

2. Project Description

2.1 Introduction

This section describes the proposed Project, which would provide an off-site expansion of the existing Spring Lake Village Continuing Care Retirement Community (CCRC). The Project would include independent senior living units, a community building, outdoor common areas, parking areas, paved walking paths, landscaping, drainage features, lighting, fencing, retaining walls, and off-site pedestrian, bicycle, storm water and utility improvements. The Project would include 32 independent living units supporting up to 64 residents at full occupancy.

This Project Description is organized as follows:

- Section 2.1 – Introduction
- Section 2.2 – Project Objectives
- Section 2.3 – Location of the Proposed Project
- Section 2.4 – Description of Proposed Project

2.2 Project Objectives

Front Porch Services and Communities owns and operates the Spring Lake Village CCRC located at 5555 Montgomery Drive. Spring Lake Village began operations in 1987 and was expanded in 2011. Spring Lake Village currently includes 437 residential units composed of independent living, assisted living, and skilled nursing facilities.

Front Porch Services and Communities is proposing to expand the existing Spring Lake Village CCRC by adding independent senior living units and a central dining and community building on two parcels to the east of the existing Spring Lake Village.

The Project is intended to achieve the following objectives:

- Create and operate at least 32 new senior community care facility units for independent living, ranging in size from approximately 1,500 square feet to 1,800 square feet;
- Harmonize with the aesthetic of the existing campus and with the existing neighborhood and scenic corridors near the Project site;
- Expand the existing Spring Lake Village campus facilities with new on-site state of the art amenities, including recreation and dining spaces, in a safe and secure environment for senior residents, within walking distance of the main campus;
- Utilize more fully the existing infrastructure, facilities, and services of the existing campus;
- Incorporate sustainable design, and enhanced energy and water efficiency measures;
- Serve the growing senior population by providing housing with convenient access to medical care facilities, transportation, retail, cultural, and recreational amenities;

- Continue to attract and retain seniors as part of the greater Santa Rosa community through provision of a progression of care and services on the expanded Spring Lake Village campus, allowing residents to age in place; and
- Continue to provide quality senior care licensed by the State of California.

2.3 Location of Proposed Project

As shown on Figure 2-1 (Regional Map), the existing Spring Lake Village CCRC is located along Montgomery Drive in the City of Santa Rosa. The City of Santa Rosa is located in Sonoma County, approximately 45 miles north of the City of San Francisco.

The Project site is 7.28 acres in size and located approximately 1,000 feet east of the existing Spring Lake Village CCRC. The Project site consists of three Applicant-owned properties, including a vacant parcel at 225 Los Alamos Road and two developed parcels containing single family residences at 5803 and 5815 Melita Road.

As shown on Figure 2-2 (Project Site), the Project site is surrounded to the north¹ by Highway 12 and single-family residences; to the east by Los Alamos Road and multi-family residences; to the south by single-family residences, Melita Station Bed & Breakfast Inn (owned by Front Porch Services and Communities, serving guests of Spring Lake Village), Melita Road, Montgomery Drive, and Annadel State Park; and to the west by single-family residences and a church. As shown on Figure 2-3 (Proposed Project Site Plan) and Figure 2-4 (Proposed Project Improvement Plan), the Project would also include off-site improvements located along portions of Highway 12, Los Alamos Road, and Melita Road. The Project site is located approximately 0.7 mile to the southwest of CalFire designated very high fire hazard severity zones, but within the vicinity of areas damaged by the 2020 Glass Fire, which was an approximately 67,500-acre wildfire that was active for 23 days from September 27, 2020, to October 20, 2020. The Project site is located approximately 0.1-mile northwest of properties damaged along Melita Road during the Glass Fire, and between approximately 0.25 mile and 0.7 mile southwest of properties damaged along Los Alamos Road and adjacent roadways.

