 a.m. to 3 p.m., while the residential care would be 24-hour live-in facility. The maximum occupancy of the day health center would be 50 persons. The maximum occupancy of the residential care facility would be 62 persons in double and single rooms. To serve both the day health center and the residential care facility, a total of 6 employees are anticipated to be on the site at any one time. The applicant anticipates that 50 percent of the day health center users would be persons living on the site, while the other 50 percent would be persons primarily coming from the Greenhaven/Pocket area.

C. Senior Housing and Residential Care Facility Locational Criteria

The Planning Division uses several criteria to evaluate whether proposed facilities are located such that the special needs of residents will be met. Listed below are several criteria and information about how the subject site compares with the desired standard.

<u>Facility</u>	<u>Suggested Minimum Distance</u>	<u>Distance From Site</u>
Bus	2 Blocks	Major bus lines are proposed for location on Rush River and Greenhaven Drives.
Religious Institution	1/2 mile	There are several churches within 1-1/2 miles located in the Pocket area and the Meadowview area. The South Pocket area is still under development and the possibility of a church locating in the area still exists.
Clinic or Hospital	1/2 mile	Methodist Hospital and Kaiser are located between 5-6 miles away. A clinic is located at 900 Florin Road, one mile away. The senior day health care center will provide some health services.
Library	1/2 mile	A small library will be provided on the site.
Neighborhood services and shopping	1/2 mile	A neighborhood shopping center has been approved for the northeast corner of Greenhaven and Pocket, and a limited commercial center at the northwest corner of Greenhaven and Pocket. Both are located within walking distance of the subject site.
Proximity to similar services/ concentration	Avoid duplication or concentration	The proposed facility would not be located in an area with a high concentration of residential care facilities. The facility would be the first of its type to be located in the South Pocket area, but would benefit from the nearby existence of the Asian Community Center nursing home.

Based upon the above locational criteria, staff finds that a senior complex such as that proposed is an appropriate land use for the site.

D. Circulation and Parking

The site plan indicates two driveway entrances off of Greenhaven Drive and none off Rush River. This is intended both for security and to prevent people from using the complex as a short cut between Greenhaven and Rush River.

The applicant is requesting a variance to reduce the parking requirement to 44 spaces. Normally, 1 space per dwelling unit is required, plus an appropriate amount set by the Commission for the residential care facility and the day health center. In the past, the Commission has approved a parking ratio of 0.7 spaces per unit for senior independent living housing projects. The rationale for this is that since the anticipated average age of the senior residents is 75, some of them will not own a car. To assist in the transportation of seniors, the applicant intends to provide a shuttle van service. The site is also adjacent to future major bus lines and will be within walking distance of a future neighborhood shopping center.

For the senior independent living units, then, 36 parking spaces would satisfy the requirement of 0.7 spaces per unit. These parking spaces should be covered, located nearest to the independent living units, and marked for use by the residents of the independent living units.

For the day health center and residential care facility, the Commission has the authority to require an appropriate number of parking spaces. Usually, provision of adequate parking for employee, visitor, and additional resident parking is required. The applicant anticipates 6 employees per shift to serve both the day health center and residential care facility. When six spaces for the employees is added to 36 spaces for the independent living residents, this makes 43 parking spaces. The applicant proposes a total of 44 spaces, which leaves only 1 space to be available for visitor and additional resident parking.

The applicant anticipates that half of the day health center users will be persons living on the site, while the other half would be persons primarily coming from the Greenhaven/Pocket area. Most of the off-site clients are expected to be collected by the shuttle van and brought to the facility, or dropped off for the day by friends or relatives. However, staff feels that just one space will be inadequate to accommodate visitor and additional resident parking for the residents and users of the residential care facility, day health center and senior independent living units.

The applicant has submitted information which indicates that 14.6 percent of the residents of congregate care facilities own and operate automobiles (Exhibit A). If one space is required for 14.6 percent of the residential care units, then five spaces would meet the needs of the residential care facility residents. If one space is required for 14.6 percent of the maximum potential occupants (62) of the care facility, then nine spaces would meet the needs of the residents of the residential care facility. The applicant has indicated that they do not anticipate any of these residents owning cars or driving, and would not object to a condition of the special permit stating that residents of the residential care facility may not keep cars on the site. Staff feels that with this restriction, and given the shuttle van service that will be provided, that the lower requirement of 5 spaces for the residential care facility will be adequate.

Visitor parking will consist of persons visiting residents of the care facility and independent living units, and potentially persons using the day health center. The applicant states that the off-site clients are expected to be collected by the shuttle van and brought to the facility, or dropped off for the day by friends and relatives. Given that the parking demand created by users of the day health center will be minimal, staff finds that provision of 7 visitor parking spaces will be adequate to serve persons visiting residents of the care facility and independent living units. The breakdown of parking spaces necessary to serve this site is

provided by the following chart. The applicant has indicated that it will be possible to locate 10 additional parking spaces on the plan by eliminating some landscaping and making some minor building shifts. A reduction of units and/or facility operations will be necessary if the applicant cannot redesign the site to provide a total of 54 spaces rather than the 44 originally proposed.

Recommended Parking Requirement

<u>User</u>	<u>Units</u>	<u>Ratio</u>	<u>Parking Spaces</u>
Independent Living Units	52	1:.7	36
Residential Care Facility	36	1:.146	5
Employees	6	1:1	6
Visitors	-	-	<u>7</u>
TOTAL			54

E. Site Plan and Building Design

The site plan indicates 25 feet of landscaped setback along both Greenhaven and Rush River Drives. These landscaped areas should be bermed with a 4-foot high undulating berm and planted with a variety of evergreen trees and shrubs with walkways between the streets and facility prohibited.

