

PLANNING REPORT

Planning and Zoning Commission

Thursday, June 18, 2026

The Beacon Phase 1 25-119FDP


<https://dublinohiousa.gov/pzc/25-119>


Case Summary

Address	PIDs: 273-008405, 273-008761
Proposal	Request for review and approval of a Final Development Plan for Phase 1 of the Beacon Continuum of Care Retirement Community, including site improvements, a water meter building, and a 4-story building containing 141 independent and assisted living units with underground parking. The 21.523-acre site is located northeast of the roundabout at Bright Road and Emerald Parkway.
Request	Request for review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.055.
Zoning	PUD, Planned Unit Development District: Beacon CCRC
Planning Recommendation	<u>Approval of a Final Development Plan with Conditions</u>
Next Steps	Upon approval of the FDP by the Planning & Zoning Commission (PZC), the applicant may apply for site and building permits.
Applicant	Steve Newcomb, Newbury Companies
Case Manager	Bassem Bitar, AICP, Deputy Director of Planning (614) 410-4635 bbitar@dublin.oh.us

Community Planning and Development



 5200 Emerald Parkway
Dublin, Ohio 43017

 614.410.4600
dublinohiousa.gov

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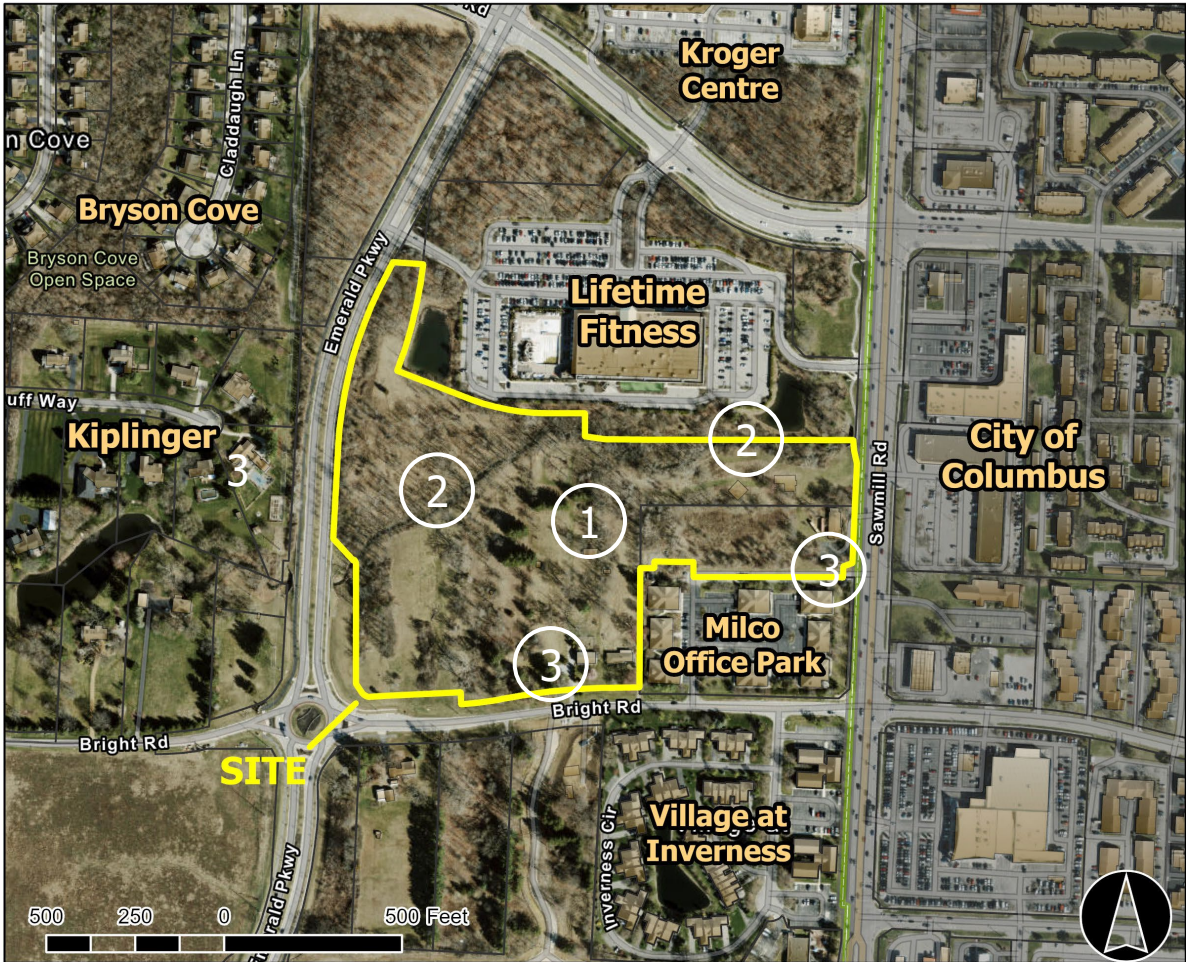
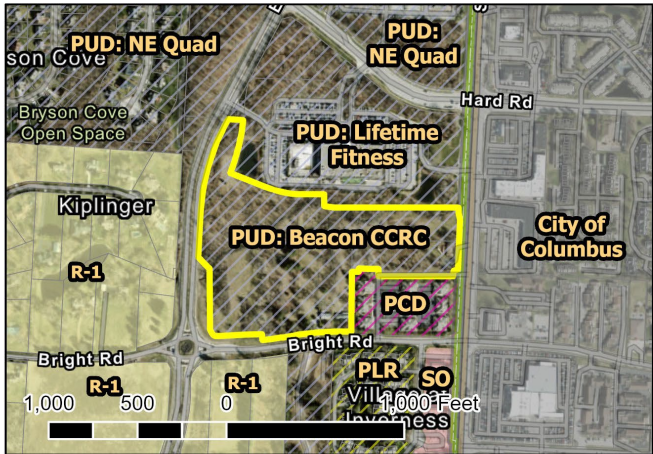
Site Location Map

