

**Sunrise Senior Living of Glendale
Project Description
(Third Review)**

INTRODUCTION

Sunrise Senior Living proposes to construct a 90-unit, 85,505 square foot senior assisted living and memory care facility at 520 – 534 N. Glendale Avenue (future 901 East Doran St). The Sunrise Senior Living Project Site is approximately 1.28-acres and is currently occupied by Virgil's Hardware Home Center and associated parking lot. The Project Site is designated as Community Services by the Glendale General Plan and is zoned C2-1 (Community Commercial). The subject property is in Height District 1 which limits height to 35 ft. The proposed use is residential congregate living, medical, which is a permitted primary use in the Community Commercial zone.

Project Characteristics

The Project proposes both assisted living units and memory care units. The 90 proposed suites/units will include studio, one, and two bedrooms (shared unit), a living area, bathroom and a small refrigerator with a sink. The rooms will not contain kitchens or cooking facilities. The Project will also include richly appointed common areas such as a grand foyer, parlor, bistro, private dining room and facility kitchen, as well as general dining, activity and staff rooms.

The average age of residents is 87 years old and most residents do not drive. On average, 10-15 visitors are expected per day. The Sunrise community offers a shuttle and transportation service for residents. This service is typically used for scheduled outings to shopping centers so that residents can check errands off their list, physician appointments, local sightseeing and other area destinations. The 12-passenger shuttle and town car will park on-site when not in use.

Site Access, Parking, And Loading

Existing vehicular access from Glendale Avenue is proposed to be closed with access to the proposed project to be provided via a driveway from Doran Street. This access would open to an autocourt for pick up and drop off, as well as lead to a below grade parking garage with 51 parking spaces for guests, staff, and shuttle parking. Code requires 1 parking space per 4 beds. The proposed assisted living facility proposes a maximum of 114 beds which would require 29 parking spaces. Per Section 30.32.150, one (1) loading space is provided off of Doran Street near the southeast corner of the property, as required for "Offices, hotels, and other non-goods handling uses" with a floor area of 50,001-200,000 square feet.

Fire Access

Fire access for the proposed development is proposed along both street frontages, as well as through the use of standpipes proposed at two locations along the rear of the building. The standpipes are proposed in locations to ensure a 150' maximum hose pull coverage is provided across the project site. A fire access path is provided off of Glendale Ave along the north property line and a 3.5 ft. access path is located off of Doran St. adjacent to the proposed loading zone. Refer to Sheet C5.0 of the Civil Plan Set for the Fire Master Plan.

Height

The applicant proposes to construct a three story, 34'-11" senior assisted living facility. The property zoning permits a maximum height of 35' and three stories. A mechanical equipment screen extends above the top of the building an additional 2'-1", which is permitted per GMC 30.12.030 Table 30.12-B Note (1). See Sheet 7.0, 7.1, and 7.2 for building elevations.

Per the Glendale Municipal Code, height is defined as "the vertical dimension from the lowest point of the building, structure or wall exposed above the ground surface to the highest point of the roof, parapet wall or uppermost part" (GMC 30.70.090). See Building Section 1, 2 and 3 on Sheet 8 of the architectural plan set and Sheet 7.0, 7.1, and 7.2 for building elevations.

Setbacks

The proposed assisted living facility is designed to comply with all required setbacks. A 5 ft setback is required for the first floor along Glendale Ave. and Doran St. The building is setback a minimum of 5 ft. from Glendale Ave and 7.61 ft. from Doran St. To the north, the building is setback 5 ft. To the east, the subject parcel abuts a residential zone, which requires a minimum 7 ft. setback with an average 10 ft setback when the height of the building is less than 35 ft. Along the east property line the building is setback 16 to 26 feet away from the property line. The proposed transformer and generator are setback 8'-1" from the east property line and the trash enclosure is setback 11'-3" from the east property line.

Please refer to sheet 9.2 and 9.3 for building setbacks and additional building dimensions.