The applicant proposes to provide both shuffleboard and a horseshoe pit adjacent to a common open-space/recreation area. Each of the independent living units includes a patio/balcony. The day health center will include lounges and activity areas. Staff finds that the amount of recreation and open space to be provided will be adequate for the needs of residents. However, staff recommends that the second floor balconies have solid wall barriers rather than railings, and that roofs be placed over portions of the balcony to add extra protection and privacy for second floor residents.

For the previously approved project, the applicant had provided a list of design features that were to be included in the senior independent living units which would gear those units specifically to seniors. These features include such items as emergency buttons in bathrooms and bedrooms, door levers instead of knobs, and grab bars. Staff recommends that these features be adopted as part of the required design criteria for this proposed project, and they are listed in the conditions of approval.

The applicant has provided only the north elevations to the proposed project, and the east, west and south elevations will need to be reviewed and approved by staff prior to issuance of building permits. The plans indicate use of wood panels or stucco, with asphalt shingles. The project will be done in pastel colors. The previously approved project indicated the use of masonite lap siding and a shake roof. Staff recommends that masonite lap siding be used for this project, along with heavy asphalt shingles with a minimum rated lifespan of 25 years. The applicant has not

indicated the location of trash enclosures or bicycle storage facilities. The applicant should meet the standards of the City's Multi-Family Residential Design Criteria for these facilities.

In the future, if the facility proposes to install fencing along the public street (due to vandalism and burglaries), staff suggests the use of wrought iron fencing. Fence location should also be reviewed by staff.

F. Agency Review

This project was sent to be reviewed by Traffic Engineering, Engineering, Police, Councilwoman Lynn Robie and the South Pocket Homeowners Association, and the following comments were received:

Traffic Engineering - Greenhaven Drive will be divided with a raised medium prohibiting left turns to or from the site.

Engineering - Standard improvements required.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has reviewed the proposed project and has filed a Negative Declaration based upon compliance with the following mitigation measure:

Plant Life

The applicant shall provide a tree preservation plan for the review and approval of the City Arborist prior to issuance of any building permit. The plan shall indicate compliance with the following:

1. Temporary six-foot chain link fences shall be placed around the drip line of the trees in the construction area to prevent soil compaction. These fences shall remain in place until landscaping commences.
2. Grading, trenching, cutting and/or filling within the drip line of the trees designated for preservation shall not occur.
3. Roadways and building foundation shall not extend into the trees' drip lines.
4. Pruning or cutting of trees, except for cleaning deadwood, shall be prohibited.

STAFF RECOMMENDATION: Staff recommends the following:

- A. Ratification of the Negative Declaration, subject to mitigation measure;
- B. Approve the Special Permit, subject to conditions and based on the findings of fact which follow;
- C. Approve the Plan Review, subject to conditions and based on findings of fact which follow;
- D. Approve the Variance, based on the findings of fact which follow:

Special Permit and Plan Review - Conditions

1. The applicant shall submit revised site plan and elevations for Planning Director review and approval prior to issuance of building permits. Plans shall include the following:
  - a. revised site plan to show a minimum of 54 parking spaces;
  - b. north, south, east and west elevations;
  - c. building materials shall consist of masonite lap siding and stucco with heavy, butt-end asphalt shingles with a minimum rated lifespan of 25 years;
  - d. the 36 parking spaces for the independent living units shall be the covered and carports shall be designed with materials that are compatible with the materials used for the other buildings on the site;
  - e. second floor balconies shall have solid wall barriers and a roof placed over a portion of the balcony.
2. Revised landscape, shading and irrigation plans shall be submitted for staff review and approval prior to issuance of building permits. Landscape plans shall include 4-foot-high undulating berms and evergreen trees and shrubs in the street set-back areas, and follow the attached excerpt from the Multiple-Family Residential Design Criteria (Exhibit B). Walkways between the streets and the facility shall be prohibited.
3. Plans and elevations, and locations for the trash enclosures and bicycle storage facilities shall be submitted for staff review and approval prior to issuance of building permits. The facilities shall conform to the attached excerpt from the Multiple-Family Residential Criteria (Exhibit B).
4. A sign program for the complex including identification signs and interior directional signs and maps shall be submitted for staff review and approval prior to issuance of sign permits. The sign program shall conform to the City's Sign Ordinance.
5. The applicant shall utilize the attached excerpt from the Multiple-Family Residential Design Criteria in designing on-site circulation for the proposed development (Exhibit B).
6. The following list of design features shall be included as part of the proposed senior apartment complex:
  - a. **HANDICAPPED ACCESSIBILITY**  
  
Site design and unit design will meet State Handicapped Standards.
  - b. **WALKWAYS AND OUTDOOR SITTING SPACE**  
  
Handrails along sloping walks  
Walkways and patios made of solid pavement  
Outdoor sitting areas with benches and tables.

c. LIGHTING AND COLORS

Adequate lighting along walkways and near stairwells  
Objects grabbed - contrasting colors  
Braille coding  
Color differentiation between buildings to alleviate disorientation.

d. DOORS AND ENTRANCE

Handrails along stairwells  
Shelter from weather entries  
Non-slip stair steps  
Automatic doors in clubhouse  
Door levers instead of knobs.

e. ELECTRICAL OUTLETS

Outlets placed waist high  
Contrasting color for outlets  
Light fixtures with easy to change bulbs.

f. BOOKSHELVES

Designed low in height.

g. KITCHEN

Adjustable sink and cabinetry  
Stainless steel sink  
Easy to operate faucet lever with spray hose  
Lazy susans in cabinets  
Slide-out shelves  
East to clean countertops  
Upper cabinets hung low  
Rounded countertop corners  
Pull door handles  
Automatic ice maker, frost-free side by side refrigerator  
Self-clean oven  
Front stove controls (easy to read)  
Garbage disposal  
Non-latching cabinet doors.

h. BATHROOM

Grab bars  
Large vanity mirror, counter top to ceiling  
Easy to operate shower control  
Shower Curtains  
Showerhead on flexible hose.