2.4 Description of Proposed Project

The Project would include both on-site and off-site improvements. On-site improvements would include new residential units, a resident community building, support buildings, parking, outdoor lighting, fencing, landscaping, and other improvements. Implementation of the Project would retain the two existing single-family residential homes at 5803 Melita Road and 5815 Melita Road. The residences are owned by the Project applicant, Front Porch Services and Communities, who currently rents the two homes. Overall, implementation of the Project would result in a net increase of 32 residential units at the Project site and within the City of Santa Rosa. Off-site improvements would include pedestrian, bicycle, storm water, and utility improvements. The Project is anticipated to require approximately 18 months to construct. At full occupancy, the Project would support up to 64 residents (this resident count excludes the occupants at the existing rental homes at 5803 Melita Road and 5815 Melita Road; these dwelling units are not part of the proposed project).

A original version of the project was proposed, which included demolition of the existing dwellings and new units on the smaller parcel as shown on Figure 2-3.1. Due to environmental impacts, the project was revised to remove the units on the smaller parcel and retain the existing dwellings on that parcel. The current proposed project is the maximum avoidance alternative as shown on Figure 2-3.

¹ Highway 12 is generally considered to be oriented east to west, even though it is actually oriented southeast to northwest near the Project site. For simplicity, this EIR will identify Highway 12 to be to the north of the Project site.

The description of the Project is organized as follows:

- Section 2.4.1 On-site Improvements
- Section 2.4.2 Off-site Improvements
- Section 2.4.3 Construction Information
- Section 2.4.4 Operation and Maintenance

2.4.1 On-site Improvements

Residential Units

The Project would include 32 independent living residential units. As shown in Table 2-1 (Proposed Residential Units), the on-site residential buildings would include seven (7) single-story duplex cottages and a three-story residential Villa building.

Table 2-1 Proposed Residential Units

Land Use	Number of Buildings	Living Units	Bedrooms	Number of Stories	Total GSF ^(a)
Cottages	7	14	28	1	31,110
Villa	1	18	36	3	24,848

Note: (a) Gross square feet (GSF) are defined here as the sum of all areas on all floors of the building within the outside faces of its exterior walls.

Each of the seven (7) residential cottages would provide two independent living units, and each independent living unit would provide two bedrooms. Cottages would include individual patios, parking garages and driveway spaces. The cottages would be up to 20 feet 7 inches in height and would range from approximately 4,415 to 4,988 gross square feet, with a total area of approximately 46,400 gross square feet. The cottages would be arranged around a central drive aisle, pedestrian walkway, and community building. Figure 2-5 (Proposed Project Building Perspectives) includes a rendering of the residential cottages.

A three-story residential Villa building would provide 18 independent living units. Each Villa unit would provide two bedrooms with an individual patio. Adjacent parking facilities would include a mix of covered and uncovered surface parking spaces. The residential Villa building at the face of the building would be 29'9" in height to avoid aerial fire apparatus access requirements and the total overall height would be 36'9" +/- 5' for rooftop equipment. Figure 2-5 (Proposed Project Building Perspectives) includes a rendering of the residential Villa, while Figure 2-6 (Proposed Project Villa Exterior Elevations) illustrates the exterior elevations of the building.

Resident Community Building

The Project would include a single-story community building for residents and their guests. The community building would be approximately 3,820 square feet in size and approximately 23 feet in height. The community building would include kitchen and dining facilities, activity/common rooms, and administrative office space. Outdoor features would include a patio and outdoor common areas. Figure 2-5 (Proposed Project Building Perspectives) includes a rendering of the community building.

Other Site Improvements

The Project would include several support buildings, parking, outdoor amenities, lighting, fencing, landscaping, retaining walls, and other improvements. Figure 2-3 (Proposed Project Site Plan) illustrates the general location of these improvements. A description is provided below.

Support Buildings

The Project would include an emergency backup generator building, landscape shed, garden shed, and an open garden pavilion, and garbage enclosure.