25-119FDP - The Beacon Phase 1



Site Features

- 1 Building 1 Location
- 2 Billingsley Creek
- 3 Site Access



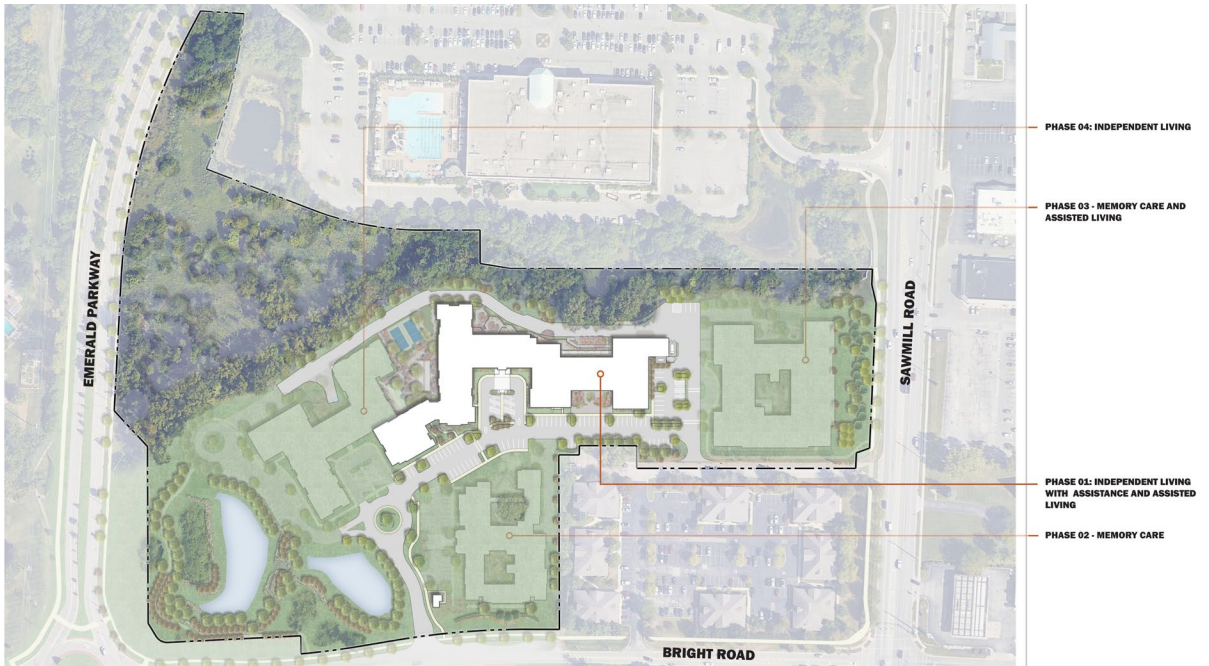
1. Request and Process

Request

The applicant is requesting review and approval of a Final Development Plan (FDP) for Phase 1 of the Beacon Continuum of Care Retirement Community. The overall development is proposed to be implemented in four phases and include up to 375 independent living, assisted living and memory care units. Phase 1 includes the following:

- Phase 1 building which includes 81 independent living with assistance units and 60 assisted living units. The four-story building would contain approximately 221,000 square feet above one level of structured parking.
- Most of the site improvements, including the access drives, the majority of the surface parking, utilities, and storm water ponds.
- A water meter building near the Bright Road entrance.
- Landscaping associated with the Phase 1 improvements, including perimeter landscaping along the overall site’s public road frontages.
- Project identification signage.

The applicant is also seeking approval of Development Text modifications to establish sign standards and address the pavement setback of a future drive on the west side of the site.



Application Type and Process

As outlined below, the FDP is the final step in a 3-step approval process for a Planned Unit Development District (PUD) and is subject to Planning and Zoning Commission (PZC) approval.

1. Concept Plan (CP) – PZC Consideration (non-binding feedback)
2. Rezoning/Preliminary Development Plan - PZC Recommendation, CC Determination
3. **Final Development Plan (FDP) – PZC Determination**

2. Background

Site Summary

Natural Features

The 21.523-acre site is located on the north side of Bright Road, extending from Emerald Parkway to Sawmill Road. An important feature of the site is Billingsley Creek (also known as Wright Run), which runs along the northern portion of the site and is located within a floodplain. The stream corridor and the northwest portion of the site are heavily wooded, while the remainder of the site includes small clusters of trees, most notably at the southwest corner near Emerald Parkway. The site grading drops in two directions: from Bright Road toward Billingsley Creek and from Sawmill Road toward Emerald Parkway.

Previous Use

The site previously consisted of multiple parcels, most of which were originally developed with single-family residential structures. It also includes a tract that was previously part of the Milco Office Park to the southeast. Most parcels were combined after a rezoning to PUD – Beacon CCRC and associated PDP were approved in 2025. One remaining parcel along the Sawmill Road frontage is in the process of being combined with the rest of the site (pending technical steps at the County level). A few houses remain on the site and will be removed as part of this project.

Surrounding Zoning and Land Use

North: PUD, Lifetime Fitness

East (across Sawmill Road): Commercial uses in the City of Columbus

Southeast: Planned Commerce District (PCD), Milco Office Park

South (across Bright Road): PLR, Planned Low Density Residential District: Village at Inverness
PUD, Mount Carmel Hospital Northwest (hospital entrance)
R-1 (single-family residential)

West (across Emerald Parkway): R-1 (single-family residential)

Case History

January 2020, November 2021, January 2022 – Case 19-115CP

PZC reviewed and provided non-binding feedback on early versions of the project during three separate meetings. The second version included additional land southwest of the roundabout at Emerald Parkway and Bright Road, which was later dropped prior to the third review. The Commission supported the proposed senior housing and healthcare uses, but initially expressed concerns about density, architecture, and impacts on nearby residential neighborhoods. Most of the concerns were addressed by the third hearing, including a reduction in the development intensity and recognition of the site's natural features.