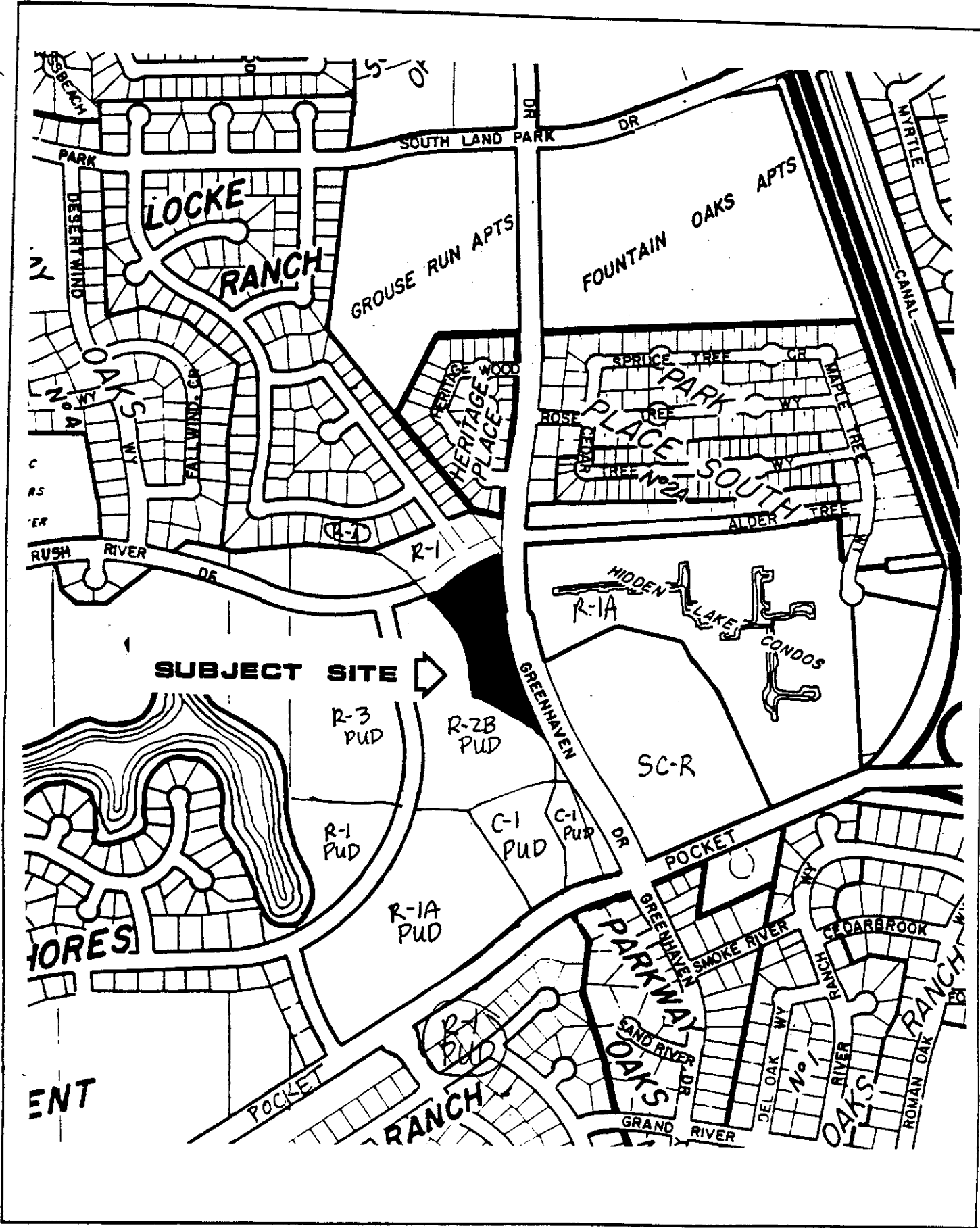
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Site design and unit design will meet State Handicapped Standards.
  - b. **WALKWAYS AND OUTDOOR SITTING SPACE**  
  
Handrails along sloping walks  
Walkways and patios made of solid pavement  
Outdoor sitting areas with benches and tables.

11. A covered bus loading/drop-off space shall be made available near the main entrance to the day health center.
12. Residents of the residential care facility shall not be permitted to keep cars on the site.
13. If in the future, the applicant proposes to install fencing along any public street frontage, this fencing shall be wrought iron, and the fencing location shall be reviewed and approved by staff prior to installation.

Findings of Fact - Special Permit, Plan Review, Variance

1. The project, as conditioned, is based on sound principles of land use in that:
  - a. residential senior living units are allowed in the Light Density Multiple Family (R-3-R) zone;
  - b. residential care facilities and day health care facilities are allowed in residential zones with a special permit;
  - c. the proposed senior complex is adjacent to the location of future bus lines and is within walking distance of a future shopping center site.
2. The project, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in the creation of a nuisance, in that:
  - a. design features are proposed which are specifically tailored to the needs of senior users;
  - b. adequate parking will be provided for the residents and users of the proposed senior complex;
  - c. alternative transportation will be available to residents and users of the proposed senior complex;
  - d. the project design is compatible with the other types of land uses existing and planned for the area.
3. Granting of the variance would not be a special privilege extended to one property owner in that senior housing projects have received a variance to waive a portion of the required parking.
4. The proposed project is consistent with the City's Discretionary Land Use Policy in that the site is designated for Medium Density Residential use by the 1976 South Pocket Community Plan and the proposed senior complex is consistent with the plan designation.