On-site Parking

The Project would provide 38 surface parking spaces (12 covered carports, 26 uncovered spaces) and 28 garage spaces for a total of 66 parking spaces. 4 of the surface parking spaces would be accessible spaces as required by the Americans with Disabilities Act Standards for Accessible Design, two near the community building entrance and two near the Villa entrance. 10 bicycle parking spaces would also be provided.

Outdoor Lighting

Outdoor lighting at the Project site would include exterior building light fixtures, pathway bollard fixtures, and pole mounted fixtures. Figure 2-7 (Proposed Project Site Lighting Plan) illustrates the location and fixture types of outdoor lights. The outdoor lighting would comply with requirements contained in City Municipal Code Section 20.30.080, which includes maximum heights light standards and requirements that lighting fixtures be shielded or recessed to reduce light spillage onto adjoining properties.

Fencing

Wooden fencing approximately 3 to 6 feet in height would be constructed along the southern perimeter of the Project site adjacent to existing contiguous residential properties. Undulating stone walls 3 to 4 feet in height would be constructed along portions of the Los Alamos Road and Melita Road frontages.

Landscaping

Landscaping along the southwest portion of the site would include riparian and meadow plantings within and adjacent to rain gardens. Landscaping in the center of the Project site would include ornamental trees, shrubs, and grass plantings. Landscaping on the northern portion of the Project site would include native plantings. The landscape plan includes the planting of on-site trees to replace trees removed during construction in accordance with the City of Santa Rosa Tree Ordinance. A resident garden would also be provided.

Retaining Walls

Retaining walls would be constructed to provide stability to hillside slopes. A two-tier stone/boulder retaining wall with 4-foot-tall tiers would be constructed along the north side of the Project site adjacent to Highway 12. A single tier stone/boulder retaining wall up to 4 feet in height would be constructed along the northeast portion of the Project site near a new earthen berm.

On-site Circulation and Utility Improvements

Circulation

Vehicular access to the Project site is proposed via a new driveway from Los Alamos Road. The entrance to the Project site would be aligned with an existing entrance to a multi-family residential

complex on the opposite side of Los Alamos Road, approximately 450 feet south of Highway 12. A secondary, emergency access point would be provided at Melita Road.

On-site vehicular circulation would include a circular drive. Individual driveways connecting to the main circular drive aisle would provide access to the residential cottages. The driveway and circular drive aisle have been designed for consistency with required emergency vehicle access widths. No additional improvements, such as a stop sign or traffic signal, are proposed at the intersection of the Project driveway and Los Alamos Road.

Pedestrian access would be provided at Melita Road and Los Alamos Road. Pathways and sidewalks would be placed throughout the site for easy pedestrian circulation to and from the residential units and the amenities provided throughout the campus.

Utilities

As shown on Figure 2-8a (Proposed Project Utility Plan – Melita Road) and Figure 2-8b (Proposed Project Utility Plan – Los Alamos Road), the development would tie into existing utilities located within adjacent roadways. Potable and fire supply water would be supplied to the Project site from an existing 12-inch water main located in Los Alamos Road. Two existing groundwater irrigation wells located on the Project site would be retained and used to meet the Project's irrigation demands.

For wastewater service, the Project would connect to an existing 18-inch trunk sewer located within Melita Road.

Electricity and natural gas would be provided by PG&E from existing utility lines adjacent to the Project site, including a natural gas line located within Melita Road.

An emergency back-up generator would be located on the Project site to provide a backup power source in the event of a power outage. The generator would be enclosed in a shed on the Project site and would be equipped with an integrated diesel tank. No separate underground or aboveground diesel storage tank is proposed.

Storm Water

The Project is subject to the City of Santa Rosa's Low Impact Development storm water requirements. The Project design proposes collection and conveyance of storm water through a series of on-site vegetated swales and storm drains that would convey storm water to on-site bioretention areas. As shown on Figure 2-3 (Proposed Project Site Plan), the bioretention areas would be located on the southwest portion of the Project site. The bioretention areas would treat storm water runoff generated from rooftops, parking lots, and other impervious surfaces. The bioretention areas would be sized to provide water quality treatment and hydromodification per the Santa Rosa Low Impact Development requirements.