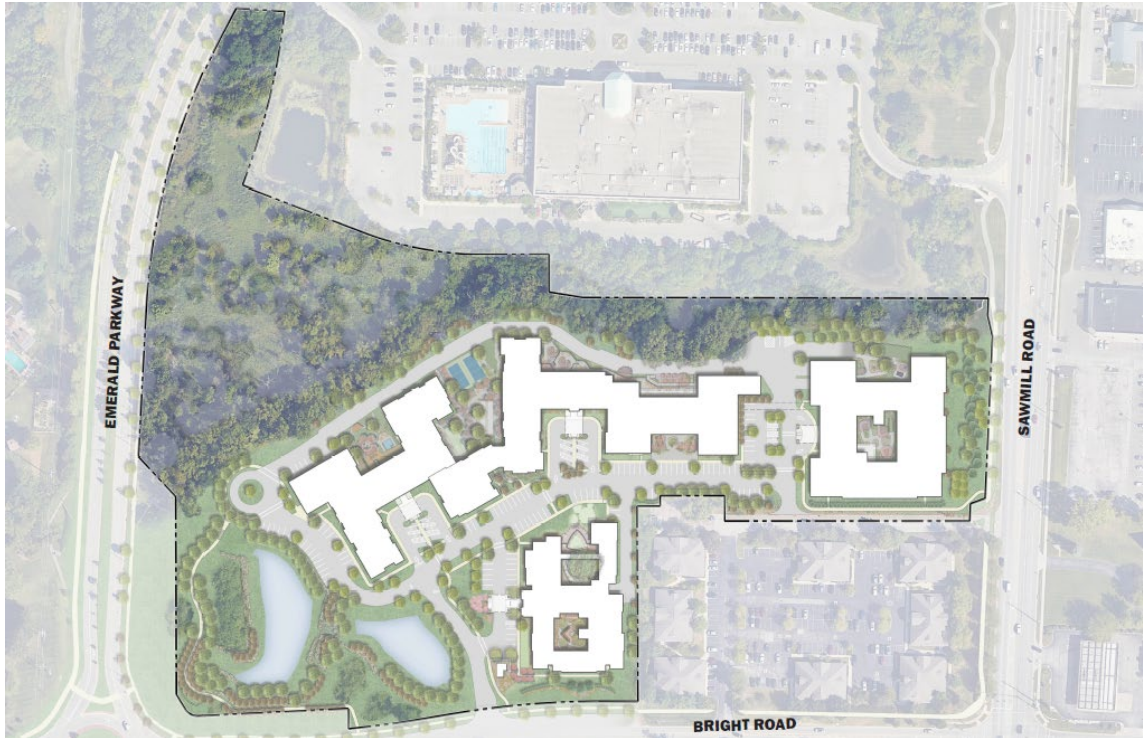
May 2025 – Case 23-125Z-PDP

PZC reviewed a request for rezoning and Preliminary Development Plan for the Beacon Continuum of Care Retirement Community. The plan subdivided the site into two subareas:

- Subarea A (approximately 17 acres) is located south of Billingsley Creek and was proposed to be developed with four buildings in four phases. Three of the buildings were planned to be located on the northern part of the subarea. Each would be 4 stories in height with underground parking and various amenities. The fourth was proposed to be a single-story memory care facility to be located near the Bright Road frontage and complement the scale of the adjacent neighborhood office buildings.

Primary access to this subarea would be off of Bright Road across from Mount Carmel Hospital's curb cut, while secondary access would utilize the existing right-in/right-out curb cut along Sawmill Road which currently serves the Milco Office Park.

- Subarea B (approximately 5 acres) is located at the northwest corner of the site, north of Billingsley Creek and east of Emerald Parkway. This was to remain mostly in a natural state, although the development text at that time indicated that the applicant might pursue its development in the future with additional senior-related services.



Preliminary Development Plan

PZC recommended to City Council approval of the rezoning and PDP with the following conditions (ones that are still relevant are in *Italics*):

- 1) The development of Subarea B is limited to the floodplain compensatory cut, temporary construction entrance, walking paths, and similar amenities, and references to any other development in this subarea are to be removed from the development text.
- 2) The Traffic Impact Study should be finalized prior to City Council review, and the applicant is responsible for the cost of any off-site improvements, as determined by the study.
- 3) *The on-site alignment of the entry drive off Bright Road should be further refined at the Final Development Plan (FDP) stage to minimize conflicts, add a focal point, and achieve a more curvilinear design.*
- 4) That an asphalt path with a meandering alignment be incorporated along Sawmill Road as part of Phase 1 of the project, and that any easements needed to accommodate it be granted by the applicant.
- 5) *That separated pedestrian paths be provided along the emergency access drive where entries to the structured parking are located.*

- 6) That the development text be modified to increase the building and pavement setbacks along Emerald Parkway to a minimum of 100 feet.
- 7) *Refine building elevations to reflect vertical building material transitions at inside corners, consistent with the development text.*
- 8) *The applicant should continue to work with Engineering staff to address comments as the plan moves through the FDP and Site Permit review process.*

Conditions 1, 2, and 6 were addressed prior to City Council consideration through development text amendments and a draft Infrastructure Agreement. Condition 4 was no longer applicable by the time of Council action because a sidewalk with a straight alignment was installed as part of a public improvement project.

August 2025 – Ordinance No. 36-25

On August 25, 2025, City Council adopted an ordinance to rezone the subject site to PUD – Beacon CCRC and to approve the PDP for the construction of the continuum of care retirement community. Council acknowledged that the remaining conditions recommended by PZC (Conditions 3, 5, 7, and 8) would need to be addressed at FDP.

On the same date, Council also adopted two related ordinances as follows:

- Ordinance No. 37-25 authorized the City Manager to enter into a development and land exchange agreement with the applicant since the City owned some of the parcels within the site. The agreement was since executed and implemented.
- Ordinance No. 38-25 authorized the City Manager to enter into an infrastructure agreement with the applicant. The agreement outlined the developer's financial reimbursement to the City for the development's proportionate share of the cost of public improvements to mitigate traffic impacts generated by the project. The agreement also noted the developer's commitment to dedicate right-of-way for a potential future southbound right-turn lane along Sawmill Road north of the intersection with Bright Road and to construct the turn lane if determined necessary in the future. This was based on the results of a traffic impact study for the project that was reviewed and approved by the City of Dublin and the City of Columbus. It concluded that the turn lane is warranted based on full development of the project. The two jurisdictions agreed that this warrant would be re-evaluated prior to the developer applying for occupancy permits for Building 3, or upon reaching a total of 300 occupied residential units, whichever occurs first. The right-of-way dedication is currently in the process of being recorded.