Development Standards

Standard	Required	Proposed
Proposed Use		Residential congregate living, medical
Units		90 Units
# of Beds		114 beds
Floor Area Ratio (30.12.030)	None	85,505 GSF (without garage) FAR: 1.53
Lot Coverage (30.12.030)	None	51%
Setbacks (30.12.030)	Street Front: 5' first story Street Side: 5' first story Interior, not adjacent to residential zones (north): None Interior, adjacent to residential zones (east): 7' minimum and average 10' for buildings and structures over 28' and up to and including 35'; 1' minimum	Street Side (Glendale): 5 ft. Street Front (Doran): 7.61 ft. Interior, not adjacent to residential (north): 5.1 ft Interior, adjacent to residential (east): 8 ft to 125 ft

	for every 2' of height for entire building, if building is over 35'	
Height (30.12.030)	District I – 35 feet maximum, 3 story max	34 ft 11 in, Three Stories
Parking (30.32.150)	Required: 29 spaces (1 space per 4 beds)	51 parking spaces (114 beds/4) (29,135 GSF garage)
Loading space (30.32.150)	1 space (15' by 25' with a height of 14')	1 space proposed along Doran St.

THE SUNRISE MODEL

Sunrise communities are integrated care-based residential facilities, focused on providing housing and care to seniors in need of assistance, including assistance with activities of daily living (“ADLs”). Beginning with a single community in 1981, there are now more than 332 Sunrise communities throughout the U.S., Canada and the United Kingdom offering varying levels of care and services. Each community maintains the mission laid out by Sunrise founders Paul and Terry Klaassen more than 35 years ago: to champion quality of life for all seniors.

OPERATIONS

The proposed Project will provide 24-hour care for elderly persons in need of personal services, supervision, protection, or assistance essential for sustaining the ADLs. Upon initial entrance into a Sunrise community, a resident care director will create an Individualized Service Plan (ISP) that personalizes each resident’s assisted living care needs. Services provided include personalized elderly care, supportive 24-hour assistance with ADLs, Alzheimer’s and memory care (as necessary), food and restaurant quality dining, housekeeping and laundry, transportation, programs and activities for daily physical fitness, creative, social, learning and spiritual opportunities and medication coordination.

Project Staffing

The project will annually employ approximately 100 full time equivalent team members spanning three shifts. A nurse is available on-site or on-call 24 hours a day (Staff levels change based on care needs of resident population).

- i. 7:00AM – 3:00PM (approx. 30 employees)
- ii. 3:00PM – 11:00PM (approx. 25 employees – 25% depart after dinner, another 25% depart after residents are settled in rooms)
- iii. 11:00PM – 7:00 AM (approx. 4 employees)

Deliveries

Sunrise communities average 8-10 deliveries per week for community necessities such as food deliveries, community supplies, and trash pick-up. An additional 8-10 deliveries per week occur related to delivery vehicles associated with USPS, UPS, FEDEX, and AMAZON. The typical delivery truck size is a 30 foot box truck. Deliveries generally occur on weekdays from 8am to 5pm.



Sunrise Senior Living of Glendale Design Review Design Guidelines Compliance

DESIGN GUIDELINE COMPLIANCE

The project would provide a new three-story assisted living community that includes a contemporary architectural style, below grade parking, and outdoor patios and walking paths for the residents of the project to enjoy. The project complies with the City of Glendale's Comprehensive Design Guidelines by providing a high-quality development that will enhance the beauty, livability and prosperity of the community. Surrounding land uses include large retail and office uses that are more auto oriented. Accordingly, the following analysis is the project's consistency with the Suburban Corridor guidelines.

Site Planning

Careful consideration to site planning for the project enhanced the opportunities and minimized constraints of the site. This includes proper building placement, consideration of surrounding uses, appropriate landscape and hardscape design, and not including a surface parking lot.

The building location is consistent with the guidelines as it is located near the front of the lot with parking placed below grade. The front setback (East Doran Street) is proposed to be 7.61 ft. and the street side setback (North Glendale Avenue) is proposed to be 5 ft. These setbacks allow the building to be located near the southwest corner of the lot, which is the intersection of Doran Street and Glendale Avenue. To maintain an open appearance on the ground floors facing the street, an autocourt is provided facing Doran Street. This autocourt allows for the open courtyard, while avoiding the large parking lot. Additionally, the large picture windows and building articulation are provided on the west elevation (facing Glendale Ave) to maintain an open appearance.

Usable open space is a primary consideration in the site design. Due to the nature of the operations of an assisted living facility, open space areas near the street are not feasible. Notwithstanding this, the project proposes open spaces on the north side of the building. The open space includes outdoor dining and lounge area, garden beds, meandering walking paths, and open turf area. This usable open space provides a secure area for residents of the project to enjoy exterior activities in a safe and private environment.