² Rain gardens function as a soil and plant-based filtration and infiltration feature that removes pollutants through a variety of natural physical, biological, and chemical treatment processes.

2.4.2 Off-site Improvements

Off-site Pedestrian and Bicycle Improvements

Montgomery Drive / Melita Road Intersection

As shown on Figure 2-4 (Proposed Project Improvement Plan), the Project would include circulation improvements within and adjacent to the intersection of Montgomery Drive and Melita Road. The improvements are intended to facilitate pedestrian connectivity between the Project site and the existing Spring Lake Village CCRC. The improvements would include construction of a 5-foot-wide crosswalk at the intersection. The intersection would be reconfigured and would include a new 5-foot wide sidewalk connecting to the new on-site walking path at Melita Road. A raised pedestrian island with curb ramps would be provided in the middle of the crosswalk to promote pedestrian safety and accessibility. A new sidewalk and pedestrian pathway would also be constructed on the south side of Melita Road connecting to Montgomery Drive.

Los Alamos Road

As shown on Figure 2-3 (Proposed Project Site Plan) and Figure 2-4 (Proposed Project Improvement Plan), the Project would include a publicly accessible off-street pedestrian path along the Project's Los Alamos Road frontage. The pathway would extend from an existing crosswalk at Highway 12 to the southeast limits of the Project site. Additionally, the Project would improve Los Alamos Road with installation of curb, gutter and sidewalk.

Highway 12

As shown on Figure 2-4 (Preliminary Improvement Plans), the Project would improve an approximately 725-foot segment of Highway 12 with sidewalk and bike path adjacent to the eastbound travel lane of Highway 12. The proposed improvements to Highway 12 would not require widening of the roadway.

Off-site Storm Water Improvements

As shown on Figure 2-8a (Proposed Project Utility Plan – Melita Road), the Project would construct off-site storm drain improvements along Melita Road. The improvements are intended to increase the capacity of the immediate off-site storm drain utilities to alleviate localized flooding that periodically occurs in the Project vicinity during major rainstorms. The off-site storm drain improvements along Melita Road include replacement of an existing drop inlet, replacement of approximately 40 feet of existing 15-inch pipe with a new 18-inch pipe, and replacement of a 12-inch diameter storm water culvert beneath Melita Road with a new 18-inch diameter culvert with new rock slope protection placed below the new culvert discharge point.

2.4.3 Construction Information

A specific construction start date has not been established for the Project. For the purposes of the EIR, it was assumed that construction would begin in 2026 and require approximately 18 months to complete. The anticipated construction work hours are 8:00 a.m. – 5:00 p.m. Monday through Friday. The Project is not anticipated to require nighttime or weekend construction activity.

Mobilization, Staging, and Construction Parking

Prior to construction, the applicant's contractor would mobilize construction equipment and materials to the Project site and would likely place a job site trailer and portable sanitary facilities on the site. The primary vehicle and haul truck route to the Project site is anticipated to be Highway 12 to Los Alamos Road, with an entrance to the construction site from Los Alamos Road.

Construction staging areas, including construction worker parking, would be established on the Project site.

General Construction Activities

Construction is anticipated to begin with site preparation, including clearing and grading of the Project site to provide a relatively level surface for the movement of construction equipment.

Site clearing and grubbing would remove select trees, grass, and other vegetation. Please see arborist report and plans for trees to be preserved and trees to be removed to accommodate the project. Temporary protective fencing would be installed to form a continuous barrier around each tree and/or group of trees to be preserved.

Following site preparation, the Project site would be rough graded to elevations shown on final improvement plans and in accordance with recommendations in the Project's design-level geotechnical study. Rough grading activities would include building pad preparation, grading of roadways, and installation of erosion and sediment control features. Importation of clean fill material would also occur during this phase.