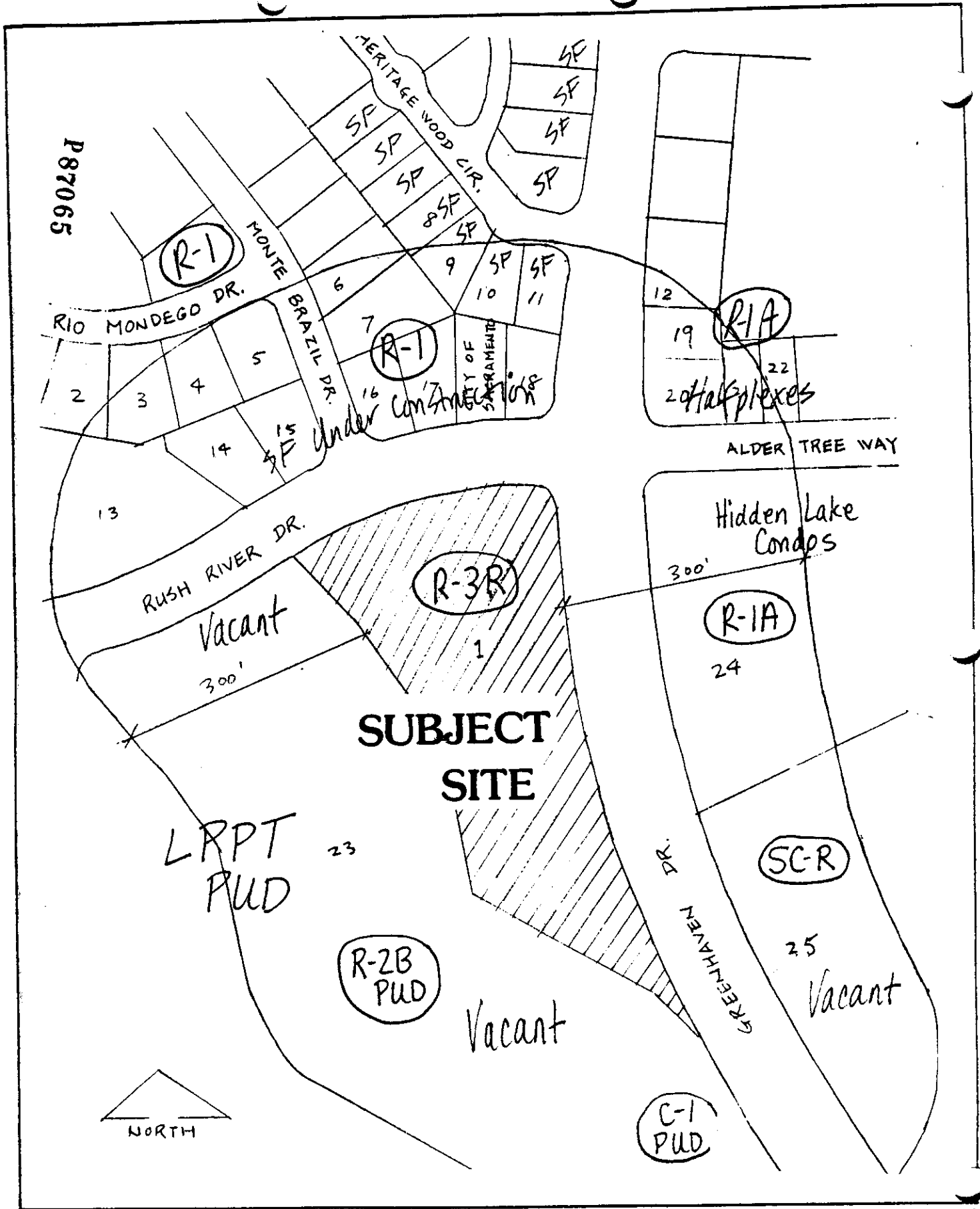


**VICINITY MAP**

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**LAND USE & ZONING MAP**

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**SITE TABULATION**

CITY OF SACRAMENTO  
 APN: 031-070-49  
 PRESENT ZONING: R3R  
 PROPOSED USE: RESIDENTIAL  
 CARE HOME (Special Permit)  
 PARCEL SIZE: 2.8 Acres±  
 PARKING PROVIDED: 44 Spaces