Neighborhood Engagement

Between the initiation of the project in 2019 and the approval of the rezoning/PDP in 2025, the applicant met with the leadership and membership of the East Dublin Civic Association (EDCA) on numerous occasions to obtain feedback. EDCA members participated in a PZC site tour organized by the applicant on October 18, 2021, and presentations were made to EDCA on November 16, 2022, and May 8, 2024. Revised plans for the building closest to Bright Road were sent to EDCA for review on July 21, 2024. In addition, the applicant met with some of the neighbors on site to discuss their ideas about native landscaping. A meeting also took place with Lifetime Fitness. According to the applicant, there was a great deal of support each time. One participant expressed opposition to any future development of the northwest corner of the site.

3. City Plans and Policies

Community Plan

The Community Plan is a key policy document used to guide decision-making regarding the future of the natural and built environment within Dublin. It assists in evaluating development proposals and helps ensure that proposed development supports the community's long-term objectives.

Future Land Use Plan

The recommended future land use (FLU) for the majority of this site (Subarea A) is Neighborhood Office (NO), which envisions small-scale office developments with frontage along major collectors to provide transitions to existing residential neighborhoods. Principal uses include office, medical office, and institutional office. Supporting uses include civic and institutional (including assisted living). The density is generally not to exceed 9,500 square feet per acre. Buildings are envisioned to be 1-2 stories in height, clustered with a residential character, and buffered from residential uses. They are to be set back from the street with an architectural design that takes cues from adjacent neighborhoods. Street trees, extensive landscape buffers within setbacks, and shared use paths are expected. Small, shared surface parking landscaped and screened from the street is recommended. While the scale and density of the proposed development exceed those recommended in the FLU, PZC and Council determined that the placement of buildings on the site and the low intensity of the proposed use were consistent with the Community Plan objectives.



The northwest corner of the site (Subarea B) is located within the Parks/Open Space (P) FLU, which is intended for public or privately-owned parks and recreational uses, or land meant to be preserved in a natural state. Principal uses include parks, recreation, stormwater facilities and natural areas. Supporting uses include civic buildings.

Multimodal Thoroughfare Plan

The multimodal thoroughfare plan within Envision Dublin assigns the following designations to the streets surrounding the proposed development:

Emerald Parkway: Commuter Boulevard - Traditional Dublin character; Corridor of Significance; 100' right of way.

Commuter Boulevards accommodate trips of moderate length and focus on user safety regardless of mode. They include active transportation facilities to accommodate pedestrian and bicycle traffic, such as shared use paths on both sides or protected bike lanes and sidewalks on new or retrofitted facilities. Commuter boulevards are normally two to four-lane facilities and provide a link between arterials and connector boulevards.

The Traditional Dublin character exemplifies the high-quality standards by which Dublin's primary roadways have been designed, built, and landscaped over the past several decades to provide a very formalized and maintained roadway. These include the following:

- Use of 100-foot setbacks or equivalent to blend with surrounding developments.
- Design of curvilinear roads with landscaped medians and bike paths.
- Installation of formal, maintained landscape treatments.
- Focus on ponds and water features with maintained and/or hardscaped edges.
- Use of variable mounding with landscaping to screen uses along roadways.
- Primarily curb and gutter design but may include swales and berms.

Corridors of significance are commuter boulevards and arterials, represented by certain visual enhancements or other significant characteristics to signify the corridor is unique, amplifying the identified character to visitors and residents.

Emerald Parkway in this vicinity consists of four lanes with a landscaped median, a sidewalk on the east side, and a shared use path on the west side.

Bright Road: Neighborhood Boulevard – River Corridor character; 100' right of way.

Neighborhood Boulevards function as neighborhood thoroughfares for all modes and typically include one shared use path and one sidewalk, depending on corridor character. These streets are typically characterized by two vehicle lanes, on-street parking, stop-controlled intersections, and may or may not have residential driveways.

The River Character is primarily the result of natural processes on the land over the course of many years. The river corridor possesses dramatic topographical changes, is heavily wooded, and includes the Scioto River and its tributaries. This corridor character includes several features, many of which are not relevant to this specific section of Bright Road. The ones that are relevant are noted below:

- Use of modest setbacks ranging from 60 to 100 feet.
- Use of woodland plantings and incorporation of landforms to create topographic change and shape views.
- Design of informal water features to blend with the surrounding character of the river corridor.

Bright Road in this vicinity recently underwent improvements, including widening from two lanes to four lanes with a landscaped median. A shared use path is incorporated on the south side, and a sidewalk was constructed on the north side.

Sawmill Road: Arterial – no character assignment as the street is within the City of Columbus jurisdiction; 120' right of way.

Arterials combine the traditional major arterial with separated bicycle/pedestrian facilities on both sides and move vehicular traffic to and from freeways. They represent the one street classification where efficient vehicle travel remains prioritized, recognizing that the private automobile continues to be a key component of travel in and around Dublin. Separated bicycle and pedestrian facilities support vulnerable road users, and to keep reasonable crossing

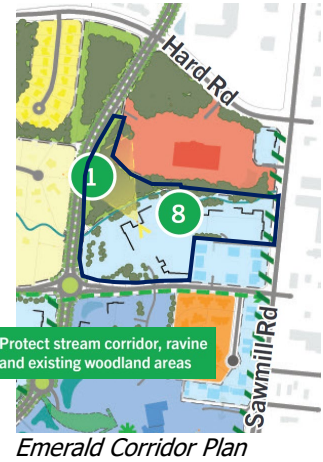
lengths, arterials are recommended to be a maximum of four lanes wide, with turn lanes as needed. Sawmill Road in this area consists of 6 lanes, including a center turn lane.