Utility connections would be installed using open trench construction methods. Such methods would include removal of surface material; excavation and shoring of a trench; installation of pipe bedding, pipelines, and conduits; backfilling of the trench; and resurfacing. Trenches are anticipated to be excavated to a depth of approximately 4 to 6 feet below the ground surface.

Vertical construction activities would include construction of the residential units, community buildings, support buildings, and other site improvements. The final phase of construction is anticipated to include establishment of on-site open space areas, including installation of landscape plantings, trees, irrigation systems, and finished hardscapes.

Traffic Controls

Construction of utility connections, pedestrian and bicycle improvements, and roadway reconfigurations would require work within the City's right-of-way in Los Alamos Road, Melita Road, and Montgomery Drive, as well as within Caltrans' right-of-way along Highway 12. In accordance with City of Santa Rosa and Caltrans requirements, the applicant's contractor would be required to develop and implement controls to minimize effects of the work on traffic and pedestrians, including signs and flaggers conforming with the current California Manual of Uniform Traffic Control Devices.

Groundwater Dewatering

If needed, temporary groundwater dewatering would be conducted within excavations to provide a dry work area. Dewatering would generally involve pumping water out of a trench or excavation to Baker tanks (or other similar type of settling tank). Following the settling process, the groundwater would normally be pumped to a bag and cartridge filter system (or similar system) before being discharged to the sanitary sewer system or to a portion of the Project site sufficient in area to allow for complete infiltration into on-site soils, or for use as dust control.

2.4.4 Operation and Maintenance

At full occupancy, the Project would support up to 64 residents and would be anticipated to create the equivalent of up to 12 full-time employment opportunities.