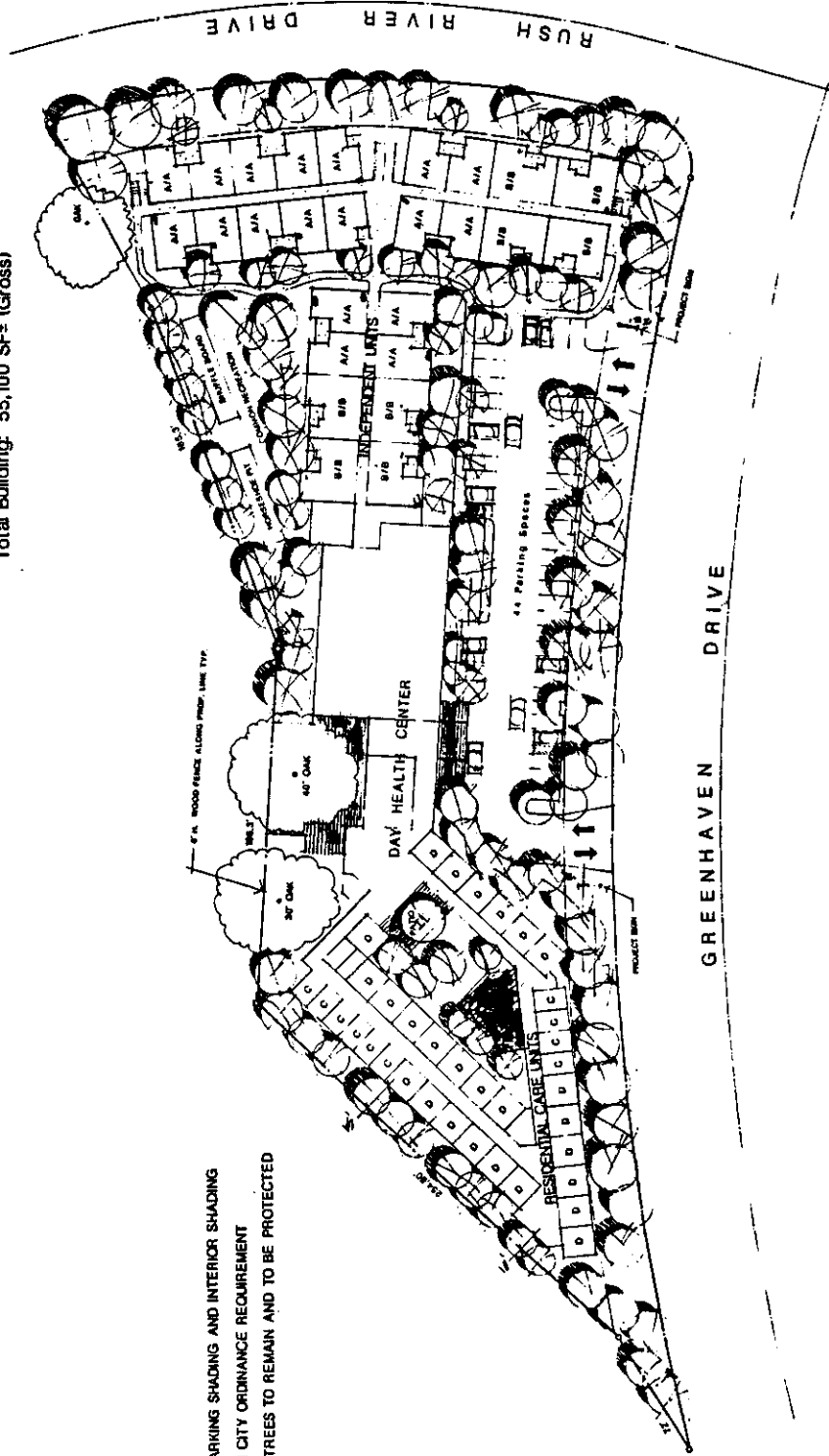
**PROJECT TABULATION**

• INDEPENDENT UNITS: (33,600 SF± Gross) 52 Units Total  
 • 'A' UNITS: (One Bedroom - 573 SF±) 36  
 • 'B' UNITS: (Two Bedrooms - 811 SF±) 16  
 • RESIDENTIAL CARE UNITS (11,700 SF± Gross) 36 Units Total  
 • 'C' UNITS (Single Occupant - 176 SF±) 10  
 • 'D' UNITS: (Double Occupant - 256 SF±) 26  
 • DAY HEALTH CENTER (9,800 SF± Gross)