Special Area Plan: Emerald Corridor

While the future land use plan ensures compatible and coordinated growth throughout Dublin, in key areas of the city where substantial development or redevelopment activity is likely, special area plans provide an illustrative framework for additional design guidance for development. The plans are general guides for future development and are not necessarily to be interpreted or applied literally. The subject site is located within the Bright/East Emerald Subarea of the Emerald Corridor. The Plan recommendations for this subarea that are relevant to this proposal include the following:

- Preserve important archaeological and natural features. These include Billingsley Creek.
- Maintain expectations for appropriate, high-quality development. This includes providing an appropriate scale and architectural style near residential areas.

- ① Preserve green character along Emerald Parkway
- ② Protect stream corridor, ravine and existing woodland areas



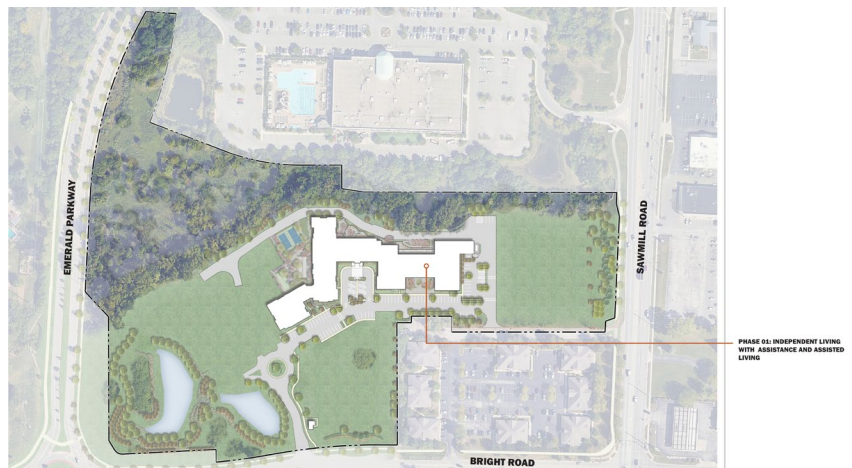
The plan also calls for protecting the green character along Emerald Parkway, the stream corridor, and existing woodland areas.

4. Project

Overview

As noted, the current request is for approval of Phase 1 of the overall project, which includes Building 1 and the majority of the site improvements. These consist of the entry features (signage), access drives, some surface parking, utilities, a water meter room, landscaping, and other site facilities.

Building 1 is located in the central portion of the site along Billingsley Creek. It would provide 141 independent and assisted living units and would also function as the primary activity center for the overall development with an indoor pool, underground parking, a conditioned greenhouse at the upper level, fitness areas, dining venues, salon, and other senior amenities. Outdoor amenities would include two front courtyards, a rear courtyard, covered dining areas, and patios. The rear courtyard would be oriented towards Billingsley Creek and include activity areas such as pickleball courts, bocci ball, and walking paths.



The building would consist of 4 stories above one level of parking and would encompass approximately 221,000 square feet (including 88,000 square feet of common space). The west

side of the building is designed to allow the future attachment of Building 4 at all levels, including the underground parking. It should be noted that the approved development text states that Building 1 would include ± 138 units, but the text also includes language allowing flexibility in the distribution of units among the four building as long as the total number of units does not exceed 375.

Phase 1 would also include two large stormwater ponds at the southwest corner of the site consistent with the PDP. The ponds would be located at different grades and incorporate stone retaining walls, allowing for naturalized stormwater overflow.

Subarea B at the northwest corner of the site would be mostly preserved in its natural wooded condition, except for some regrading (compensatory cut) on its eastern side to make up for the limited fill in the floodplain on the opposite side of Billingsley Creek (near Buildings 1 and 4). The fill is needed to facilitate the construction of the emergency vehicle access drive north of the buildings. A temporary construction drive to enable the regrading work is proposed off Emerald Parkway and shown on the Civil plans.

Site Access, Circulation, and Layout

The site access, circulation and layout remain consistent with the PDP, and both Building 1 and the water meter building meet the setback requirements of the development text.

As noted above, the primary access to the site would be through a new drive off Bright Road, opposite the Mount Carmel Hospital Bright Road entrance. Secondary access from Sawmill Road is proposed through sharing the existing right-in/right-out curb cut and access drive that serves the Milco Office Park to the south.

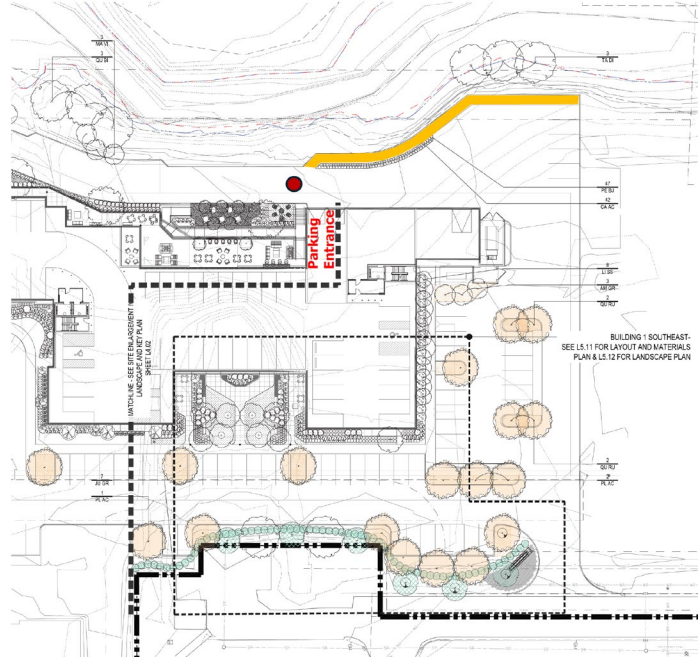
The internal drives would be private with 24' pavement widths except for the emergency vehicle access drive on the north side of the site, which would vary from 22'-26'. All of the circulation drives would be constructed as part of Phase 1, except for the ones associated with Phase 4 to the west. Surface parking associated with the other phases would also be constructed in the future.