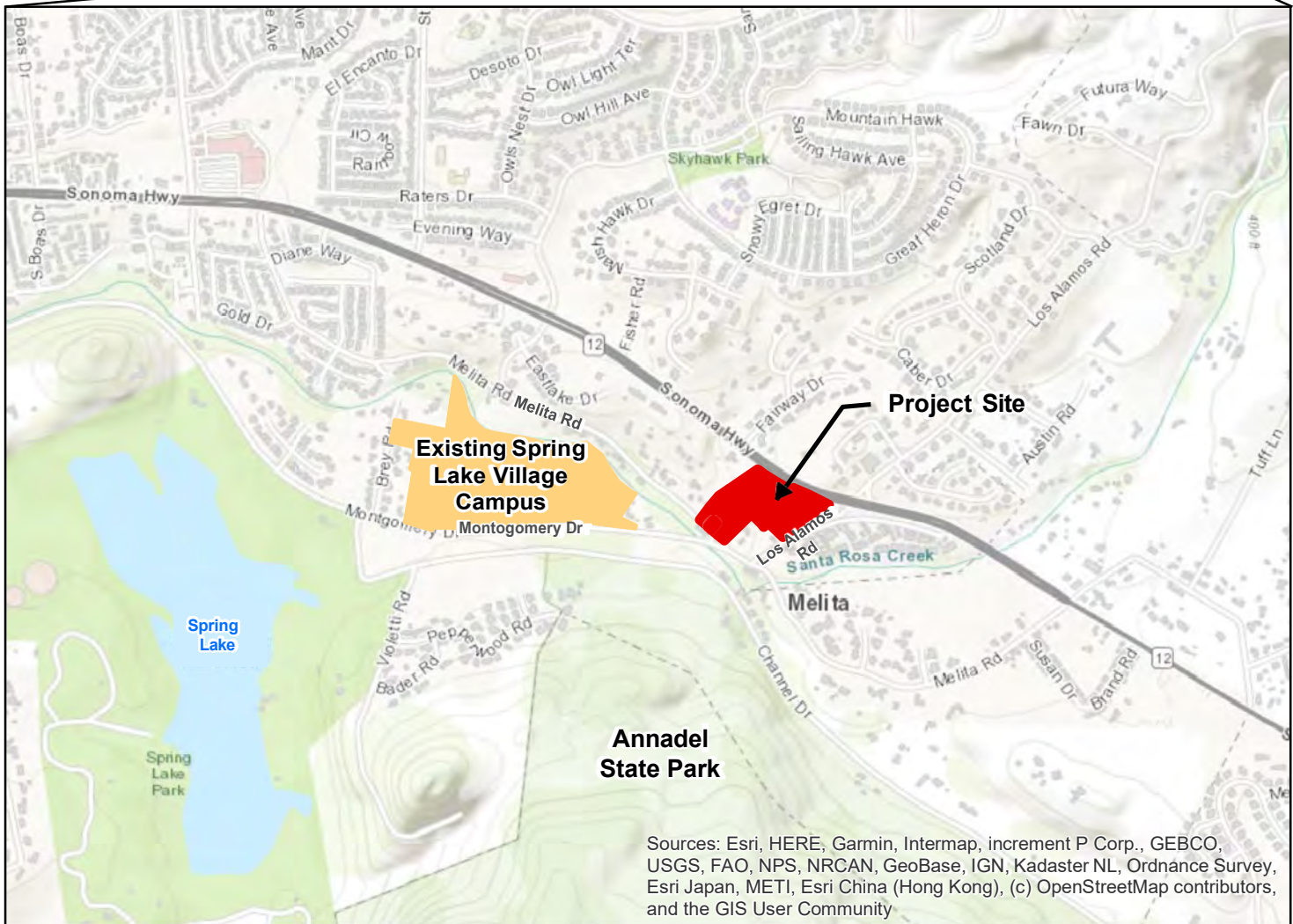
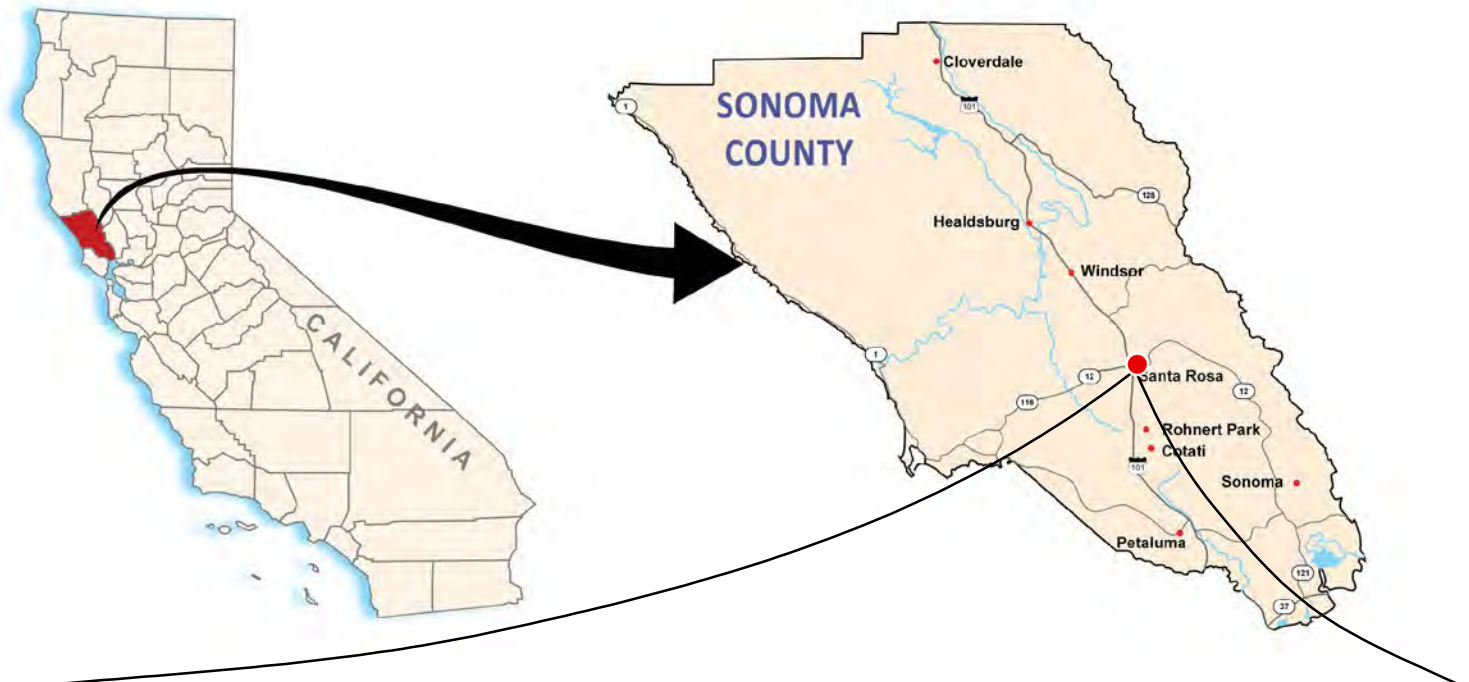
Residents would have access to the community facilities on the existing Spring Lake Village campus, and vice versa. To facilitate connectivity, a shuttle bus would connect the existing Spring Lake Village campus with the Project site. The shuttle is anticipated to stop at the Project site daily in the half hour between 7:00 a.m. and 9:00 p.m.