The design guidelines provide that parking may be in front or behind the building. Instead, the proposed project avoids the large swath of limited use land by providing a subterranean garage. Access to the garage is provided through the autocourt from Doran Street. The use of a subterranean garage provides for meeting the parking needs for the project, while avoiding the negative aesthetics associated with a surface parking lot. A 28' wide driveway would be provided on Doran Street to the autocourt. To reduce potential impacts from the autocourt, the use of an enhanced colored paving will be provided. Pedestrian safety is also enhanced through the use of a sidewalk that extends from the right-of-way, around the autocourt, to the entrance of the building and the stairwell that accesses the parking.

To improve the pedestrian experience, a variety of landscape is provided adjacent to all the walkways on site and the public sidewalks adjacent to the site. This includes providing multiple species of trees within the useable open space walkways and providing trees adjacent to the public sidewalks, as well as the preservation of the existing mature Canary Island Pine tree that is located at the corner of Glendale Ave and Doran St. The proposed trees will be planted in a range of sizes from 24' box to 48" box. The assortment of species and sizes will result in quality aesthetic that will mature into a lush canopy.

Furthermore, a 19' landscape buffer is provided between the project building and adjacent residential uses to the east of the site.

Mass and Scale

The mass and scale of the project has been designed to fit well with surrounding building fabric. It is not intended to copy existing development, the proposed mass and scale respects adjacent building context.

It is acknowledged that new development is often larger in size and mass than existing neighboring structures. Considering this, the project features a contemporary architectural style that breaks the building into multiple forms and finishes, utilizing varied natural materials. Both vertical and horizontal articulation is incorporated. Furthermore, multiple roof heights, include the use of parapets and shed roofs, are incorporated into the building. These roof heights further reduce the bulk and mass of the project, while providing additional architectural interest.

To ensure the project contributes to the pedestrian orientation of the area, the building setbacks have been limited to 7.61 ft for Doran St. and 5 ft. for Glendale Ave. Additional elements that have been incorporated into the project design that contribute to the pedestrian orientation include: the first floor plate height is taller than the second and third floor plate height, landscape is provided between the building and the sidewalk, and parking is provided below the building instead of a surface parking lot.

The proposed contemporary style utilizes a well-integrated and distinctive massing. The is achieved through vertical and horizontal building articulation and the use of a variety of finished material and articulation. The proposed massing results in an appropriate and effective transition between the commercial areas on Glendale Avenue and the residential properties on Doran Street.

Design and Detailing

The design and detailing of the building is paramount to a quality environment. To achieve the architectural goals of the guidelines, the design elements, details, and materials are consistent throughout a project. The proposed contemporary architectural style utilizes large windows, stone veneer, and wood siding, which are incorporated on all facades. A review of the surrounding area indicates there is no prevalent style, therefore the proposed contemporary architecture will provide the project a unique look, while not creating a disinteresting appearance.

The design of the project includes an appropriate transition between the commercial areas on Glendale Avenue and the residential properties on Doran Street. This is achieved through the reduced bulk and mass of the building in conjunction with the maintaining the architectural style and finished materials on all sides of the building. The addition of the landscape buffer on the east side of the building contributes to the effective transitions.

In order to ensure the ground floor of the proposed building is well-crafted, multiple veneers will be utilized that include different size and color of stones. Additionally, large picture windows, with off-set mullion patterns further enhance the visual interest of the first floor and provide a transparency towards the street. A large portico is provided on the northside of the autocourt to provide entry into the building, in keeping with the architectural style, the use of faux timber is used on the support columns, while the shed style roof includes a tongue and grove soffit.

The windows will utilize a wood composite mullion that is offset from the center of the windows. The composite material is a blend of wood and thermoplastic polymer that provides a commercial grade window that resists rot, decay and fungal growth, and won't flake, blister, peel, pit or corrode.

The project will incorporate modern building materials that mimic natural materials. This includes the use of stone veneers, faux wood supports, wood soffits, and fiber cement siding (v-groove and lap). The color palette incorporates greys and brown color ranges that will further the natural appearance of the

building material. The use of solid covers with faux wood supports and tongue and groove soffits, and the use of decorative concrete in the autocourt complete the natural appearance of the proposed project.