Parking for this phase would include 112 structured parking spaces and 84 surface spaces for a total of 196, which is consistent with the development text and exceeds the Code minimum of 138 spaces. Bicycle parking is required at the rate of one space per 20 car spaces, which equates to a minimum of 10 bicycle parking spaces. The applicant is proposing to install five U-shaped bike racks, which would accommodate 10 bicycles, in the auto court island near the building's front entrance. Two electric vehicle charging stations would also be included, consistent with the development text.

As noted above, PZC recommended 8 conditions of approval as part of the PDP review. Four of those were addressed prior to Council's approval of the rezoning and PDP, while the rest were intended to be addressed at FDP. One of those remaining conditions (Condition 3) was that the on-site alignment of the entry drive off Bright Road should be further refined to minimize conflicts, add a focal point, and achieve a more curvilinear design. The current plan addresses

this condition to staff's satisfaction by incorporating a traffic circle at the intersection of this drive with the east-west internal drive to better organize the circulation pattern, especially near the drop off area in front of Building 4. A variety of landscape materials would be incorporated within the circle to achieve the focal point objective.

The emergency vehicle access drive on the north side of the site would also provide access to the underground parking and the enclosed trash/delivery areas of Buildings 1, 3, and 4. Such activities are limited to one location at the end of each building, meaning the majority of the drive would be free of vehicular traffic and would double as a walking path. In order to maintain safe pedestrian access, another PDP condition (Condition 5) stipulated that separated pedestrian paths be provided along portions of the emergency access drive where entries to the structured parking are located. The applicant has addressed this condition by introducing a 6'-wide path near the northeast corner of Building 1, separated from the rest of the pavement by a combination of striping and a planter (shown in orange on the above graphic). The path will eventually provide a connection to the courtyard on the north side of Building 3. A similar treatment will also be incorporated at Building 4. This complements the rest of the proposed pedestrian circulation plan, which includes 6'-wide sidewalks and walkways throughout the site.



In order to prevent non-emergency vehicles from using the emergency access drive, the applicant has included a note on the site plan that a traffic barrier would be incorporated west of the parking garage access and coordinated with the Fire Department. Staff recommends the use of removable or retractable bollards in order to maintain pedestrian access (location shown in red dot on above graphic) subject to review and approval by the Washington Township Fire Department.

Open Space, Tree Preservation, and Landscaping

The proposal is consistent with the PDP and the provisions of the approved development text. It includes significant open space and natural feature preservation, including the Billingsley Creek corridor, Subarea B, and most of the Emerald Parkway frontage. The applicant has provided a tree preservation plan showing that most of the trees within those areas would be preserved and that other trees that will need to be removed to accommodate the development would be replaced in accordance with the development text. Some existing trees that might eventually need to be removed to accommodate Phases 2 and 3 will be retained in the interim.

As noted above, 3 courtyards and several outdoor patios are proposed as part of Phase 1 and will include a wood pergola and durable outdoor furniture and amenities as detailed in the

application materials. The pickleball courts would be surrounded by a black vinyl-coated chain-link fence to complement the site furnishings.

The applicant has also provided a detailed landscape plan for Phase 1, including mounding and landscaping along the Sawmill and Bright Road frontages and plantings around the ponds. Landscaping is also proposed along the entry drive and within the traffic circle at its terminus. The landscape plan is consistent with the provisions of the development text.

Stormwater and Utilities

The applicant submitted a floodplain analysis, a sanitary study, a hydrologic and hydraulic analysis, a stormwater management report, and other utility details during the PDP review process. Engineering staff provided various comments that were to be addressed during the FDP and Site Permit review processes. This was incorporated into the PDP conditions of approval (Condition 8). Additional information has since been provided although details will need to be finalized at the Site Permit stage, including working with staff on the sanitary sewer calculations. This is noted as part of a new recommended condition of approval of the FDP.

Architecture and Building Materials

Building 1

The building design is consistent with the PDP and the provisions of the development text. It is intended to reflect a “soft contemporary” architectural style with mostly traditional materials and proportions on all four sides. It includes varied massing, balconies, flat roofs with parapets, and a metal entry canopy highlighting the main entrance on the building’s south elevation. As reflected in the material board (included in the application drawings), the primary materials include brick in two complementary tones as well as cast stone, which is proposed for the facade around the main entrance, in accent bands, and at certain building foundation areas. A



SOUTH ELEVATION



glass greenhouse is proposed at the top floor, east of the main entrance. Glass (including the windows) is also classified as a primary material. The storefronts, windows, canopies, and railings would have a black anodized finish.

Secondary materials include fiber cement panels and trim in three different colors (Iron Ore, Dorian Gray and Softer Tan). The development text limits the use of secondary materials to a maximum of 20% of the exterior materials used for all elevations. As reflected in the application materials, this standard is met on the south elevation, which is the most visible part of the building. However, it is not met on the other elevations (30% on the north elevation, 29% on the east elevation, and 25% on the west elevation). Staff is supportive of the distribution of materials as shown on the elevations despite the departure from the standard as they help add variety to and break up the mass of a large structure.

The development text includes provisions for horizontal transitions at the multi-story buildings, with a clear base, middle, and cap, and with "heavier" masonry materials located below "lighter" siding materials. These provisions are met. The text also stipulates that vertical transitions in materials shall occur at inside corners along the façade. The drawings provided at PDP included various instances where that standard was not met. As such, Condition 7 of the PDP approval required compliance with this provision. The current plans address this condition and provide an appropriate balance and proper transitions between materials.

The text limits the building height at the top of the roof deck to 55' at the principal entry level (south elevation) and 65' at the parking level (north elevation). These exclude the parapet heights. The proposed height at the top of the roof deck is slightly over 50' at the entry level, and a little more than 60' at the parking level, thus meeting both standards. The text also states that parapets used to screen rooftop condensers shall have a minimum height of 32". This requirement is met as can be seen in the provided wall section exhibit.