The operation of the Project is expected to generate an average of 80 daily vehicle trips⁴. Five daily trips are anticipated to occur during the a.m. peak hour (between 8:00 a.m. and 9:00 a.m.), and six daily trips are anticipated to occur during the p.m. peak hour (between 4:00 p.m. and 5:00 p.m.).

Two existing groundwater wells located on the Project site are anticipated to be used to meet irrigation demands. Based on the proposed Project's landscape plan, the irrigation demand for initial establishment of the plantings would be approximately 2.9-acre feet per year. If necessary to comply with the City's Water Efficient Landscape Ordinance, a reduced irrigation demand may be achieved through modifications to the landscape plan.

The Project would utilize water to be purchased from the City of Santa Rosa to meet potable water demands. Potable water demand for the community building would be approximately 670 gallons per day, which equates to approximately 0.7-acre feet per year. Potable water demand for the residences would be approximately 288 gallons per day per dwelling unit⁵, which equates to approximately 10.3-acre feet per year for the 32 residential units. Therefore, the combined potable water demand anticipated for the Project would be approximately 11-acre feet per year.

The Project would include an emergency backup generator, which would be operated periodically for testing and maintenance purposes and to generate electricity in the event of an outage. There would be a maximum limit of 50 hours per year of non-emergency operation under normal conditions allowed by the Bay Area Air Quality Management District. During testing periods, the engine would typically be run for less than one hour per day.



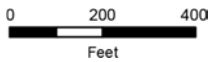
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Paper Size 8.5" x 11" (ANSI A)
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 Feet
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 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

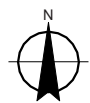


Spring Lake Village East Grove EIR
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Regional Map Figure 2-1



Approximate Scale



LEGEND

- Project Site
- Approximate Area of Off-Site Improvements



Spring Lake Village East Grove EIR

Job Number	11109018
Revision	
Date	May 2020

Project Site

Figure 2-2







VILLA BUILDING - PERSPECTIVE VIEW



COTTAGE 1 & 2 - PERSPECTIVE VIEW

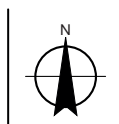


COTTAGE 4 & 5 - 3D VIEW



COMMUNITY BUILDING - 3D VIEW

Source: Perkins Eastman, December 2014



Spring Lake Village East Grove EIR

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Proposed Project
 Building Perspectives

Figure 2-5



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