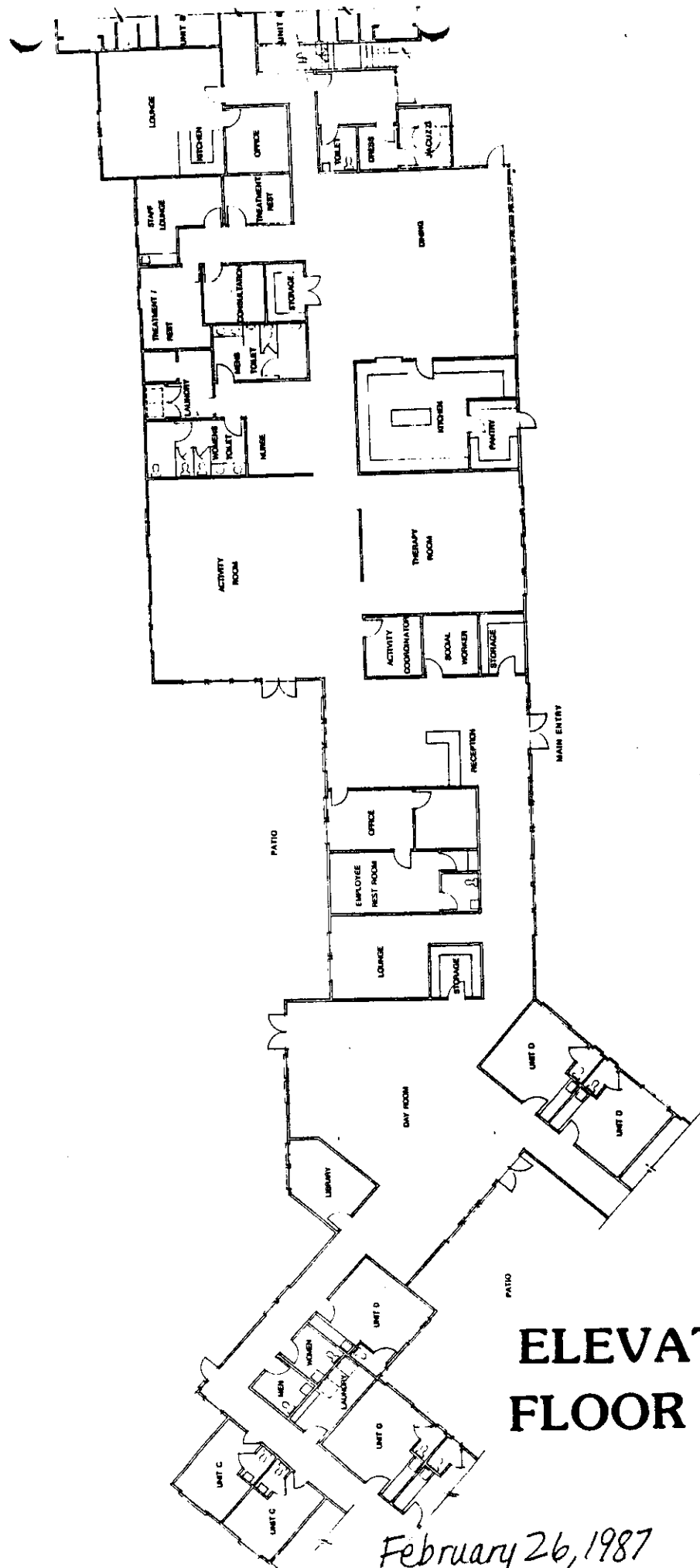
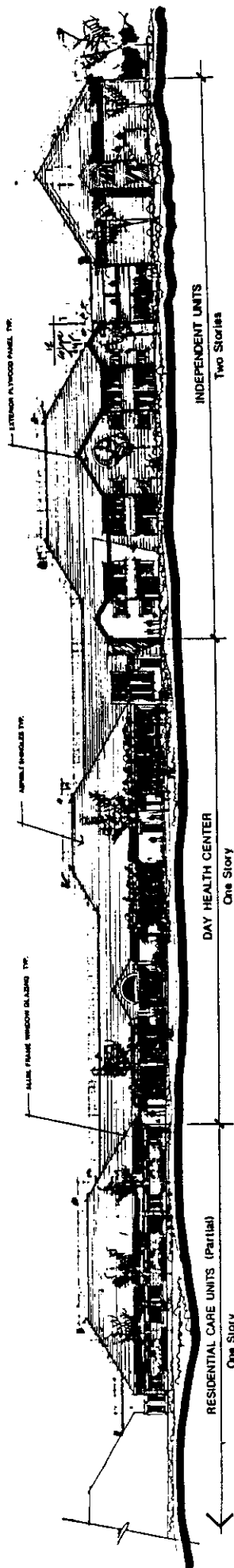
Total Building: 55,100 SF± (Gross)

**NOTES:**

- LANDSCAPE FOR PARKING SHADING AND INTERIOR SHADING TO MEET MINIMUM CITY ORDINANCE REQUIREMENT
- ALL EXISTING OAK TREES TO REMAIN AND TO BE PROTECTED



**SITE PLAN**

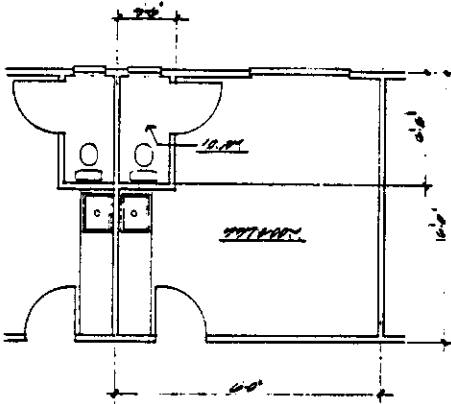


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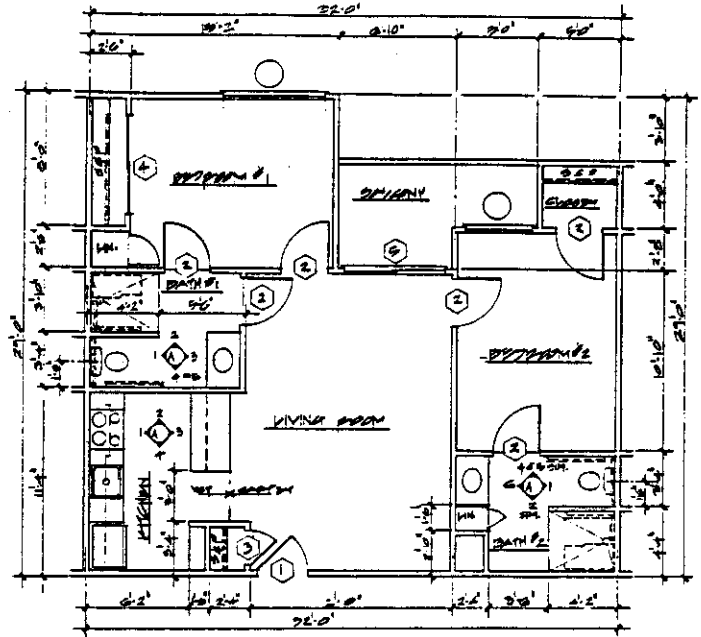
# ELEVATIONS FLOOR PLANS