Water Meter Building

This building would be located near the vehicular access to the site from Bright Road and measure 19'-4" x 24'-0". It is designed to complement the lower profile of the future Phase 2 building east of that drive. The intent of both structures is to blend in with the adjacent neighborhood office buildings to the east. Accordingly, the design is traditional in character with a stone base, brick walls, and a hipped roof with asphalt shingles. The height to the roof peak is proposed at 15'-3", which is well within the 25' limit established in the development text. The structure would be accessible from the adjacent pedestrian walkway through a landscaped path leading to a metal door. Louvers within punched openings, similar to the character of windows, would be provided on all four sides. The doors and louvers would be



painted Iron Ore to match the details on the site's principal buildings. The brick and stone would also be from the same palette as the rest of the site.

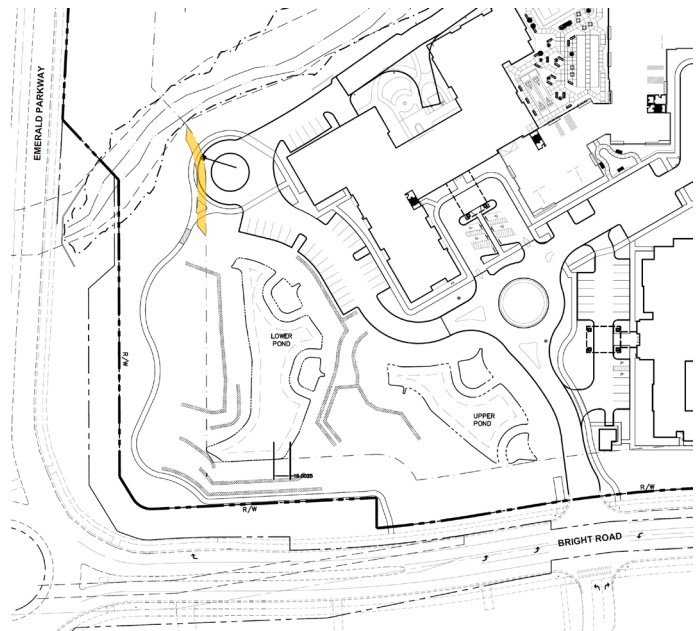
Development Text Modifications

The applicant is proposing to make two modifications to the approved development text. Per Code Section 153.053(E)(4), PZC may approve a modification to a provision of the development text if it remains consistent with applicable plans, does not alter the list of permitted uses or cause an inappropriate increase in density. The proposed modifications are as follows:

Partial Setback Reduction

At the PDP stage, the applicant proposed a 50' building and pavement setback from the Emerald Parkway right-of-way line. As noted above, the Thoroughfare Plan within the Envision Dublin Community Plan assigns the Traditional Dublin character designation to Emerald Parkway with a recommended setback of 100'. Increasing the setback was one of the PDP conditions of approval and was addressed prior to City Council consideration. Since then, the applicant realized that the future traffic circle near the western end of Building 4 would encroach into that setback by approximately 10 feet.

The applicant and staff studied alternative configurations in an attempt to address the setback issue, but those proved difficult to achieve due to site grading and the need to maintain adequate turning movements, especially for emergency vehicles. As such, the applicant is proposing to include an exemption to the 100' setback that would apply only to this section of pavement (shown in orange on the graphic to the right) allowing it to be at 90' from the right-of-way. Staff is supportive of this modification due to its limited extent, the existing wooded buffer from the roadway, and the need to maintain adequate turning movements.

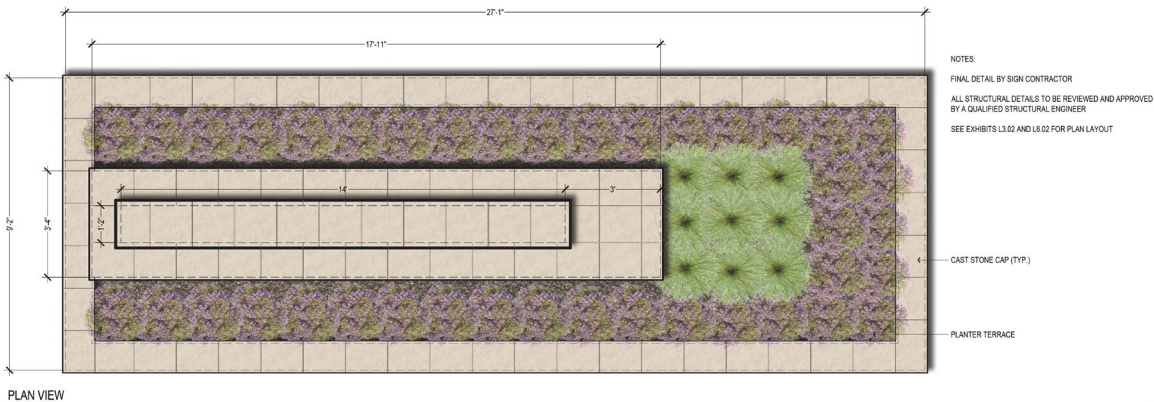


Signage Standards

As currently drafted, the development text states that a signage and graphics master plan would be provided as part of the FDP. Given the relatively straight forward signage request by the applicant (as further detailed below), staff and the applicant both concluded that it would make more sense to add sign provisions to the text instead of a separate document so that all standards can be found under the same cover. Accordingly, staff is supportive of this modification.

Signage
Ground Signs

The applicant is seeking approval of a double-sided project identification ground sign at each of the two entrances to the site (off of Bright Road and Sawmill Road). Each would consist of a sloped split-face limestone-veneer face with a 4" cast stone cap and black pin-mounted, halo-lit letters. The sign base would extend beyond the front edge of the sign and would be clad with brick veneer with a limestone cap. The entire structure would be surrounded by a raised planter, also with a brick veneer and limestone cap. The brick would match one of the colors used for the buildings within the development. Plant materials would be placed within and around the planter. At its highest point, the sign would be 6'-6" above grade, tapering down to 5'-6" at the other end. The letters forming the project name would be 1'-3" in height and 8'-6" in width for a message area of slightly less than 11 square feet. The site's address would also be incorporated and would consist of 6"-tall numbers and letters. The proposed development text language states that the graphic area would not exceed 16 square feet per sign face and provides the option of halo lighting and ground-mounted lighting. The language also states that the front edge of the sign face must be located a minimum of 8 feet from the right-of-way line. This setback is consistent with code requirements and is reflected in the site and landscape plans.