February 26, 1987

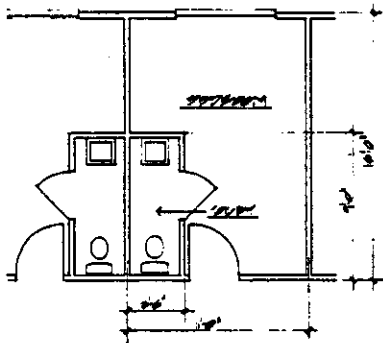
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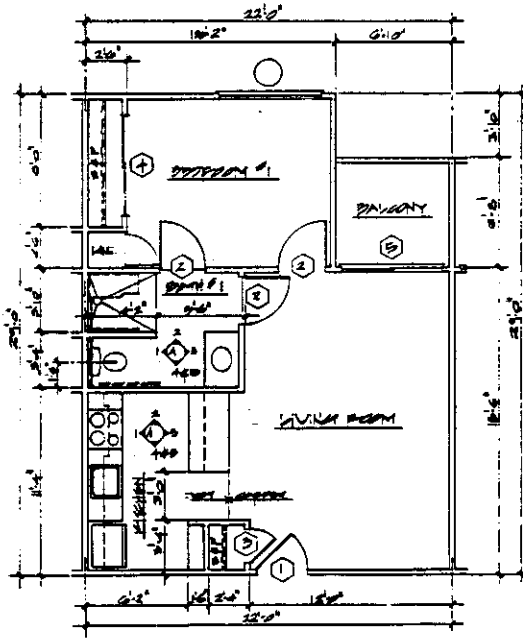
UNIT D - Double Occupant - 256 SF=



UNIT B - 2 BEDROOM UNIT - 811 SF=



UNIT C - Single Occupant - 176 SF=



UNIT A - 1 BEDROOM UNIT - 573 SF=

# FLOOR PLANS

# LAURIN ASSOCIATES

Housing • Planning • Demographics

8421 Auburn Blvd., Suite 266  
Citrus Heights, CA 95610-0359  
(916) 725-1181

October 14, 1986

Camino West Commercial Brokerage Co.  
Attn: Mr. Kreg D. Rowe, President  
1401 El Camino Avenue  
Fourth Floor  
Sacramento, CA 95815

RE: Age of Residents/Automobile Usage Congregate Care  
Facilities

Supplemental Report - Carmichael Market Study

Dear Mr. Rowe:

You have requested that we prepare a report on the average age of residents in existing congregate care facilities and automobile ownership rates and travel patterns.

The following data is from surveys conducted by Laurin Associates, by Iris Conklin Associates, by the Retirement Housing Foundation, and by Retirement Inns of America.

## AGE OF RESIDENTS

As of October 1986, the average age of residents in eight existing congregate living units in the Sacramento area is 79.3 years.

The range is generally a low average of 77.0 years to a high of 81.0 years.

The average age for the congregate housing facilities owned and/or operated by Retirement Inns of America is 80.1 years.

The average age of residents in congregate projects owned and/or operated by the Retirement Housing Foundation is 79.6 years.

Overall Average All Studies: 79.2 years

EXHIBIT A

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### AUTOMOBILE OWNERSHIP

There are two detailed studies available on automobile ownership and usage by persons living in congregate care facilities.

1. In 1985, Laurin Associates working with data provided by Iris Conklin and Associates, and two other elderly care management companies, conducted a survey of 22 elderly housing projects (nine congregate facilities and thirteen independent living facilities).

Only 25% of the residents in independent living projects owned and operated automobiles.

In congregate care facilities, 14.6% of the residents owned and operated automobiles.

2. Retirement Inns of America has surveyed all congregate care facilities that they own and/or operate. The results of that September 1986 survey shows:

14% of all residents in congregate care projects own and operated their own vehicle. Over their projects, the low ranged from 6.3% automobile ownership to a high of 21.1% automobile ownership.

### TRAVEL TIMES AND PATTERNS

First of all, it must be noted that very few congregate care facility residents own or operate their own vehicles. Those that do have basically the same travel needs as those who use group transportation (community provided vans) or who use public transportation.

There are generally three reasons that residents leave their homes: doctor appointments, shopping, visiting friends and family.

A survey of local doctors and dentists reveals that medical appointments are generally scheduled between 9:00 am and 4:00 pm, Monday through Friday.

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Stores in the local mall generally open around 10:00 am, with a few opening at 9:30 am. Closing time varies from 6:00 pm to 10:00 pm. One grocery store is open 24-hours a day, and smaller shops generally have the same hours as mall shops.

There is no set pattern for socializing with friends and family. There are, however, a few generalities we have developed from conversations with managers of congregate care facilities:

1. Without specific appointments, the elderly tend to "group" their trips, leaving the facility once for several errands during one trip, including visiting.

2. Without specific appointments, the elderly generally leave the facility from late morning (10:00 am) to early afternoon (3:00 pm).

3. A majority of the visits with family take place on weekends. These include on-site visits and those when the elderly leaves the facility. Most often, some member of the resident's family comes to pick them up.

None of the managers questioned could remember any resident, with their own automobile, leaving the facility during peak commuter hours (7:00 am - 8:30 am and again 4:00 pm to 6:00 pm) on a regular basis.

#### SUMMARY

1. The average age of residents in congregate care facilities is 79.2 years.

2. Only 14.3% of residents in congregate care facilities own and/or operate their own automobile. For Brookside Commons this would mean a maximum of 26 automobiles would be owned and/or operated by residents.

3. Since Brookside Commons will provide a community van offering regularly scheduled trips for shopping, socializing, and medical appointments, it is possible that fewer than 26 residents will own and/or operate automobiles.

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4. Persons over age 75 generally restrict travel times between mid-morning through early afternoon. Late afternoon and evening travel is generally as a group for a special occasion with transportation provided by vans or leased group vehicles.

If you have any other questions, please feel free to contact me.

Cordially,

G. JEAN LAURIN

GJL:a

# EXCERPT FROM MF RESIDENTIAL DESIGN CRITERIA

## LANDSCAPING AND OPEN SPACE

1. Landscape materials selected shall be:
  - a. Compatible with one another and with existing material on the adjacent site.
  - b. Complimentary to building design and architectural theme.
  - c. Varied in size (one and five gallon shrubs, five and 15 gallon, and 24 inch box trees).
2. Landscape treatment shall include:
  - a. The major treatment for all setback areas shall be lawn and trees. At least 75% of the ground cover treatment within landscaped areas within the entire project shall be lawn. Lawn areas shall be established by sodding or hydromulching when conditions such as excessive gradient, anticipated seasonal rain, etc., may result in erosion or other problems.
  - b. Larger specimens of shrubs and trees along the site periphery, particularly along setback areas adjacent to public streets.
  - c. Greater intensity of landscaping at the end of buildings when those elevations lack window and door openings or other details that provide adequate visual interest. This is especially significant at the street frontage and interior side and rear property lines and for two story structures.
  - d. Consistency with energy conservation efforts.
  - e. Trees located so as to screen parking areas and private first floor areas and windows from second story units.
  - f. Undulating landscaped berms located along street frontage and achieving a minimum height of four feet measured off of the street sidewalk or the adjacent building pad or parking lot, whichever is higher.
  - g. Deciduous trees shall be utilized along the south and west facing building walls to allow solar access during the winter.
  - h. For crime deterrent reasons, shrubs planted below first floor windows should be of a variety which has thorns and/or prickly leaves.
  - i. Large growing street trees (preferably deciduous) shall be planted within the landscape setback areas adjacent to all public streets as a means of reducing outdoor surface temperatures during summer months and to provide a visual buffer between the units and public street.

## BICYCLE STORAGE

1. One bicycle parking facility is required for every ten (10) off-street parking spaces required, excluding developments which provide individual enclosed garages.
2. Fifty percent (50%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
3. Bicycle racks and lockers shall be provided throughout the development

**EXHIBIT B**

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## TRASH ENCLOSURES

1. The walls of the trash enclosure structure shall be constructed of solid masonry material with decorative exterior surface finish compatible to the main residential structures. Split face concrete block finish is recommended. Brick or tile veneer exterior finish should be avoided.
2. The trash enclosure structure shall have decorative heavy gauge metal gates and be designed with cane bolts on the doors to secure the gates when in the open position.
3. The trash enclosure facility shall be designed to allow walk-in access by tenants without having to open the main enclosure gates.
4. The walls shall be a minimum six feet in height, more if necessary for adequate screening.
5. The perimeter of the trash enclosure structure shall be planted with landscaping, including a combination of shrubs and/or climbing evergreen vines.
6. A concrete apron shall be constructed either in front of the trash enclosure facility or at point of dumpster pickup by the waste removal truck. The location, size and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at point of dumpster pickup.

The minimum dimensions of the concrete apron for a single, two cubic yard dumpster shall be: width 10' or width of enclosure facility; length 20'. Larger trash enclosure facilities shall require a larger concrete apron, subject to the approval of the City Building Inspections Division Building Technicians (Plan Checker).

Paving material shall consist of 5" aggregate base rock and 6" portland cement paving.

## ON-SITE CIRCULATION

1. Minimum pedestrian/vehicle conflict should be sought in driveway/ walkway system design.
2. A display and unit location map shall be installed at each major driveway entrance and any major walkway entrance to the project as an aid to emergency personnel and a convenience to visitors. An auto turnout lane shall be provided adjacent to directory map to eliminate blocking of driveway entrance.
3. Walkway location shall assure convenient access between parking and dwelling units.
4. Central pedestrian/bikepaths shall provide convenient access to bus stops, green belts and public facilities.
5. Pedestrian crossings shall be provided at appropriate locations along main drives and shall be accentuated by a change in surface textures.
6. Walkway connections between buildings and street sidewalks are discouraged if they encourage on-street parking by residents.

## PHEASANT RUN SENIOR CENTER

### Objective

To provide a comprehensive care living facility for the elderlies who do not wish to be institutionalized in a skilled nursing home or acute care center. This center will cater for elderlies who may be experiencing some health problems and require either periodic or continuing care.

### Proposal

The facility consists of two types of living units for elderlies with different degrees of mobility, the independent units and the assisted living units. Centered to this project is a day health care center which provides supportive service for the elderlies living in these units, as well as visiting elderlies from the neighborhood. The concept of combining the independent and care units on one site is to enable couples and friends to live close to each other if they need to be in different facilities, also enable easy transfer to the care home for some who require supervision periodically.

1) Congregate Housing - this consists of independent apartment-type units with fully equipped kitchens and baths, as well as recreational facilities, optional group dining and health services at the day health care center. While enjoying easy access to these supportive services, these elderlies can still maintain a significant degree of independent living.

2) Residential Care Home - this building provides bedrooms with baths but no kitchen. Assistance with daily living and communal dining facilities are offered for the frail elderlies who do not require the services of a skilled medical facility but are unable to take care of themselves in their own homes. The basic concept is to provide a care home of residential and caring environment for these elderlies. As these elderlies are less mobile, their social and recreational activities are mainly confined to the day room and the enclosed courtyard where they can be easily supervised and assisted by the staff. Van or car transportation will be provided for medical appointments and occasional social outings.

3) Day Health Care Center - this serves as a supportive program for the elderlies living in either the apartments or the residential care home. The center provides restorative and maintenance services in a protective, socially supportive environment. It organizes a day program of therapeutic, social and health activities, also provides medical monitoring and supervision for those who need it. The basic objective is to prolong independent living for those who do not desire to be institutionalized in a skilled nursing home and, for the frail elderlies living in the residential care home, the program is rehabilitative and helps them to improve their physical and mental being.

EXHIBIT C

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