The proposed ground signs deviate from code standards in several respects. Nursing homes are entitled to a single ground sign with a maximum sign area of 15 square feet and a maximum height of 6 feet. Code allows a second sign if the site has two public right-of-way frontages and there is a minimum separation of 100' between the two signs, which applies in this instance. However, when two signs are permitted, code limits the total combined area of both signs to one and one-third times the maximum permitted area of a single ground sign.

Similarly, the total combined height cannot exceed one and one-third the maximum permitted height of a single ground sign. This translates to a maximum combined sign area of 20 square feet (10 square feet per sign) and a maximum combined height of 8 feet (4 feet per sign). Staff is supportive of the proposed departures from the code requirements for sign height and area due to the significant distance between the two project identification signs and the presence of an existing office park occupying the frontage of both streets between the entrances to the proposed development. It should also be noted that other types of uses along those roadway frontages are entitled by code to larger and taller ground signs

The applicant is also proposing an additional single-sided ground sign at the vehicular access to the site from the access drive shared with the office park to the south. The design and size is identical to the roadway frontage signs except that no planter would be included in this instance. As such, the height at the tallest point would be 5'-2". Staff is also supportive of this sign as it is internal to the site and not intended to be visible from the public right-of-way.

Building Signage

The proposed development text language confines building signage to the entry canopies and restrict its height to 18". These signs would not be visible from the public right-of-way, so they would not require PZC review.

Directional Signs

The proposed text language would allow on-site directional signs of a common design, materials and size. These signs would not exceed 4 feet in height or 4 square feet in area. Similar to the building signs, these would be internal to the site and subject only to administrative approval.

Lighting

The applicant has provided cut sheets for all proposed light fixtures, including wall-mounted sconces, bollards, pole-mounted lights, and landscape lighting. All meet the full cut-off requirements with lighting directed downward. A photometric plan verifying compliance with code requirements was also submitted.

5. Plan Review

Final Development Plan	
Criteria	Review
1. The plan conforms in all pertinent aspects to the approved preliminary development plan.	Criterion Met with Text Modification: The proposal is largely consistent with the approved PDP. There are some departures from the secondary building materials limits but they are limited to the side and rear elevations and contribute to the architectural intent of the plan to break up the massing. A development text modification to slightly reduce the pavement setback at the future western traffic circle is also justified as it helps ensure adequate turning movements, especially for emergency vehicles.

Final Development Plan

Criteria	Review
<p>2. Adequate provision is made for safe and efficient pedestrian and vehicular circulations within the site and to the adjacent property.</p>	<p>Criterion Met with Condition: The proposal provides pedestrian and vehicular connections throughout the entire site. Separation between pedestrian and vehicular circulation has been added where needed along the emergency access drive on the north side of the site. Pedestrian safety would be further enhanced by the use of vehicular barriers at key locations along that drive subject to review and approval of the Washington Township Fire Department. This is addressed by a recommended condition of approval.</p>
<p>3. The development has adequate public services and open spaces.</p>	<p>Criterion Met with Condition: Approximately 60% of the overall site will be dedicated to open space, including natural areas, courtyards, active outdoor spaces, patios, and similar features. Adequate public services are also provided, although final details, including finalizing the sanitary sewer alignment and calculations will need to be completed to the satisfaction of the City Engineer. This is addressed by a recommended condition of approval.</p>
<p>4. The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in the Code.</p>	<p>Criterion Met: The proposed development preserves the existing natural characteristics of the site including Billingsley Creek, the woods at the northwest corner, and the trees at the southwest corner. The tiered ponds and stone walls at that corner also contribute to the roadside character envisioned in the Community Plan.</p>
<p>5. The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity.</p>	<p>Criterion Met: The proposed lighting complies with the full cut-off requirements. The photometric plan is compliant with the applicable standards and shows that there would be no light trespass unto adjacent properties or streets.</p>
<p>6. The proposed signs are coordinated within the PUD and with adjacent development.</p>	<p>Criterion Met with Text Modification: The proposed new sign standards would allow for a coordinated approach within the development. The proposed ground signs at the site entrances are harmonious with adjacent developments (most of which are entitled to larger and taller signs). The building and directional signs would be internal to the site with no impacts on the surrounding properties.</p>

Final Development Plan

Criteria	Review
<p>7. The landscape plan will adequately enhance the principle building and site; maintain the existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate.</p>	<p>Criterion Met: The tree preservation and landscape plans place a priority on preserving trees, especially within the Billingsley Creek corridor and the northwest and southwest corners of the site. The landscape plan appropriately complements the existing vegetation and meets all applicable requirements. The landscape materials proposed within the traffic circle island help provide a focal point at the entry to the site.</p>
<p>8. Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in the Code and any other design criteria established by the City or any other government entity which may have jurisdiction over such matters.</p>	<p>Criterion Met with Condition: The applicant should continue to work with staff to demonstrate compliance with all applicable stormwater drainage and other site requirements during the Site Permit review process to the satisfaction of the City Engineer. This is addressed through a recommended condition of approval.</p>
<p>9. If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage.</p>	<p>Criterion Met: Phase 1 complies with all applicable provisions and includes most of the overall site improvements. It provides appropriate improvements and buffers that will help the future phases get seamlessly integrated.</p>
<p>10. The proposed development is compliant with other laws and regulations.</p>	<p>Criterion Met: The proposed development complies with all other laws/regulations.</p>

Recommendation

Planning Recommendation: Approval of the following development text modifications:

1. Reduction of the pavement setback from the Emerald Parkway right-of-way to 90 feet at the westernmost traffic circulation circle.
2. Addition of signage standards.

Planning Recommendation: Approval of the Final Development Plan with the following conditions:

- 1) That removable or retractable bollards be used to restrict non-emergency vehicle use of the access drive on the north side of the site subject to review and approval by the Washington Township Fire Department.
- 2) That the applicant continue to work with staff to address site engineering and utility details including the sanitary sewer alignment and calculations to the satisfaction of the City Engineer.